



DAF 1916 - Statement of Need: Intended Change to Notified Airspace

This form may be used to provide information to the CAA about an intended change. Once this form is completed, please submit it by clicking the button at the end of this form.

1. Change Title

Please enter a title for this intended change, (max 80 characters): *

Version 2 (Amended) - to E29424 dated 16/09/2016 - Approach, Cotswold Airport

2. Change Sponsor Details

Please select the appropriate category and complete. *

- A Company
- An Unincorporated Association or other body
- Individual (including sole traders and partnerships)

2a. A Company

Registered Company name (in full) *

Kemble Air Services Limited

Registered Company Number

04182147

Country of Company Registration

England

Registered Office Address

McGills, Oakley House, Tetbury Road, Cirencester, Gloucestershire

Postcode

GL7 1US

E-mail

[Redacted]

Trading name (if applicable)

Cotswold Airport

Trading Address (primary site)

The Control Tower, Cotswold Airport, Kemble, Cirencester, Gloucestershire

Country

England

Postcode

GL7 6BA

Website address

www.cotswoldairport.com

Primary Point of Contact Name *

[Redacted]

Telephone *

[Redacted]

E-mail *

[Redacted]

Secondary Point of Contact Name

[Empty field]

Telephone

[Empty field]

E-mail

[Empty field]

3. Independent Aviation/Airspace Consultancy

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

Aviation Consultancy

Registered Company name (in full) *

Merlin Aerospace Consulting Ltd

Registered Company Number

10028049

Country of Company Registration

England

Registered Office Address

Unit4, Vista Place, Coy Bnd Business Park, Ingworth Road, Poole, Dorset

Postcode

BH12 1JY

Telephone

[REDACTED]

Email

[REDACTED]

Trading Name (if applicable)

Trading Address (primary site)

59 Oldaker Road, Newick

Country

England

Postcode

BN8 4LN

Website address

Primary Point of Contact Name *

[REDACTED]

Primary Contact

Should the CAA use the Independent Consultancy as the primary point of contact for this airspace change proposal?

Telephone *

[REDACTED]

Email *

[REDACTED]

Secondary Point of Contact name

Telephone

Email

4. Summary of Intended Change

Please use the check boxes below to indicate the nature of the intended change(s): *

Flight Information Region (ENR 2.1)

Other Regulated Airspace (ENR 2.2)

Area Navigation Routes (ENR 3.3)

En-Route Holding (ENR 3.6)

Military Exercise/ Training Areas (ENR 5.2)

Upper Information Region (ENR 2.1)

Lower ATS Routes (ENR 3.1)

Helicopter Routes (ENR 3.4)

Name-Code Designators (ENR 4.4)

Other Danger/ Hazard (ENR 5.3)

Terminal Control Area (ENR 2.1)

Upper ATS Routes (ENR 3.2)

Other Routes (ENR 3.5)

Prohibited/Restricted/Danger Areas (ENR5.1)

Aerial/Sporting/Recreational Activities (ENR 5.5)

- | | | |
|---|--|---|
| <input type="checkbox"/> Bird Migration/Sensitive Fauna (ENR 5.6) | <input type="checkbox"/> ATS Airspace (AD-EGXX-2.17) | <input type="checkbox"/> Flight Procedures (AD-EGXX-2.22) |
| <input type="checkbox"/> ATCSMAC (AD-EGXX-5) | <input type="checkbox"/> Standard Instrument Departure (AD-EGXX-6) | <input type="checkbox"/> Standard Arrival Route (AD-EGXX-7) |
| <input checked="" type="checkbox"/> Instrument Approach Procedure (AD-EGXX-8) | <input type="checkbox"/> Visual Reference Point | <input type="checkbox"/> Release of Controlled Airspace |

Please use the check box below to indicate whether this is an administrative change:

- Does your proposal represent an administrative change to the Aeronautical Information Publication (AIP)?

