



CARDIFF AIRPORT
AIRSPACE CHANGE PROPOSAL (ACP)
Step 1b

STAKEHOLDER ENGAGEMENT REPORT

11th February 2020

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SECTION ONE – Introduction

Cardiff Airport, alongside all other UK Airports, is currently going through an Air Space Modernisation programme. The airport is working in accordance with Civil Aviation Authority (CAA) CAP1616 guidelines and has reached Step 1B.

The intent of the CAA in designing the Step1B process is clear – it must include a thorough, demonstrable and evidenced two-way interaction with a wide range of stakeholders.

The first engagement is to shape and agree the Design Principles, with due regard to safety, operational and environmental impacts, and the reasonable needs and desires of people within the defined affected area.

As there is an interaction between Cardiff and Bristol Airports, there is a desire to “work in parallel, both on the design principles and application, but also by aligning our engagement activity.” [REDACTED]

SECTION TWO – Stakeholder engagement process

Stakeholder engagement strategy

Working closely with Cardiff Airport and representatives from NATS, Freshwater agreed a detailed Stakeholder Engagement Strategy to support the airport's progress through Step 1B of the CAA's Airspace Change Process. The strategy was designed to allow Cardiff Airport to engage with a wide range of stakeholders within the 'potentially affected area' and invite them to attend one of a number of interactive workshops, to be held at the airport.

The workshop format allowed Cardiff Airport and NATS to provide sufficient background information and context to stakeholders, both in terms of Airspace Modernisation in general and to Cardiff Airport's specific Airspace Change Process (ACP), as well as communicating the need for synergy with the ACP being carried out concurrently by Bristol Airport. The ability to provide this context, as well as answering any questions from individual stakeholders in a face-to-face environment, would make for a more meaningful engagement around the Design Principles.

Another key decision taken by the airport, in consultation with NATS and the CAA, was to select the option of developing a set of Draft Design Principles to underpin the stakeholder engagement strategy, rather than starting the process with a 'blank sheet of paper'. The benefit of adopting this strategy was the ability to ensure a degree of consistency and alignment with the Bristol Airport ACP. Although Cardiff's Draft Design Principles were different to those adopted by Bristol, they were developed with the benefit of seeing the final principles that emerged from the Bristol process, following stakeholder engagement and feedback and, following submission, approval from the CAA.

All communications with stakeholders clearly described the engagement process that Cardiff Airport had designed and stressed the fact that the Design Principles that had been developed and circulated in advance to workshop attendees were meant as 'Draft Principles' that were open to scrutiny during the stakeholder workshops and fully subject to change. Stakeholders were actively encouraged to consider the wording of the Draft Design Principles and make recommendations for alternative/additional wording (or alternative/additional Principles) as part of the engagement process.

The stakeholder workshops all commenced with detailed presentations by NATS and Cardiff Airport and offered stakeholders the opportunity to ask questions about the ACP and the engagement process. Attendees were then split into 'discussion groups' that were organised around six 'themes', under which the Draft Design Principles were grouped.

The themes – outlined overleaf – were used to encourage stakeholders to think about the important issues that the different Draft Design Principles were developed to

address. They were also used as a way to engage stakeholders in more effective discussion, rather than simply picking off each of the Draft Design Principles and debating them in turn.

Spokespeople from each discussion group were tasked with summarising and presenting the feedback from their table to the full workshop audience on a theme-by-theme basis. This allowed attendees to listen to the comments provided by other discussion groups and gave the opportunity for groups or individuals to respond to any of the comments made by others.

At the end of each workshop, all attendees were encouraged to complete a written Feedback Questionnaire. Multiple attendees from a single organisation were asked to collaborate in order to submit one questionnaire on behalf of their organisation. It was felt that by collecting questionnaire responses, based around each of the Draft Design Principles, would provide the airport with an additional, considered response from the pool of workshop attendees that would allow for more meaningful evaluation.

The questionnaires also allowed the airport to ask respondents to submit a 'priority score' to each of the Draft Design Principles that provided another means to measure the degree of importance that different stakeholders attached to different issues and principles. With so many differing views expressed, it was evident from reviewing feedback [REDACTED] that it has been difficult to determine the priorities of stakeholders from analysis of the discussion groups alone.

Timings and phasing

Timings for the stakeholder engagement programme were influenced by the desire to align the ACPs being carried out by Cardiff and Bristol Airports, with the target of achieving submission within the CAA's Gateway in March 2020.

The final stakeholder engagement strategy was agreed on 4 December 2019, with two dates in mid-January agreed to stage the workshops. The development of a comprehensive stakeholder matrix started at this time and, once finalised, invitations to the workshops were issued from 17-20 December, with reminder emails sent out during the first week of January.

A programme of outbound telephone calls was also carried out to selected stakeholders, including those who had not accessed the initial invitation or follow up communications.

A stakeholder workshop for aviation stakeholders was held on the 16 January, with additional workshops for community stakeholders held on the 16 and 17 January.

This Stakeholder Engagement Report was completed at the beginning of February and submitted to Cardiff Airport and NATS, in order to provide sufficient time for both

organisations to fully consider the feedback received from stakeholders and make appropriate changes to the Draft Design Principles.

Development of the stakeholder list

Cardiff Airport is located in Rhosneigr in the Vale of Glamorgan and is approximately ten miles from Cardiff city centre. The 'potentially affected area' for the Airspace Change Process (ACP) is governed by the area beneath which aircraft using Cardiff Airport are likely to fly below 7,000ft – calculated as a 23-mile radius of the airport site.

Given the existing and likely arrival and departure routes, and the airspace design requirements to deconflict Bristol, we recognise that some within this radius may be unaffected. However, in the spirit of CAA guidance, the absence of any further information – and not wishing to prejudge the outcome of the 'principles' workshop – we have recognised that a meaningful interaction must take place with appropriate people and representatives within that area.

We identified key stakeholders in the 23-mile radius of the airport. In line with CAA advice, these stakeholders included:

- Local and unitary authorities
- City and District Councils
- Town, community and parish councils
- Members of the Cardiff Airport Consultative Committee
- All Assembly Members and Members of Parliament
- Business/tourism organisations
- Health boards, groups, NHS Trusts
- Education bodies
- Environmental organisations
- Community groups
- Aviation stakeholders, including associated General Aviation.

After consultation with the team at Cardiff Airport, a potential respondent pool of 269 contacts (76 aviation, 141 community and 52 AMs and MPs) were identified. Please note that, for some organisations, more than one representative was invited, but we have only listed the names of the organisations in Appendix One.

Recruiting stakeholders to the workshops

Once the stakeholder workshop venue, dates and times were agreed, tailored invitation copy was drafted for a series of invitations to be sent out to stakeholders by email. One three-hour session was allocated to aviation stakeholders (on 16 January), while the larger audience of community was offered two options of three-hour slots on consecutive days (16 and 17 January).

With the timelines involved and the understanding that the recruitment period was to cross over the Christmas/New Year period, it was felt that email was the preferred method of communication, with personal email addresses identified wherever possible. It was agreed that all invitations would be sent in both Welsh and English, with from a dedicated email address set up specifically to manage stakeholder responses:

████████████████████

Every email was clearly identified as an *'Invitation to participate in an Airspace Change Workshop'* within the subject line and a contact phone number was provided within the initial invitations, with a team briefed to handle workshop-specific enquiries – the telephone facility was offered only to assist in recruiting stakeholders to the workshop and not to provide any additional information or accept stakeholder feedback as part of the ACP.

An email marketing system was used to send out the initial invitations and also to send the reminder emails to all contacts who had not responded by the 6 January. This allowed our team to access delivery reports revealing which addresses rejected communications, how many recipients had clicked through on the links to the CAA portal and website to access additional information and which contacts had received but not opened either correspondence.

All invitation emails that were undelivered (14 in total) were followed up by telephone and resent to alternative addresses. Stakeholders who received but did not open the invitation email or the follow up email (28 in total) were also contacted by telephone. In addition, it was agreed that all local government contacts who had not responded to the invitation were also to be contacted by telephone and offered the opportunity to send a representative to the workshops.

Every stakeholder who responded to the invitation to register their interest in attending a workshop was sent a confirmation email. All registered attendees were contacted again by email on the week of the stakeholder workshops and sent comprehensive joining instructions, including a full set of Cardiff Airport's Draft Design Principles, for their allocated workshop slot.

Sample copies of all the communications outlined above are included in the Appendices section of this report, along with a detailed communications log itemising all inbound and outbound communications.

Workshop format

Each workshop followed a similar format, with delegates completing a registration process and being assigned to individual breakout groups. The breakout groups were each allocated a table and the workshop commenced with a welcome address by a senior member of Cardiff Airport's management team, who handed over to an independent Chairperson from Freshwater.

The Chair then introduced experts from NATS and Cardiff Airport's operations team who, delivered presentations on the background and context to CAP1616 and Cardiff's Airspace Change Process (see Appendix 5 for presentation slides). On Friday 17, an additional expert from ACOG was also in attendance and was introduced to the workshop attendees at this point.

Following the presentations, the Chair then facilitated any clarification questions from the attendees, before explaining how the discussion groups were going to be organised. They introduced the six workshop 'themes' and attendees were provided with handouts that detailed each of the six themes, followed by the appropriate Draft Design Principles.

The Chair re-iterated the message from previous communications that the Design Principles provided contained 'draft' wording and were meant as a starting point for discussion, with groups and individuals encouraged to debate the wording of each Design Principle and propose any additions or changes they felt should be considered.

The six workshop themes were as follows:-

- Safety
- Capacity
- Noise
- Airspace access and integration
- Flight efficiency (environmental)
- Use of advanced navigation technology

Each breakout group had an independent facilitator and scribe to maintain focus on the themes and record the comments made by each respondent. In order to assist this process and ensure that all relevant comments are captured, facilitators sought permission from attendees to record each group discussion. The workshop facilitators indicated when groups need to move on to discussion of the next theme.

At the conclusion of the group discussion, taking each theme in turn, a spokesperson from each breakout group presented a summary of the comments that were tabled. The Chair then invited further comments from the floor on the statements presented, with all discussion being recorded.

For the two community stakeholder workshops, it was agreed that the 'summing up' of comments from the discussion group should be completed and recorded after the conclusion of each theme, rather than at the end of the workshop, as this allowed more time for the Chair, facilitators and industry experts to provide additional explanation of the themes and the individual Draft Design Principles to the non-technical audience.

At the end of each the workshop, the Chair made reference to the availability of a Feedback Questionnaire and each respondent was issued with a copy. The Chair then briefly took respondents through the questionnaire, taking any questions from the floor

in relation to the document itself, before allowing respondents a period of time to complete the document.

Questionnaire structure

The questionnaire took each of the Draft Design Principles in order and, under each Design Principle, a question asked the respondent to rate, on a 1-5 scale, how important they felt that particular principle was to the reader. A supplementary question with a freeform box text box asked the respondent to make additional comments or suggest specific changes or additions that they would like to see made to each Draft Design Principle.

At the end of the questionnaire, respondents were given the opportunity to suggest alternative Design Principles for consideration in another freeform text box, as well as providing any comments on the stakeholder workshops or the engagement process that has been conducted during Step 1b of Cardiff's Airspace Change Process.

Each completed questionnaire captured the name of the respondent, in what capacity they are acting (ie who they represent) and details of how they can be contacted.

SECTION THREE - Workshop and Discussion Group Feedback

THEME ONE: SAFETY

DP0 Safety - Shall maintain or enhance current levels of safety

Aviation Stakeholders

There was broad agreement around the theme and the proposed Draft Design Principle beneath it within all the discussion groups involving aviation stakeholders. [REDACTED] commented that “no-one around this table would argue that safety has to be paramount around this whole process”, while [REDACTED] said “It can’t be less safe than it is now. That’s a given!”. On the draft DP0, [REDACTED] suggested that “I actually think it’s quite well worded” and “I think we accept everything has to go through a safety case.”

One element of safety that was discussed was ‘controller capacity’, with [REDACTED] making the point that if the new airspace is too complex or there’s “too many moving parts” or “too much integration” required then controllers have to work harder and the airspace could be less safe. The same contributor suggested that the principle should be the minimal safe protection of IFR aircraft both on normal arrivals and departures and in emergency situations”. [REDACTED] added that “safety wise, what affects us safety wise will not necessarily affect you, so it’s actually defining what safety means as a principle.”

There was also discussion around General Aviation users and, in particular, the principle that “other people’s safety is not negatively influenced by imposing safety for others” [REDACTED]

[REDACTED] This comment was reiterated independently by [REDACTED] who said: “Improve the safety for one user, not necessarily improving the safety for other users.” [REDACTED]

[REDACTED] went on to say that any future design should “recognise the effect on other aircraft and safety is taken in the round – not just based on what is in the air” and that it “must consider both inside and outside” the airspace. The same respondent noted, for example, that “we also need to think about gliders and hand gliders who can’t just say they are going from point A to point B at a certain level.” [REDACTED]

[REDACTED]s suggested keeping the principle but adding “for all airspace users” at the end as a potential resolution to allay these concerns.

The majority of aviation stakeholders in the discussion groups were comfortable with the wording of the DP0, however, [REDACTED] suggested that it was not appropriate to have a design principle which is just about safety and that the word ‘safely’ should be added to every other design principle.

When the discussion groups reported back to the full audience, the Red table was happy with the DP wording regarding safety but suggested there had to be caveat

attached to it. The spokesperson said “Safety comes at a cost and we’re all in business together. There has to be an element of risk as to what we do, that has to be acknowledged in the safety principle, because otherwise no airline would ever operate. We need to understand air space users too and any changes to airspace takes that into account. There WILL be risks, especially with the geographical location with so many airports close together and those risks need to be mitigated.”

The spokesperson for the **Green** table said they were quite happy with DP0 but a [REDACTED] on the table was “just a bit concerned that the airspace should take into account the VFR flight for GA aircraft and not squeeze them into high terrain”. They also pointed out that [REDACTED] “already have very good mitigations in place for segregating our operations.”

Finally, the **Blue** table spokesperson reported that “We generally agreed with the wording”, adding that it was partly about “maximising control of capacity by keeping it nice and simple” but also acknowledging that “the minimum safe protection of IFR traffic is important in the design, but also maximising flexibility and the availability of VFR traffic as well”. We also noted that safety should “spread its wings” over all other design principles, so while they were happy that it was broken out as a separate DP, it would underpin all the rest.

In a final point following the summing up, [REDACTED] made the suggestion that using “negative” wording may be better [for DP0], which they explained as “nothing in these proposals shall reduce safety...”

Community Stakeholders

Community stakeholders engaged in a proactive discussion around safety and questions were asked around current safety standards and what scope there was to improve them. [REDACTED] asked whether introducing more accurate navigation technology could lead to “a natural increase in safety”, whereas [REDACTED] asked “is there a security issue to wrap alongside the safety?”, such as flying over restricted areas.

Some groups debated whether there was a “possible trade-off of safety against capacity” but all agreed that safety should be the overriding principle. [REDACTED] felt the Design Principle should be that “this is not going to allow safety targets to fall, which we all 100% agree with”, the [REDACTED] both agreed that “Shall maintain or enhance sounds good.”, while the [REDACTED] confirmed “It’s a no brainer – fairly straight forward, I should imagine it pretty much feeds into every other design principle”.

In summing up, the **Green** table reported that “our view was that obviously it’s almost a no-brainer that safety has to be maintained or indeed enhanced, so you wouldn’t question that statement”, while the **Red** table was even more forthright, stating “we wanted to see every single step to enhance safety and not to compromise anything.”

THEME TWO: CAPACITY

***DP1 Operational (Resilience)** - The proposed airspace will aim to maintain or enhance operational resilience of the ATC (Air Traffic Control) network*

***DP2 Operational (Capacity)** - The proposed airspace design will yield the greatest capacity benefits from systemisation in line with the CAAs (Civil Aviation Authority) published airspace modernisation programme*

***DP3 Economic (Network Performance)** - The proposed Cardiff FASl-S (Future Airspace Strategy Implementation – South) airspace should facilitate optimised network economic performance (note: this includes track mileage/fuel burn/route charges)*

Aviation Stakeholders

There was wide ranging discussion relating to resilience and capacity among aviation stakeholders. Initially, much of this was with an objective of obtaining an understanding of what terms like ‘operational resilience and ‘systemisation’ mean to different stakeholders, the current situation, and why change is required.

The aviation group was understandably the most technically-accomplished, and very keen to discuss detailed resilience and capacity issues and stray into areas that were more appropriate in the next phase. [REDACTED] v summed up resilience as “the ability to flex, the ability to keep going in respect of whatever challenges are thrown at you” and gave examples of airports where this ability was limited. [REDACTED] supported the proposal to “maintain or enhance”, stating that “you would always hope to do that and not make it worse”. [REDACTED] suggested a minor addition to include “operational resilience for the air traffic network and the operations” as “it’s not just about air traffic control needs but operator needs as well – these need to be considered.”

In relation to DP2 in particular, there was widespread agreement that capacity was an important issue. [REDACTED] stressed that aviation is growing and that Cardiff “should have the capability to grow the capacity in to meet the national demands and that should demonstrate the operational resilience”. [REDACTED] echoed this view, adding that “it’s got to be able to have the capacity in it to change and grow”.

Some stakeholders linked ‘systemisation’ to ‘automation’ and there was discussion around this. [REDACTED] suggested that this could amount to “relying on the systems as opposed to the men that drive the systems” but [REDACTED] said it was more about “monitoring the systems awareness” and added that “there has to be an understanding that when you bring in automisation and systemisation, it’s not a dumbing down”.

While [REDACTED] suggested that some of the DPs within this theme may conflict with each other and that “there are trade-offs that you have to make when you do your appraisal”, there was discussion in two of the aviation groups around whether there

should be a 'hierarchy' of Design Principles under the capacity theme. [REDACTED] suggested that "what DP1 should say is operational resilience, DP2 is operational capacity provided that it does not reduce operational resilience and DP3 is economic network providence, provided it does not reduce operational capacity or resilience" and there was vocal support for this as an approach.

In summing up, the **Red** group acknowledged their discussion on the meaning of certain terms and suggested that "you've got to make sure what's put in place stands up to scrutiny and actually will work; that airspace users understand how it works, which is important as you need to know how to react to unforeseen events."

In relation to advances in automation and technology, there was a suggestion "there needs to be a change of emphasis to make sure people understand how systemisation and automation are working" and also a comment on the networked performance DP, suggesting that "It's a very big subject and we need to work with the airspace users to understand what they want themselves."

