

Attendees

██████████ – Head of Airspace Systemisation and Airports
██████████ – Manager Operational Concepts
██████████ – Operations Director Exeter
██████████ – Manager ATC Exeter
██████████ – Manager Ops and Training Cardiff
██████████ – Airport Operations Manager Cardiff
██████████ – Head of Stakeholder Relations
██████████ – Consultation and Engagement Executive
██████████ – DWM Bristol
██████████ – Head of Sustainability
██████████ - NATS Analytics
██████████ – Head of Airside Operations and Safety
██████████ – Airside Operations Co-ordinator
██████████ – Airside Infrastructure and Developments Manager
██████████ – GM Bristol
██████████ – OSM Bristol

Introductions

██████████ provided a brief introduction.

BRS is expecting to be aligned with FASI South, local and national airspace infrastructure.

This is an Initial meeting to understand each airport's needs/requirements etc and current shortcomings.

Overview of CAP 1616 Process (presented by ██████████)

██████████ overview of FASI South Programme

BRS update provided by ██████████

- BRS will be aligned with the implementation of the FASI South programme.
- An ACP will take up to 5 years, BRS aims the airport is totally aligned with it.
- BRS hopes to reap the benefits that the programme brings by being able to operate more quietly, save fuel, provide other efficiencies and operate aircraft in a more economically sound way.
- It is important to note that BRS can't be standalone and must interact with CWL and that any ACP put into place at BRS is likely to affect other airports and communities. Today's meeting is the start of this.
- BRS have an aim to have the ACP completed by June 2024.
- 3 airport timeline between BRS/EXT/CWL
- Agreed everyone needs to work together and that solutions suit everyone; issues and aspirations need to be openly raised so that airports can work together to achieve solutions.

[REDACTED]

- [REDACTED]
- [REDACTED]

CWL Master plan and aspirations

- Incorporating St Athan from April 2019. Relatively small impact on airspace but still has to be factored in.
- DVOR rationalisation is something CWL are also looking at. Looking at options for St Athan ACP RNAV approaches – combine with DVOR rationalisation.

[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

EXT ACP update

- No controlled airspace at present.
- SON published.
- Acknowledgement that all airports need to work together. Important for EXT to take the benefits from FASI South programme.

ACP Timeframes and next steps

- Timeline to suit the three airports. Additional meetings are required between the three units. Technical forum between, to start considering swathes etc so that when consultation is going to be considered there will be some basis. [REDACTED] and [REDACTED] are happy to support this.
- Through the design process, regular calls/meetings will be required.

AOB

- SOD – DVOR rationalisation program. Letters are currently being published to confirm Dec date.
- Requirement for individual airports to go through minor ACP's in advance or can they combine it into one process. As an industry can we achieve this? Business decision for the users of the VOR.