Ser	Question	Question and Description	Answer (Y/N)	Remarks	Attached detail	Reviewer Remarks	Kemble Resp
1	САР1122 САР1122.11	<ul> <li>How many traffic movements do you expect on an average day</li> <li>This question is to gain an understanding of how busy the aerodrome is and consequently the possibility of conflict with aircraft conducting the procedure.</li> <li>Describe what you consider to be an average day. (Supported by data)</li> <li>How have you come to the answer?</li> <li>We would like to understand, how have you satisfied yourself that the number of movements is acceptable.</li> <li>How will you manage the rate of change as your business develops? . i.e. more pilots using the procedure (See later questions)</li> <li>Is your aerodrome currently licenced</li> </ul>		All data used to answer this question has been extracted directly from the Airport's RedAtlas management system. The attachments are the raw extractions. Based on 2018 annual figures, the airport averages 88 movements per day (annually). In the summer period, this can rise to an average (throughout the summer period) of 115 movements per day ( averaging 14 per hour). However, peak periods, usually a few days of good weather within a longer period of non VMC, shows averages of 156 movements per day. Against the 2018 totals of 31,753 annual movements, 94.7% of these movements were GA (rotary and fixed wing). The remaining 5.3% are a mix of commercial helicopters(4%), corporate jets(1.2%) and Cat D airliners (B777 to A320) making up the remaining 0.1%. Only Corporate Jets and Cat D airliners are in scope for the GPS Approach, with potential use by some commercial helicopters, subject to operational capacity. Using annual averages, the number of movements which are in-scope for the approach is 1 aircraft per day (2 movements); monthly peaks and throughs (using 2018 data) suggest a low of 0 and a high of 3 movements of future participating aircraft. Currently, the visual circuit is cleared to allow for corporate jet and Cat D arrivals and departures. Additionally, for royal flights, RAF Brize Norton overlays CAS(T) airspace over Kemble which sanitises the ATZ. Kemble also retains its rule 5 (SERA 5055) exemption for display practices; Operationally, the ATZ has been successfully sanitised for display practices, without incident. In summary, Kemble has successfully CAA Ordinary Licence No P863	Movement summary data extracted from RedAtlas	Accepted	NFA
3	CAP1122.01	<ul> <li>Is your aerodrome currently incenced</li> <li>Flights which must use licensed or Government aerodrome 208.— (1) Subject to paragraph (6), article 207 applies to any aeroplane which has a maximum take-off mass of more than 5,700kg flying on a flight—</li> <li>(a)for the purpose of the commercial air transport of passengers or the public transport of passengers;</li> <li>(b)for the purpose of instruction in flying given to any person for the purpose of becoming qualified for the grant of a pilot's licence or the inclusion of an aircraft rating, a night rating or a night qualification in a licence; or</li> <li>(c)for the purpose of carrying out flying examinations for the grant of a pilot's licence or the inclusion of an aircraft rating or a night rating in a licence.</li> <li>(2) Subject to paragraph (6), article 207 applies to any aeroplane which has a maximum take-off mass of not more than 5,700kg flying on a flight which is—</li> <li>(a) a scheduled journey for the purpose of the commercial air transport of passengers or the public transport of passengers and which begins and ends at the same aerodrome; or</li> <li>(c)for the purpose of the commercial air transport of passengers or the public transport of passengers and which is at night.</li> <li>(3) Subject to paragraph (6), article 207 applies to any helicopter or gyroplane flying on a flight which is a scheduled journey for the purpose of the public transport of passengers or the public transport of passengers and which is at night.</li> <li>(4) Subject to paragraph (6), article 207 applies to any helicopter or gyroplane flying on a flight which is a scheduled journey for the purpose of the public transport of passengers.</li> <li>(4) Subject to paragraph (6), article 207 applies to any helicopter or gyroplane of which the maximum take-off mass is more than 3,175kg flying on a flight—</li> <li>Will you employ PPR procedures?</li> <li>Prior Permission Required</li> <li>Do you require users of the aerodrome to gain prior permission to use the aerodr</li></ul>	Yes (How will this work?) (what will you do when it	Kemble currently operates a PPR only process. Do you require users of the aerodrome to gain prior permission to use the aerodrome facilities? Yes, see UK AIP EGBP AD 2.3 Operational Hours 12 Remarks. KAOP 020 refers.	KAOP 20, KAOP 35	Accepted Please provide additional information regarding the process for a tactical decision based on late aircraft	Currently, an arrivi be made to clear th preparations for an onto slot 2 (1100). bookings for this sl arrivals (although S
	CAP1122 01 01	permission to use the aerodrome facilities? How do you use PPR now including based aircraft and Visitors. How do you intend to use PPR in the future. For example, what will you do if aircraft are late? Have you previous experience of using PPR? Are the users of your airfield used to applying PPR at this airfield? Are you limiting access to this proposed instrument	when it fails) refer to items in description	This is re-enforced during events or period of high activity through PPR time slots for arrivals and departures. How do you use PPR now including based aircraft and Visitors. All requests have to be made either by phone 01285 771177 or email ops@cotswoldairport,com How do you intend to use PPR in the future. No change. Pilot notes will include a specific that filing an FPL doesn't constitute PPR There will also be a cross reference to the IAP slot allocation system for operators intending to use the instrument approach procedures. For example, what will you do if aircraft are late? Normal day to day operations do not require timed slots for PPR. If an inbound a/c is late and concerns are raised then overdue a/c procedures are started see KAOP 035 and Air Traffic Services & AFISO Manual V.9 1/5/19 Appendix A Aircraft Emergency Procedures A2, A3 A4 and A6 If an a/c in possession of PPR and an allocated IAP slot time is late the AFISO will liaise with the senior duty manager (AOM or Airport Director) for a tactical decision. Have you previous experience of using PPR? Yes as audited and approved. Are the users of your airfield used to applying PPR at this airfield? Yes. It is normal practice across the UK. We have no evidence of abuse of the system.	IAP PPR Proposed Slots Matrix	How are aircraft departing IFR	arrivals (although S (via AFPEX) Kembli will be given to the If the jet is in recei receipt of a radar s tactical manageme approaching traffic If the jet cannot co missed approach p rings at all controll changes frequency aircraft will be able alternative airport Once the aircraft h RAF Brize Norton's In terms of integra Release allows Briz Controllers in Kem