The **Green** group confirmed that it was happy with the general wording of the Draft Design Principles, while the **Blue** group added that the capacity principle is "not just ATC needs – it needs to be the operator needs as well", and confirmed that they felt the Design Principles are nicely arranged in priority order, suggesting "it would be a really good idea to add at the end of DP2 'providing nothing in this paragraph affects DP1' and at the end of DP3 'providing nothing in this paragraph adversely affects DP2 or 1'".

Community Stakeholders

Explanations of terms like 'operational resilience' and 'systemisation' and some of the issues relating to them were provided to community stakeholders by [REDACTED] [REDACTED] representatives. [REDACTED] [REDACTED]

There was some discussion around drones and whether their increased use would have a potential impact on resilience, and ongoing trials were mentioned by [REDACTED] [REDACTED]. Another theme was timings and several stakeholders asked how far forward we were projecting capacity within this airspace change process – [REDACTED] suggested that somewhere in the region of "10-15 years" was probably appropriate for this process.

Community stakeholders generally supported the need to cater for increased capacity within Cardiff's airspace, the [REDACTED] suggesting "I think DP1 is very straight forward. We wouldn't want to do anything which would not enhance or maintain the resilience of the network."

In terms of DP2, the [REDACTED] confirmed that they would want to see the capacity increased at Cardiff, stating: "it would be a good thing, certainly from the point of view of access, more from the point of the economy...we would support that."

However, [REDACTED] did challenge the wording of DP2, saying “my question would be around the word GREATEST, it doesn’t sit comfortably with me – does that overreach anything else?” The group echoed concerns about an increase in capacity creating potential safety issues with the [REDACTED] suggesting that you substitute the word greatest for “sustainable”, and the [REDACTED] proposed using the phrase “maximum possible” as an alternative here.

Reporting back to the audience, **the Green group** reiterated the importance of the words maintain and enhance for DP1 saying “nobody wants to see that downgraded, indeed we’d like to see it maintained or obviously improved”. The issue of the word “greatest” in DP2 was flagged while it was noted that the key words in DP3 are “facilitate optimised networking economic performance”. Otherwise, they had “no un-towards comments”.

In reporting back, the Red group flagged the word ‘technology’ again: “We should be using, or making the best use, of technology to increase the capacity and throughput” and raised the issue of capacity in the air versus capacity on the ground. They concluded by saying “We think it’s a good idea, providing it takes into account some of the things that are lower down the list – noise, environmental pollution etc”.

THEME THREE: FLIGHT EFFICIENCY / ENVIRONMENTAL

DP4 Environmental (CO₂ Emissions) - The proposed Cardiff FASl-S airspace should facilitate the reduction of CO₂ emissions per flight

Aviation stakeholders

There was general acceptance that environmental responsibility was desirable. However, some queried whether CO₂ should be specifically mentioned, with [REDACTED] "Why's it being restricted to only CO₂? Why not say emissions" and [REDACTED] confirming "I think it's fair to say just remove CO₂ and just have reduction of emissions.". While possibly not adequately explained in these sessions, the use of CO₂ as a proxy should be detailed.

Most groups reported that they were generally happy with the wording of the DP but several stakeholders wanted to stress that environmental protection was a "massive issue", with [REDACTED] stating that "I think the role for airspace is actually quite limited here because there needs to be a wider debate between operators and users as to how you reduce your environmental impact".

A number of stakeholders felt that this Design Principle sat under a different theme. [REDACTED] felt that emissions should not be a stand-alone principle as "it's intrinsically linked to capacity. You have to get capacity right to get environmental benefit", while [REDACTED] argued that Flight Efficiency and Environmental should be grouped with Noise.

The **Blue** group in reporting back felt that this was a "really significant issue for large commercial operators and the point was to make use of modern aircraft systems which, at the moment, can't be used to best effect". In particular, the spokesperson highlighted "the opportunity to shrink airspace means that the VFR transit times are reduced, holding is reduced or gets more efficient, emissions are reduced as a result and, as a general point, this should be prioritised around the highest CO₂ producers."

Community Stakeholders

Feelings on this theme were quite strong amongst community stakeholders, with [REDACTED] [REDACTED] and the [REDACTED] saying "We can go around the table, but I imagine, at the heart of any redesign of the airspace, we should be looking at what we can do to reduce emissions and reduce the impact on the environment." Although community stakeholders were keen to understand more about what types of things could be done to reduce emissions, they accepted that this discussion was beyond the scope of Design Principle, but [REDACTED] [REDACTED] acknowledged "It's just good to see that they're actually there as a starting point."

In terms of specific challenges to the wording of the Draft DP, [REDACTED] [REDACTED]n felt that if you simply say “facilitate” it means that you’re “going to welcome other people’s ideas and welcome what other people are doing” but that you are not necessarily going to be doing it “proactively”. [REDACTED] suggested using the term “encourage” instead.

In reporting back, the **Red** table said “We obviously agree with the principle to reduce the amount of CO₂ per flight and examine the various ways it might be done”, concluding with the statement “We’re going to go for *reducing* the level of CO₂”.

THEME FOUR: NOISE

DP5 Environmental (Noise Impact to Stakeholders on the ground) - The proposed Cardiff FASl-S airspace should limit, and where possible reduce, noise impacts to stakeholders on the ground.

Considerations/options include;

- *Using more noise efficient operational practices*
- *Minimising number of people newly overflown*
- *Maximising sharing through predictable respite*
- *Avoid overflying communities with multiple routes*
- *Maximising sharing through managed dispersal*
- *Minimising total population overflown*
- *Designing flight paths over commercial and industrial areas*
- *Prioritising routing flight paths over parks and open spaces (rather than over residential areas)*

Aviation stakeholders

There was general consensus about the wording of the Draft Design Principle itself, although there was some concern over the use of ‘where possible’ – which ██████ referred to as “sending you down a garden path”. As with emissions, there was a caveat that it’s a bigger question – and one discussion group thought it should “come under environmental”.

In terms of context for noise, several stakeholders and ██████ itself, raised the fact that the airport currently received very few noise complaints and that the split was roughly “70/30 in favour of light aircraft.” ██████ commented that “If we get continuous descent arrivals, and continuous climbs, and then use PNB, actually, the noise footprint of the modern aircraft is minimal.”

The point was also raised about synergy between Cardiff and Bristol, with ██████ v suggesting “There is going to be a conflict between Cardiff airspace and Bristol airspace” and asking “when you’re talking about noise, which is one of the most sensitive areas, who takes priority and what is the affect going to be on the other airport?”

The aviation group quickly identified potential trade-offs between the various considerations/options listed with ██████ L pointing out “minimising the number of people newly overflown versus maximising sharing through predictable respite doesn’t necessarily work” while ██████ said: “...minimising the number of people newly overflown...contradicts the other principles like concentration, dispersal”. When reporting back, the **Blue** group said they shouldn’t be listed in priority order on account of the “contradictory” elements of the options proposed.

The [REDACTED] felt they were “solutions” while [REDACTED] suggested that you end up looking for solutions that are “the least wrong”. [REDACTED] emphasised that it’s important that the Design Principles do not contain solutions as they will be rejected [REDACTED]

[REDACTED] also clarified that the considerations/options proposed are taken from the CAA’s airspace modernisation strategy but also made the point that we should not be including “geographical solutions” or “operational practices” within the design principles.

The [REDACTED] representative acknowledged that aircraft can sometimes ruin his country walk but concluded that he wouldn’t specify parks – “avoid residential areas would be better”. However, [REDACTED] played devil’s advocate by saying “you could argue that you go to parks and spaces for peace and quiet”, while [REDACTED] said “I take issue with the final point though, prioritising routing flights over parks, that’s where you go for recreation, not to have people flying over you.”

[REDACTED] felt that the bottom two (designing flights paths over commercial and industrial areas and prioritising routing flight paths over parks and open spaces) should not be part of a design principle and also highlighted that “there are plenty of examples from around the world and you can design routes that go over brownfield sites rather than greenfield sites”.

The option of “minimising people newly overflown” was a preference for some stakeholders – [REDACTED] felt there could be issues with planning new routes over communities that “were not used to it”.

[REDACTED] felt that it was not necessarily helpful to have priorities, suggesting that “it’s probably important that a value judgement is made on each one”. This was in contrast to the DPs under the Capacity theme, which are “clearly in priority order”.

Community stakeholders

Community stakeholders were in agreement that minimising noise to those on the ground was important, with the [REDACTED] saying “the principle is sensible and you can’t really argue with the principle of trying to reduce noise as much as possible.”. More discussion, however, was held around the different ways in which it was possible to achieve that.

After clarifying what was meant by some of the considerations, some stakeholders believed that sharing fewer flights among a larger number of people was a preferred approach, with [REDACTED] suggesting “I think it’s probably fairest to disperse the routes rather than just going over the same one continuously” and [REDACTED] advocating a slightly different approach, stating “I like the sound of

sharing it amongst the majority of people, but appreciation to avoid some hotspots, like larger towns where you've got a higher concentration of people."

Although specific geographical areas were not discussed, [REDACTED] added "I don't think people in [REDACTED] would want to see too much of a deviation from what we've got."

There was some discussion around night flights and also the current approach to routing flights and how this was dictated by the direction of the runway and existing conurbations. A key point was made by several stakeholders that anything designed in the future would need to take into account recently built developments and future communities – housing allocation within Cardiff Council's LDP was raised by [REDACTED] [REDACTED] confirmed that the airport does obtain these figures from local authorities to factor into planning.

[REDACTED] was interested in "future proofing" the design principles by considering visual impact as a potential environmental concern, commenting: "You've covered CO₂, you've covered noise, but in terms of flying over somebody, you also need to consider the visual impact. You don't want somebody coming on later to say you didn't look at this."

In summing up, the **Red** group coined the phrase "Share the grief – move it around a bit, not have everybody affected the whole time, but by a little bit" adding that "the brain does get used to the noise and switches it out." The **Green** group acknowledged that the Airport does not receive a lot of complaints and that "minimising overflying communities already happens". It concluded by saying "Essentially it's good practice and if that practice can be maintained and possibly enhanced, that's something we would agree with."

THEME FIVE: AIRSPACE ACCESS AND INTEGRATION

DP6 Technical (MoD Requirements) - The Cardiff FASl-S airspace changes will endeavour to be compatible with the requirements of the MoD

DP7 Technical (GA [General Aviation] Impacts) - The impacts on GA and other civilian airspace users - due to the Cardiff FASl-S ACP - will be minimised

DP8 Technical (Minimise CAS [Controlled Airspace]) - The volume of controlled airspace required for the Cardiff FASl-S ACP should be the minimum necessary to deliver an efficient airspace design, taking into account the needs of UK airspace users

DP11 Technical – (Impact on Adjacent Airfields/ Aerodromes) - The proposed airspace should achieve a mutually beneficial solution to surrounding airfields ensuring equitable access to the airspace ‘shared’ with Bristol Airport

Aviation Stakeholders

Many of the stakeholders looked at on DP6 and DP7 as a pair, with the general view that both should be strengthened. Numerous stakeholders flagged the word ‘endeavour’ in particular in DP6. [REDACTED]: “The word endeavour is interesting. I think you’ll find you WILL be compatible with the MOD!” [REDACTED] commented “I think the word endeavour needs to be stronger”, whereas [REDACTED] Club thought that “endeavour is a little bit woolly”. [REDACTED] suggested that “endeavour to be compatible” should be changed to “shall be compatible”.

DP7 didn’t gather quite as much consensus, but there was still a feeling among some stakeholders that the phraseology should be strengthened. [REDACTED]s suggested changing “will be minimised” to “shall be minimised” to [REDACTED]”; while [REDACTED] thought that the draft design principle came across as a bit of an afterthought: “I think that’s been a throwaway line...we hope we’ll minimise it”.

The Red table spokesperson summarised these views neatly when he reported back in the plenary session, saying: “We did question the wording here. DP6 says that changes will endeavour to be compatible with the requirements of the MOD, and DP7 says that the impacts on GA and other civilian airspace users will be minimised. So we’re endeavouring to be compatible with the MOD but we will be minimising the effect on GA. We need either stronger or more suitable consistent wording.”

Another suggestion on alternative wording for DP6 and DP7 came from the Blue table, who suggested that you flip the wording on its head to suggest progress, as opposed to giving the impression that you could be going backwards: “And also to add to DP6 and DP7 – they sound like there’s an assumption that change brought about by this process will be detrimental for the MOD or GA users, but actually this is an opportunity to improve the situation for those two groups. To me it’s a reverse negative – it needs to be

‘it will be as good as or improve on the current’ rather than suggesting we may go backwards.”

Whatever the conclusion on the wording, it was felt that the wording for DP6 and DP7 should mirror each other. [REDACTED] commented: “I would suggest that DP 6 and 7 should have very similar wording – whatever the wording is – to satisfy the need of the MOD; to satisfy the needs of the GA”, and this was backed up by [REDACTED]. [REDACTED] said “The first two can be grouped together with similar phraseology”. When the **Green** table reported back, they suggested this mirroring be achieved by adding the word “endeavour” to DP7 so it reads “will endeavour to be minimised”.

In terms of DP8, members of the GA community suggested that the word ‘all’ be inserted so the draft design principle reads ‘taking into account the needs of *a*ll UK airspace users’. This was suggested by both [REDACTED]

[REDACTED] independently from each other. This sentiment was also reflected by [REDACTED], who said “local users should be featured on DP8 as well”. An additional point on DP8 came from **NERL** who said that it should say “volume and classification”.

As regards to DP11, most of the debate focused on whether any other airfields should be mentioned by name, together with Bristol Airport. Those that were suggested were St Athan and Cardiff Heliport. [REDACTED] suggested that they would like to make sure that DP11 mentioned the network.

In terms of other references that were missing, there were a number of comments that there was no specific mention of police operations, with the **Blue** table reporting back at the end, slightly tongue in cheek, that they would like to see the addition of a “DP6.5” to “address the needs of the blue light users.”

Community Stakeholders

As this is getting into the technical part of the draft design principles, it is perhaps unsurprising that there was less discussion from the community stakeholders as to the wording under this theme.

Mirroring the aviation specialists in terms of DP6, there was a feeling that there wasn’t much that could be done with this draft design principle as “we’ve got to let the MOD have its way.” ([REDACTED]), with the **Red** table saying “certainly no issues with the MOD, [REDACTED]!”

Again, there was a little concern that the police weren’t specifically mentioned, until [REDACTED] clarified that they are captured as ‘civil aviation’ in DP7. DP8 generated some debate and concern in terms of its potential to restrict the potential growth of Cardiff Airport in the future, and the desire that this draft design

principle didn't un-necessarily constrain any future development so that the airport would be able to expand.

The suggested alternation to the wording by those on the **Green** table was to add in brackets 'having regard to growth potential' after 'minimum necessary' so that the draft design principle reads: 'should be the minimum necessary (having regard to growth potential) to deliver an efficient airspace design'.

Meanwhile, those on the **Red** table debated whether to change the wording in DP8 from 'minimum' to 'optimum' but concluded in the reporting back that 'minimum foreseeable' would be best.

THEME SIX: USE OF ADVANCED NAVIGATION TECHNOLOGY

***DP9 Technical (Use of PBN [Performance Based Navigation])** - The route network linking airport procedures with the enroute phase of flight will be designed to yield maximum safety and efficiency benefits by using an appropriate standard of PBN. It will mitigate the dependencies on and future removal of legacy navigational aids and will comply the requirements of known PBN implementing rules.*

***DP10 Policy (PBN IR [Implementing Regulation])** - The proposed Cardiff FASI-S airspace will fulfil the requirements of the PBN IR*

Aviation Stakeholders

In terms of how DP9 and 10 are phrased, there wasn't too much debate as to the wording. Much of the discussion focussed around whether this could be achieved and what would happen with older aircraft who didn't use the latest technology or with companies coming from all over the world who may not be familiar with PBN, especially during sporting events such as the Six Nations.

However, the conclusion from the **Red** table was that "as a design principle, we should be looking forward not back. We should be taking advantage of the latest technology. And if we are using PBN, it underpins every other principle that you're trying to achieve, so we're looking at continuous climb, continuous descent, the maximum use of the better technologies that are available, that directly benefits those who are willing to invest in those technologies and discourage those people using knackered old planes. If you're trying to make a DP around that – you need to look forward and not back."

This was echoed by [REDACTED] who added more forcibly: "I also think that the use of PBN, it offers huge opportunities for design principles for minimum noise routings and minimum environmental impact on the local area... And it's the way it's going across Europe, and if you don't set that as a design principle, you may as well not bother."

One stakeholder felt that on DP9, the wording was misleading in that it suggested that "we've got an intention to rip out the legacy stuff" and just wanted to make sure that the words we used didn't give that impression.

Finally, on DP10, [REDACTED] suggested that rather than having something specifically about PBN IR, it should rather be a general commitment: "it should be a general regulatory design principle that needs to comply with all regulatory requirements".

Community stakeholders

Again, as a fairly technical set of design principles and as everyone understood it was a legislative requirement, there wasn't too much debate as to the exact nature of the wording from the community stakeholders, with comments like "who are we to dispute it?" and "it's a no-brainer".

The main feedback on DP9 came from the **Red** table who wanted to insert the word “optimum” to the draft design principle so that it reads “will be designed to yield optimum safety and efficiency benefits”. The **Green** table confirmed that it was happy with DP9 as long it was subject to there being a fail-safe, should something happen to the satellite.

SECTION FOUR - Questionnaire Feedback

Introduction

Perhaps unsurprisingly, there was some difference of emphasis on the part of ‘aviation stakeholders’, when compared with representatives of the wider population (‘community stakeholders’).

Whilst this was rarely in direct conflict, readers of this report should be cautious in the conclusions drawn, as the ratio of aviation stakeholders to community stakeholders in terms of completing a questionnaire to was quite high, at almost 2:1.

As outlined in our methodology, attendees from the same organisation were given equal opportunity to feed into the plenary and breakout group discussions. However, they were invited to collaborate on their written responses in order to complete a single questionnaire on behalf of the organisation they were representing.

Total numbers of attendees completing a questionnaire were [19] aviation stakeholders and [10] community stakeholders.

When respondents were asked to allocate priority scores to individual draft Design Principles, percentage scores are used to represent the relative number of questionnaire responses at each priority level. Percentage scores are calculated from all respondents who provided a score (note that some respondents opted not to provide a priority score for some draft Design Principles).

The main graph shows the priority responses of all stakeholders combined. However, for completeness, two further graphs are included – one for aviation stakeholders and the other for ‘community stakeholders’. However, if the issues are presented openly during future stages of the Airspace Change Process, this is unlikely to lead to major disagreement or conflict.

