

Cardiff Airport Airspace Change Process (CAP1616)

DESIGN PRINCIPLES QUESTIONNAIRE

Name	Role/title	Organisation	Email	Category	DP0	DP0 comment	DP1
		South Wales Police		Community	1		1
		Llandow Community Council		Community	3		2
		St Fagans Community Council		Community	1	Ongoing discussion when capacity increases	1
		NERL		Aviation	1		
		Caerdav		Aviation	1	Include strategy and mitigation.	2
		Serco		Aviation	1		1
		Cardiff Heliport		Aviation	1		2
		Horizon Flight Training		Aviation	1	Consideration of risk that may be associated and the mitigation	1
		Dragonfly Executive Aviation		Aviation	1		1
		Exeter Airport		Aviation	1		2
		Welsh Government		Aviation	1		2
		Bristol Airport		Aviation	1		1
		BMAA (Reporting to LAA/A4A/GAA)		Aviation	1	Safety consideration must include all aircraft affected by airspace. Effective choice points, aircraft types unable to comply with ATC.	
		RAF		Aviation	1		2
		Easyjet		Aviation	1	Safety underpins the entire proposal.	1
		NATS		Aviation	5		5
		UWAS, MOD St Athan		Aviation	1	Flexibility and simplicity key to this. Safe protection of IFR traffic, max protection VFR. Safety applies to all DPs.	2
		AOPA		Aviation	1	No change proposed should REDUCE safety.	1
		Gliding Clubs [South Wales / Black Mountains]		Aviation	1		1

Aeros Flight Training	Aviation	1	making sure things are safe as a whole for everyone instead of assessing individual proposals.	1
Cowbridge Town Council	Community	1	Safety is paramount to all aircraft operations so enhancing current levels is key.	1
Clayton Hotel Cardiff / Cardiff Hoteliers Association	Community	1		2
Vale Tourism Association	Community	1		1
Cardiff and Vale College	Community	1	Opportunity to further enhance safety rather than maintain current level.	1
Cardiff Airport Disabilities Board	Community	1		1
St Athan UK SAR Base, Bristow Helicopters Ltd	Aviation	1	This should underpin every other DP, rather than be considered as a DP in its own right.	2
Global Trek Aviation	Aviation	1		1
Penarth Town Council	Community	1	No additional information to what was provided at the 17/1/20 workshop.	1
Vale of Glamorgan Council	Community	1	Key to all elements below.	1

1	93%	63%
2	0%	33%
3	3%	0%
4	0%	0%
5	3%	4%
1	93%	63%
2	0%	33%
3	3%	0%
4	0%	0%
5	3%	4%

DP1 comment	DP2	DP2 comment	DP3	DP3 comment	DP4
	2		2		1
	2		1		1
Common sense	1	This would seem to fall in line in growth figures	1	Cardiff Airport is a business and should be run accordingly irrespective of Welsh Gov	1
	2		2		2
	2		2		1
	1		2		1
	2	Nothing in this should affect DP1	3	Nothing in this should affect DP1 & DP2	1
Consideration again of risk	1	Take into account the effect of automation and ensuring it is monitored and has a substantial amount of redundancy.	2		2
	2		2		2
	2		3		3
	1	It must be designed for growth. Difficult because of the balance between markets driving development up and down but has to be a core principle.	1		1
	1		1		2
Simplicity of design will reduce pilot ATC workload.	1	Use minimum classification of airspace. Consider benefits of FUA and future EC solutions.		No comment.	3
	2		2	Both IFR and UFR needs should be considered within this principle and adequately balanced.	1
Additional to ATC, operators' OR should be taken into account	1		1		1
	4		4		4
	3		4		5
ATC and Users.	2	Provided no change compromises DP1 above.	3	Provided no change compromises DP 1 or 2 above.	2
	2		3		4

resilience for airspace users as well as ATC is equally important.	1	Capacity for both IFR and UFR traffic.	1	burn but ensuring ATC can still route around using elbows.	1
While I accept that there will be breakdown, design of the system should minimise this effect.	1		1	Economic performance should take into account environmental consideration.	1
	2	Unsure of word 'greatest', may lead to trade off from other area such as safety or environmental. Increase capacity is essential for future of Cardiff as a whole.			1
	2		1		1
	2	Needs consideration of other elements, noise, pollution etc. Capacity v community effect.	1		1
	3	To maximise Cardiff's economic benefit whilst still working with Bristol.	1	If we optimise fuel mileage burn it should encourage more carriers and local economy.	1
DPs 1-3 should be considered as in order of priority (so DP2 must not impinge on DP1 etc...)	2		2		3
	1	The requirement to maintain but preferably increase capacity for IFR training capacity.	2		2
As above comment.	2		2		1
	2		1		1

34%	41%	59%
55%	37%	21%
7%	15%	10%
3%	7%	7%
0%	0%	3%
34%	41%	59%
55%	37%	21%
7%	15%	10%
3%	7%	7%
0%	0%	3%

DP4 comment	DP5	DP5 comment	DP6
	3		2
	1		2
Very important	1	Liaison with local institutions which I assume will take place	1
	2	Caution with words such as 'reduce'. Also the last 2 bullet points shouldn't be included in a DP.	3
	2		2
	2		3
The "CO2" should be reworded as all emissions including NOX should be included	1	This should be included with DP4 with "environmental"	2
	2	Consideration of this should not have an impact on flight safety.	1
	3		2
	3		4
All' emissions.	1	Avoid using 'over parks' - shared facilities, communities will be affected.	3
	2		3
Create airspace which benefits modern aircraft. Do not cater for lowest standards.	3		
Equally important for all aircraft operators but consideration should be given to high polluters in the first instance.	3		1
	2	If you maximise use of PBN + facilitate minimisation of CO2/emissions, the noise issue from airline operators should naturally follow.	3
"Fuel consumption" to be additional to "CO2 emissions"	4		2
	2	More route inbound/outbound flexibility.	1
	2	Dispersion should not be compromised by minimising new people. Share the noise.	2
	3		3

can be put to 3.5 degrees therefore reducing power and fuel (noise as well).	1	Same comment as DP4.	1
Climate change legislation will probably drive this.	1	Accepted that not all of the above are mutually compatible and it may be necessary to 'share the grief'	1
Should promote the reduction.	1	Cardiff Airport is currently not as disruptive. Should be higher priority as flights increase to maximum levels.	3
	1		2
Should be stronger than 'facilitate' e.g. targets and incentives.	2	Managed dispersal in consideration of highly populated areas.	1
Because Cardiff Airport is sponsored by Government it should always look to reduce wider impact.	3		2
This should be a positive by-product of achieving DPs 1-3	4	Considerations should be given to varying the routes of VFR	2
	2	Consideration to be made that park and some spaces should be avoided where possible as it can cause annoyance to those who choose to use said areas to relax.	2
	1	This needs fleshing out in your public consultation in order for specific geographic areas, with different needs, can be considered.	2
Key to climate damage.	1		2

