



FASI – South Airspace Change Proposal

CAP1616 Assessment
Meeting Presentation

Cardiff Airport

Cardiff Airport

NATS (Cardiff Airport ATC)

ACOG

4th September

cardiff airport 
maes awywr carddydd

ASSESSMENT MEETING AGENDA

- | | |
|--|----------------|
| 1. Introduction/Apologies for Absence | CAA |
| 2. Statement of Need (discussion & review) | All |
| 3. Issues or opportunities arising from proposed change | Change Sponsor |
| 4. Options to exploit opportunities or address issues identified | Change Sponsor |
| 5. Provisional indication of the level and process requirements | CAA |
| 6. Provisional process timescales | All |
| 7. Next Steps | All |
| 8. AOB | All |



AIRPORT CONTEXT

Cardiff airport (CWL) is a growing, capital city airport, situated 8.5NM from Cardiff. The location whilst being semi – urban is largely surrounded by water and agricultural areas, with some areas of dense populations which the airport is cognisant of when considering any airspace design.

Currently air traffic operating in the vicinity of CWL are of mixed types, with operations predominantly being IFR. We ensure good access to the airspace for Visual Flight Rules (VFR) flights both to and from CWL and St Athan (a co-located airfield) and for other local airspace users transiting the associated controlled airspace.



AIRPORT CONTEXT

Our total number of Air Traffic Movements



Calendar year of 2018

32,177

These figures do not include transit traffic



Calendar year of 2017

26,257

These figures do not include transit traffic



Calendar year of 2016

25,078

These figures do not include transit traffic

Our growth predictions for the next 5 years are as follows:



2019

33,786



2020

35,137



2021

36,543



2022

38,008



2023

39,145

Cardiff Airport currently operates within associated class D airspace. The most recent airspace change introduced PBN approaches in late 2016. Prior to this, the SIDS and STARS implemented in 2006, were based on conventional (circa 1950s technology) navigation aids.



ISSUES

Cardiff airport airspace does become very busy during special events and, during routine operations, our own growth, coupled with the growth of our neighbours, means that the airspace network in the area can become congested.

The CAA is developing an airspace modernisation strategy that combines a number of linked initiatives under a programme known as Future Airspace Strategy Implementation South (FASIS). To support the main objectives of this programme the DfT have asked a number of airports in the South, CWL being one, to commit to undertaking related airspace changes so the full benefits of the national programme are realised.



ISSUES

The Airspace Modernisation Strategy foresees the implementation of PBN based routes in lower airspace around airports in the UK. It also identifies the need to incorporate environmentally friendly arrival and departure routes.

The Brecon navigation aid (BCN VOR) is being removed by NATS as part of a rationalisation programme. As many of CWL's current conventional procedures rely on this navigation aid, its removal and the implementation of FASI-S related changes should be made to coincide to remove the requirement for multiple ACPs.

CWL will carry out any ACP in line with the CAA's CAP1616 process.



OPPORTUNITIES



Redesign of arrival and departure procedures in collaboration with surrounding airspace users.



Improve safety with the use of improved accuracy navigation techniques.



Increase in continuous climb and continuous decent operations.



Create greater capacity in the airspace allowing systemised Air Traffic Management.



Reduced impact of noise, where possible, on local communities.



Operational efficiencies reducing fuel burn and CO2 emissions.



Efficiently integrate with the FASIS project and make best use of the enhanced network capabilities.



Limit and seek to reduce the impact on local communities as well as providing a level of predictability regarding air traffic movements.



OPTIONS/OUTCOMES



Maintaining availability of SIDs post BCN VOR removal.



Maintaining regulatory compliance and best practice in accordance with the PBN IR and CAP1711.



Ensuring that controlled airspace and associated procedures, including any holds, support the mutual growth of both the CWL and BRS operations.



Achieving predictable access to the national airspace structure to meet the demands of both CWL and BRS as designed for FASI-S.



Where practicable, limiting environmental impacts, whilst seeking to realise the potential to enhance the environmental performance of routes in/out of CWL.



TIMESCALES

CWL Airport Gateway Dates	Stage 1 Define	Stage 2 Develop & Assess	Stage 3 Consult	Stage 4 Submit	Stage 5 Decide	Stage 6 Implement	Stage 7 PIR
	FEB 2020	AUG 2020	JAN 2021	FEB 2022	31 MAY 2022	AIRAC13/2022	DEC 2023

Note: Withdrawal of BCN VOR scheduled for Dec 2022



NEXT STEPS

- Complete and agree Minutes of Assessment meeting and upload to CWL ACP Portal
- Commence work on Stage 1B - Design Principles
- Develop Stakeholder Engagement Plan



A O B