Summary of responses

DP0 – Safety

Shall maintain or enhance current levels of safety

Feedback by Draft DP – aviation stakeholders

As a safety-critical industry, it is not surprising that the majority of aviation specialists considered safety to be a high priority. However, it was recognised that there is a certain element of risk in everything that we do. One contributor suggested that it was important to ensure that a system was “safe as a whole for everyone, instead of assessing individual proposals”, while another felt that safety should underpin every other DP, rather than be considered as a DP in its own right.”

As a proposed change to the DP, another stakeholder felt the wording should read “No change proposed should REDUCE safety.”

Feedback by Draft DP – community stakeholders

Community stakeholders took a strong view on the importance of safety, with multiple views expressed that any changes should enhance safety, rather than maintain a ‘status quo’. Another community stakeholder wrote that there should be an “ongoing discussion” about safety in the event that flight capacity increases at Cardiff.

Summary

Only 3% of respondents (one person) felt that this DP was Not important. There is a statutory requirement to maintain a safe operation. It will be important to carefully consider how safety aspects are presented during consultation – and to ensure that safety is not perceived by consultees as ‘an excuse not to look at certain options’.

DP1 – Operational (Resilience)

The proposed airspace will aim to maintain or enhance operational resilience of the ATC (Air Traffic Control) network.

Feedback by Draft DP – aviation stakeholders

There was general agreement that Operational Resilience was desirable, although multiple stakeholders wrote that resilience can also relate to “airspace users” and not just “ATC”. It was expressed that as the first three design principles related to Capacity, Resilience and Safety, the inter-relationships should be explored and explained more widely.

Feedback by Draft DP – community stakeholders

One respondent suggested that resilience was ‘common sense’. There were no other responses in relation to this draft DP, possibly because of the technical nature of the subject, but possibly also due to the low representation by community stakeholders.

Summary

Only 4% (one person) felt that this was unimportant. There was general support for resilience. However, to achieve a transparent consultation, the definition should be more comprehensively explained to a wider, potentially non-technical audience.

DP2 – Operational (Capacity)

The proposed airspace design will yield the greatest capacity benefits from systemisation in line with the CAAs (Civil Aviation Authority) published airspace modernisation programme.

Feedback by Draft DP – aviation stakeholders

There was general acceptance of this principle, although the relationship with DP0 was reinforced, as was the need for acceptance of priority between DPs 1, 2 and 3. One

stakeholder wrote that “it must be designed for growth”. Specific mention was made of both “IFR” and “VFR” traffic in terms of capacity.

Feedback by Draft DP – community stakeholders

Though recognising that increased capacity is essential for the future of Cardiff Airport as a whole, one respondent felt that use of the word 'greatest', could imply (or encourage) trade off from other areas such as safety or environmental, noise and other pollution impacts (the 'Capacity v Community effect').

Summary

No respondent considered this unimportant. There was general support for enhanced capacity, and the potential economic benefits for the region as a whole.

DP3 Economic (Network Performance)

The proposed Cardiff FASl-S (Future Airspace Strategy Implementation – South) airspace should facilitate optimised network economic performance (note: this includes track mileage/fuel burn/route charges)

Feedback by Draft DP – aviation stakeholders

There was support for more efficient operation, recognising that it could encourage more carriers and have a knock-on impact to the local economy. However, two stakeholders felt that nothing in DP3 should “affect” or “compromise” DPs 1 and 2.

Feedback by Draft DP – community stakeholders

There was general support, with the caveat that “Economic performance should take into account environmental consideration”.

Summary

Nobody considered this to be unimportant. There was general support for enhanced economic performance. However, some care should be taken in how this is presented at consultation; does the 'global picture' over-ride local concerns? How will this be determined?

DP4 Environmental (CO₂ Emissions) *The proposed Cardiff FASl-S airspace should facilitate the reduction of CO₂ emissions per flight.*

Feedback by Draft DP – aviation stakeholders

One respondent believed that emissions including NO₂ should be included. Another felt that fuel consumption should also be included. Another respondent suggested that the changes should “Create airspace which benefits modern aircraft. Do not cater for lowest standards.”

Feedback by Draft DP – community stakeholders

Several community stakeholders made reference to “climate change” in their questionnaire responses and felt the DP wording could be a little stronger, suggesting the word “promote” rather than “facilitate”. There was a reference here to Welsh Government ownership and taking the opportunity to “reduce wider impact”.

Summary

Although 3% considered this to be unimportant, there was majority support for reduced emissions. However, an explanation for the use of CO₂ as a proxy for NO₂ (and indeed fuel burn) should be considered for the consultation stage. The ‘trade-off’ between local and global impacts – and how these will be prioritised – should also be considered.

DP5 Environmental (Noise Impact to Stakeholders on the ground)

The proposed Cardiff FASl-S airspace should limit, and where possible reduce, noise impacts to stakeholders on the ground

Feedback by Draft DP – aviation stakeholders

Aviation stakeholders generally favoured flexibility, whilst recognising that mitigations had to be put in place, although one stakeholder cautioned against using the word “reduce”. In terms of design considerations, one stakeholder felt that “dispersion should not be compromised by minimising new people”, whilst another wrote that consideration of noise options “should not have an impact on flight safety”.

Feedback by Draft DP – community stakeholders

Nobody considered this to be unimportant. There were differing opinions between “sharing the grief” and maintaining more rigid corridors. There were also mixed opinions over whether overflying parks - and other community assets – was preferable to “highly populated areas”.

Summary

The general principle was accepted. However, the choices and preferences will have to be thoroughly explored during the consultation stage. For example, what are the boundaries to ‘where possible’ - are they safety-related, or related to any one of economic, safety, or environmental considerations?

DP6 Technical (MoD Requirements)

The Cardiff FASl-S airspace changes will endeavour to be compatible with the requirements of the MoD

Feedback by Draft DP – aviation stakeholders

Some representatives felt that ‘endeavour’ should be changed to ‘shall’. Others felt that the needs of Blue light aviation should be recognised, together with the flexibility of such aircraft to transit controlled airspace as quickly as possible.

Feedback by Draft DP – community stakeholders

This did not appear to be a contentious issue.

Summary

Nobody considered this to be unimportant. This is a technical requirement.

DP7 Technical (GA [General Aviation] Impacts) *The impacts on GA and other civilian airspace users - due to the Cardiff FASl-S ACP - will be minimised.*

Feedback by Draft DP – aviation stakeholders

There was a feeling that the wording and emphases for DP6 and DP7 should be similar. In the words of a General Aviation representative: “The word minimum from the perspective of the GA community would not be acceptable. Minimum is subjective.” Some felt exchanging “will” for “shall”

Feedback by Draft DP – community stakeholders

No significant opinions were expressed.

Summary

Nobody considered this to be unimportant. However, it may be important to demonstrate that all stakeholders are considered equitably, and seen to be so.

DP8 Technical (Minimise CAS [Controlled Airspace])

The volume of controlled airspace required for the Cardiff FASl-S ACP should be the minimum necessary to deliver an efficient airspace design, taking into account the needs of UK airspace users

Feedback by Draft DP – aviation stakeholders

GA representatives felt that explicit reference to “local users” should be made.

Feedback by Draft DP – community stakeholders

Little comment made – however the principle of “take only what you need” was emphasised in the questionnaire feedback.

Summary

Nobody considered this to be unimportant. How local users are considered, whether needs conflict with wider (UK airspace users), and how any conflict might be mitigated, is the subject for consultation.

DP9 Technical (Use of PBN [Performance Based Navigation])

The route network linking Airport procedures with the enroute phase of flight will be designed to yield maximum safety and efficiency benefits by using an appropriate

standard of PBN. It will mitigate the dependencies on and future removal of legacy navigational aids and will comply the requirements of known PBN Implementing rules.

Feedback by Draft DP – aviation stakeholders

A general view that benefits should outweigh legacy needs was recorded. Allowances should be built in to cater for the older aircraft until they ‘drop out’ of the system.

Feedback by Draft DP – community stakeholders

Those who expressed comment felt that “best possible use” should be made of modern technology – with a view to ‘future-proofing’. One stakeholder suggested the word “optimum” should be considered over “maximum” in relation to safety and efficiency benefits

Summary

Nobody considered this to be unimportant, and there was general support. For the consultation phase, the meaning of the word ‘appropriate’ (and who determines such appropriateness) should be explained.

DP10 Policy (PBN IR [Implementing Rule])

The proposed Cardiff FASl-S airspace will fulfil the requirements of the PBN IR

Feedback by Draft DP – aviation stakeholders

It was suggested by two stakeholders that the phrase “regulatory requirements” should replace ‘PBN IR’

Feedback by Draft DP – community stakeholders

Recognition that this is a statutory requirement

Summary

Nobody considered this to be unimportant. This is a statutory requirement.

DP11 Technical (Impact on adjacent airfields/aerodromes)

The proposed airspace should achieve a mutually beneficial solution to surrounding airfields ensuring equitable access to the airspace ‘shared’ with Bristol Airport

Feedback by Draft DP – aviation stakeholders

There was recognition that such a collaborative approach with Bristol is desirable, although one stakeholder suggested at other airfields should be mentioned by name. One stakeholder questioned whether the “proposed airspace” reference in DP11 refers to Cardiff airspace or Cardiff airspace “delegated to Bristol” while another suggested the phrase “seamless integration with other airports” should be considered.

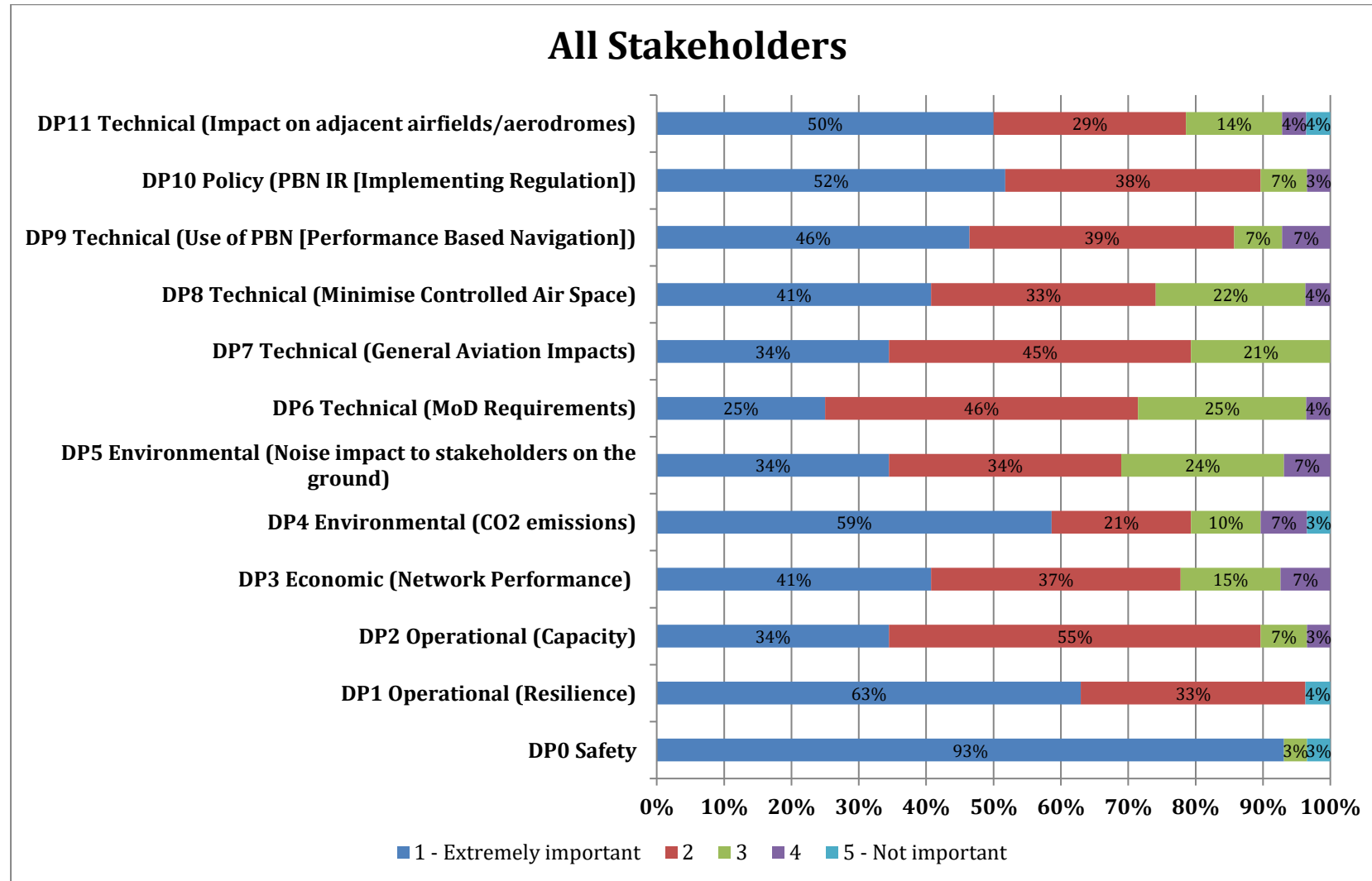
Feedback by Draft DP – community stakeholders

Recognition that “good working relationships” are desirable. One stakeholder suggested the phrase “fair and equitable arrangements” should be considered.

Summary

Although 4% considered this to be unimportant, there was a recognition that such a collaborative approach is desirable.

Priority weightings by Draft Design Principle



The above chart shows the distribution of priority scores given to each Draft Design Principle by respondents who completed a feedback questionnaire. **DP0 Safety** emerges clearly as the number one priority for stakeholders, with 93% allocating the highest rating of *1 – Extremely important*. This was echoed by comments made in the workshops and on the questionnaires themselves.

DP1 Operational (Resilience) and **DP4 Environmental (CO2 emissions)** emerged as the next highest principles in terms of the priority 1 scores, with 63% and 59% accordingly. However, when considering the percentage of respondents who allocated the top two priority ratings (1 & 2), there were three additional draft DPs that scored higher than DP4. These were **DP9 Technical (Use of PBN [Performance Based Navigation])** – a combined total of 90% - **DP2 Operational (Capacity)** – a combined total of 89% and **DP10 Policy (PBN IR [Implementing Regulation])** with a combined total of 85%.

It is important to note that no respondents ranked DP9 and DP10 as *'5 - Not important'* and comments suggested that they understood PBN to be statutory requirement that clearly needed to form an important part of any new airspace design.

The Draft Design Principle that attracted the lowest priority score in terms of the top rating of *1 – Extremely important* was **DP6 Technical (MoD requirements)** with 25%. This was followed by three DPs which all recorded 34% - these were **DP5 Environmental (Noise impact to stakeholders on the ground)**, **DP7 Technical (General Aviation Impacts)** and **DP2 Operational (Capacity)**, although this final DP was given a significant higher percentage of scores in the 2 category.

Taking the top two priority scores (1&2) combined, the two lowest ranked DPs were **DP5 Environmental (Noise impact to stakeholders on the ground)**, with 68% and **DP6 Technical (MoD requirements)** with 71%, although more than two thirds of respondents still felt they warranted scores in the top two priority rankings. It is interesting to note that although the corresponding scores given by Community stakeholders for **DP5 Environmental (Noise impact to stakeholders on the ground)** increased from 68% to 80% for the top two rankings, it remained the second lowest priority DP by this measure.

Looking at the other end of the scale, very few stakeholders attributed the lowest priority score of *5 – Not important* to any of the Draft Design Principles and on no occasion was more than one response received against any one DP. In fact, three out of the four '5' ratings appeared on the same questionnaire, which throws into question the accuracy of these responses. However, for the purposes of our analysis, we have combined the lowest two priority scores (4&5) to assess the responses.

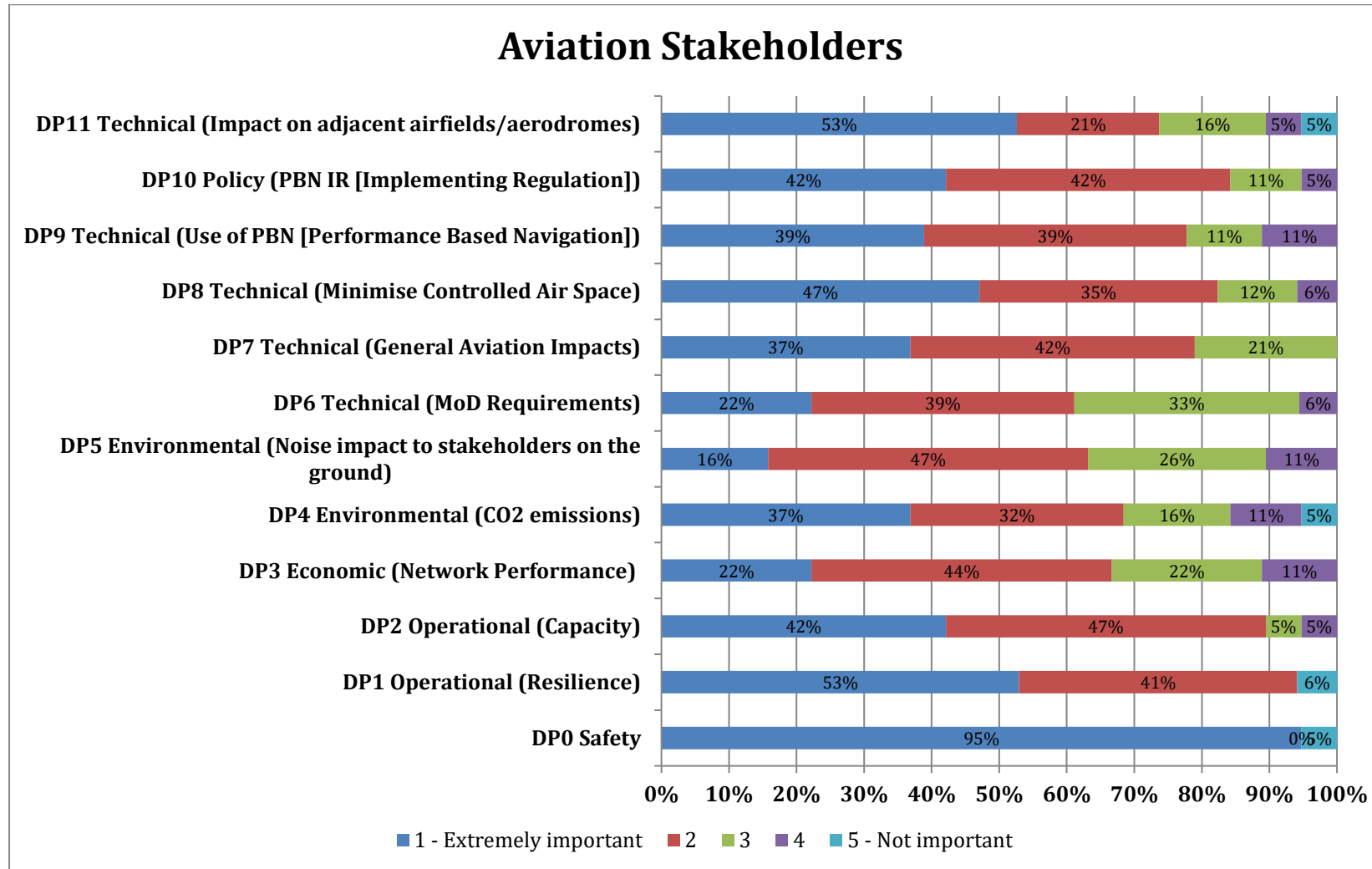
The DPs receiving the highest proportion of the lowest two priority scores were **DP4 Environmental (CO2 emissions)** with 10% and **DP11 Technical (Impact on adjacent airfields/aerodromes)** with 8%. However, these findings are not significant in the context

of the low number of responses received and the scores allocated by other stakeholders.