34%	25%
34%	46%
24%	25%
7%	4%
0%	0%
34%	25%
34%	46%
24%	25%
7%	4%
0%	0%

DP6 comment	DP7	DP7 comment	DP8	DP8 comment	DP9
	2		2		2
	2		2		2
Common sense	1		1	Only the minimum if that is the case. Growth is not a rude word.	1
Should have similar wording to DP7.		Should have similar wording to DP6 in order to align GA and MOD requirements/expectations.			
Use of 'endeavour' not applicable	2		2		2
	2		1		1
Instead of "will endeavour to" input "shall"	2	Remove "should", include "shall"		All UK Airspace users	1
As operators at St Athan we feel this should be and not just consider (endeavour). Needs to be possibly reworded.	1		2		2
	2		3		2
	1		1		2
Locally this is not an issue where MOD priorities would be above usual OPS.	2		1		2
	2		2		1
No comment.	1	All airspace users must be considered as valid users of airspace.		Add "all" airspace users (the needs of ALL UK airspace users).	1
Remove the word 'endeavour' from this design principle. A compatible agreement should be reached.	3		1	This is important to maximise MOD operations. Differing airspace classifications for CAS should be considered to maximise VFR operations.	4
Important to consider all users, from a commercial perspective, this is not overly our concern.	2		2		1
	3		4		4
Endeavour to read shall.	1	Opportunity to enhance but words suggest otherwise.	1	Specific wording should include 'local users'.	3
Add DP6.5 Blue light services Change "will endeavour" to "shall"	2	Change will to shall	2		1
	1		1		2

Ensuring compatibility with all airspace users is critical. Nothing should be implemented to change this.	1	of the equation. Perhaps removing unneeded CA will mean more efficient usage for GA.	1	Minimum for a comfortable operation as well as in an emergency.	1
No contention!	1	Need to operate (within reason) with other airspace users.	1		1
	3		3		1
	2		2		1
	1	The word minimum from the perspective of the GA community would not be acceptable. Minimum is subjective.	1		1
This needs to be maintained for UK security.	2		3	It should be minimal, but with an eye to future needs rather than current requirements.	1
Either included in this DP or as a standalone DP, the needs of Blue light aviation should be included. The proposal should not reduce the flexibility of such aircraft to transit controlled airspace as quickly as possible.	3		2	Maximising the availability of airspace to VFR users reduces transit times, holding etc. making operations more CO2 efficient.	2
	1		3		3
May depend on the future of MOD in St Athan eg in 2010 DTC was cancelled - will St Athan increase or decrease in the future?	3		3		2
	2		3		2

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45%	33%	39%
21%	22%	7%
0%	4%	7%
0%	0%	0%
34%	41%	46%
45%	33%	39%
21%	22%	7%
0%	4%	7%
0%	0%	0%

DP9 comment	DP10	DP10 comment	DP11	DP11 comment
	1		2	
	2		2	
	1	Common sense	1	We need a competitive element.
	1	Should be more generic than just PBN IR. Cover all regulatory issues.	1	Great opportunity to work together with Bristol to develop an efficient airspace should include network connectivity and probably Exeter.
	2	Consider users that do not hold PBN.	2	
	1		1	
The benefits should outweigh legacy needs. Allowances should be built in to allow for the older a/c until they are staffed.	2	Reword PBNIR & replace with regulatory requirements.	3	
Consideration of non GNSS aircraft.	2		2	
	2		1	
	2		1	
	2		1	
	1		1	Designs utilising modern aircraft technology will create auto-operating environment with the capability to provide noise, environmental and economic benefits to all airspace users and airport neighbours
This can lead to minimum airspace.	1	As DP9.	1	Other airspace users should not be disadvantaged.
	3		4	
As a design principle, this will offer maximum benefits.	1		1	Seamless integration with other airports (BRS) to allow benefit to users.
	4		5	"Airspace should" - does this mean "access to airspace" or the actual airspace belonging to Cardiff that is delegated to Bristol?
	3		1	To work to specific airfield operations.
Whole basis for design	1	Whole basis for design	2	Include airfields in or under proposed airspace eg Cardiff Helicopter by name
	2		2	Maximise controlled airspace to the south i.e. over water.

We need to be developing airspace for the future. Not for those who want to remain in the past!	1	Make the airspace for the future. Previous airspace was developed using 1950's tech.	1	
The best possible use should be made of the available technology.	1	As above.	1	Need to maintain a good working relationship with neighbours.
Should be ahead of PBN not comply just due to legislations - leaders in field pre-empt next stage. Next 50+ years.	1	Stay ahead of legislation		Essential for future and operational requirements.
	2		2	
Suggest optimum rather than maximum.	1		1	
As long as appropriate backups exist to support the failure of these systems.	1		3	We should ensure that fair and equitable arrangements can be reached given that public perception is that Bristol is larger (or possibly more important)
	2		3	Obviously autonomy should be afforded to satellite airfields with overlapping airspace requirements.
	1		3	
	1		1	
Resilience was raised along with maintaining resilience.	2		2	