5	CAP1122.01.02	procedure? Are you intending to cap the number of aircraft flying this proposed instrument procedure? How many per month, day, year etc? How will you manage this limitation of access? Do you manage ground movements on the aerodrome? This question is looking to determine how you might minimise the risk of runway incursions by vehicles or other aircraft		procedure? Yes, there will be a restricted number of slots available each day - see attached document. How many per month, day, year etc? There will not be a movements limit based on totals per. The only limitation will be the physical number of slots available during operational hours. However, as articulated elsewhere the objective is to provide defined approaches for certain types of a/c which represent a very small percentage of the total annual movements. How will you manage this limitation of access? Through a combination of the mandatory PPR process and regular liaison with stakeholder operators. Training and other GA recreational flights are not permitted to use the IAPs. Kemble is a FISO airfield. All ground movement are controlled in accordance with the AFISO/ATS Manual. This includes all aircraft and vehicles from the airport authority and those maintenance vehicles from Air Salvage International (based P145 Maintenance organisation). Each holding point CAP168 compliant has signage and markings. Vehicle access across the 08 threshold hold is limited, firstly by card access through	KAOP 001, 017, 019, 070.	Accepted	Planned IFR releas of at least a Basic S This currently worl casual employkme As per the previou The ACP does not
				airside electronic gates and secondly via clearly signage, road markings and finally crossing lights controlled from the tower. KAOPS and manuals have been checked through either ANSP or Aerodrome Audits. A number of KAOPs (Kemble SOPs) detail Aerodrome Inspections (KAOP 1), Works of the Movement Areas (KAOP 17), Airside Driving Manual (KAOP 19), Permits to Work Procedures (airside and Non-Airside) (KAOP 70). Any runway incursion incidents are raised through Kemble Incident reports (KIRS) or MOR (if appropriate) and the			

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6 CAP1122.01.03	Do you have the ability to check the runway is free from	The aerodrome (all operational areas) and lighting is checked twice daily in KAOP 001, 010, 024, 061	Accepted	NFA
	obstructions? This question is looking to establish if you have the ability and facilities to check the runway for obstructions before someone uses the proposed instrument approach.	accordance with KAOP 010 Aerodrome Inspection Procedure. For in-scope aircraft for the proposed approach (Cat D airliner arrivals and over 6 tonne MTOW corporate jets), the runway is additionally checked for FOD (and wildlife control, as appropriate) prior to the aircraft's arrival into the ATZ. See KAOP 024 Airliner Arrival ( end of life) and KAOP 061 Safeguarding for Aircraft over 5700kg.		
7 Complex.01.03.01	Do you have the ability to inform approaching aircraft if the runway is obstructed?	Depending on where an approaching a/c is should the runway becomes obstructed determines the means by which information is transmitted. Options available to the AFISO include: NOTAM Telephone to Swannick Sectors Telephone to RAF Brize Norton ATC VHF R/T on 118.430 or Signal Lamp from the VCR	Accepted	NFA
8 CAP1122.01.04	Do you have the ability to limit the use of the aerodrome and by association, the ATZ and the procedure? This question is trying to establish how you might	As previously stated there is a mandatory PPR system in place including a severely restricted slot allocation system. Only one a/c will be permitted to use the IAP at any time and the buffer zones each side will help ensure this limit is adhered to. Furthermore, because of the small number of applicable a/c forecast to make use of KAOP 020 - PPR Procedures Proposed IAP Slots KAOP 035 Aerodrome	Please provide detail on how use of the ATZ will be limited	As highlighted in the use case to answer the previous questions (3 &4), in VMC, PPR and slots times will allow a time restriction on inbound traffic. Outbound traffic can be held on the ground (AFISO has positive control on the ground). Both allow time gaps to be created between PPR expected arrivals, departures and inbound RNAV approach traffic on the slot system. The IAP is limited to 5 slots per day and PPR only. The design of the PPR slots, takes account of a safety margin for early and late arrivals at the IAF. For the total period of the PPR IAP slot, no GA PPR arrivals will be accepted. Kemble's AIP published we are PPR only and non -radio traffic is not accepted. Additionally, any PPR aircraft arriving earlier or later, within the IAP slot period will be provided with Traffic information
	practicably limit the number of pilots using the proposed instrument procedure.	the procedure, coupled with the flight information systems already in use providing the AFISO with real time situational awareness, a robust system achieves the limits.		when calling to enter the ATZ or prior for airfield information and joining instructions. Flight information would be provided (as it is now) to advise the PIC of a jet on the IAP and expected arrival time (based on the reported IAF time). In IMC, we anticipate that the IAP cloud base minima (500ft) to lower than our current GA/Microlight 1000ft circuit height, therefore in weather conditions from VMC Minima to IMC, the weather will provide a limitation for the use of the ATZ. In IMC, all transiting aircraft will be in receipt of a service from RAF Brize Norton, as the only LARS service in the area. To allow for jet wake turbulence separation ICAO, (https://www.skybrary.aero/index.php/Mitigation_of_Wake_Turbulence_Hazard#Minimum_Distance_Separation) specifies 6 NM for a Heavy aircraft and 5 NM for a Medium aircraft for light/GA landing after the IAP traffic. Using 6 NM as the minimum distance, this equates to 4 mins at 90Kts IAS. In practical terms, the Kemble circuit takes a minimum of 6 mins to complete, placing aircraft crosswind with 4 mins remaining to touchdown, would deliver the wake turbulence hazard separation. We anticipate further safety case development to specify how this is managed practically in the ATS Manual and ATS safety case.
				earlier or later than their booked PPR time have been advised to remains outside the ATZ whilst a jet is arriving. We anticipate the design of the approach and planned slot times will provide a time buffer for early and late IAP traffic and provide a no PPR period for GA traffic planning to arrive at Kemble. Using 2018 figures of 381 corporate Jet (Cat A to B) and 26 Cat C or D arrivals, no Kemble Incident reports, MORs or AIRPROX have been raised for the past 10 years between a light aircraft and an arriving Airliner/Corporate jet. This is without the additional safety mitigations of a defined approach, fan line on aeronautical charts and specific AIP entries. I am aware of the incident AAIB Report 08/2010 between a commercial twin on an approach and a light aircraft on final; we anticipate that the above mitigation measures we plan to implement, address the issues identified in the AAIB report. Subject to further safety assessment within the CAP 1616 safety case, I am content this risk will be ALARP, partuclary when based on the data of no reported incidents, our operating procedures and number of current Cat A to D jet arrivals (and departures), including Royal Flights (under CAS(T)).