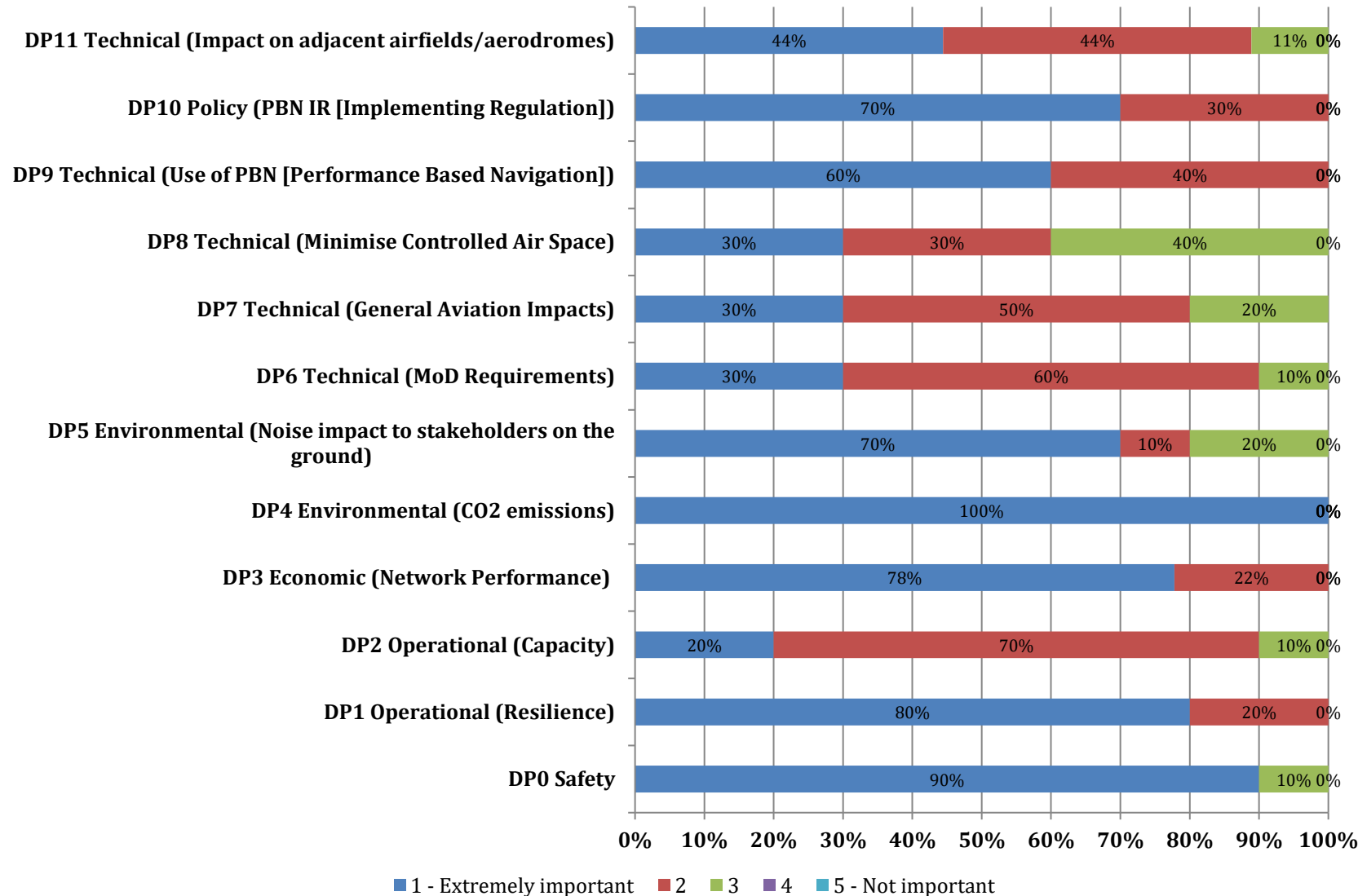
Looking at differences in data between the aviation and community stakeholder groups, the main points of variation lie in **DP4 Environmental (CO2 emissions)**, where 100% of community stakeholders awarded a score of *1 – Extremely important* and DP8 Technical (Minimise controlled airspace) where 60% of respondents awarded the top two priority scores (1&2) combined, compared to 82% of aviation stakeholders. Discussions around climate change targets were more evident amongst this group and possibly contributed to the increased importance scores, whereas the concept of “controlled airspace” required additional explanation in some groups.

Generally speaking, Community Stakeholders felt less able to argue against the importance of the more technical and policy-driven Draft Design Principles as they did not feel they had sufficient knowledge, and this is also reflected in the importance scores recorded in the questionnaire.

Priority weightings by Draft Design Principle – specific group data



Community Stakeholders



Suggestions for additional or alternative Design Principles that stakeholders would like to see considered

Five out of 29 respondents who completed the questionnaire opted to complete the free text option asking for suggestions for additional or alternative DPs. One suggested an additional DP relating to the use of airspace by the “emergency services” should be considered, while another suggested a DP relating to “infrastructure improvements on the ground to support optimised airspace” should be considered.

Two further responses were either unclear or unrelated to the question, [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Feedback on the stakeholder engagement process

11 out of 29 respondents who completed the questionnaire opted to complete the free text option to provide feedback on the engagement process itself. These responses were largely positive, describing the process as “interesting and worthwhile” and “enjoyably constructive”, with “excellent facilitation”.

One community stakeholder commented that they would have welcomed more information in advance on their expected contribution, while another found some of the discussion around specific design principles “challenging”, although they welcomed involvement future communications around the airspace change process. One stakeholder said that they didn’t receive the final joining instructions during the week of the workshop but was called to ensure they were able to attend.

LIST OF APPENDICES

1. List of organisations invited to participate in the stakeholder workshops
2. List of registered attendees
3. Communications log (table of all inbound and outbound contact)
4. Evidence/examples of external communications
5. Workshop presentation slides
6. Questionnaire template

APPENDIX 1: List of Organisations Invited to Participate in Stakeholder Workshops

Aviation Stakeholders

ACOG
Aeros
Air Ambulance
Aircraft Owners and Pilots Association (AOPA)
Airfield Operators Group (AOG)
Airlines UK
Airport Operators Association (AOA)
Airspace4All
Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)
Aviation Environment Federation (AEF)
BAe Systems
BAMC
Bristol Airport
Bristows – Coastguard
British Airline Pilots Association (BALPA)
British Airways (BA)
British Balloon and Airship Club
British Business and General Aviation Association (BBGA)
British Gliding Association (BGA)
British Hang Gliding and Paragliding Association (BHPA)
British Helicopter Association (BHA)
British Microlight Aircraft Association (BMAA) / General Aviation Safety Council (GASCo)
British Model Flying Association (BMFA)
British Parachute Association (BPA)
Caerdav
Cardiff Heliport
DragonFly
Eastern Airways
eCube
Exeter Airport
Flybe
General Aviation Alliance (GAA)
Global Trek
Guild of Air Traffic Control Officers (GATCO)
Heavy Airlines
Helicopter Club of Great Britain (HCGB)
HM Customs Excise
Honourable Company of Air Pilots (HCAP)
Horizon
KLM Cityhopper

LAMP
Light Aircraft Association (LAA)
Loganair
Low Fare Airlines
Military Aviation Authority (MAA)
Ministry of Defence - Defence Airspace and Air Traffic Management (MoD DAATM)
MOD - DAATM
NATS
Navy Command HQ
NERL (NATS En-Route Limited)
NPAS
PPL/IR (Europe)
Qatar Airways
Raven Express
Ryanair
Signature
Swansea Airport
Swissport
The Regional and Business Airports Group (RABA)
TUI
UK Airprox Board (UKAB)
UK Flight Safety Committee (UKFSC)
United States Air Force Europe (3rd Air Force-Directorate of Flying (USAFE (3rd AF-DOF))
UWAS
Vueling
Welsh Government

Community Stakeholders

Abertawe Bro Morgannwg University Health Board
ABTA
Age Cymru
Aneurin Bevan Health Board
Aston Martin
Atlantic College
Axbridge Town Council
Barry Town Council
BAVO
Blaenau Gwent County Borough Council
Blagdon Parish Council
Bridgend County Borough Council
Bridgend College
Bridgend Community Transport
Bridgwater and Taunton College

Bristol BID
Bristol City Council
Brockley Parish Council
Broomfield Parish Council
Caerphilly County Borough Council
Cardiff Council
Cardiff & Vale University Health Board (CVUHB)
Cardiff and Vale College
Cardiff Capital Region
Cardiff Hoteliers Association
Cardiff Metropolitan University
Cardiff Sixth Form College
Cardiff Third Sector Council (C3SC)
Cardiff University
Cardiff UpRising
CBI Wales
Chedzoy Parish Council
Coleg Gwent
Coleg Y Cymoedd
Colleges Wales
Cowbridge with Llanblethian Town Council
Creative Rural Communities
CWL PRM and Disability Forum
Cwm Taf Health Board
Destination Bristol
Disability Wales
EAS Wales
For Cardiff
FSB Wales
Future Generations Commissioner for Wales
Gellideg Foundation Group
Glamorgan Voluntary Services (GVS)
Graig Community Council
Gwent Police
GWR
ICAT - Cardiff and Vale College
Institute of Directors (Wales)
Institute of Welsh Affairs
Interlink RCT
Invest South West
IOD (South West)
Kewstoke Parish Council
Legal & General
Llandough Community Council

Llandow Community Council
Llantrisant Community Council
Llantwit Major Town Council
Longashton Parish Council
Marshfield Community Council
Mendip Council
Merthyr Tydfil County Borough Council
Merthyr Tydfil Community Trust
National Training Federation Wales
Natural Resources Wales
Neath Port Talbot County Borough Council
Neath Port Talbot College
Neath Port Talbot CVS
Newport City Council
NHS Bristol, North Somerset & South Gloucestershire CCG
NHS Somerset CCG
NHS Somerset Partnership
NHS Wales Shared Services Partnership
North Petherton Town Council
North Somerset Community Partnership Health
North Somerset County Council
North Somerset Enterprise Agency
Ogmore Valley Community Council
Open University Wales
Penarth Town Council
Pencoed Town Council
Portbury Parish Council
Portishead Town Council
Public Health Wales
Puriton Parish Council
Radyr & Morganstown Community Council
Rhondda Cynon Taf County Borough Council
Richard Huish College
Sedgemoor District Council
Somerset Chamber of Commerce
Somerset County Council
Somerset Enterprises Centres
Somerset Health and Wellbeing Board
Somerset School Business Leaders
Somerset West and Taunton Deane District Council
South Wales Chamber of Commerce
South Wales Fire & Rescue
South Wales Police
South West Mayor

Sport Wales
St Athan Community Council
St Davids College Cardiff
St Fagans Community Council
Stawell Parish Council
Strode College
Sully & Lavernock Community Council
Swansea University
Taffs Well Community Council
Torfaen County Borough Council
Transport for Wales
University Centre Somerset
University of Bath
University of South Wales
University of the West of England
University of Wales Trinity Saint David
Vale of Glamorgan Council
Velindre NHS Trust
Visit Somerset
Wales Council For Voluntary Action
Wales Tourism Alliance
Welsh Ambulance Service NHS Trust
Wenvoe Community Council
West Somerset College
Weston College
Weston-super-Mare Town Council
Wick St Lawrence Parish Council

APPENDIX 2: List of Registered Workshop Attendees

Aviation Group – Thursday 16 January 2019 (10am-1pm)

Aeros
British Microlight Aircraft Association / Light Aircraft Association and Airspace4All Ltd
Black Mountains Gliding Club
Bristol Airport
Bristow Group (2 representatives)
Caerdav (2 representatives)
Cardiff Heliport/Wales Air Ambulance
Dragonfly Air Charter
EasyJet
Exeter Airport
Global Trek
Horizon
NATS Bristol
NERL
South Wales Gliding Club
St Athan ATC
University Air Squadron Team, St Athan (2 representatives)
Welsh Government

Community Group One – Thursday 16 January 2019 (2pm-5pm)

Barry Town Council*
Cardiff Metropolitan University*
Cardiff University*
Llandow Community Council
South Wales Police
St Fagans Community Council

Community Group Two – Thursday 17 January 2019 (10am-1pm)

Bridgend Community Transport*
Caerphilly County Borough Council*
Cardiff and Vale College (2 representatives)
Cardiff Hoteliers Association (Clayton Hotels)
Cowbridge Town Council
CWL PRM and Disability Forum (plus carer)
Penarth Town Council
Vale of Glamorgan Council
Vale Tourism Association

*Stakeholder unable to attend on the day

List of Organisations who declined invitations

ACC
British Airline Pilots Association
Defence Airspace and Air Traffic Management
Devon & Somerset Gliding Club
Graig Community Council
HM Customs & Excise
Kewstoke Parish Council
Llandough Community Council
Llantrisant Town Council
Llantwit Major Town Council
Marshfield Community Council
National Police Air Service
North Somerset Community Partnership
North Somerset County Council
Portishead Town Council
Puriton Parish Council
RCT Council, Director
Stawell Parish Council
The Honourable Company of Air Pilots
Torfaen County Borough Council
Town Mayor, Llantwit Major
UK Flight Safety Committee
Waltham Forest
West of England mayor
Weston Super Mare Town Council

APPENDIX 3: Communication log

Date	Communication	Sample
17/12/2019	Invitation emails sent to 76 aviation stakeholders.	See Appendix 4
18/12/2019	Invitation emails sent to 141 community stakeholders.	See Appendix 4
18/12/2019	9 confirmation emails affirming receipt of stakeholders request to attend sent to Bristol Airport, Global Trek Aviation, Welsh Government, Caerdydd, UWAS, NATS, 22 Group Airspace, Penarth Town Council, & the ACC.	
18/12/2019	Inbound call from Exeter Airport to confirm attendance on 16/1/20.	
19/12/2019	Inbound call from Bridgend Community Transport to confirm attendance on 17/1/20.	
19/12/2019	Confirmation email affirming receipt of a stakeholder's request to attend sent to Bristow Helicopters.	
20/12/2019	Email sent to Waltham Forest Council asking for an alternative contact following an automated response revealing the original contact had left the organisation.	
20/12/2019	3 confirmation emails affirming receipt of stakeholders request to attend sent to Cardiff Metropolitan University, Horizon, & South Wales Police.	
20/12/2019	Invitation emails sent to 20 MPs and 32 AMs.	See Appendix 4
23/12/2019	19 invitation emails sent to community stakeholders whose original invites were not delivered.	
23/12/2019	Email sent to Sedgemoor District Council asking for an alternative contact following an automated response revealing the original contact had left the organisation.	
23/12/2019	3 confirmation emails affirming receipt of stakeholders request to attend sent to Vale of Glamorgan Council, Caerphilly Council, & NERL.	
02/01/2020	Inbound call from Natural Resources Wales requesting information on the workshops.	
03/01/2020	Confirmation email affirming receipt of a stakeholder's request to attend sent to Cardiff Heliport.	
06/01/2020	6 confirmation emails affirming receipt of stakeholders' requests to attend sent to Cardiff Hoteliers Association, Vale Tourism Association, St	

	Fagans Community Council, Global Trek Aviation & ARPAS UK.	
06/01/2020	A response was sent to a stakeholder from UK Flight Safety Committee who could not attend but would like to be kept in involved in the consultation process.	
06/01/2020	Outbound call to Natural Resources Wales after requested call back. Message left on voicemail.	
07/01/2020	5 confirmation emails affirming receipt of stakeholders' requests to attend sent to Cardiff Aeros, South Wales Gliding Club, Llandow Community Council, Cardiff University, & Cardiff & Vale College.	
07/01/2020	Reminder emails sent to 213 stakeholders who had not responded to the original invitations.	See Appendix 4
08/01/2020	Confirmation email sent to South Wales Gliding Club confirming they could attend.	
08/01/2020	A response sent to NATMAC who could not attend but wished to be kept in the consultation process.	
08/01/2020	Response sent to Devon & Somerset Gliding Club who had asked to be considered as a stakeholder, but had not originally been invited. The email confirmed that they would be added to the database as a stakeholder.	
10/01/2020	4 confirmation emails were sent to BMAA, NATS, Airspace4All & Cowbridge Town Council affirming receipt of stakeholders request to attend.	
10/01/2020	21 community stakeholders contacted by telephone to see if they were interested in the workshop. These stakeholders were prioritised as they had not opened the original invitation or the reminder email sent on 07/01.	
10/01/2020	Reminder email sent to 5 community stakeholders who requested the email to be re-sent after a phone call - North Petherton Town Council, Newport Council, Mendip Council, Cowbridge Town Council, & Newport Council.	
13/01/2020	11 community stakeholders were reached by phone to see if they were interested in the workshop. These stakeholders were prioritised as they had not opened the reminder email sent on 07/01.	