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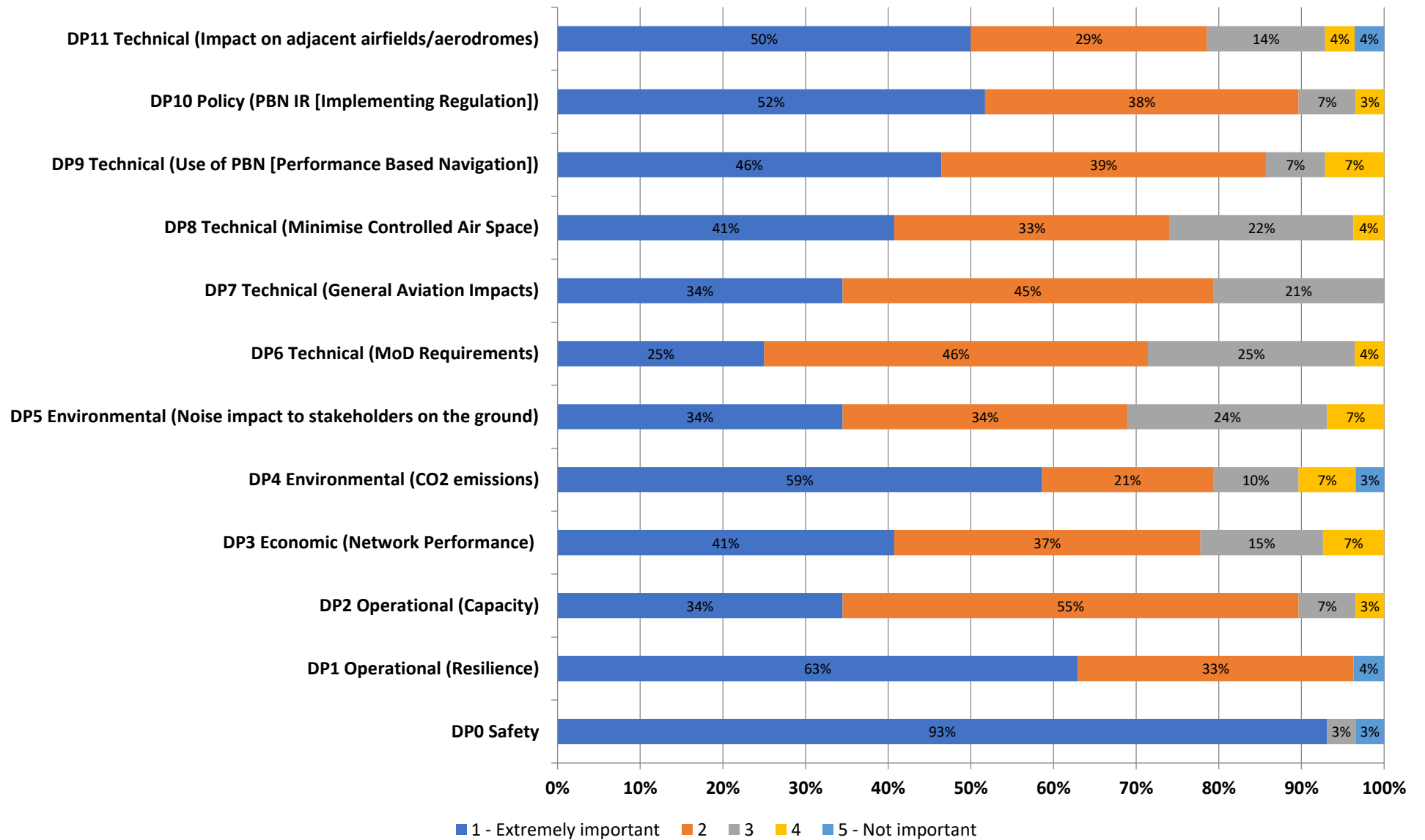
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Additional/alternative DPs	Comments on engagement process
	Very efficient.
	Excellent facilitation. Great cross-section of the stakeholder community.
	Very useful and looking forward to consulting recap.
	Excellent event, thank you. Well presented and well facilitated.
As supplied in advance by BMAA and GAA.	
DP5.5 - Emergency Services. If DPO is phrased as a negative - nothing in these proposals should reduce safety.	Thanks - good productive day.

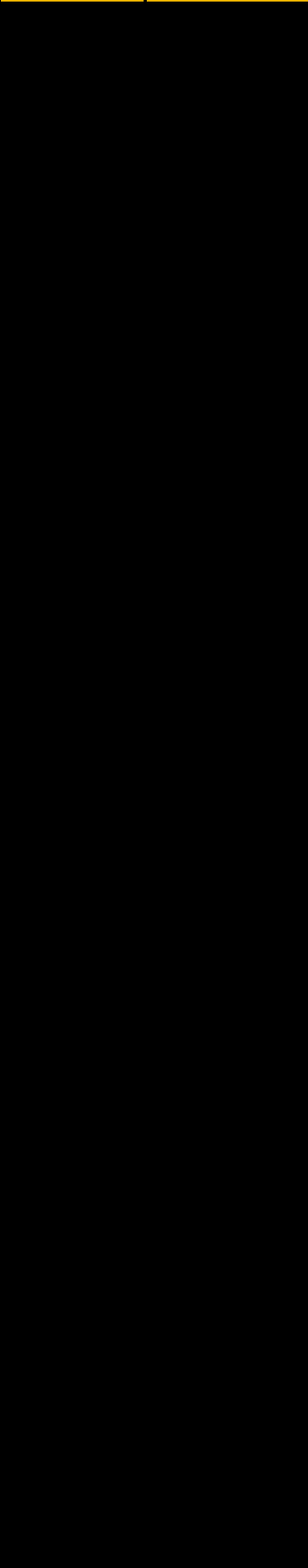
	Very interesting and worthwhile meeting.
Impact on ground??	Very informative, nice to be asked to engage.
	Well conducted, enjoyably constructive.
Consideration for infrastructure improvements to support optimised airspace.	More info about expected contribution would have been beneficial.
I would like to see Cardiff Airport using this to build their business case for expansion	We did not receive the joining instructions or the issues to be discussed. I would have been better served by the Aviators workshop.
	Being non-technical and having no expert knowledge of the aviation industry it was challenging to delve into some specific aspects of the DPs. However, I welcome more/further/future communication on the ASCP.