9 CAP1122.02	<i>Will this approach only be conducted after approval/contact with the aerodrome?</i>	See previous answers. PPR, slot allocation, FIDS, VHF r/t.	Accepted	NFA
10 <i>CAP1122.03</i>	Do you have the ability to integrate Visual and Instrument traffic?	No, but in this case the system will specifically separate the two. This will be achieved by the IAP slot arrival allocation system coupled with the airport authority closing the airport and circuit to all other movements at the time. This is already a tried and tested system employed for the movement of Royal Persons in a/c of the	Answer (Yes) AFISO integration is limited to passing of traffic information. Please provide further details and a reference to	There is no "requirement" to provide separation between VFR and IFR traffic in class G airspace. It is correct to state that a FISO cannot enter into agreements, however the acceptance of agreements by pilots are not mandatory and CAP 774 para 1.7 warns of the limitations of such agreements. Aircraft remaining clear of the ATZ whilst during an IAP will be operating in class G airspace and in receipt of a basic service. To reduce the risk reduce of a mid-air collision they will have been advised of both the instrument traffic and of other known traffic operating in the vicinity and will however, in accordance with the rules applicable to class G airspace, remain responsible for their own traffic and terrain collision avoidance.
		Queen's Flight and other specifically chartered jets.	theprocedure currently in place to close the airport and circuit.	However, I am aware of the AAIB report for the MAC incident at Coventry between a twin and light aircraft. Accounting for this, our PPR system articulated in Q8, Kemble will develop a timed separation between PPR IAP slots (IFR Traffic) and PPR inbound aircraft (VFR Traffic), with outbound been either held of the ground or tactically managed for departure. We anticipate further safety case development when the IAP designs are finalised during Stage 4 of the ACP to establish the most pragmatic and ALARP time/position the aircraft is when flying the IAP to managing aircraft out of the circuit. Current proactive works the same way, albeit it without a defined approach so timed/positional management/traffic information provision is more difficult to deliver and generally only known when the PIC reports visual and on final. Despite this, both RAF Brize Norton and Kemble are not aware of any incidents or reported AIRPROX between an aircraft (up to and including B747/A340) on a long final and any GA traffic, which suggests that despite the limitation of an AFISO traffic information, the risk remains ALARP. Analysis of CAA published AIRPROX data also shows no AIRPROX (since 2000) on the extended centreline for Kemble and in the area of both proposed ACP RNAV options.
				Outside of the ATZ is a Class G environment; pilots are given clear guidance surrounding IAPs in class G airspace and remain responsible for their own collision avoidance CAP1535 page 70 & 72 refer. Whilst not able to enter into agreements, AFISOs are able to issue warnings to traffic when it is considered that a definite risk of collision exists. CAP 797 para 8.17 refers. We will ensure that all AFISOs are reminded of the guidance provided in CAP 797 to ensure compliance with national standards. Additionally, IAP "feathers" will be promulgated on aeronautical charts. VFR traffic will be requested to remain clear of the IAP area on our AIP.
11 CAP1122.04	Do you have any data on traffic levels and their patterns outside your ATZ? How have you assured yourself that this is a safe procedure? If you have an estimate how have you gained this information?	No, nor are we statutorily required so to do. It is Class G airspace and the CAA requires no aerodrome with only an ATZ to gather such data. However, a number of measures which will militate against the MAC risk alluded to in the question are already covered elsewhere. Existing CAA published Airprox data provides some idea, which is very low in this area.	Insufficent data to allow effective assessment	Additionally, we have identified several activities at the start of this process and engaged with key stakeholders. In terms of GA, these have included the Gliding Communities, in particular BGGC at Nympsfield advised as c10k movements per annum and Cotswold Gliding Club at Aston Down, who advised c20k movements per annum, resulting in a new Letter of Agreement with Aston Down which is c3.5Nm NW of Kemble. This includes a Sailplane Accessible Area (SAA) in the underused NW quadrant of Kemble's ATZ to both assist in National Gliding Competitions and more importantly place all associated glider traffic away into a known area and from our extended centreline to RW08. Oaksey Park (GA grass unlicensed airfield) is to the SE of Kemble, who advised c15K movements per year. Due to the proximity of both Aston Down and Oaksey Park, we have open lines of communication. There are small grass strips within a 10Nm radius from Kemble, most with less than a handful of based aircraft. Additionally, most based GA aircraft route south from Kemble to a training area south of Lyneham. We are proactively trying to eradicate an unhelpful chart symbology associated with South Cerney and its former use for parachuting which creates the false impression of a 1.2 Nm wide choke point, funnelling GA traffic between Kemble's ATZ and South Cerney. Both Kemble and Brize have raised this to DATM. This is of particulary concern, since following approval, the AIRAC publication of the IAP will deliver feathered arrows on the chart. This is 7Nm aligned from each runway; for RW26 this is through the inactive, yet marked South Cerney paradropping site.
				Beyond GA, the attached chart, graphically represents the STARS and SIDs for both RAF Brize Norton and the STAR 7.3 (2D) and SID BADMIN 1X and WOTAN 1Z for Bristol. Analysis of the latter and discussion (as part of the ACP engagement, with minutes on the ACP site) with Bristol suggest STAR 7.3 is south of any Kemble SRD route and both relevant SIDs are above FL60 to join the airways at BADMIN and WOTAN above Kemble's extended centreline. The current proposed IAP has a IAF altitude of 2500ft QNH, underneath the WOTAN airways join. Subject to IAP design option (Pans Ops Doc 8168), both Bristol SIDS therefore have at least 2500ft vertical separation above any Kemble RW08 IAF traffic.
				For RAF Brize Norton's STARS and SIDs, Their SRD has STARS from MALBY, SIREN (Along with MIMBI, HON, DTY and BCN). The current SRD for Kemble's traffic to and from airways is MALBY. The remaining STARS routes to Brize Norton are clear of Kemble IMC airways traffic. the only potentially conflicting SID is to MALBY for both RW09 and RW27. However, iaw our current LOA with RAF Brize Norton, Brize Radar provides a LARS service from Kemble's SRD route to de-conflict with their own traffic and to position for an approach to Kemble; Sector 23 will deconflict any traffic departing the airways at MALBY, iaw with SRD. We anticipate amending the LOA with RAF Brize Norton, with finalised proposed IAP designs during Stage 4 of the ACP to be more specific in the transition from SRD to IAF on the approach, for both RW08 and RW26. This may necessitate an SRD change of SRD to better provide the transition, iaw DOC 8168. Any non-airways traffic IFR traffic inbound to Kemble has a LARS service from RAF Brize Norton (within capacity) and may include an approach radar service through Brize Zone, if requested by the PIC. Current low-level Cat A and B, such as a PC12, arrives into Kemble VFR. The current proposed IAF for RW26 is set at 2500ft QNH.
