



By e-mail

██████████
Department for Transport

7 March 2019

Dear ██████████,

Leeds East airspace change process

I refer to the (**attached**) letter dated 28 March 2018 from ██████████ giving the CAA further guidance on the terms and effects of ANG 2017 on airspace change proposals that were and are already part way through the CAP 725 airspace change process.

CAA should be grateful for DfT's view in respect of another issue with regard to transition that has arisen. You may recall I mentioned this on the phone a few weeks ago.

Leeds East

Leeds East has been following CAP 725 in respect of GNSS approaches since October 2016. It consulted on its proposals on 18 March 2017 – 26 June 2017.

I am advised by ██████████ that in his view there are less than 10,000 people in Leeds East's airport 54dB noise contour.

In accordance with the published transition policy and DfT letter dated 28 March 2018 the Leeds E ACP remained on ANG 2014 and CAP 725.

Leeds East commenced a further 14 week consultation between 21 December -21 March 2019.

Leeds East's consultation document states the following:

*"We originally consulted stakeholders about this proposal in 2017 following which we made changes to the original design.
Because of this we have decided to repeat the consultation in-order to update stakeholders regarding those changes"*

The full consultation document is here: <http://leedseastairport.co.uk/wp-content/uploads/2018/12/LEA-GNSS-2018.pdf>

The sponsor stated in correspondence to the CAA in December 2018 that the reason for the second consultation was the "quality of the [original] consultation".

Before the consultation commenced we advised the sponsor that we would be writing to the DfT for guidance on whether we should apply ANG 2014 when the proposal was received for a decision or

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whether we would be required to apply ANG 2017 (in which case the proposal would have to transition onto CAP 1616).

Please could you let me know whether the DfT requires the CAA to apply ANG 2014 or ANG 2017 to this proposal if and when it is submitted to the CAA for a decision.

For the avoidance of doubt the proposal is not yet at the stage of the CAA process where it has been submitted to the CAA for a decision.. A copy of the framework briefing document is on the CAA's web site here. <https://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Decisions/Leeds-East-Airport-GNSS-RNAV-approaches/>

Please let me know if you need any further information. Noting the date that the consultation will close (21 March 2019) we should be grateful to have your decision as soon as you are able. Please let me know if I can provide any further information.

Yours sincerely

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Principal Legal Adviser