All Stakeholders



Cardiff Airport Airspace Change Process (CAP1616)

DESIGN PRINCIPLES QUESTIONNAIRE

Name	Role/title	Organisation	
			NERL
			Caerdav
			Serco
			Cardiff Heliport
			Horizon Flight Training
			Dragonfly Executive Aviation
			Exeter Airport
			Welsh Government
			Bristol Airport
			BMAA (Reporting to LAA/A4A/GAA)
			RAF
			Easyjet
			NATS
			UWAS, MOD St Athan
			AOPA
			Gliding Clubs [South Wales / Black Mountains]
			Aeros Flight Training

St Athan UK SAR Base, Bristow
Helicopters Ltd

Global Trek Aviation

Email	Category	DPO
	Aviation	1
	Aviation	1
	Aviation	1
	Aviation	1
	Aviation	1
	Aviation	1
	Aviation	1
	Aviation	1
	Aviation	1
	Aviation	1
	Aviation	1
	Aviation	1
	Aviation	1
	Aviation	5
	Aviation	1
	Aviation	1
	Aviation	1
	Aviation	1

	Aviation	1
	Aviation	1

1		95%
2		0%
3		0%
4		0%
5		5%

1		95%
2		0%
3		0%
4		0%
5		5%

DPO comment	DP1
Include strategy and mitigation.	2
	1
	2
Consideration of risk that may be associated and the mitigation	1
	1
	2
	2
	1
Safety consideration must include all aircraft affected by airspace. Effective choice points, aircraft types unable to comply with ATC.	
	2
Safety underpins the entire proposal.	1
	5
Flexibility and simplicity key to this. Safe protection of IFR traffic, max protection VFR. Safety applies to all DPs.	2
No change proposed should REDUCE safety.	1
	1
There is a certain element of risk in everything so making sure things are safe as a whole for everyone instead of assessing individual proposals.	1

This should underpin every other DP, rather than be considered as a DP in its own right.	2
	1

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DP1 comment	DP2
	2
	2
	1
	2
Consideration again of risk	1
	2
	2
	1
	1
Simplicity of design will reduce pilot ATC workload.	1
	2
Additional to ATC, operators' OR should be taken into account	1
	4
	3
ATC and Users.	2
	2
Resilience to ATC is important but ensuring resilience for airspace users as well as ATC is equally important.	1

DPs 1-3 should be considered as in order of priority (so DP2 must not impinge on DP1 etc...)	2
	1

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DP2 comment	DP3
	2
	2
	2
Nothing in this should affect DP1	3
Take into account the effect of automation and ensuring it is monitored and has a substantial amount of redundancy.	2
	2
	3
It must be designed for growth. Difficult because of the balance between markets driving development up and down but has to be a core principle.	1
	1
Use minimum classification of airspace. Consider benefits of FUA and future EC solutions.	
	2
	1
	4
	4
Provided no change compromises DP1 above.	3
	3
Capacity for both IFR and UFR traffic.	1

	2
The requirement to maintain but preferably increase capacity for IFR training capacity.	2

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DP3 comment	DP4
	2
	1
	1
Nothing in this should affect DP1 & DP2	1
	2
	2
	3
	1
	2
No comment.	3
Both IFR and UFR needs should be considered within this principle and adequately balanced.	1
	1
	4
	5
Provided no change compromises DP 1 or 2 above.	2
	4
Implementation of PBN with CDA's will improve fuel burn but ensuring ATC can still route around using elbows.	1

	3
	2

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DP4 comment	DP5
	2
	2
	2
The "CO2" should be reworded as all emissions including NOX should be included	1
	2
	3
	3
All' emissions.	1
	2
Create airspace which benefits modern aircraft. Do not cater for lowest standards.	3
Equally important for all aircraft operators but consideration should be given to high polluters in the first instance.	3
	2
"Fuel consumption" to be additional to "CO2 emissions"	4
	2
	2
	3
Reduction of environmental impact is vital. PBN glidestones can be put to 3.5 degrees therefore reducing power and fuel (noise as well).	1

This should be a positive by-product of achieving DPs 1-3	4
	2

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DP5 comment	DP6
Caution with words such as 'reduce'. Also the last 2 bullet points shouldn't be included in a DP.	3
	2
	3
This should be included with DP4 with "environmental"	2
Consideration of this should not have an impact on flight safety.	1
	2
	4
Avoid using 'over parks' - shared facilities, communities will be affected.	3
	3
	1
If you maximise use of PBN + facilitate minimisation of CO2/emissions, the noise issue from airline operators should naturally follow.	3
	2
More route inbound/outbound flexibility.	1
Dispersion should not be compromised by minimising new people. Share the noise.	2
	3
Same comment as DP4.	1

Considerations should be given to varying the routes of VFR	2
Consideration to be made that park and some spaces should be avoided where possible as it can cause annoyance to those who choose to use said areas to relax.	2

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DP6 comment	DP7
Should have similar wording to DP7.	3
Use of 'endeavour' not applicable	2
	2
Instead of "will endeavour to" input "shall"	2
As operators at St Athan we feel this should be and not just consider (endeavour). Needs to be possibly reworded.	1
	2
	1
Locally this is not an issue where MOD priorities would be above usual OPS.	2
	2
No comment.	1
Remove the word 'endeavour' from this design principle. A compatible agreement should be reached.	3
Important to consider all users, from a commercial perspective, this is not overly our concern.	2
	3
Endeavour to read shall.	1
Add DP6.5 Blue light services Change "will endeavour" to "shall"	2
	1
Ensuring compatibility with all airspace users is critical. Nothing should be implemented to change this.	1

Either included in this DP or as a standalone DP, the needs of Blue light aviation should be included. The proposal should not reduce the flexibility of such aircraft to transit controlled airspace as quickly as possible.	3
	1

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DP7 comment	DP8
Should have similar wording to DP6 in order to align GA and MOD requirements/expectations.	
	2
	1
Remove "should", include "shall"	
	2
	3
	1
	1
	2
All airspace users must be considered as valid users of airspace.	1
	1
	2
	4
Opportunity to enhance but words suggest otherwise.	1
Change will to shall	2
	1
Efficient airspace will also mean not pushing GA traffic out of the equation. Perhaps removing unneeded CA will mean more efficient usage for GA.	1