				<ul> <li>RAF Fairford's MATZ is opened and closed by NOTAM under control of RAF Brize Norton. Brize, controls all Fairford's traffic and by virtue of the LOA with Brize Norton, this also accounts for RAF Fairford Traffic. There is no UK NATS published plates for Fairford's RW09 and RW27 ILS. However, discussion with their ATC Manager (and RAF Brize Norton) suggest the follow, which we anticipate will be includes in the updated LOA with RAF Brize Norton:</li> <li>1. All Fairford (non ATZ) traffic is managed by RAF Brize Norton and falls within our current LOA with Brize Norton.</li> <li>2. Similar E/W runway alignment between Kemble, Fairford and Brize allows for distance/altitude separation (assuming a 3-degree glide slope ICAO Doc 8168 Pans Ops). In terms of risk mitigation, analysis of only available data (AIRPROX) shows no conflicts reported around the Kemble ATZ with approaching jet traffic. Our current levels of jet traffic arrivals, no reported AIRPROX incidents, since 2000. This suggests assurance of a safe procedure currently, which will be safer with a defined, published and chart annotated approach.</li> </ul>
12 CAP1122.05	Are there any aviation activities outside your ATZ that could interact with this procedure?	Yes, we have identified a number of activities at the start of this process and engaged with key stakeholders. These have included the Gliding Communities, in particular BGGC at Nympsfield and Cotswold Gliding Club at Aston Down, resulting in	Answer is inconsistant with 1122.04, (Q11) additional information required	Yes, answered in the previous question.
	We are looking to understand that you have knowledge of other procedures and routes that might interfere with the procedure including the missed approach. (i.e. choke points, corridors, danger areas etc) Demonstrate that you have an understanding of traffic outside your ATZ.	new Letters of Agreement being developed. Also military operations associated with RAF Brize Norton and Fairford which are well known and already successfully managed have again resulted in a new LoA. We are proactively trying to eradicate unhelpful chart symbology associated with South Cerney and its former use for parachuting which creates the false impression of a choke point. We are aware of all the other small GA sites in the vicinity such as Oaksey Park and have lines of communication open.		
13 CAP1122.05.01	Have there been any reported incidents in the last year with straight in approach aircraft being interfered with by transiting traffic? What we are trying to establish here is the likely level of	Lastly, with RAF Brize Norton a comms plan to encourage wider use of the LARS will None reported. There is a two level visual circuit which is rigidly enforced for light a/c and microlights/rotary wing. It requires a/c to turn from down wind so that the final approach is flown well with the ATZ and in any case not over Kemble and Caulkerton villages. The only a/c making straight in approaches are general jets arriving off a radar vectored approach to a stabilised visual approach.	In there any supporting evidence avaialble regarding intyeraction between aircraft during the current radar vecoted approach phase?	No reported data, since no reported incidents. Three RAF Brize Norton controllers work as casuals in the Kemble VCR, so additionally, no radar operator tactical level concerns exisit for non reported incidents.
	and other non-participants. Reported incidents might provide useful data to support any application.			

KAOP 23 will require amendments to ensure mitigations can be effectiviely implemented, including consideration for traffic which cannot be managed in this way, e.g ATZ transits

Answer 'Yes' AFISO integration is limited to passing traffic information. Please provide further details and a reference to the procedure currently in place top close the airport and circuit.

14	CAP1122.05.02	Do you understand the environment within which your aerodrome sits (i.e. Type of airspace and traffic patterns) This question seeks to elicit if the applicant has full awareness of the local environment i.e. controlled airspace etc.	Yes and understand Bristol SIDs, Brize STARS and SIDs and Fairford ILS. We, with consultation with the local GA and gliding community also understand where potential GA (under 3000ft) choke points are and areas of frequent use. This has been identified and developed through the CAP 1616 process and design options driven by engagement to account for this in our design proposals.	
15	CAP1122.05.03	Have you developed any solutions (mitigation) to any issues you may have discovered through the analysis of traffic outside your ATZ Relates to the questions regarding your awareness of the local environment and analysis of traffic patterns.	Yes, Kemble and Brize Norton both want the South Cerney para drop zone symbol removing from the southern half and quarter mil charts. Additionally, we have an LOA with Brize Norton for our arriving and departing traffic and a new LOA with Aston Down for gliders, which was a product of engagement during Stage 2 of CAP 1616. An updated LOA is due to be signed before the Stage 3 CAP 1616 gateway with RAF Brize Norton and since RAF Fairford is starting to increase its operation, we have scheduled a meeting to develop an LOA directly with them (although their ATM	LOA with Aston Down
16	CAP1122.05.04	Have you dealt with (mitigated) any risks to a level which may be considered As Low As Reasonably Practicable (ALARP)?	<ul> <li>Which risks does the question address?</li> <li>The only identified CAP 1122 risk, was a time expired MAC risk of aircraft transiting our ATZ, without requesting. This has been addressed and discussed during our recent Aerodrome Audit and the risk closed.</li> <li>There is no data of near misses (AirProx) on the proposed approach tracks and only 9 since 2000 within the ATZ. All have being reduced to ALARP, by both contextual change and process. All risk is measured through KARA (aerodrome risk assessments) and plotted to understand on a risk matrix. The monthly safety meeting reviews these risks and any reported incidents which may affect their ALARP status. Equally, any change management implications (internal and external is reviewed as an input to the safety meetings.) The purpose of the safety meeting is to review any incidents, review any opportunities and to ensure all risks remains ALARP.</li> <li>There remains some risk, we do not own, such as activities within Class G airspace</li> </ul>	LOA with Aston Down a with Brize Norton
17	CAP1122.06	Is your DOC sufficient to have exchanges before the approach is commenced? Designated Operational Coverage (DOC) The term designated operational coverage is used to refer to the combination of the designated operational range and the designated operational height (e.g. 200 NM FL 500). (ICAO) DOC is that volume of airspace needed operationally in order to provide a particular service and within which the facility is afforded frequency protection. (B) NOTE: This term is usually associated with a frequency assignment to denote the volume of airspace in which it may be used. Can you pass information required for the approach within the DOC available? Runway details, weather, traffic information etc.	Yes, the current design proposal for the approach is within our current DOC. However, if the proposal is agreed, then during implementation, an application to extend maybe required.	
