

Strategic Aviation Special Interest Group of the Local Government Association

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Regional News

- 10 March 2015 - [A full Council meeting of the Isles of Scilly Council have increased commercial aviation fees and charges at the isles of Scilly Airport by 10 per cent.](#)
- 10 March 2015 - [Former Transport Secretary Justine Greening has said that expansion at Heathrow Airport would only compound the mistake of putting Britain's hub airport 'in the wrong place'.](#)
- 10 March 2015 - [Head of Corporate Responsibility at Gatwick Airport Tom Denton has said that recent changes to flight paths in the area are being reviewed.](#)
- 11 March 2015 - [Gatwick Airport is reportedly promising to cap landing charges for 30 years and cover the main risks of expansion.](#)
- 12 March 2015 - [Bristol Airport has rejected calls to boost tourism by including the city of Bath in its name.](#)
- 12 March 2015 - [The Chief Executive of East Midlands Airport Andy Cliffe has said that cities in the East Midlands area need to work closely together to attract more businesses to the region.](#)
- 12 March 2015 - [Member of Parliament for Chesham and Amersham Cheryl Gillan has questioned whether the expansion of Heathrow Airport could affect her constituency.](#)
- 13 March 2015 - [An online petition by Hounslow Council's calling for a 'better not bigger Heathrow' has attracted 839 signatures.](#)
- 15 March 2015 - [The Leader of Thanet Council, Iris Johnston, has welcomed a House of Commons Transport Committee report criticising Kent County Council for its role in Manston Airport.](#)

Industry News

- 6 March 2015 - [Following a recent review of Norwich International Airport's \(NIA\) controlled airspace \(CAS\), the UK Civil Aviation Authority \(CAA\) has announced a reduction in the size of the Class D airspace.](#) Although acknowledging that the Control Zone (CTR) and Control Area (CTA) around Norwich were working well following their implementation in 2012, the CAA has reduced the upper level of both from FL50 (approx 5,000ft) to 4,000ft. As a result, the transition altitude above the CTR and CTA will therefore be raised from 3,000ft to 5,000ft. The change was announced in the CAA's 'post implementation review' of the Norwich CAS. NIA and the CAA are working collaboratively to introduce the revised airspace on 17 September 2015, scheduling it with other initiatives being undertaken by the Airport. NIA will, however, be allowed to request the original upper level be reinstated if they experience an increasing need to hold inbound aircraft at higher levels. The CAA said it was satisfied that the Norwich CAS had been beneficial in protecting aircraft in the instrument approach and initial departure phases of flight. However, a change to the vertical dimension of the CAS is operationally possible, although not to the lateral dimension. Although aircraft that are not radio equipped are excluded from controlled airspace (without prior permission) the impact on the general aviation community of the Norwich CAS has been minimised, with NIA meeting the original approval requirements to facilitate transit of the airspace. The lack of any safety related events since the CAS came into force endorsed this view.
- 14 March 2015 - [The UK Civil Aviation Authority \(CAA\) is carrying out a year-long survey of how UK airports assist people with disabilities.](#) Under European Union regulations passengers with a disability and people with reduced mobility (PRM) are legally entitled to special assistance when travelling by air, which includes help when arriving at and travelling through an airport. The CAA has introduced a new PRM satisfaction survey which will run throughout the year and publish an overview of the findings in early 2016.