	2
	3

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DP8 comment	DP9
	2
	1
All UK Airspace users	1
	2
	2
	2
	2
	1
Add "all" airspace users (the needs of ALL UK airspace users).	1
This is important to maximise MOD operations. Differing airspace classifications for CAS should be considered to maximise VFR operations.	4
	1
	4
Specific wording should include 'local users'.	3
	1
	2
Minimum for a comfortable operation as well as in an emergency.	1

Maximising the availability of airspace to VFR users reduces transit times, holding etc. making operations more CO2 efficient.	2
	3

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DP9 comment	DP10
	1
	2
	1
The benefits should outweigh legacy needs. Allowances should be built in to allow for the older a/c until they are staffed.	2
Consideration of non GNSS aircraft.	2
	2
	2
	2
	1
This can lead to minimum airspace.	1
	3
As a design principle, this will offer maximum benefits.	1
	4
	3
Whole basis for design	1
	2
We need to be developing airspace for the future. Not for those who want to remain in the past!	1

	2
	1

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DP10 comment	DP11
Should be more generic than just PBN IR. Cover all regulatory issues.	1
Consider users that do not hold PBN.	2
	1
Reword PBNIR & replace with regulatory requirements.	3
	2
	1
	1
	1
	1
As DP9.	1
	4
	1
	5
	1
Whole basis for design	2
	2
Make the airspace for the future. Previous airspace was developed using 1950's tech.	1

	3
	3

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DP11 comment

Great opportunity to work together with Bristol to develop an efficient airspace should include network connectivity and probably Exeter.

Designs utilising modern aircraft technology will create auto-operating environment with the capability to provide noise, environmental and economic benefits to all airspace users and airport neighbours

Other airspace users should not be disadvantaged.

Seamless integration with other airports (BRS) to allow benefit to users.

"Airspace should" - does this mean "access to airspace" or the actual airspace belonging to Cardiff that is **delegated** to Bristol?

To work to specific airfield operations.

Include airfields in or under proposed airspace eg Cardiff Helicopter by name

Maximise controlled airspace to the south i.e. over water.

Obviously autonomy should be afforded to satellite airfields with overlapping airspace requirements.

Additional/alternative DPs

As supplied in advance by BMAA and GAA.

DP5.5 - Emergency Services.
If DPO is phrased as a negative - nothing in these proposals should reduce safety.

Comments on engagement process

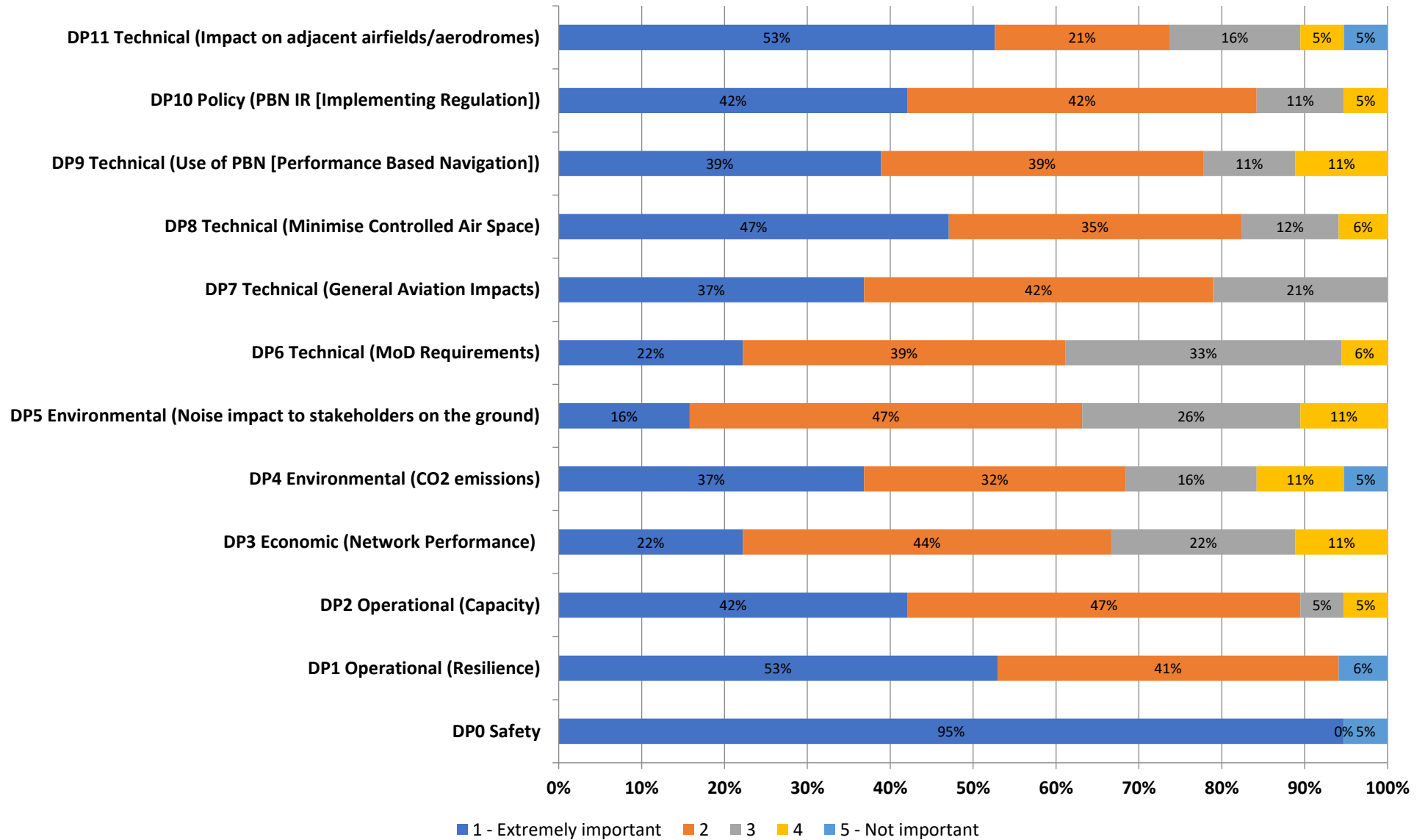
Excellent facilitation. Great cross-section of the stakeholder community.