18	CAP1122.07	<i>Is there a surveillance equipped unit that can provide a service and is this part of your proposal?</i> <i>If yes – what level of local agreement is in place</i> <i>(LOA/MOU)? How is this promulgated?</i>	RAF Brize Norton Zone on 119.000 and LARS on 124.275 See attached document from them. Kemble's demand for service from them is restricted due to operating hours in any case. The LOA with RAF Brize Norton is attached. The updated 2019 version to take account of our CAP 1616 proposal will be submitted with our Stage 3 gateway work.	RAF Brize Norton CTR C Guide, EGVN LOA Co- Ordination 2017, Stage Kemble ACP Engagemen Minutes - https://airspacechange. uk/umbraco/Surface/Sp urface/DownloadDocum
20	CAP1122.08 CAP1122.09	<i>Is there any surveillance equipment that you are considering deploying</i> <i>If yes – how/when will this be introduced? Has a Training</i> <i>Needs Analysis/Safety Assessment been conducted?</i> <i>Does the aerodrome accountable manager have</i>	Kemble is following closely the latest round of ADS-B trials currently underway. CAA acceptance and regulatory framework will need to be in place first before any commitment to proceed. Yes, the Airport Director as the accountable manager	Nil
		<i>permanent responsibility for the procedure?</i> <i>We are seeking to gain assurance through this question</i> <i>that there will be a local person accountable for the</i> <i>procedure.</i>		
21	CAP1122.09.01	<i>Is there an individual who will be accountable on behalf of sponsor?</i>	As above	Nil
22	CAP1122.09.02	<i>Is there an individual who will be accountable for this procedure through its lifetime?</i>	Yes, the incumbent Airport Director as the accountable manager.	Nil
23	CAP1122.09.02.01	Do you have an annual/biennual (every 2 years) plan to review the procedure? Please provide evidence of what this review will include i.e. Mandatory Occurrence Reports, Air Safety Reports, number of movements using the procedure etc	See KAOP 069 dealing with Quality Management Procedure, KAOP 060 Kemble Incident Reporting System (KIRS). KAOP 054 Air Traffic Engineering Failure Reporting System and KAOP 065 General Risk Assessment. As with all risks, both risks and reported incidents will be reviewed at monthly safety meetings (see aerodrome manual and demonstrated during our very recent aerodrome audit). Within the first year, the proposal will be reviewed as per CAP	KAOP 60, KAOP 65
24	CAP1122.09.02.02	Do you have a process whereby changes in airspace or traffic patterns will lead to a review of this procedure?	Yes, change of any sort is always captured within the KAOPS sms which will be triggered should airspace or traffic patterns alter. This is one of the listed inputs, to the safety meetings. A significant change would trigger a review of the process and accordated risk accordated LOAs atc	
25	CAP1122.09.03	If you do not have a safety management system? have a process to conduct ongoing management/oversight	procedures) Audited and approved by both Aerodrome and ATM inspectors. See KAOP 059 Chance Proposal Form and KAOP 069 Quality Management Procedure. This is a badly worded question. As we have an SMS already stated in previously neither yes or no is appropriate in the light of that.	
		of this procedure?		

	Answer does not angli with previous responses, should read ' to a degree' [ answer resoinse is yes, to a degree, no]	They, we have identified several advitutes at the start of the CAP 1016 ACP process and engaged with ey starterioders. All the points below are mitigations for consideration into the IAP design, developed through ACP engagement under CAP 1616, not for current operations. These have included the Gilding (Cuba are nore importantly at Aston Down, resulting in new Letters of Agreement being developed. This engagement led to a more comprehensive understanding of gilder activities to the West of Kemble and activities which might impact on an RNAV approach to Kemble's RW08. Two forms of mitigation resulted from this engagement and the CAP 1616 design process. Firstly, an IOA was redrafted between Aston Down and Kemble to provide separation between gilders and the approach to RW08, which consequentially, also provide an fairly unused portion of our AIZ as a Saliplane Accessible Area (pre notified) to help route gilders away from the Kemble RW08 approach extended centreline. Secondly, account was taken (as described in the ACP Stage 2 Initial Appraisa), available on the CAA airspace thange portal) to design options valiable in the west. This engagement, along with similar engagement with the NATS team at Bristol airport meant that the design for both currently proposed options (at this stage of the CAP 1616 process) incorporate a straight in approach to RW08, avoiding gilder traffic and any potential airspace issues, in transition to the IAF, with Bristol. As an outcome of our close cooperation with RAF Brize Norton (as described in previous bow tie answers), through regular ATC level meetings and engagement specifically on Stage 2 of the CAP 1616 ACP, the design options in the east (for RW26) are being shaped to take account of Brize traffic, the potential 2021/22 RAF Fairford build up. Details have aiready been provided in the answer to Question 8 on current airspace routings outside Kemble's ATZ. This shaped option development for the approach for RW26 tavoid Class D airspace and any conflicts	
own	Answer inconsistant with 1122.04. Please provide details of the proposed LOA with RAF Brize Norton and Fairford.	As part of the engagement and design options development in our CAP 1616 ACP, see previous answer and attached (last Stage 3 Full Appraisal document).	
own and LOA	Review of proposed LOAs required to resolve risk mitigations	LOAs will be updated prior to submission of the Stage 4 ACP designs for the IAP; until that is finalised it is difficult to be specific in any draft LOA. However, we anticipate including specific detail in the LOA with RAF Brize Norton to include: The SRD airways transition to the IAF, for both RW08 and RW26. The procedures for a missed approach and transition back to the IAF or to an alternate Airport The procedures for release between RAF Brize Norton and Kemble, including direct release from Sector 23 to Kemble.	
	The answer NO is correct, but an application to extend will be required, to allow effective management of the PPR process	The answer depends upon the final design and where the IAF is in relation to the DOC radius. For the purposes of the bow tie, we have answered the question and committed to a DOC increase, most likely to 25Nm (TBC), which appears to be the solution for similar, albeit CAP 725 applicants. No financial commitment will be made to change the DOC with OFCOM, until the ACP has been accepted and CAP 1616 process moves into Stage 5/6. Any extension to the DOC would allow extra time to pass information to the pilot prior to him/her starting the approach at the IAF, if not in receipt of a Brize radar service. In the latter, the direct line to all controller desks in Brize's radar room will allow Kemble to pass updated traffic information to Brize and thus onto the PIC. This is the same pragmatic approach as the EGNOS working agreement.	