13/01/2020	The reminder email was sent to Long Ashton Parish Council and Bridgend Council who, after a phone call, asked for the details to be re-sent.	
13/01/2020	Email sent to BMAA who enquired about blue badge parking, asking how many spaces was required.	
13/01/2020	Response sent to BMAA clarifying the availability of blue badge parking.	
13/01/2020	Response email sent Cardiff Heliport about joining instructions, saying they would receive them the next day.	
13/01/2020	Response sent to Barry Town Council affirming receipt of a stakeholder's request to attend.	
14/01/2020	Email sent to Global Trek Aviation confirming the timings of the workshop. The stakeholder was identified as both an aviation and community stakeholder, and so had been sent a joining instructions email for the community session. The email confirmed the timings and that the stakeholder could attend either session.	
14/01/2020	Email sent with parking details to Penarth Town Council.	
14/01/2020	Reminder email for the aviation workshop was re-sent to all airline contacts (12 stakeholders).	
14/01/2020	Joining instructions email for aviation stakeholders sent to 28 stakeholders.	See Appendix 4
14/01/2020	Joining instructions email for community stakeholders sent to 17 stakeholders.	See Appendix 4
15/01/2020	Aviation joining instructions email sent to DragonFly Air Charter and St Athan ATC who were late in confirming their attendance.	
15/01/2020	Email sent to Global Trek Aviation who had previously been identified as both a community and aviation stakeholder, confirming that they would remain in the original session.	
15/01/2020	Response sent to Caerlav confirming that a change of attendee had been noted and accepted.	
15/01/2020	Email sent to Airspace4All who had asked to be copied into all further conversations confirming that they would be.	
15/01/2020	Email to affirm receipt of the BMAA's attached design principles.	
15/01/2020	Confirmation email sent to Horizon thanking them for their confirmation of attendance.	

16/01/2020	Email sent to Vale Tourism Association to confirm that the workshop on 17/01 was going ahead.	
16/01/2020	Calls made to 10 stakeholders attending the ACP workshop on 17/01 to confirm attendance, reaching 4 stakeholders and leaving messages for the remaining 6.	

APPENDIX 4: Evidence / examples of external communication

Invitation email (aviation stakeholders)

[View this email in your browser](#)

[ENGLISH](#) | [WELSH](#)



For the attention of: <<Name >>, << Role >>, << Organisation >>

On behalf of Cardiff Airport, I would like to invite you, or an appropriate representative from your organisation, to participate in an Airspace Change Proposal (ACP) workshop, scheduled for January 2020.

What is Airspace change?

In 2017, the Department for Transport instructed the UK's independent aviation regulator, the Civil Aviation Authority (CAA) to develop a strategy to modernise the UK's airspace.

The structure of the UK's airspace – the intricate network of routes that keep aircraft flying safely - has remained the same for decades, but like our roads and rail infrastructure on the ground, we need to keep our infrastructure in the sky up to date to keep people moving.

The CAA's Airspace Modernisation Strategy was published in December

2018 and outlines the work that's needed to modernise the UK's airspace, and why. At Cardiff Airport, we fully support the objectives of this initiative, which include taking advantage of modern technology to make aircraft journeys quicker, quieter and cleaner.

Cardiff is one of 16 airports located within the southern part of the UK, known as Future Airspace Strategy Implementation (FASI) - South, progressing through a formal Airspace Change Proposal.

Earlier this year, Cardiff Airport submitted its own [Statement of Need](#) which can be found on the CAA's portal and sets out our intention to make airspace changes.

What is your role?

Stakeholder engagement is central to the Airspace Change process and we are talking to representatives from across the region that may have an interest in our change programme.

This initial period of engagement is designed to help the airport agree a set of 'Design Principles' that will underpin the development of any proposed airspace changes. The engagement process will involve a series of stakeholder workshops, held at the airport and facilitated by independent consultants.

We would like to invite you, or an appropriate representative from your organisation, to participate in one of these workshops, which are detailed below.

Workshop programme

We will be hosting a workshop at Cardiff Airport and would be delighted if you can attend. The workshop will be taking place in the Rhose Room at Cardiff Airport on the following date:

Thursday 16th January 2020 (10:00-13:00)


The workshop will be independently facilitated, with the responses of participants recorded and used to inform the development of the Design Principles. During the session, we'll share more detail about the CAA's Airspace Modernisation Strategy and seek your feedback in developing a set of unique Design Principles for the airspace changes at Cardiff Airport.

What next?

We're at an early stage in the Airspace Change Proposal process, focusing specifically on the Design Principles that will underpin any change. We'll share with you the outcomes of the workshops and, with your help, will develop a set of Design Principles for submission to the CAA for consideration.

Once the Design Principles have been approved, we will progress with the remainder of the Airspace Change process. Later down the line, this will involve launching a formal consultation, providing stakeholders and residents with the opportunity to review and have their say on our proposals.

Our team has also been involved in, and will continue to engage with the Airspace Change Proposal for Bristol Airport to ensure we are working closely together.

To register your attendance at one of the workshops, please email  by **Monday 6th January 2020** indicating which session you would like to attend. As workshop places are limited, we will

confirm your place and provide more information before you attend.
Further details about the CAA's Airspace Modernisation Strategy can be found [here](#).

If you have any questions about the workshops or your role in the Airspace Change process then please email [REDACTED] or speak to a member of our engagement team on [REDACTED]

Kind regards,

[REDACTED]

[REDACTED]

Cardiff Airport

maes awyr caerdydd 
cardiff airport

Er sylw:

<< Name >>, << Role>>, <<Organisation>>

Ar ran Maes Awyr Caerdydd, hoffwn eich gwahodd chi, neu gynrychiolydd priodol o'ch sefydliad, i gymryd rhan mewn gweithdy Cynnig Newid i Awyrlle (ACP), i'w gynnal ym mis Ionawr 2020.

Beth yw Cynnig Newid i Awyrle?

Yn 2017, gorchmynnodd Yr Adran Drafnidiaeth i reoleiddiwr hedfan annibynnol y DU, Yr Awdurdod Hedfan Sifil (CAA), ddatblygu strategaeth i foderneiddio awyrle'r DU.

Mae strwythur awyrle'r DU - y rhwydwaith cymhleth o lwybrau sy'n sicrhau bod awyrennau'n hedfan yn ddiogel - wedi sefyll heb ei newid ers degawdau, ond yn union fel ein seilwaith ffyrdd a rheilffyrdd, rhaid i ni ddiweddarau'n seilwaith yn yr awyr er mwyn sicrhau bod pobl yn medru parhau i symud.

Cyhoeddwyd Strategaeth Moderneiddio Awyrle'r CAA ym mis Rhagfyr 2018 ac mae'n amlinellu'r gwaith sydd ei angen i foderneiddio awyrle's DU, a pham. Ym Maes Awyr Caerdydd rydym yn cefnogi amcanion y fenter hon yn llwyr, sy'n cynnwys manteisio ar dechnoleg fodern i wneud teithiau ar awyrennau'n gyflymach, yn ddistawach ac yn lanach.

Mae Caerdydd yn un o 16 o feysydd awyr sydd yn rhan ddeheuol y DU, a elwir yn Weithredu Strategaeth Dyfodol Awyrle (FASI) - y De - sydd wedi cael ei yrru ymlaen i fod yn Gynnig Newid i Awyrle ffurfiol.

Yn gynharach eleni, cyflwynodd Maes Awyr Caerdydd ei [Ddatganiad o Angen](#) sydd ar gael i'w ddarllen ar borth y CAA ac sy'n amlinellu ein bwriad i wneud newidiadau i'r awyrle.

Beth yw eich rôl chi?

Mae ymgysylltiad â rhanddeiliaid wrth wraidd y broses Newid i Awyrle ac rydym yn trafod â chynrychiolwyr o bob rhan o'r rhanbarth a allai fod â diddordeb yn ein rhaglen o newid.

Nod y cyfnod cychwynnol hwn o ymgysylltu yw helpu'r maes awyr i gytuno ar set o 'Egwyddorion Dylunio' a fydd yn sail i ddatblygiad unrhyw newid i'r awyrlle a gynigir. Bydd y broses ymgysylltu'n cynnwys cyfres o weithdai gyda rhanddeiliaid i'w cynnal yn y maes awyr a'u hwyluso gan ymgynghorwyr annibynnol.

Hoffem eich gwahodd chi, neu gynrychiolydd priodol o'ch sefydliad, i gymryd rhan yn gweithdy, gyda manylion amdano isod.

Rhaglen y gweithdy

Byddwn yn cynnal y weithdy ym Maes Awyr Caerdydd a byddem yn falch iawn petaech yn gallu mynychu ar y dyddiad a isod. Cynhelir y gweithdy yn Ystafell Y Rhws ym Maes Awyr Caerdydd.

Dydd Iau 16 Ionawr 2020 (10:00-13:00)

Bydd y gweithdy hyn yn cael eu hwyluso'n annibynnol, gydag ymatebion y mynychwyr yn cael eu cofnodi er mwyn bwydo datblygiad yr Egwyddorion Dylunio. Yn ystod y sesiwn byddwn yn rhannu mwy o fanylion am Strategaeth Moderneiddio Awyrlle'r CAA a cheisio eich adborth chi ar ddatblygu set o Egwyddorion Dylunio unigryw ar gyfer y newidiadau i'r awyrlle ym Maes Awyr Caerdydd.

Beth yw'r cam nesaf?

Mae hi'n ddyddiau cynnar yn y broses Cynnig Newid i Awyrlle, gan ganolbwyntio'n benodol ar yr Egwyddorion Dylunio a fydd yn sail i unrhyw newid. Byddwn yn rhannu canlyniadau'r gweithdai gyda chi a, gyda'ch help chi, yn datblygu set o Egwyddorion Dylunio i'w cyflwyno i'r CAA i'w hystyried.

Ar ôl i'r Egwyddorion Dylunio gael eu cymeradwyo, byddwn yn parhau gyda gweddill y broses Newid i Awyrle. Yn ddiweddarach yn y broses, bydd hyn yn cynnwys lansio ymgynghoriad ffurfiol, a rhoi'r cyfle i randdeiliaid a phreswylwyr adolygu'r cynigion a rhoi eu barn arnynt.

Mae ein tîm wedi bod ynghlwm hefyd â'r Cynnig Newid i Awyrle Maes Awyr Bryste a byddant yn parhau i wneud hynny er mwyn sicrhau ein bod yn cydweithio'n agos.

I gofrestru eich presenoldeb, e-bostiwch [REDACTED] erbyn **dydd Llun 6 Ionawr 2020** gan nodi pa sesiwn yr hoffech chi ei mynychu.

Gan fod lleoedd ar y gweithdi'n brin, byddwn yn cadarnhau eich lle a rhoi rhagor o wybodaeth i chi cyn i chi fynychu. Mae rhagor o wybodaeth am Strategaeth Moderneiddio Awyrle'r CAA ar gael [yma](#).

Os bydd gennych chi unrhyw gwestiwn am y gweithdai neu eich rôl yn y broses Newid i Awyrle, yna e-bostiwch [REDACTED] neu siaradwch ag aelod o'n tîm ymgysylltu â'r gymuned ar [REDACTED]

Cofion gorau,

[REDACTED]

[REDACTED]

Maes Awyr Caerdydd

Invitation email (community stakeholders):

[View this email in your browser](#)



For the attention of:

<< Name >>, << Role >>

<< Organisation >>

On behalf of Cardiff Airport, I would like to invite you, or an appropriate representative from your office, to participate in an Airspace Change Proposal (ACP) workshop, scheduled for January 2020.

What is Airspace change?

In 2017, the Department for Transport instructed the UK's independent aviation regulator, the Civil Aviation Authority (CAA) to develop a strategy to modernise the UK's airspace.

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We would like to invite you, or an appropriate representative from your office, to participate in one of these workshops, which are detailed below.

Workshop programme

We will be hosting two workshops at Cardiff Airport and would be delighted if you can attend on one of the two dates proposed. Our workshops will be taking place in the Rhoose Room at Cardiff Airport on the following dates:

Thursday 16th January 2020 (1400-1700)

Friday 17th January 2020 (1000-1300)

The workshops will be independently facilitated, with the responses of participants recorded and used to inform the development of the Design

Principles. During the session, we'll share more detail about the CAA's Airspace Modernisation Strategy and seek your feedback in developing a set of unique Design Principles for the airspace changes at Cardiff Airport.

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Our team has also been involved in, and will continue to engage with the Airspace Change Proposal for Bristol Airport to ensure we are working closely together.

To register your attendance at one of the workshops, please email [REDACTED] by **Monday 6th January 2020** indicating which session you would like to attend. As workshop places are limited, we will confirm your place and provide more information before you attend. Further details about the CAA's Airspace Modernisation Strategy can be found [here](#).

If you have any questions about the workshops or your role in the Airspace Change process then please email [REDACTED] or speak to a member of our engagement team on [REDACTED]

Kind regards,

[REDACTED]

[REDACTED]

Cardiff Airport

maes awyr caerdydd 
cardiff airport

Er sylw:

<< Name >>, << Role >>

<< Organisation >>

Ar ran Maes Awyr Caerdydd, hoffwn eich gwahodd chi, neu gynrychiolydd priodol o'ch swyddfa, i gymryd rhan mewn gweithdy Cynnig Newid i Awyrlle (ACP), i'w gynnal ym mis Ionawr 2020.

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Mae Caerdydd yn un o 16 o feysydd awyr sydd yn rhan ddeheuol y DU, a elwir yn Weithredu Strategaeth Dyfodol Awyrlle (FASI) - y De - sydd wedi cael ei yrru ymlaen i fod yn Gynnig Newid i Awyrlle ffurfiol.

Yn gynharach eleni, cyflwynodd Maes Awyr Caerdydd ei [Ddatganiad o Angen](#) sydd ar gael i'w ddarllen ar borth y CAA ac sy'n amlinellu ein bwriad i wneud newidiadau i'r awyrlle.

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Hoffem eich gwahodd chi, neu gynrychiolydd priodol o'ch swyddfa, i gymryd rhan yn un o'r gweithdai hyn, gyda manylion amdanynt isod.

Rhaglen y gweithdy

Byddwn yn cynnal dau weithdy ym Maes Awyr Caerdydd a byddem yn falch iawn petaech yn gallu mynychu ar un o'r dyddiadau a gynigir. Cynhelir ein gweithdai yn Ystafell Y Rhws ym Maes Awyr Caerdydd ar y dyddiadau canlynol:

Dydd Iau 16 Ionawr 2020 (1400-1700)

Dydd Gwener 17 Ionawr 2020 (1000-1300)

Bydd y gweithdai hyn yn cael eu hwyluso'n annibynnol, gydag ymatebion y mynychwyr yn cael eu cofnodi er mwyn bwydo datblygiad yr Egwyddorion Dylunio. Yn ystod y sesiwn byddwn yn rhannu mwy o fanylion am Strategaeth Moderneiddio Awyrlle'r CAA a cheisio eich adborth chi ar ddatblygu set o Egwyddorion Dylunio unigryw ar gyfer y newidiadau i'r awyrlle ym Maes Awyr Caerdydd.

Beth yw'r cam nesaf?

Mae hi'n ddyddiau cynnar yn y broses Cynnig Newid i Awyrlle, gan ganolbwyntio'n benodol ar yr Egwyddorion Dylunio a fydd yn sail i unrhyw newid. Byddwn yn rhannu canlyniadau'r gweithdai gyda chi a, gyda'ch help chi, yn datblygu set o Egwyddorion Dylunio i'w cyflwyno i'r CAA i'w hystyried.

Ar ôl i'r Egwyddorion Dylunio gael eu cymeradwyo, byddwn yn parhau gyda gweddill y broses Newid i Awyrlle. Yn ddiweddarach yn y broses, bydd hyn yn cynnwys lansio ymgynghoriad ffurfiol, a rhoi'r cyfle i randdeiliaid a phreswylwyr adolygu'r cynigion a rhoi eu barn arnynt.

Mae ein tîm wedi bod ynghlwm hefyd â'r Cynnig Newid i Awyrlle Maes Awyr Bryste a byddant yn parhau i wneud hynny er mwyn sicrhau ein bod yn cydweithio'n agos.

I gofrestru eich presenoldeb yn un o'r gweithdai, e-bostiwch

[Redacted] erbyn **dydd Llun 6 Ionawr 2020** gan nodi pa sesiwn yr

hoffech chi ei mynychu.

Gan fod lleoedd ar y gweithdai'n brin, byddwn yn cadarnhau eich lle a rhoi rhagor o wybodaeth i chi cyn i chi fynychu. Mae rhagor o wybodaeth am Strategaeth Moderneiddio Awyrlle'r CAA ar gael [yma](#).

Os bydd gennych chi unrhyw gwestiwn am y gweithdai neu eich rôl yn y broses Newid i Awyrlle, yna e-bostiwch [REDACTED] neu siaradwch ag aelod o'n tîm ymgysylltu â'r gymuned ar [REDACTED]

Cofion gorau,

[REDACTED]

[REDACTED]

Maes Awyr Caerdydd

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Reminder invitation email (aviation stakeholders):

[View this email in your browser](#)

[ENGLISH](#) | [CYMRAEG](#)

For the attention of:

**<< Name >>, << Role >>
<< Organisation >>**

I wrote to you in December on behalf of Cardiff Airport with an invitation to participate in an Airspace Change Proposal (ACP) Workshop in January.

There are still some places available, but to register your attendance, or suggest an alternative attendee, you need to email [REDACTED] by **Wednesday 8th January 2020**.

Workshop programme

We will be hosting the workshop in the Rhoose Room at Cardiff Airport on the following date:

Thursday 16th January (10:00-13:00)

Prior to the workshop, a set of draft Design Principles will be disseminated to all those attending. These will be drawn up by Cardiff Airport for context and will be based on our Statement of Need. This draft set will be used as a starting point to generate discussion during the workshop and are completely open to be changed, based on the feedback we receive.

If you have any questions about the workshop then please email [REDACTED]
Further details about the CAA's Airspace Modernisation Strategy can be found [here](#).

Kind regards,

[REDACTED]

[REDACTED]

Cardiff Airport

What is Airspace change?

In 2017, the Department for Transport instructed the UK's independent aviation regulator, the Civil Aviation Authority (CAA) to develop a strategy to modernise the UK's airspace.

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Cardiff is one of 16 airports located within the southern part of the UK progressing through a formal Airspace Change Proposal; the overarching programme is known as Future Airspace Strategy Implementation (FASI) - South.

Earlier this year, Cardiff Airport submitted its own [Statement of Need](#) which can be found on the CAA's portal and sets out our intention to make airspace changes.

What is your role?

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Once the Design Principles have been approved, we will progress with the remainder of the Airspace Change Process. Later down the line, this will involve launching a formal consultation, providing stakeholders and residents with the opportunity to review and have their say on any proposals.

Er sylw:

<< Name >>, << Role >>
<< Organisation >>

Ysgrifennais atoch ym mis Rhagfyr ar ran Maes Awyr Caerdydd gyda gwahoddiad i gymryd rhan mewn Gweithdy Cynnig Newid i Awyrlle (ACP) ym mis Ionawr.

Mae rhai lleoedd ar gael o hyd, ond i gofrestru eich presenoldeb, neu awgrymu mynychwr arall, bydd angen i chi e-bostio [REDACTED] [k](#) erbyn **dydd Mercher 8 Ionawr 2020**.