Very useful and looking forward to consulting recap.

Excellent event, thank you. Well presented and well facilitated.

Thanks - good productive day.

Aviation Stakeholders



Cardiff Airport Airspace Change Process (CAP1616)

DESIGN PRINCIPLES QUESTIONNAIRE

Name	Role/title	Organisation	Email	Category
		South Wales Police		Community
		Llandow Community Council		Community
		St Fagans Community Council		Community
		Cowbridge Town Council		Community
		Clayton Hotel Cardiff / Cardiff Hoteliers Association		Community
		Vale Tourism Association		Community
		Cardiff and Vale College		Community
		Cardiff Airport Disabilities Board		Community
		Penarth Town Council		Community
		Vale of Glamorgan Council		Community

- 1
- 2
- 3
- 4
- 5

- 1
- 2
- 3
- 4
- 5

DPO	DPO comment	DP1
1		1
3		2
1	Ongoing discussion when capacity increases	1
1	Safety is paramount to all aircraft operations so enhancing current levels is key.	1
1		2
1		1
1	Opportunity to further enhance safety rather than maintain current level.	1
1		1
1	No additional information to what was provided at the 17/1/20 workshop.	1
1	Key to all elements below.	1

90%	80%
0%	20%
10%	0%
0%	0%
0%	0%
90%	80%
0%	20%
10%	0%
0%	0%
0%	0%

DP1 comment	DP2
	2
	2
Common sense	1
While I accept that there will be breakdown, design of the system should minimise this effect.	1
	2
	2
	2
	3
As above comment.	2
	2

20%

70%

10%

0%

0%

20%

70%

10%

0%

0%

DP2 comment	DP3
	2
	1
This would seem to fall in line in growth figures	1
	1
Unsure of word 'greatest', may lead to trade off from other area such as safety or environmental. Increase capacity is essential for future of Cardiff as a whole.	
	1
Needs consideration of other elements, noise, pollution etc. Capacity v community effect.	1
To maximise Cardiff's economic benefit whilst still working with Bristol.	1
	2
	1

78%

22%

0%

0%

0%

78%

22%

0%

0%

0%

DP3 comment	DP4
	1
	1
Cardiff Airport is a business and should be run accordingly irrespective of Welsh Gov	1
Economic performance should take into account environmental consideration.	1
	1
	1
	1
If we optimise fuel mileage burn it should encourage more carriers and local economy.	1
	1
	1

100%

0%

0%

0%

0%

100%

0%

0%

0%

0%

DP4 comment	DP5
	3
	1
Very important	1
Climate change legislation will probably drive this.	1
Should promote the reduction.	1
	1
Should be stronger than 'facilitate' e.g. targets and incentives.	2
Because Cardiff Airport is sponsored by Government it should always look to reduce wider impact.	3
	1
Key to climate damage.	1

70%

10%

20%

0%

0%

70%

10%

20%

0%

0%

DP5 comment	DP6
	2
	2
Liaison with local institutions which I assume will take place	1
Accepted that not all of the above are mutually compatible and it may be necessary to 'share the grief'	1
Cardiff Airport is currently not as disruptive. Should be higher priority as flights increase to maximum levels.	3
	2
Managed dispersal in consideration of highly populated areas.	1
	2
This needs fleshing out in your public consultation in order for specific geographic areas, with different needs, can be considered.	2
	2

30%

60%

10%

0%

0%

30%

60%

10%

0%

0%

DP6 comment	DP7
	2
	2
Common sense	1
No contention!	1
	3
	2
	1
This needs to be maintained for UK security.	2
May depend on the future of MOD in St Athan eg in 2010 DTC was cancelled - will St Athan increase or decrease in the future?	3
	2

30%
50%
20%
0%
0%

30%
50%
20%
0%
0%

DP7 comment	DP8
	2
	2
	1
Need to operate (within reason) with other airspace users.	1
	3
	2
The word minimum from the perspective of the GA community would not be acceptable. Minimum is subjective.	1
	3
	3
	3

30%

30%

40%

0%

0%

30%

30%

40%

0%

0%

DP8 comment	DP9
	2
	2
Only the minimum if that is the case. Growth is not a rude word.	1
	1
	1
	1
	1
	1
It should be minimal, but with an eye to future needs rather than current requirements.	1
	2
	2

60%

40%

0%

0%

0%

60%

40%

0%

0%

0%

DP9 comment	DP10
	1
	2
	1
The best possible use should be made of the available technology.	1
Should be ahead of PBN not comply just due to legislations - leaders in field pre-empt next stage. Next 50+ years.	1
	2
Suggest optimum rather than maximum.	1
As long as appropriate backups exist to support the failure of these systems.	1
	1
Resilience was raised along with maintaining resilience.	2

70%

30%

0%

0%

0%

70%

30%

0%

0%

0%

DP10 comment	DP11
	2
	2
Common sense	1
As above.	1
Stay ahead of legislation	
	2
	1
	3
	1
	2