CTR Crossing Co- Stage 2 gement hange.caa.co. hce/SponsorS	Agreed content of 2019 LOA is required to allow this answer to be fully evaluated	Add 2019 Draft LOA attachment. Brize Radar is currently annotated on our AIP entry and we anticipate amending the LOA at Stage 4 of the ACP (as articulated in answer to the previous question). This will be promulgated on our updated AIP entry and on the RNAV IAP charts. RAF Brize Norton has an obligation to assist and (for its own safety) support inbound and outbound Kemble traffic from MALBY, as directed in the SRD. The detail in the proposed new LOA, we anticipate will include details on the transitional route from the SRD release from Sector 23 at MALBY to the IAF for the Kemble RNAV IAP.	
ocument/46	The answer should read possibly?	Changed Answer to Possibly	
	Accepted		
	Accepted		
	Accepted		
5	Accepted		
	Accepted		
	Accepted		

The content of the revised LOA with Brize Norton remains key to the safe integration of aircraft operating in the vicinity of the approach and missed approach areas.

2	27 CAP1122.09.04	<i>Have you checked the guidance in CAP 760 to assist you with your safety assessment?</i>	CAP760 is being used now to construct the Safety Arguments in support of the proposal for CAP 1616 Stage 4. It will adopt the 7 stage process as outlined there-in. Initial safety assessments and arguments have matured through the CAP 1616 and the latest safety assessment is included in the Stage 3 submission for the end of Jun	
2	28 CAP1122.10	Have you an analysis of traffic levels on poor weather days and the likely use of this procedure It is acknowledged that on poor weather days when the proposed procedure is likely to be used, there may be a different mix of aircraft type and numbers.	Airports Red Atlas software analysis tool. Too much information to attach here, but the system records all movement and has been corroborated with reported Wx (VMC or IMC) days. On IMC days, very few GA aircraft operate.	
2	29 CAP1122.10.01	<i>Have you conducted an analysis of traffic mix on poor weather days?</i>	Airports Red Atlas software analysis tool. Too much information to attach here, but the system records all movement and has been corroborated with reported Wx (VMC or IMC) days. On IMC days, very few GA aircraft operate.	
3	30 CAP1122.12	<i>Have you considered how these proposed instrument procedures will be promulgated?</i>	There are internationally recognised methods to notify a new IAP which will be employed using AIRAC, see KAOP 040 UKAIP Change and Promulgation. Other channels of communications will include airport briefings to stakeholders,	
3	31 CAP1122.13	Have you considered an airspace classification change to support this proposal?	Yes, but we decided it wasn't necessary as the CAA had produced guidance in CAP1122 showing aerodromes the way to achieve IAPs outside of controlled airspace.	
3	32 CAP1122.14	Does the aerodrome provide Met information?	See unofficial weather www.egbpwx.co.uk, derived from a Davis Wx system and audited every 2 years by the Met Office. METARs and TAFs are rebroadcast from EGVN or EGGD, dependant upon the prevailing winds. Most commonly used is EGVN, due to RAF Brize Norton's proximity.	
3	33 CAP1122.15	Are there any conditions in which you would apply an approach ban?	If the aerodrome became unavailable due to SnoClo, downgraded fire cover, blocked runway, depleted staff in VCR or weather below the Aerodrome Operating Minima, all of which would be issued in a NOTAM. Also if a Royal Flight CAS(T) NOTAM was issued at short notice covering the period of an allocated slot. It is likely that to, subject to operating agreements, the approach would not be used during RIAT.	
3	34 CAP1122.17	Do you have a process where you can be informed about obstructions (including temporary) Safeguarding the approach requires the ability to be told about any structures including temporary. i.e cranes, that might be erected and infringe the cleared flight path	Safeguarding map lodged with Local Authority. See KAOP 002 Aerodrome Survey Procedure and KAOP 022 Aerodrome Safeguarding Vigilance from all members of the Ops Team adds value too.	KAOP 002 and results io last SLC aerodrome aud 232) and asscoiated typ data for the VSS. Safeguarding map
3	35 CAP1122.17.01	<i>If your answer was no to question CAP1122.17, do you have an alternative process to ensure that the procedure remains clear of obstructions</i>	Answer was yes so details are as previously given.	
3	36 <i>CAP1122.18</i>	Do your local procedures allow for a safe integration during a missed approach? This question is not about procedure design but understanding how you intend to deconflict traffic using this proposed instrument procedure against non- participating traffic.	Kemble is no different to any other UK licensed aerodrome which relies solely on an ATZ. The commander of any aircraft leaving the ATZ in any weather condition, under either flight rule whether taking off or during a go around following a missed approach is the responsible person not the aerodrome. Nevertheless, Kemble is developing procedures with RAF Brize Norton to capture IAP traffic they have worked up to release to Kemble should a missed approach result in a go around. This activity has been on going for at least the past 10 years. Currently, Kemble has corporate jets and Boeing 737/Airbus A320 arriving along with inbound GA traffic. The FISO's have successfully deconflicted this, without incident and no airprox data exists between in-scope and out of scope aircraft within the ATZ. Although a different operation, the aerodrome currently maintains a SERA 5055 exemption to allow display practice within the ATZ. The process requires sanitisation of the ATZ for this to occur and is managed with all participating (arriving and departing aircraft) by closing the ATZ for short periods. This has been done for 10+ years, without incident, which demonstrates safe deconfliction of traffic.	LOA with RAF Brize Nort

	Accepted	
	Please support this answer with the stated analysis	Over the last 12 months, we have reported 26 IMC days where the airport was open and 9 IMC Closed days. On an IMC day in the summer, the average daily movements are 159 (arguably, in the summer IMC develops into a VMC day and only the daily IMC condition is recorded). In the winter months, the average movement on an IMC day are 17.1 movements. This is most likely periods where the weather Vis and ceiling sufficiently improves to VMC minima, otherwise only IMC traffic will operate. Three of the based flying schools/ATOs operate IMC equipped aircraft. In terms of procedural use of the IAP. I anticipate all current corporate jet traffic to use the approach (131 movements 1 Oct 18 to 1 Oct 19 data). Additionally, although difficult to measure an unknown unknown, the average lost movements from one operator alone is 19 per annum, made up from cancellations due to weather, cancellations due to the operators operating manual not allowing a non-defined approach and diversions. Predictions in the CAP 1616 ACP Full Appraisal anticipate that based on the current steady growth and the known cancellations, suggest an annual usage of this approach to be c200 movements (c18 per month), which I anticipate growing over the subsequent years. We have proposed a PPR slot system of a maximum number of slots available per day at 5. I don't anticipate more than 3 slots on any given day would be used, worst case.