5. Statement of Need

Please provide a brief 'Statement of Need' expressing explicitly what airspace issue or opportunity you are seeking to address. Your Statement of Need should clearly articulate the current situation, the issue (and the cause of it) to be resolved or the opportunity to be addressed along with any other factors or requirements. *

Cotswold Airport (Kemble) is a large aerodrome 4.5 nm SW of Cirencester near RAF Fairford (10nm) and RAF Brize Norton (19nm). It is licensed by the CAA and an air traffic zone (ATZ) 2nm radius is established around it with an air traffic service (ATS) provided during notified hours by qualified aerodrome flight information officers (AFISOs). Operations are limited due to the lack of ground-based navigation aids to 'good' weather known as visual meteorological conditions (VMC) by day and, at certain times of the year, in the dark. The airfield logged 32,698 movements in 2017 which equates to a non-seasonally-adjusted average of 2500 take offs and landings per month, the majority of which are made by based general aviation (GA) light aircraft. Year on year increases of larger aircraft, arriving for end of service recycling, and corporate/VVIP jet aircraft are changing the traffic mix; this trend is expected to continue as major stakeholders' business increases for inter alia airliner salvage, ongoing maintenance under an EASA approved Part 145 scheme and private flying.

Issue: Currently, without a defined instrument approach procedure (IAP), suitably equipped larger aircraft including those operated by The Royal Flight have to determine their own approach path onto either end of our runway 08/26 whilst flying under instrument flight rules (IFR) in poor weather and/or in the dark. Their crews rely on Air Traffic Control radar at RAF Brize Norton or Bristol Airport to position them on to a visual final approach to the runway in use at Kemble. This generates an inherent ATM and airspace risk, which without a defined approach cannot be fully mitigated.

Opportunity: Special satellite technology managed by Europe and the USA, which provides GPS navigation freely available to all, can deliver internationally recognised all weather IAPs.

Whilst these signals in space (SiS) can be used by many of our customers' aircraft with new technology equipment on board, to make good use, a design for IAPs has to be created, validated and published internationally. Defined IAPs would help enable greater regularity and enable existing mitigated risks to be reduced further to as low as reasonably practicable (ALARP). The route which inbound aircraft follow will be the same as at present but with greater accuracy laterally and vertically through improved descent angles thus bringing a new level of assurance to the approaches. Benefits including reducing the effect of noise on surrounding residents and the reduction in CO2 emissions will be published. This proposed change is not intended to increase traffic, extend opening hours nor provide GPS instrument approach training

Please specify the altitudes (where applicable) affected by your Statement of Need:

- Surface to below 4,000 feet
- 4,000 feet to below 7,000 feet
- 7,000 feet to below 20,000 feet
- 20,000 feet and above

6. Proposed Dates

Please provide your proposed date for the submission of your change proposal to the CAA. This should be the date on which you are expecting to submit your formal airspace change proposal to the CAA. Please note that your formal airspace change proposal must be submitted alongside all of the supporting documentation required by the CAA to complete our regulatory assessment of the Proposal; consequently the date on which you place in this field should represent the point at which you will have the formal airspace change proposal **and all** of the supporting documentation ready to submit to the CAA. This date is required to assist us with the allocation of the required CAA-resource to your proposal and therefore it is a key date in our planning process. Whilst we will try to accommodate your specified timescales, there may be occasions where it is not possible for us to do so given the large number of projects that are already 'in process'. You should also note that any changes to the above date may impact our ability to process your airspace change proposal within your preferred timescales. It should also be noted that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See [Commission Regulation \(EU\) No 73/2010](#) (updated by 1029/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

- Confirmation of Understanding *

Please provide your proposed date for the submission of your change proposal to the CAA. *

01 Mar 2019

Please provide your proposed AIRAC effective date *

AIRAC 05/2019

If this change forms a part of a modular airspace change proposal please provide the relevant title and further information below (Note we will require individual submissions for each module) . *

CAP 1122

If this change requires the implementation of a Five-Letter Name Code (5LNC) please specify your requirements below: *

No