44%

44%

11%

0%

0%

44%

44%

11%

0%

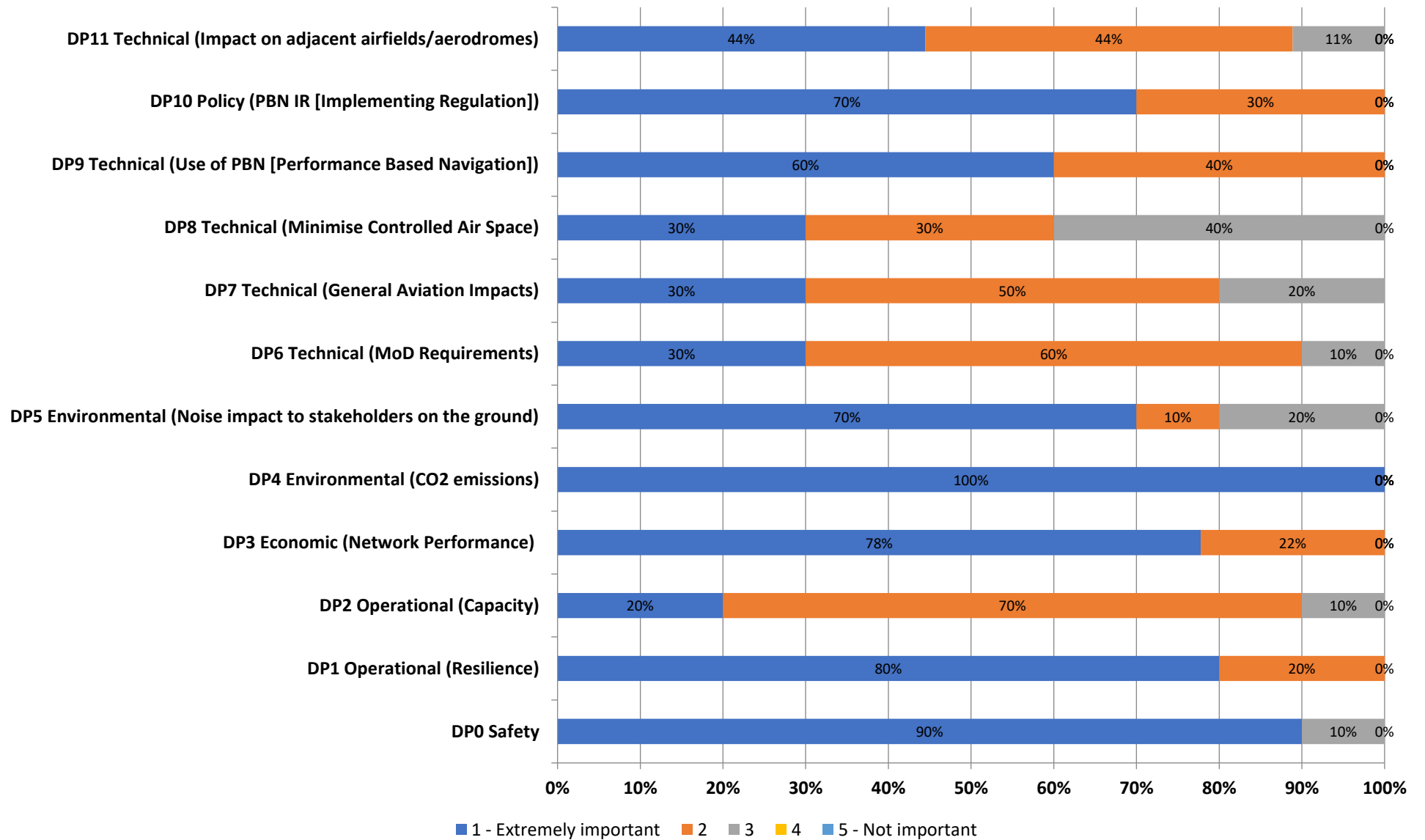
0%

DP11 comment
We need a competitive element.
Need to maintain a good working relationship with neighbours.
Essential for future and operational requirements.
We should ensure that fair and equitable arrangements can be reached given that public perception is that Bristol is larger (or possibly more important)

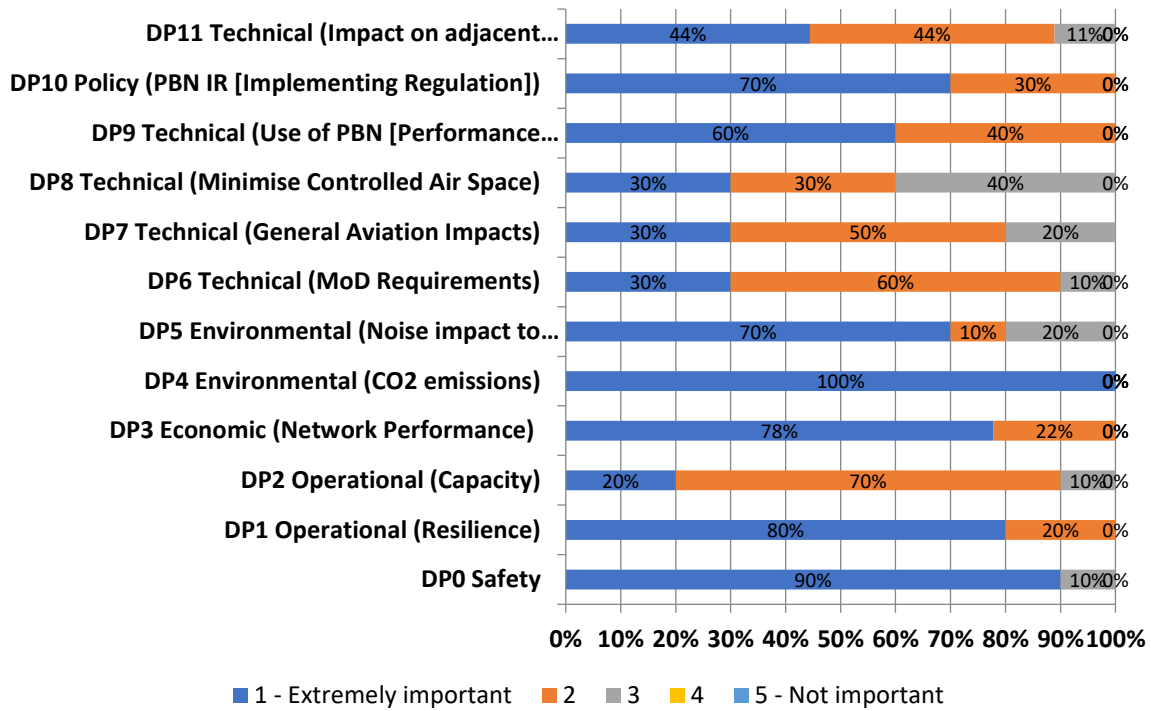
Additional/alternative DPs
Impact on ground??
Consideration for infrastructure improvements to support optimised airspace.
I would like to see Cardiff Airport using this to build their business case for expansion

Comments on engagement process
Very efficient.
Very interesting and worthwhile meeting.
Very informative, nice to be asked to engage.
Well conducted, enjoyably constructive.
More info about expected contribution would have been beneficial.
We did not receive the joining instructions or the issues to be discussed. I would have been better served by the Aviators workshop.
Being non-technical and having no expert knowledge of the aviation industry it was challenging to delve into some specific aspects of the DPs. However, I welcome more/further/future communication on the ASCP.