	Please support this answer with the stated analysis	As per the previous answer. Traffic mix analysis of RedAtlas data over the past 12 months, shows the bulk of the traffic (over 76%) is under 2750 Kg MTOW and therefore either microlights or SEP. Currently, our biggest limitation is that the aircraft in scope to the ACP and this bowtie do not arrive in IMC; prohibited by their own operational manual/risk without a defined approach. The development of a defined RNAV approach, will change the traffic mix, allowing more corporate jets to arrive; anticipated demand is articulated in the previous answer.
	Accepted	
	CAP 1122 guidance was limited to Cat A and B aircraft	CAP 1122 is now only a reference document, although Appx 1, para 3 does start"normally", which suggests higher CATs were acknowledged for inclusion. There is no associated guidance materiel, less ICAO DOC 8168 for approach design. The process developed in CAP 1616 for ACP is the authoritative document and the development of the Kemble ACP was agreed at Stage 1 and has passed Stage 1 and 2 gateways. At no point was any question raised about the difference between ICAO CAT traffic. I'm unclear of the argument here for the difference the approach will have on different CAT of jets flying the approach. For reference, using Euro control data for our normal Jet traffic (Max Speeds): A320 (CAT C): Appr is 250Kts and Linding is 137Kts Guilfsteam 5 (CAT C): Appr is 520Kts, Landing is 410Kts Citation CS6X (CAT B): Appr is 250Kts, Landing is 117Kts. Therefore, approach speeds and landing speeds is a moot point. All aircraft types will be given a max speed for the IAP and to fly the approach, as developed to be PANS OPS Doc 8168 compliant by our CAA approved designer. The argument verbally discussed offline, refers to differences in cockpit visibility. As all the stated aircraft used above have been certified by approval for IFR and VFR flight, I will not question this. If the concern is that visibility is reduced, and the ability to fly VFR under SERA is compromised, then this is not a risk I do not own, it resides with the aircraft manufacturer and their approvals. These aircraft as fitted with TCAS and from SRD to transition to the IAF will be under a LARS service, as provided under the current LOA and we anticipate being explicitly specified in the updated LOA for submission during Stage 4. The mitigation to stop a MAC risk occurring (Coventry incident) is a combination of the above and the previously answer PPR timed separation. From my understanding (in discussion with Paul FB and Jonathan Smith), an application for controlled airspace would be counter to the current strategic direction for lower
	Limited to unoffical met only. Have CAA Met inspectors indicated approval for the equipment to support IFPs?	It is a provision of unofficial MET Only and Official data is provided from RAF Brize Norton (19 Miles away). Experience suggests there is negligible difference between that officially published by EGVN and the unofficial observed MET from Kemble, noting that surface wind and pressure is official. Kemble's current system is calibrated annually, by replacement annually and inspected annually. RAF Fairford (9NM away) has recently started an ATIS, which provides a very good official weather report for Kemble. No guidance material exists for the MET requirement for a RNAV approach, nor a previous NDB approach. This is a global question has been specifically asked of both the CAA and our MET Inspector. (Last MET Inspection was JUN 19). An RNAV is a PBN approach, and whilst an ANSP can advise the PIC on weather (official or unofficial), as a PBN approach, it is the pilot's decision, supported by minima which will be designed into the ICAO Doc 8168 compliant approach. This will develop, as the ACP (CAP 1616) develops. At this stage, we are working on a 500ft Decision Height (DH), as advised by the CAA and therefore an RVR of 2300m extended centrline from the theshold of both runways, in accordance with EASA Air Ops (Regulation (EU) No965/2012), Annex 4 (Part-CAT), SubPart B Operating Procedures, Table 5 for a NALS approach lighting. MATS Part 1 specifically specifies that a non-precision approach and/or non ATIS aerodrome does not have to produce official MET data. ICAO sets the international standards for AOM, as defined in ICAO Dc 8168 PANS-OPS and EASA Regulation 965/2012 Air Ops. Despite our own Operating Minima (900m visibility from the VCR), the AOM is defined by an operator in their own Flight Ops Manual. Kemble will define the minima for the IAP, the PIC and operator is responsible for the decision to execute the approach, based on RVR and DH cloud base. Currently agreed Bow Ties and Safety Cases for other RNAV approaches use the same David Weather System as Kemble; I consider this remains a suitable MET capab
	Please confirm the Aerodrome operatng minima	Current AOM to open the Aerodrome is 900m visibility from the VCR, based on our ability to see each end of the runway. The proposed IAP will have a defined RVR and DH for cloud base, which is the PIC's decision. Based on RAF Fairford MET (9Nm), we can pass Information to the PIC, should we believe the MET is below the IAP minima, but it is the PIC's responsibility to decide. In these conditions, particularly a 500ft cloud base, no other aircraft would be operating, that is not in receipt of at least a LARS service rom RAF Brize Norton. An approach ban would be considered, based on safeguarding and any temporary obstacles that interfering with the transitional surfaces for the IAP; or any permanent obstacles identified though the aerodrome annual survey which affect the transitional gradient on the IAP. Any other 'bans; would be NOTAM activated, if required, for Airport events, where expected traffic movements may not allow the approach to be safely managed or if the runway is out of use.
ults iof the le audit (CAP ed type A	Please append [attach?] the associated KAOPs Accepted	Additionally, current moves within the DfT suggest that there is the potential for all licenced aerodrome to be officially safeguarded in the future. To date, we have always been informed of any temporary obstacle within the ATZ and the areas specified on our agreed safeguarding map. Permanent obstacle will be incorporated into our design by our approved designer, using our most recent SLC annual aerodrome survey (CAP 232), with Type A Data. Any changes to obstacles would either be communicated through NOTAM or if significant, an approach ban may be considered. Our approved IAP designers also have access to Mil terrain database DVOF. An approach ban would be considered, based on safeguarding and any temporary obstacles that interfering with the transitional surfaces for the IAP; or any permanent obstacles identified though the aerodrome annual survey which affect the transitional gradient on the IAP. Any other 'bans; would be NOTAM activated, if required, for Airport events, where expected traffic movements may not allow the approach to be safely managed or if the runway is out of use.