Rhaglen y gweithdy

Byddwn yn cynnal y gweithdy yn Ystafell y Rhws ym Maes Awyr Caerdydd ar y dyddiad canlynol:

Dydd Iau 16 Ionawr (10:00-13:00)

Cyn y gweithdy, bydd set o Egwyddorion Dylunio drafft yn cael ei dosbarthu i bawb sy'n mynychu. Bydd y rhain yn cael eu llunio gan Faes Awyr Caerdydd ac yn seiliedig ar ein Datganiad o Angen. Bydd y drafft hwn yn cael ei ddefnyddio fel man cychwyn i ysgogi trafodaeth yn ystod y gweithdy ac maent yn gwbl agored i newid, yn seiliedig ar yr adborth a gawn.

Os oes gennych unrhyw gwestiynau am y gweithdai, e-bostiwch [REDACTED]
Gallwch ddod o hyd i ragor o fanylion am Strategaeth Moderneiddio Awyrlle'r CAA [yma](#).

Cofion gorau,

[REDACTED]

[REDACTED]

Maes Awyr Caerdydd

Beth yw Cynnig Newid i Awyrlle?

Yn 2017, gorchmynnodd Yr Adran Drafndiaeth i reoleiddiwr hedfan annibynnol y DU, Yr Awdurdod Hedfan Sifil (CAA), ddatblygu strategaeth i foderneiddio awyrlle'r DU.

Mae strwythur awyrlle'r DU - y rhwydwaith cymhleth o lwybrau sy'n sicrhau bod awyrennau'n hedfan yn ddiogel - wedi sefyll heb ei newid ers degawdau, ond yn union fel ein seilwaith

ffyrdd a rheilffyrdd, rhaid i ni ddiweddarau'n seilwaith yn yr awyr er mwyn sicrhau bod pobl yn gallu parhau i symud.

Cyhoeddwyd Strategaeth Moderneiddio Awyrlle'r CAA ym mis Rhagfyr 2018 ac mae'n amlinellu'r gwaith sydd ei angen i foderneiddio awyrlle'r DU, a pham. Ym Maes Awyr Caerdydd rydym yn cefnogi amcanion y fenter hon yn llwyr, sy'n cynnwys manteisio ar dechnoleg fodern i wneud teithiau ar awyrennau'n gyflymach, yn ddistawach ac yn lanach.

Mae Caerdydd yn un o 16 o feysydd awyr a leolir o fewn rhan ddeheuol y DU sydd wedi eu cynnwys mewn Cais Newid Awyrlle ffurfiol; yr enw a roddwyd ar y rhaglen droswaol hon yw Gweithredu Strategaeth Dyfodol Awyrlle (FASI) – De.

Yn gynharach eleni, cyflwynodd Maes Awyr Caerdydd ei [Ddatganiad o Angen](#) sydd ar gael i'w ddarllen ar borth y CAA ac sy'n amlinellu ein bwriad i wneud newidiadau i'r awyrlle.

Beth yw eich rôl chi?

Mae ymgysylltiad â rhanddeiliaid wrth wraidd y broses Newid i Awyrlle ac rydym yn trafod â chynrychiolwyr o bob rhan o'r rhanbarth a allai fod â diddordeb yn ein rhaglen o newid.

Nod y cyfnod cychwynnol hwn o ymgysylltu yw helpu'r maes awyr i gytuno ar set o 'Egwyddorion Dylunio' a fydd yn sail i ddatblygiad unrhyw newid i'r awyrlle a gynigir. Bydd y broses ymgysylltu'n cynnwys cyfres o weithdai gyda rhanddeiliaid i'w cynnal yn y maes awyr a'u hwyluso gan ymgynghorwyr annibynnol.

Beth nesaf?

Mae hi'n ddyddiau cynnar yn y broses Cynnig Newid i Awyrlle, lle'r ydym yn canolbwyntio'n benodol ar yr Egwyddorion Dylunio a fydd yn sail i unrhyw newid. Byddwn yn rhannu canlyniadau'r gweithdai gyda chi a, gyda'ch help chi, yn datblygu set o Egwyddorion Dylunio i'w cyflwyno i'r CAA i'w hystyried.

Ar ôl i'r Egwyddorion Dylunio gael eu cymeradwyo, byddwn yn parhau gyda gweddill y Broses Newid i Awyrlle. Yn ddiweddarach yn y broses, bydd hyn yn cynnwys lansio ymgynghoriad ffurfiol, a rhoi'r cyfle i rhanddeiliaid a phreswylwyr adolygu'r cynigion a rhoi eu barn arnynt.

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For the attention of:

**<< Name >>, <<Role>>
<< Organisation >>**

I wrote to you in December on behalf of Cardiff Airport with an invitation to participate in an Airspace Change Proposal (ACP) Workshop in January.

There are still some places available, but to register your attendance, or suggest an alternative attendee, you need to email [\[redacted\]](#) by **Wednesday 8th January 2020**, indicating which session you/they would like to attend.

Workshop programme

We will be hosting two workshops, in the Rhoose Room at Cardiff Airport on the following dates:

Thursday 16th January (14:00-17:00)

Friday 17th January (10:00-13:00)

Prior to the workshops, a set of draft Design Principles will be disseminated to all those attending. These will be drawn up by Cardiff Airport for context and will be based on our Statement of Need. This draft set will be used as a starting point to generate discussion during the workshops and are completely open to be changed, based on the feedback we receive.

If you have any questions about the workshops then please email [\[redacted\]](#). Further details about the CAA's Airspace Modernisation Strategy can be found [here](#).

Kind regards,

Cardiff Airport

What is Airspace change?

In 2017, the Department for Transport instructed the UK's independent aviation regulator, the Civil Aviation Authority (CAA) to develop a strategy to modernise the UK's airspace.

The structure of the UK's airspace – the intricate network of routes that keep aircraft flying safely - has remained the same for decades, but like our roads and rail infrastructure on the ground, we need to keep our infrastructure in the sky up to date to keep people moving.

The CAA's Airspace Modernisation Strategy was published in December 2018 and outlines the work that's needed to modernise the UK's airspace, and why. At Cardiff Airport, we fully support the objectives of this initiative, which include taking advantage of modern technology to make aircraft journeys quicker, quieter and cleaner.

Cardiff is one of 16 airports located within the southern part of the UK progressing through a formal Airspace Change Proposal; the overarching programme is known as Future Airspace Strategy Implementation (FASI) - South.

Earlier this year, Cardiff Airport submitted its own [Statement of Need](#) which can be found on the CAA's portal and sets out our intention to make airspace changes.

What is your role?

Stakeholder engagement is central to the Airspace Change process and we are talking to representatives from across the region that may have an interest in our change programme.

This initial period of engagement is designed to help the airport agree a set of 'Design Principles' that will underpin the development of any proposed airspace changes. The engagement process will involve a series of stakeholder workshops, held at the airport and facilitated by independent consultants.

What next?

We're at an early stage in the Airspace Change Proposal process, focusing specifically on the Design Principles that will underpin any change. We'll share with you the outcomes of the workshops and, with your help, will develop a set of Design Principles for submission to the CAA for consideration.

Once the Design Principles have been approved, we will progress with the remainder of the Airspace Change Process. Later down the line, this will involve launching a formal

consultation, providing stakeholders and residents with the opportunity to review and have their say on any proposals.



Er sylw:

**<< Name >>, << Role >>
<< Organisation >>**

Ysgrifennais atoch ym mis Rhagfyr ar ran Maes Awyr Caerdydd gyda gwahoddiad i gymryd rhan mewn Gweithdy Cynnig Newid i Awyrlle (ACP) ym mis Ionawr.

Mae rhai lleoedd ar gael o hyd, ond i gofrestru eich presenoldeb, neu awgrymu mynychwr arall, bydd angen i chi e-bostio [REDACTED] erbyn **dydd Mercher 8 Ionawr 2020**, gan nodi pa sesiwn yr hoffech/hoffent ei mynychu.

Rhaglen y gweithdy

Byddwn yn cynnal dau weithdy yn Ystafell y Rhws ym Maes Awyr Caerdydd ar y dyddiadau canlynol:

Dydd Iau 16 Ionawr 2020 (14:00-17:00)
Dydd Gwener 17 Ionawr 2020 (10:00-13:00)

Cyn y gweithdai, bydd set o Egwyddorion Dylunio drafft yn cael ei dosbarthu i bawb sy'n mynychu. Bydd y rhain yn cael eu llunio gan Faes Awyr Caerdydd ac yn seiliedig ar ein Datganiad o Angen. Bydd y drafft hwn yn cael ei ddefnyddio fel man cychwyn i ysgogi trafodaeth yn ystod y gweithdai ac maent yn gwbl agored i newid, yn seiliedig ar yr adborth a gawn.

Os oes gennych unrhyw gwestiynau am y gweithdai, e-bostiwch [REDACTED] Gallwch ddod o hyd i ragor o fanylion am Strategaeth Moderneiddio Awyrlle'r CAA [yma](#).

Cofion gorau,

[REDACTED]

[REDACTED]

Maes Awyr Caerdydd

Beth yw Cynnig Newid i Awyrle?

Yn 2017, gorchmynnodd Yr Adran Drafnidiaeth i reoleiddiwr hedfan annibynnol y DU, Yr Awdurdod Hedfan Sifil (CAA), ddatblygu strategaeth i foderneiddio awyrle'r DU.

Mae strwythur awyrle'r DU - y rhwydwaith cymhleth o lwybrau sy'n sicrhau bod awyrennau'n hedfan yn ddiogel - wedi sefyll heb ei newid ers degawdau, ond yn union fel ein seilwaith ffyrdd a rheilffyrdd, rhaid i ni ddiweddarau'n seilwaith yn yr awyr er mwyn sicrhau bod pobl yn gallu parhau i symud.

Cyhoeddwyd Strategaeth Moderneiddio Awyrle'r CAA ym mis Rhagfyr 2018 ac mae'n amlinellu'r gwaith sydd ei angen i foderneiddio awyrle'r DU, a pham. Ym Maes Awyr Caerdydd rydym yn cefnogi amcanion y fenter hon yn llwyr, sy'n cynnwys manteisio ar dechnoleg fodern i wneud teithiau ar awyrennau'n gyflymach, yn ddistawach ac yn lanach.

Mae Caerdydd yn un o 16 o feysydd awyr a leolir o fewn rhan ddeheuol y DU sydd wedi eu cynnwys mewn Cais Newid Awyrle ffurfiol; yr enw a roddwyd ar y rhaglen drosfwaol hon yw Gweithredu Strategaeth Dyfodol Awyrle (FASI) – De.

Yn gynharach eleni, cyflwynodd Maes Awyr Caerdydd ei [Ddatganiad o Angen](#) sydd ar gael i'w ddarllen ar borth y CAA ac sy'n amlinellu ein bwriad i wneud newidiadau i'r awyrle.

Beth yw eich rôl chi?

Mae ymgysylltiad â rhanddeiliaid wrth wraidd y broses Newid i Awyrle ac rydym yn trafod â chynrychiolwyr o bob rhan o'r rhanbarth a allai fod â diddordeb yn ein rhaglen o newid.

Nod y cyfnod cychwynnol hwn o ymgysylltu yw helpu'r maes awyr i gytuno ar set o 'Egwyddorion Dylunio' a fydd yn sail i ddatblygiad unrhyw newid i'r awyrle a gynigir. Bydd y broses ymgysylltu'n cynnwys cyfres o weithdai gyda rhanddeiliaid i'w cynnal yn y maes awyr a'u hwyluso gan ymgynghorwyr annibynnol.

Beth nesaf?

Mae hi'n ddyddiau cynnar yn y broses Cynnig Newid i Awyrle, lle'r ydym yn canolbwyntio'n benodol ar yr Egwyddorion Dylunio a fydd yn sail i unrhyw newid. Byddwn yn rhannu

canlyniadau'r gweithdai gyda chi a, gyda'ch help chi, yn datblygu set o Egwyddorion Dylunio i'w cyflwyno i'r CAA i'w hystyried.

Ar ôl i'r Egwyddorion Dylunio gael eu cymeradwyo, byddwn yn parhau gyda gweddill y Broses Newid i Awyrlle. Yn ddiweddarach yn y broses, bydd hyn yn cynnwys lansio ymgynghoriad ffurfiol, a rhoi'r cyfle i randdeiliaid a phreswylwyr adolygu'r cynigion a rhoi eu barn arnynt.

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Joining instruction email (aviation stakeholders):



For the attention of: **[INSERT
NAME/ROLE/ORGANISATION]**

Thank you for registering to participate in an Airspace Change Proposal (ACP) Workshop at Cardiff Airport and we look forward to working with you on the first step of this important process.

Your workshop will take place on the following date and time:-

VENUE: [REDACTED]
DATE: **Thursday 16th January**
TIMINGS: **10:00hrs – 13:00hrs (refreshments will be provided)**

Free Parking is available in the SHORT STAY section of the Airport Car Park, close to the MAIN TERMINAL BUILDING. Please take a ticket from the barrier and this will be exchanged during the workshop for a ticket to exit the car park.

The **Rhooose Room** can be accessed via lift or stairs to the second floor of the main terminal building.

The workshops will be independently facilitated and are designed to generate discussion and feedback on a set of Draft Design Principles that have been drawn up by Cardiff Airport, based on our [Statement of Need](#).

The **Draft Design Principles** are attached to this email for your reference and are completely open to be changed, based on the feedback we receive. If you are no longer able to attend, would like to send an alternative representative or have any specific questions about the workshop then please email our engagement team on [REDACTED]

If any participants would like to provide feedback as part of the Airspace Change Process through the medium of Welsh, then please inform us in advance and we will place you in the appropriate breakout group. A Welsh language version of the Feedback Questionnaire will also be available. Further details about the CAA's Airspace Modernisation Strategy can be found [here](#).

Kind regards,

[REDACTED]

[REDACTED]
Cardiff Airport

cardiff airport 
maes awyr caerdydd

Er sylw: **[NODWCH YR ENW/SWYDD/SEFYDLIAD]**

Diolch am gofrestru i gymryd rhan yn y Gweithdy Cynnig Newid Awyrle ym Maes Awyr Caerdydd ac rydym yn edrych ymlaen at weithio gyda chi ar gam cyntaf y broses bwysig hon.

Cynhelir eich gweithdy ar y dyddiad a'r amser canlynol:-

LLEOLIAD: [REDACTED]
DYDDIAD: **Dydd Iau 16^{eg} Ionawr**
AMSER: **10:00 awr – 13:00 awr (darperir lluniaeth)**

Mae parcio am ddim ar gael yn adran ARHOSIAD BYR Maes Parcio'r Maes Awyr, yn agos at BRIF ADEILAD Y TERMINWS. Cymerwch docyn o'r rhwystr a bydd hwn yn cael ei gyfnewid yn ystod y gweithdy am docyn i adael y maes parcio.

Gallwch gyrraedd **Ystafell y Rhws** gan ddefnyddio'r liffert neu ddringo'r grisiau i ail lawr prif adeilad y terminws.

Bydd y gweithdai yn cael eu cyflwyno'n annibynnol ac maent wedi'u dylunio i ysgogi trafodaeth ac adborth ar gyfuniad o Egwyddorion Dylunio Drafft sydd wedi'u datblygu gan Faes Awyr Caerdydd, ar sail ein [Datganiad o Angen](#).

Mae'r **Egwyddorion Dylunio Drafft** ynghlwm â'r e-bost hwn er eich gwybodaeth ac maent yn gwbl agored i'w newid, ar sail yr adborth a gawn. Os na allwch fynychu bellach, neu hoffech anfon cynrychiolydd arall neu os oes gennych unrhyw gwestiynau penodol ynglŷn â'r gweithdy, yna anfonwch e-bost at ein tîm ymgysylltu [REDACTED]

Os hoffai unrhyw un o'r cyfranogwyr ddarparu adborth fel rhan o'r Broses Newid Awyrlle hon drwy gyfrwng y Gymraeg, yna rhowch wybod i ni ymlaen llaw a byddwn yn neilltuo lle i chi yn y grŵp trafod priodol. Bydd fersiwn Gymraeg o'r Holiadur Adborth ar gael hefyd.

Gallwch ddod o hyd i ragor o fanylion am Strategaeth Moderneiddio Awyrlle'r Awdurdod Hedfan Sifil [yma](#).

Cofion gorau,

[REDACTED]

[REDACTED]

Maes Awyr Caerdydd

Joining instructions email (community stakeholders – Thursday 16th):

cardiff airport 
maes awyr caerdydd

For the attention of: **[INSERT NAME/ROLE/ORGANISATION]**

Thank you for registering to participate in an Airspace Change Proposal (ACP) Workshop at Cardiff Airport and we look forward to working with you on the first step of this important process.

Your workshop will take place on the following date and time:-

VENUE:

[REDACTED]

DATE:

Thursday 16th January

TIMINGS:

14:00hrs – 17:00hrs (refreshments will be provided)

Free Parking is available in the SHORT STAY section of the Airport Car Park, close to the MAIN TERMINAL BUILDING. Please take a ticket from the barrier and this will be exchanged during the workshop for a ticket to exit the car park.

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The **Draft Design Principles** are attached to this email for your reference and are completely open to be changed, based on the feedback we receive.

If you are no longer able to attend, would like to send an alternative representative or have any specific questions about the workshop then please email our engagement team on [REDACTED]

If any participants would like to provide feedback as part of the Airspace Change Process through the medium of Welsh, then please inform us in advance and we will place you in the appropriate breakout group. A Welsh language version of the Feedback Questionnaire will also be available.

Further details about the CAA's Airspace Modernisation Strategy can be found [here](#).

Kind regards,

[REDACTED]

Cardiff Airport

cardiff airport 
maes awyr caerdydd

Er sylw: **[NODWCH YR
ENW/SWYDD/SEFYDLIAD]**

Diolch am gofrestru i gymryd rhan yn y Gweithdy Cynnig Newid Awyrlle ym Maes Awyr Caerdydd ac rydym yn edrych ymlaen at weithio gyda chi ar gam cyntaf y broses bwysig hon.

Cynhelir eich gweithdy ar y dyddiad a'r amser canlynol:-

LLEOLIAD: [REDACTED]

DYDDIAD: **Dydd Iau 16^{eg} Ionawr**

AMSER: **14:00 awr – 17:00 awr (darperir lluniaeth)**

Mae parcio am ddim ar gael yn adran ARHOSIAD BYR Maes Parcio'r Maes Awyr, yn agos at BRIF ADEILAD Y TERMINWS. Cymerwch docyn o'r rhwystr a bydd hwn yn cael ei gyfnwio yn ystod y gweithdy am docyn i adael y maes parcio. Gallwch gyrraedd **Ystafell y Rhws** gan ddefnyddio'r lifft neu ddringo'r grisiau i ail lawr prif adeilad y terminws.