Community Stakeholders

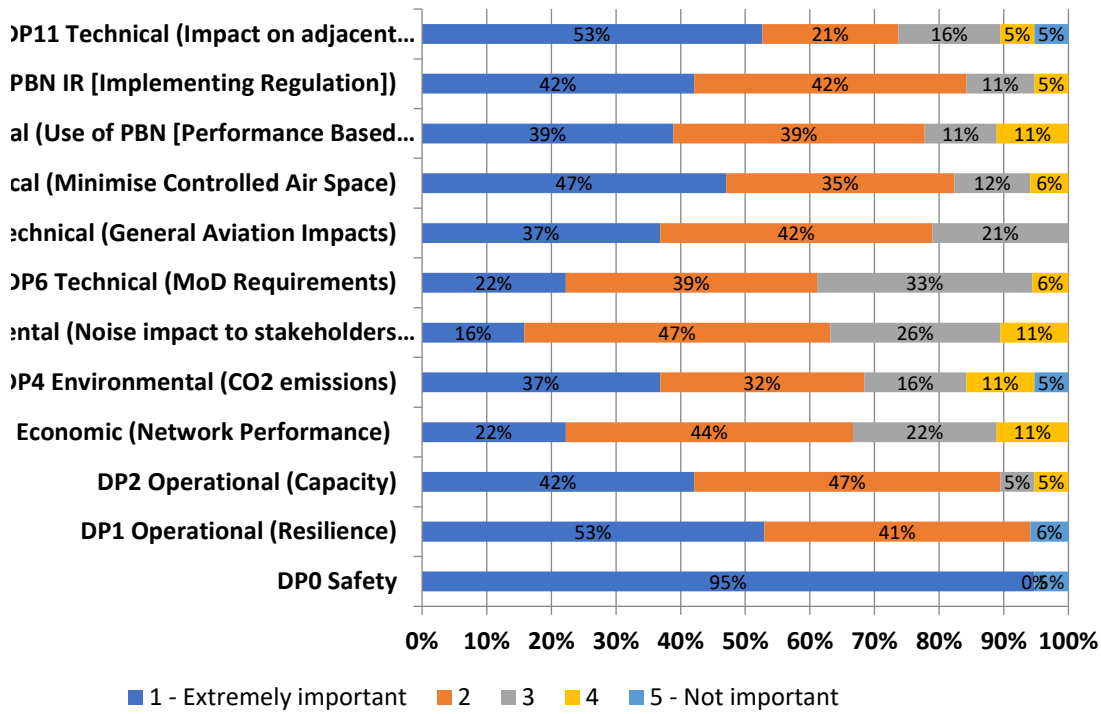


Community Stakeholders



DP10 Pc
 DP9 Te
 DP8 Tc
 D
 DP5 Envir

Aviation Stakeholders



All data

Question Number	1	2	3	4
DP0 Safety	93%	0%	3%	0%
DP1 Operational (Resilience)	63%	33%	0%	0%
DP2 Operational (Capacity)	34%	55%	7%	3%
DP3 Economic (Network Performance)	41%	37%	15%	7%
DP4 Environmental (CO2 emissions)	59%	21%	10%	7%
DP5 Environmental (Noise impact to stakeholders on the ground)	34%	34%	24%	7%
DP6 Technical (MoD Requirements)	25%	46%	25%	4%
DP7 Technical (General Aviation Impacts)	34%	45%	21%	0%
DP8 Technical (Minimise Controlled Air Space)	41%	33%	22%	4%
DP9 Technical (Use of PBN [Performance Based Navigation])	46%	39%	7%	7%
DP10 Policy (PBN IR [Implementing Regulation])	52%	38%	7%	3%
DP11 Technical (Impact on adjacent airfields/aerodromes)	50%	29%	14%	4%

Aviation only

Question Number	1	2	3	4
DP0 Safety	95%	0%	0%	
DP1 Operational (Resilience)	53%	41%	0%	
DP2 Operational (Capacity)	42%	47%	5%	
DP3 Economic (Network Performance)	22%	44%	22%	1
DP4 Environmental (CO2 emissions)	37%	32%	16%	1
DP5 Environmental (Noise impact to stakeholders on the ground)	16%	47%	26%	1
DP6 Technical (MoD Requirements)	22%	39%	33%	
DP7 Technical (General Aviation Impacts)	37%	42%	21%	
DP8 Technical (Minimise Controlled Air Space)	47%	35%	12%	
DP9 Technical (Use of PBN [Performance Based Navigation])	39%	39%	11%	1
DP10 Policy (PBN IR [Implementing Regulation])	42%	42%	11%	
DP11 Technical (Impact on adjacent airfields/aerodromes)	53%	21%	16%	

Community only

Question Number	1	2	3	4
DP0 Safety	90%	0%	10%	
DP1 Operational (Resilience)	80%	20%	0%	
DP2 Operational (Capacity)	20%	70%	10%	
DP3 Economic (Network Performance)	78%	22%	0%	
DP4 Environmental (CO2 emissions)	100%	0%	0%	
DP5 Environmental (Noise impact to stakeholders on the ground)	70%	10%	20%	
DP6 Technical (MoD Requirements)	30%	60%	10%	
DP7 Technical (General Aviation Impacts)	30%	50%	20%	
DP8 Technical (Minimise Controlled Air Space)	30%	30%	40%	
DP9 Technical (Use of PBN [Performance Based Navigation])	60%	40%	0%	
DP10 Policy (PBN IR [Implementing Regulation])	70%	30%	0%	
DP11 Technical (Impact on adjacent airfields/aerodromes)	44%	44%	11%	