Bydd y gweithdai yn cael eu cyflwyno'n annibynnol ac maent wedi'u dylunio i ysgogi trafodaeth ac adborth ar gyfuniad o Egwyddorion Dylunio Drafft sydd wedi'u datblygu gan Faes Awyr Caerdydd, ar sail ein [Datganiad o Angen](#).

Mae'r **Egwyddorion Dylunio Drafft** ynghlwm â'r e-bost hwn er eich gwybodaeth ac maent yn gwbl agored i'w newid, ar sail yr adborth a gawn.

Os na allwch fynychu bellach, neu hoffech anfon cynrychiolydd arall neu os oes gennych unrhyw gwestiynau penodol ynglŷn â'r gweithdy, yna anfonwch e-bost at ein tîm ymgysylltu [REDACTED]

Os hoffai unrhyw un o'r cyfranogwyr ddarparu adborth fel rhan o'r Broses Newid Awyrlle hon drwy gyfrwng y Gymraeg, yna rhowch wybod i ni ymlaen llaw a byddwn yn neilltuo lle i chi yn y grŵp trafod priodol. Bydd fersiwn Gymraeg o'r Holiadur Adborth ar gael hefyd.

Gallwch ddod o hyd i ragor o fanylion am Strategaeth Moderneiddio Awyrlle'r Awdurdod Hedfan Sifil [yma](#).

Cofion gorau,

[REDACTED]
[REDACTED]

Joining instructions email (community stakeholders – Friday 17th):



For the attention of: **[INSERT NAME/ROLE/ORGANISATION]**

Thank you for registering to participate in an Airspace Change Proposal (ACP) Workshop at Cardiff Airport and we look forward to working with you on the first step of this important process.

Your workshop will take place on the following date and time:-

VENUE:

DATE: **Friday 17th January**

TIMINGS: **10:00hrs – 13:00hrs (refreshments will be provided)**

Free Parking is available in the SHORT STAY section of the Airport Car Park, close to the MAIN TERMINAL BUILDING. Please take a ticket from the barrier and this will be exchanged during the workshop for a ticket to exit the car park.

The **Rhose Room** can be accessed via lift or stairs to the second floor of the main terminal building.

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The **Draft Design Principles** are attached to this email for your reference and are completely open to be changed, based on the feedback we receive.

If you are no longer able to attend, would like to send an alternative representative or have any specific questions about the workshop then please email our engagement team on [REDACTED]

If any participants would like to provide feedback as part of the Airspace Change Process through the medium of Welsh, then please inform us in advance and we will place you in the appropriate breakout group. A Welsh language version of the Feedback Questionnaire will also be available.

Further details about the CAA's Airspace Modernisation Strategy can be found [here](#).

Kind regards,

[REDACTED]

[REDACTED]

Cardiff Airport



Er sylw: **[NODWCH YR
ENW/SWYDD/SEFYDLIAD]**

Diolch am gofrestru i gymryd rhan yn y Gweithdy Cynnig Newid Awyrlle ym Maes Awyr Caerdydd ac rydym yn edrych ymlaen at weithio gyda chi ar gam cyntaf y broses bwysig hon.

Cynhelir eich gweithdy ar y dyddiad a'r amser canlynol:-

LLEOLIAD: [REDACTED]

[REDACTED]

DYDDIAD: **Dydd Gwener 17 Ionawr**


AMSER: **10:00 awr – 13:00 awr (darperir lluniaeth)**

Mae parcio am ddim ar gael yn adran ARHOSIAD BYR Maes Parcio'r Maes Awyr, yn agos at BRIF ADEILAD Y TERMINWS. Cymerwch docyn o'r rhwystr a bydd hwn yn cael ei gyfnwid yn ystod y gweithdy am docyn i adael y maes parcio.

Gallwch gyrraedd **Ystafell y Rhws** gan ddefnyddio'r lifft neu ddringo'r grisiau i ail lawr prif adeilad y terminws.

Bydd y gweithdai yn cael eu cyflwyno'n annibynnol ac maent wedi'u dylunio i ysgogi trafodaeth ac adborth ar gyfuniad o Egwyddorion Dylunio Drafft sydd wedi'u datblygu gan Faes Awyr Caerdydd, ar sail ein [Datganiad o Angen](#).

Mae'r **Egwyddorion Dylunio Drafft** ynghlwm â'r e-bost hwn er eich gwybodaeth ac maent yn gwbl agored i'w newid, ar sail yr adborth a gawn.

Os na allwch fynychu bellach, neu hoffech anfon cynrychiolydd arall neu os oes gennych unrhyw gwestiynau penodol ynglŷn â'r gweithdy, yna anfonwch e-bost at ein tîm ymgysylltu 

Os hoffai unrhyw un o'r cyfranogwyr ddarparu adborth fel rhan o'r Broses Newid Awyrle hon drwy gyfrwng y Gymraeg, yna rhowch wybod i ni ymlaen llaw a byddwn yn neilltuo lle i chi yn y grŵp trafod priodol. Bydd fersiwn Gymraeg o'r Holiadur Adborth ar gael hefyd.

Gallwch ddod o hyd i ragor o fanylion am Strategaeth Moderneiddio Awyrle'r Awdurdod Hedfan Sifil [yma](#).

Cofion gorau,





Maes Awyr Caerdydd

CONFIDENTIAL

DRAFT DESIGN PRINCIPLES FOR CARDIFF ACP STAKEHOLDER WORKSHOP PARTICIPANTS

*The following statements have been prepared by Cardiff Airport as a set of **Draft Design Principles** for consideration and discussion with stakeholders during our Airspace Change Process (ACP) workshops. These Draft Design Principles are based on our 'Statement of Need' but are completely open to being changed, based on the feedback we receive.*

DP0 Safety

Shall maintain or enhance current levels of safety

DP1 Operational (Resilience)

The proposed airspace will aim to maintain or enhance operational resilience of the ATC (Air Traffic Control) network

DP2 Operational (Capacity)

The proposed airspace design will yield the greatest capacity benefits from systemisation in line with the CAAs (Civil Aviation Authority) published airspace modernisation programme

DP3 Economic (Network Performance)

The proposed Cardiff FASI-S (Future Airspace Strategy Implementation – South) airspace should facilitate optimised network economic performance (note: this includes track mileage/fuel burn/route charges)

DP4 Environmental (CO₂ Emissions)

The proposed Cardiff FASI-S airspace should facilitate the reduction of CO₂ emissions per flight

DP5 Environmental (Noise impact to stakeholders on the ground)

The proposed Cardiff FASI-S airspace should limit, and where possible reduce noise impacts to stakeholders on the ground

Considerations/options include:

- Using more noise efficient operational practices
- Minimising number of people newly overflown
- Maximising sharing through predictable respite
- Avoid overflying communities with multiple routes
- Maximising sharing through managed dispersal
- Minimising total population overflown
- Designing flight paths over commercial and industrial areas
- Prioritising routing flight paths over parks and open spaces (rather than over residential areas)

DP6 Technical (MoD Requirements)

The Cardiff FASI-S airspace changes will endeavour to be compatible with the requirements of the MoD

DP7 Technical (GA [General Aviation] Impacts)

The impacts on GA and other civilian airspace users - due to the Cardiff FASI-S ACP - will be minimised

DP8 Technical (Minimise CAS [Controlled Airspace])

The volume of controlled airspace required for the Cardiff FASI-S ACP should be the minimum necessary to deliver an efficient airspace design, taking into account the needs of UK airspace users

DP9 Technical (Use of PBN [Performance Based Navigation])

The route network linking Airport procedures with the enroute phase of flight will be designed to yield maximum safety and efficiency benefits by using an appropriate standard of PBN. It will mitigate the dependencies on and future removal of legacy navigational aids and will comply with the requirements of known PBN Implementing rules.

DP10 Policy (PBN IR [Implementing Rule])

The proposed Cardiff FASI-S airspace will fulfil the requirements of the PBN IR

DP11 Technical – (Impact on Adjacent Airfields/ Aerodromes)

The proposed airspace should achieve a mutually beneficial solution to surrounding airfields ensuring equitable access to the airspace 'shared' with Bristol Airport

Please note: these are Draft Design Principles that have been developed for use within the engagement workshop setting and therefore kindly ask that they are not shared outside this forum.

CYFRINACHOL

EGWYDDORION DYLUNIO DRAFFT I GYFRANOGWYR GWEITHDAI RHANDDEILIAID PROSES NEWID AWYRLE CAERDYDD

*Mae'r datganiadau canlynol wedi'u paratoi gan Faes Awyr Caerdydd fel cyfuniad o **Egwyddorion Dylunio Drafft** i'w hystyried a'u trafod gyda rhanddeiliaid yn ystod ein gweithdai Proses Newid Awyrle. Mae'r Egwyddorion Dylunio Drafft hyn ar sail ein 'Datganiad o Angen' ond maent yn gwbl agored i'w newid, ar sail yr adborth a gawn.*

DP0 Diogelwch

Yn cynnal neu wella lefelau diogelwch cyfredol

DP1 Gweithredol (Gwynwch)

Nod yr awyrle arfaethedig fydd cynnal neu wella gwynwch gweithredol rhwydwaith y gwasanaeth Rheoli Traffig Awyr

DP2 Gweithredol (Capasiti)

Bydd yr awyrle arfaethedig yn cynhyrchu'r manteision capasiti mwyaf o gyfundrefniad yn unol â'r rhaglen moderneiddio awyrle a gyhoeddwyd gan yr Awdurdod Hedfan Sifil

DP3 Economaidd (Perfformiad y Rhwydwaith)

Dylai awyrle FASI-S (Gweithredu Strategaeth Awyrle'r Dyfodol - De) arfaethedig Caerdydd hwyluso perfformiad economaidd mwyaf y rhwydwaith (noder: mae hyn yn cynnwys tracio milltiroedd/y tanwydd a losgir/costau llwybrau)

DP4 Amgylcheddol (Allyriadau CO₂)

Dylai awyrle FASI-S arfaethedig Caerdydd hwyluso'r gostyngiad o allyriadau CO₂ fesul hediad.

DP5 Amgylcheddol (Effaith sŵn ar randdeiliaid ar y ddaear)

Dylai awyrle FASI-S arfaethedig Caerdydd gyfyngu, a lle bynnag bo'n bosibl, lleihau effaith sŵn ar

randdeiliaid ar y ddaear.

Mae'r ystyriaethau/opsiynau yn cynnwys:

- Defnyddio arferion sy'n fwy sŵn effeithlon
- Lleihau'r nifer o bobl newydd y byddant yn hedfan drostynt
- Uchafu rhannu drwy seibiant rhagweladwy
- Osgoi hedfan dros gymunedau gyda sawl llwybr

- Uchafu rhannu drwy wasgariad rheoledig
- Lleihau cyfanswm y boblogaeth yr hedfenir drostynt
- Dylunio llwybrau hedfan dros ardaloedd masnachol a diwydiannol
- Blaenoriaethu llwybro llwybrau hedfan dros barciau a mannau agored (yn hytrach na thros ardaloedd preswyl)

DP6 Technegol (Gofynion y Weinyddiaeth Amddiffyn)

Bydd newidiadau awyrlle FASI-S Caerdydd yn ymdrechu i gydymffurfio â gofynion y Weinyddiaeth Amddiffyn

DP7 Technegol (Effeithiau ar Hedfan Cyffredinol)

Bydd yr effeithiau ar hedfan cyffredinol a defnyddwyr eraill yr awyrlle sifil - yn sgil Proses Newid Awyrlle FASI-S Caerdydd - yn cael eu lleihau

DP8 Technegol (Lleihau'r Awyrlle Rheoledig)

Dylai cyfaint yr awyrlle rheoledig sy'n ofynnol ar gyfer y Broses Newid Awyrlle FASI-S Caerdydd fod y lleiaf sydd ei angen i ddarparu dyluniad o awyrlle effeithiol, gan ystyried anghenion defnyddwyr awyrlle y DU

DP9 Technegol (Defnyddio Llywio ar sail Perfformiad)

Bydd y rhwydwaith llwybrau sy'n cysylltu gweithdrefnau'r Maes Awyr â cham 'ar y ffordd' yr hediad yn cael ei ddylunio i gynhyrchu'r diogelwch a manteision effeithiolrwydd mwyaf gan ddefnyddio safon briodol o Lywio ar sail Perfformiad. Bydd yn lliniaru'r dibyniaethau ar gymhorthion llywio a chael gwared arnynt yn y dyfodol ac yn cydymffurfio â gofynion rheolau Gweithredu Llywio ar sail Perfformiad adnabyddus.

DP10 Polisi (Rheol Gweithredu Llywio ar sail Perfformiad)

Bydd awyrlle FASI-S arfaethedig Caerdydd yn cyflawni gofynion y Rheoliad Gweithredu Llywio ar sail Perfformiad

DP11 Technegol - (Effaith ar Feysydd Awyr/Erodromau Cyfagos)

Dylai'r awyrlle arfaethedig gyflawni datrysiad sydd o fudd i bawb i feysydd awyr yn y cyffiniau gan sicrhau mynediad teg at yr awyrlle a 'rennir' gyda Maes Awyr Bryste

Noder: mae'r rhain yn Egwyddorion Dylunio Drafft sydd wedi'u datblygu i'w defnyddio yn y gweithdy ymgysylltu, felly gofynnwn yn garedig i chi beidio â'u rhannu y tu hwnt i'r fforwm hwn.

APPENDIX 5: Workshop Presentation Slides

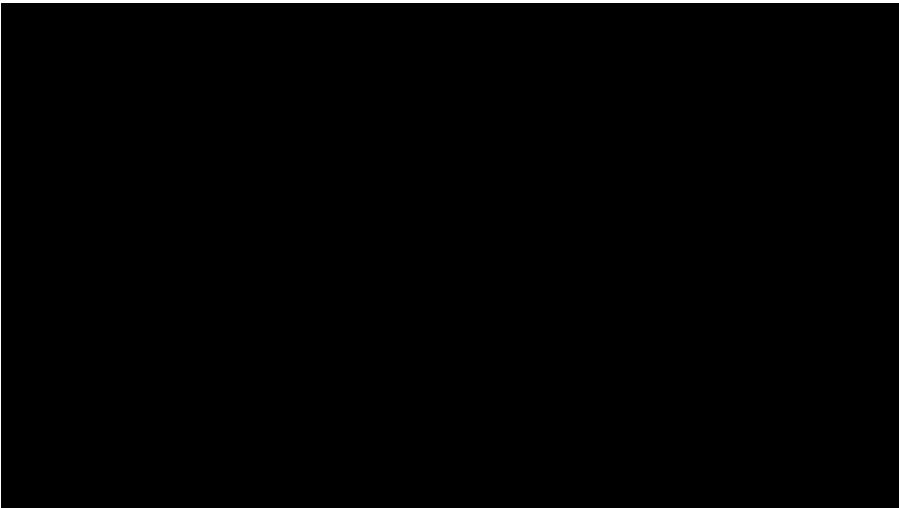
Cardiff International Airport Ltd.
Design Principles Engagement Workshop
Airspace Modernisation Introduction

January 2020



NATS Unclassified

Airspace Modernisation Introductory Video



NATS Unclassified

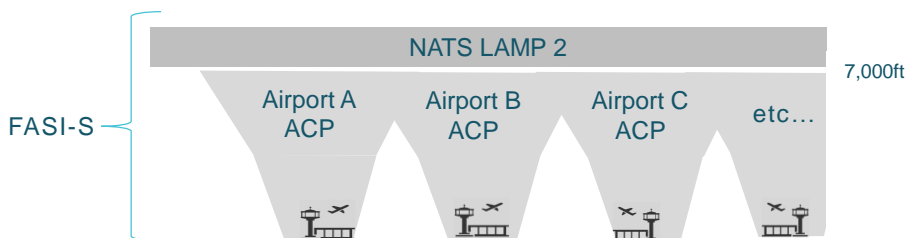
Airspace Modernisation



The London Airspace Management Programme (LAMP) 2 is an Airspace Change Proposal (ACP) that aims to modernise the airspace network above and surrounding London.

It is part of a wider programme called the Future Airspace Strategy Implementation South (FASI-S), which will modernise the whole network.

ACPs below 7,000ft are led by individual airports.



NATS Unclassified

3

Cardiff International Airport Ltd. ACP



Cardiff International Airport Ltd is planning to submit an Airspace Change Proposal (ACP) to modernise the airport's arrival routes, departure routes and associated operations.

The Future Airspace Strategy Implementation South (FASI-S) has been established by NATS and 16 key airports, including Cardiff, to coordinate a series of coordinated Airspace Change Proposals.

Alongside this, LAMP 2 will introduce additional airspace capacity in coordination with the airport Airspace Change Proposals.

The redesign of Cardiff Airport's arrival and departure routes will utilise satellite navigation standards allowing the airport to:

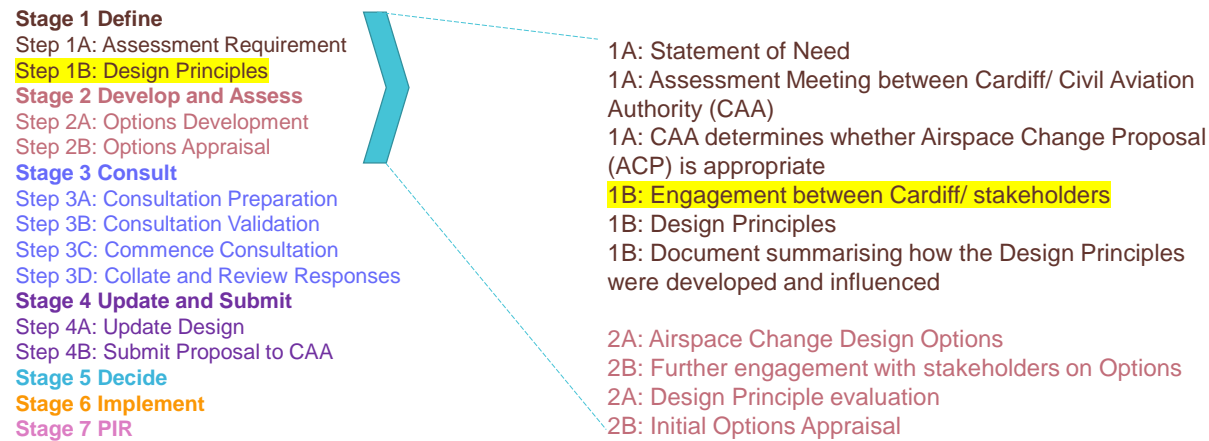
- Minimise and mitigate the noise effects of flight paths;
- Reduce emissions;
- Remove reliance on outdated navigation aids;
- Create greater capacity and integrate with the FASI-S programme

This Airspace Change Proposal will follow the Civil Aviation Authority's (CAA) CAP1616 process.

NATS Unclassified

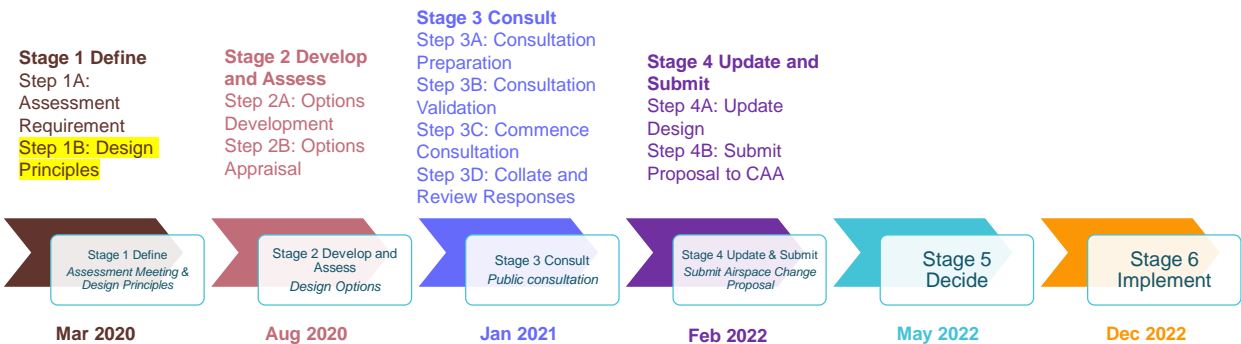
4

Airspace Change Process



NATS Unclassified

Cardiff ACP High-Level Timeline



NATS Unclassified



Cardiff Airport Airspace Change Proposal

Design Principles Workshop

16 Jan 2020

██████████, Cardiff Airport

cardiff airport 

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 Instrument Flight Rules (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

32,499



2020

31,648



2021

33,914



2022

34,231



2023

35,258

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 (FASI-S). To support the main objectives of this programme the Department for Transport (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 Performance Based Navigation (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 as part of a national 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 FASI-S 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.

APPENDIX 6: Questionnaire Template

Cardiff Airport Airspace Change Process (CAP1616)

DESIGN PRINCIPLES QUESTIONNAIRE

Personal information

NAME:

ROLE/TITLE:

ORGANISATION:

EMAIL:

CARDIFF AIRPORT DRAFT DESIGN PRINCIPLES

DP0 Safety

Shall maintain or enhance current levels of safety

On a scale of 1-5, what priority do you feel should be given to this Design Principle?

Extremely important 1 2 3 4 5 Not important

Do you have any additional comments, specific changes or additions that you would like to see made to this Draft Design Principle?

DP1 Operational (Resilience)

The proposed airspace will aim to maintain or enhance operational resilience of the ATC (Air Traffic Control) network

On a scale of 1-5, what priority do you feel should be given to this Design Principle?

Extremely important 1 2 3 4 5 Not important

Do you have any additional comments, specific changes or additions that you would like to see made to this Draft Design Principle?

DP2 Operational (Capacity)

The proposed airspace design will yield the greatest capacity benefits from systemisation in line with the CAAs (Civil Aviation Authority) published airspace modernisation programme

On a scale of 1-5, what priority do you feel should be given to this Design Principle?

Extremely important 1 2 3 4 5 Not important

Do you have any additional comments, specific changes or additions that you would like to see made to this Draft Design Principle?

DP3 Economic (Network Performance)

The proposed Cardiff FASI-S (Future Airspace Strategy Implementation – South) airspace should facilitate optimised network economic performance (*note: this includes track mileage/fuel burn/route charges*)

On a scale of 1-5, what priority do you feel should be given to this Design Principle?

Extremely important 1 2 3 4 5 Not important

Do you have any additional comments, specific changes or additions that you would like to see made to this Draft Design Principle?

DP4 Environmental (CO2 emissions)

The proposed Cardiff FASI-S airspace should facilitate the reduction of CO2 emissions per flight.

On a scale of 1-5, what priority do you feel should be given to this Design Principle?

Extremely important **1** **2** **3** **4** **5** **Not important**

Do you have any additional comments, specific changes or additions that you would like to see made to this Draft Design Principle?

DP5 Environmental (Noise impact to communities on the ground)

The proposed Cardiff FASI-S airspace should limit and, where possible, reduce noise impact to communities on the ground. Considerations/options include:-

- Using more noise efficient practices
- Minimising the number of people newly overflown
- Maximising sharing through predictable respite
- Avoid overflying communities with multiple routes
- Maximising sharing through managed dispersal
- Minimising total population overflown
- Designing flight paths over commercial and industrial areas
- Prioritising routing flight paths over parks and open spaces (rather than over residential areas)

On a scale of 1-5, what priority do you feel should be given to this Design Principle?

Extremely important **1** **2** **3** **4** **5** **Not important**

Do you have any additional comments, specific changes or additions that you would like to see made to this Draft Design Principle?

DP6 Technical (MoD Requirements)

The Cardiff FASI-S airspace will endeavour to be compatible with the requirements of the MoD

On a scale of 1-5, what priority do you feel should be given to this Design Principle?

Extremely important **1** **2** **3** **4** **5** **Not important**

Do you have any additional comments, specific changes or additions that you would like to see made to this Draft Design Principle?

DP7 Technical (General Aviation Impacts)

The impacts on GA and other civilian airspace required for the Cardiff FASI-S Airspace Change Process (ACP) should be the minimum necessary to deliver an efficient airspace

On a scale of 1-5, what priority do you feel should be given to this Design Principle?

Extremely important **1** **2** **3** **4** **5** **Not important**

Do you have any additional comments, specific changes or additions that you would like to see made to this Draft Design Principle?

DP8 Technical (Minimise Controlled Air Space)

The volume of controlled airspace required for the Cardiff FASI-S ACP should be the minimum necessary to deliver an efficient airspace design, taking into account the needs of UK airspace users

On a scale of 1-5, what priority do you feel should be given to this Design Principle?

Extremely important **1** **2** **3** **4** **5** **Not important**

Do you have any additional comments, specific changes or additions that you would like to see made to this Draft Design Principle?

DP9 Technical (Use of PBN [Performance Based Navigation])

The route network linking airport procedures with the enroute phase of flight will be designed to yield maximum safety and efficiency benefits by using an appropriate standard of PBN. It will mitigate the dependencies on and future removal of legacy navigational aids and will comply the requirements of known PBN implementing rules.

On a scale of 1-5, what priority do you feel should be given to this Design Principle?

Extremely important **1** **2** **3** **4** **5** **Not important**

Do you have any additional comments, specific changes or additions that you would like to see made to this Draft Design Principle?

DP10 Policy (PBN IR [Implementing Regulation])

The proposed Cardiff FASI-S airspace will fulfil the requirements of the PBN IR

On a scale of 1-5, what priority do you feel should be given to this Design Principle?

Extremely important **1** **2** **3** **4** **5** **Not very important**

Do you have any additional comments, specific changes or additions that you would like to see made to this Draft Design Principle?

DP11 Technical (Impact on adjacent airfields/aerodromes)

The proposed airspace should achieve a mutually beneficial solution to surrounding airfields ensuring equitable access to the airspace 'shared' with Bristol Airport

On a scale of 1-5, what priority do you feel should be given to this Design Principle?

Extremely important **1** **2** **3** **4** **5** **Not very important**

Do you have any additional comments, specific changes or additions that you would like to see made to this Draft Design Principle?

Do you have any suggestions for additional or alternative Design Principles that you would like to see considered and why?

Would you like to make any comments on the stakeholder workshops or the engagement process that has been conducted during Step 1b of the CAA's Airspace Change Process?

Thank you for participating in this ACP workshop. Your feedback on the Draft Design Principles will be considered as part of the development of our submission to the CAA.

Proses Newid Awyrle Maes Awyr Caerdydd (CAP1616)

HOLIADUR EGWYDDORION DDYLUNIO

Gwybodaeth bersonol

ENW:.....

SWYDD/TEITL:.....

SEFYDLIAD:.....

E-BOST:.....

EGWYDDORION DYLUNIO DRAFFT MAES AWYR CAERDYDD

DP0 Diogelwch

Yn cynnal neu wella lefelau diogelwch cyfredol

Ar raddfa o 1-5, pa flaenoriaeth ydych chi'n credu y dylid ei rhoi i'r Egwyddor Ddylunio hon?

Eithriadol o bwysig 1 2 3 4 5 Ddim yn bwysig

A oes gennych unrhyw sylwadau ychwanegol, newidiadau penodol neu ychwanegiadau yr hoffech weld yn cael eu gwneud i'r Egwyddor Ddylunio Drafft hon?

DP1 Gweithredol (Gwytnwch)

Nod yr awyrle arfaethedig fydd cynnal neu wella gwytnwch gweithredol rhwydwaith y gwasanaeth Rheoli Traffig Awyr

Ar raddfa o 1-5, pa flaenoriaeth ydych chi'n credu y dylid ei rhoi i'r Egwyddor Ddylunio hon?

Eithriadol o bwysig 1 2 3 4 5 Ddim yn bwysig

A oes gennych unrhyw sylwadau ychwanegol, newidiadau penodol neu ychwanegiadau yr hoffech weld yn cael eu gwneud i'r Egwyddor Ddylunio Drafft hon?

DP2 Gweithredol (Capasiti)

Bydd yr awyrlle arfaethedig yn cynhyrchu'r manteision capasiti mwyaf o gyfundrefniad yn unol â'r rhaglen moderneiddio awyrlle a gyhoeddwyd gan yr Awdurdod Hedfan Sifil

Ar raddfa o 1-5, pa flaenoriaeth ydych chi'n credu y dylid ei rhoi i'r Egwyddor Ddylunio hon?

Eithriadol o bwysig **1** **2** **3** **4** **5** **Ddim yn bwysig**

A oes gennych unrhyw sylwadau ychwanegol, newidiadau penodol neu ychwanegiadau yr hoffech weld yn cael eu gwneud i'r Egwyddor Ddylunio Drafft hon?

DP3 Economaidd (Perfformiad y Rhwydwaith)

Dylai awyrlle FASI-S (Gweithredu Strategaeth Awyrlle'r Dyfodol - De) arfaethedig Caerdydd hwyluso perfformiad economaidd mwyaf y rhwydwaith (*noder: mae hyn yn cynnwys tracio milltiroedd/y tanwydd a losgir/costau llwybrau*)

Ar raddfa o 1-5, pa flaenoriaeth ydych chi'n credu y dylid ei rhoi i'r Egwyddor Ddylunio hon?

Eithriadol o bwysig **1** **2** **3** **4** **5** **Ddim yn bwysig**

A oes gennych unrhyw sylwadau ychwanegol, newidiadau penodol neu ychwanegiadau yr hoffech weld yn cael eu gwneud i'r Egwyddor Ddylunio Drafft hon?

DP4 Amgylcheddol (Allyriadau CO2)

Dylai awyrlle FASI-S arfaethedig Caerdydd hwyluso'r gostyngiad o allyriadau CO2 fesul hediad.

Ar raddfa o 1-5, pa flaenoriaeth ydych chi'n credu y dylid ei rhoi i'r Egwyddor Ddylunio hon?

Eithriadol o bwysig **1** **2** **3** **4** **5** **Ddim yn bwysig**

A oes gennych unrhyw sylwadau ychwanegol, newidiadau penodol neu ychwanegiadau yr hoffech weld yn cael eu gwneud i'r Egwyddor Ddylunio Drafft hon?

DP5 Amgylcheddol (Effaith sŵn ar gymunedau ar y llawr)

Dylai awyrlle FASI-S arfaethedig Caerdydd gyfyngu, a lle bynnag bo'n bosibl, lleihau effaith sŵn ar gymunedau ar y llawr. Mae'r ystyriaethau/opsiynau yn cynnwys:-

- Defnyddio arferion sŵn effeithlon
- Lleihau'r nifer o bobl newydd y byddant yn hedfan drostynt
- Uchafu rhannu drwy seibiant rhagweladwy
- Osgoi hedfan dros gymunedau gyda sawl llwybr
- Uchafu rhannu drwy wasgariad rheoledig
- Lleihau cyfanswm y boblogaeth yr hedfenir drostynt
- Dylunio llwybrau hedfan dros ardaloedd masnachol a diwydiannol
- Blaenoriaethu llwybro llwybrau hedfan dros barciau a mannau agored (yn hytrach na thros ardaloedd preswyl)

Ar raddfa o 1-5, pa flaenoriaeth ydych chi'n credu y dylid ei rhoi i'r Egwyddor Ddylunio hon?

Eithriadol o bwysig **1** **2** **3** **4** **5** **Ddim yn bwysig**

A oes gennych unrhyw sylwadau ychwanegol, newidiadau penodol neu ychwanegiadau yr hoffech weld yn cael eu gwneud i'r Egwyddor Ddylunio Drafft hon?

DP6 Technegol (Gofynion y Weinyddiaeth Amddiffyn)

Bydd awyrle FASI-S Caerdydd yn ymdrechu i gydymffurfio â gofynion y Weinyddiaeth Amddiffyn

Ar raddfa o 1-5, pa flaenoriaeth ydych chi'n credu y dylid ei rhoi i'r Egwyddor Ddylunio hon?

Eithriadol o bwysig 1 2 3 4 5 Ddim yn bwysig

A oes gennych unrhyw sylwadau ychwanegol, newidiadau penodol neu ychwanegiadau yr hoffech weld yn cael eu gwneud i'r Egwyddor Ddylunio Drafft hon?

DP7 Technegol (Effeithiau ar Hedfan Cyffredinol)

Dylai'r effeithiau ar Hedfan Cyffredinol ac awyrleoedd sifil eraill sy'n ofynnol ar gyfer y Broses Newid Awyrle FASI-S Caerdydd fod y lleiaf sydd eu hangen i ddarparu awyrle effeithiol

Ar raddfa o 1-5, pa flaenoriaeth ydych chi'n credu y dylid ei rhoi i'r Egwyddor Ddylunio hon?

Eithriadol o bwysig 1 2 3 4 5 Ddim yn bwysig

A oes gennych unrhyw sylwadau ychwanegol, newidiadau penodol neu ychwanegiadau yr hoffech weld yn cael eu gwneud i'r Egwyddor Ddylunio Drafft hon?

DP8 Technegol (Lleihau'r Awyrle Rheoledig)

Dylai cyfaint yr awyrle rheoledig sy'n ofynnol ar gyfer y Broses Newid Awyrle FASI-S Caerdydd fod y lleiaf sydd ei angen i ddarparu dyluniad o awyrle effeithiol, gan ystyried anghenion defnyddwyr awyrle y DU

Ar raddfa o 1-5, pa flaenoriaeth ydych chi'n credu y dylid ei rhoi i'r Egwyddor Ddylunio hon?

Eithriadol o bwysig **1** **2** **3** **4** **5** **Ddim yn bwysig**

A oes gennych unrhyw sylwadau ychwanegol, newidiadau penodol neu ychwanegiadau yr hoffech weld yn cael eu gwneud i'r Egwyddor Ddylunio Drafft hon?

DP9 Technegol (Defnyddio Llywio ar sail Perfformiad)

Bydd y rhwydwaith llwybrau sy'n cysylltu gweithdrefnau'r maes awyr â cham 'ar y ffordd' yr hediad yn cael ei ddylunio i gynhyrchu'r diogelwch a manteision effeithiolrwydd mwyaf gan ddefnyddio safon briodol o Lywio ar sail Perfformiad. Bydd yn lliniaru'r dibyniaethau ar gymhorthion llywio a chael gwared arnynt yn y dyfodol ac yn cydymffurfio â gofynion rheolau gweithredu Llywio ar sail Perfformiad adnabyddus.

Ar raddfa o 1-5, pa flaenoriaeth ydych chi'n credu y dylid ei rhoi i'r Egwyddor Ddylunio hon?

Eithriadol o bwysig **1** **2** **3** **4** **5** **Ddim yn bwysig**

A oes gennych unrhyw sylwadau ychwanegol, newidiadau penodol neu ychwanegiadau yr hoffech weld yn cael eu gwneud i'r Egwyddor Ddylunio Drafft hon?

DP10 Polisi (Rheoliad Gweithredu Llywio ar sail Perfformiad)

Bydd awyrlle FASI-S arfaethedig Caerdydd yn cyflawni gofynion y Rheoliad Gweithredu Llywio ar sail Perfformiad

Ar raddfa o 1-5, pa flaenoriaeth ydych chi'n credu y dylid ei rhoi i'r Egwyddor Ddylunio hon?

Eithriadol o bwysig **1** **2** **3** **4** **5** **Ddim yn bwysig iawn**

A oes gennych unrhyw sylwadau ychwanegol, newidiadau penodol neu ychwanegiadau yr hoffech weld yn cael eu gwneud i'r Egwyddor Ddylunio Drafft hon?

DP11 Technegol (Effaith ar feysydd awyr/erodromau cyfagos)

Dylai'r awyrlle arfaethedig gyflawni datrysiad sydd o fudd i bawb i feysydd awyr yn y cyffiniau gan sicrhau mynediad teg at yr awyrlle a 'rennir' gyda Maes Awyr Bryste

Ar raddfa o 1-5, pa flaenoriaeth ydych chi'n credu y dylid ei rhoi i'r Egwyddor Ddylunio hon?

Eithriadol o bwysig	1	2	3	4	5	Ddim yn bwysig iawn
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A oes gennych unrhyw sylwadau ychwanegol, newidiadau penodol neu ychwanegiadau yr hoffech weld yn cael eu gwneud i'r Egwyddor Ddylunio Drafft hon?

A oes gennych unrhyw awgrymiadau am Egwyddorion Dylunio ychwanegol neu arall yr hoffech eu gweld yn cael eu hystyried, a pham?

A hoffech wneud unrhyw sylwadau ynglŷn â'r gweithdai i randdeiliaid neu'r broses ymgysylltu sydd wedi'u cynnal yn ystod Cam 1b o Broses Newid Awyrlle yr Awdurdod Hedfan Sifil?

Diolch am gymryd rhan yn y gweithdy hwn ynglŷn â Phroses Newid Awyrlle. Bydd eich adborth ar yr Egwyddorion Dylunio Drafft yn cael eu hystyried fel rhan o waith datblygu ein cyflwyniad i'r Awdurdod Hedfan Sifil.