e Norton	Integration is limited to the provision of traffic information gauidance regarding the provision of traffic information is extant. Agreed content of integration procedures with Brize Norton are required to fully evalutate this response	The current attached procedures with RAF Brize Norton current manages this integration; it's an extension of what we already do. Any departing IMC traffic or missed approach is separated by release procedures with RAF Brize Norton, followed by a request for the aircraft to report leaving the zone. In the case of the proposed IAP, this would then require a diversion to the alternate aerodrome, or transition back to the IAF, should time allow within the current PPR slot. As previously articulated, the communication and procedures with RAF Brize Norton are mature and work very well, helped by RAF Brize Norton radar controllers working as casuals in the Kemble VCR. We anticipate amending the attached LOA to specifically detail a missed approach in addition to the current specified process for an IMC departure. CAP1122 MAC 2.1.1 refers to "separating completely operations at the aerodrome between aircraft using the visual pattern under VFR and those operating under IFR using the IAP, including the associated missed approach procedure." Where a non-surveillance equipped ATC unit operates an IAP in class G airspace with a missed approach procedure which leaves the aerodrome ATZ there is no requirement to separate the IFR traffic from VFR traffic and the unit can, by default, only pass information on known traffic as unknown traffic is just that. CAP1122 does not require the applicant to demonstrate a higher level of safety assurance than provided at an ATC equipped aerodrome. Our earlier response "Regardless of the level of service provided by an ATSU, separation in class G airspace. The sections of the missed approach procedure which occur "at the aerodrome" will be protected by the cessation of other activity in the ATZ. There is no "requirement" to provide separation between VFR and IFR traffic in class G airspace. The sections of the missed approach procedure which occur "at the aerodrome" will be protected by the cessation of other activity in the ATZ. There is no "requirement" to provide separation between VFR a

The c	concept for operation for such aircraft requires further CAA review.
Spec	fic input from CAA Met required.
Integ	ration is limited to passing of traffic information. Guideance
regar of int	ding the provision of traffic information is extant. Agreed content regration procedures with Brize Norton are required to fully
evalu	ומני נוווס ובסטטווספ

27	CAD1122 10 01	Will you be incomparating a hold into your planned	Construction in CAD 1010 submissions	
57	CAP1122.10.01	instrument approach procedure?	See Justification in CAP 1010 submissions.	
	CAD1122.12			
38	CAP1122.19	Has the procedure design included all terrain clearance safety requirements?	CAP232 Class 2 obstacle database, XVOD obstacle database (31/1/19) and OS	Draft Stage 3 Full Appraisa
20	Complex 01 02 02	Do you have a procedure to check the running is clear of	Terrain 50 for natural obstacles	KAOPO1 24 and 61
39	complex.01.03.02	obstructions?	inspected prior to any in-cope aircraft arrivals. See KAOP 1, 24 and 61.	100001, 24 dilu 01
		As well as having the ability to check the runway for obstructions, this question is trying to elicit if there is a		
		written procedure that governs and controls how such		
40	CAD1122 01 05	checking might be done.	This is the third question to ack acceptibly the same question. The DDD/Clet	
40	CAP1122.01.05	Do you have a method to manage arriving IFK traffic at your aerodrome?	allocation system helps ensure separation.	
		This is to determine how you might control the flow of aircraft using the procedure to minimise the risk of conflict		
		between two or more aircraft using the proposed		
		procedure at once.		
41	CAP1122.01.05.01	<i>Do you have a plan to manage other aircraft in</i>	Yes see ATS and AFISO Manual V9 effective 1st May 2018 Chapter 10 Flight	
		association with IFR arriving traffic?	Planning. The airport authority will close the airport and circuit for the duration of	
			the allocated slot.	
42	CAP1122.03.01	Do you currently provide ATS?	Yes, Kemble provides an approved FIS. See ATS and AFISO Manual V9 effective 1st	
	CAD1122.05.05		May 2018	
43	CAP1122.05.05	Do you have an air to ground communications capability?	switch has two separate power feeds one being a UPS. Reversion in case of comms	
		How would you handle any lack of ability to conduct air to	failure relies on deploying the Airfield Ops vehicle "Checker" with a driver and FISO.	
		ground communications	AF150/A15 Manual. Para 7.2.6 refers to radio failure (Pag 26)	
44	CAP1122.05.06	Is your ATZ subject to regular infringement?	Although some historic concerns had previously been raised. No MORs or Airprox in the last 6+ years for ATZ infringement.	
		This question is part of ensuring you understand the		
		environment around your aerodrome and what might		
		impact the trainclusing the procedure		
45	CAP1122.09.02.03	Do you have a plan to conduct a review of this procedure	SMS regular reviews are accomplished at shorter periods.	
		after 5 years?		
46	CAP1122.09.02.03.01	Do you have a process to capture lessons to be	Yes as part of the Safety Management System and monthly safety meetings, see	

	No Justification Present	The matter of a hold has been considered and the following is provided as the rational as to why a hold is unnecessary. The inclusion of a hold for the instrument procedures at Kemble had been evaluated at the very early stages of the design process and was assessed to be unnecessary and potentially unhelpful. Early engagement in the ACP process didn't include a discussion about a hold, pareticulary with the gliding community for the RW08 approach. To add a hold at this stage, would require reengagment and undermine the ACP process to date.
		CAP1122 makes but two passing references to 'holds' deliberately. It is guidance material for applicants to help enable them to propose a safe way to introduce new methods of navigation. ICAO PANS OPS Doc 8168 contains the "how-to-design' an approach; CAP1122 the way new risks created by such designs could be made acceptable to the Regulator. IFR arrivals to the procedure are sequenced and regulated by slots which are strictly enforced. The slot length is 30 minutes which allows for an initial approach of 8 minutes, followed by a missed approach of 12 minutes and finally a second approach of 8 minutes. The slot time starts when the inbound aircraft arrives at the initial approach fix. Slots are separated by a safety margin of at 30 minutes before and after to ensure that only one aircraft is using the procedure at any one time. stakeholder engagement showed demand likely to be in the order of 1-2 per day initially. Subsequent changes to commercial activities by these entities have reduced demand further. The decision not to incorporate a hold in the designs was fully supported by the chief pilots of the commercial operators currently using Kemble, such as the Royal Flight.
		A hold would serve no purpose for traffic flow management and integration: The procedure is flown and managed by the pilot operating the aircraft as there is no approach control service sequencing and integrating traffic. Safe operation is achieved by ensuring that there is only one IFR aircraft per slot and all VFR arrivals and departures are stopped whilst the procedure is operation. There is no requirement for an IFR arrival to hold waiting for other traffic before commencing the procedure.
		A hold would cause unnecessary environmental impact: In the absence of an approach control service, aircraft would be required to fly the hold after a missed approach as the procedure would have to be flown as published, even if the preference was to return directly to the IAF. This would require the aircraft to fly more track miles, unnecessarily generating both noise and CO2 emissions and reduce fuel reserves further. A hold would be of limited use in the event of poorer than forecast weather: The dot learth limit the amount of time that the precedure is available to the inheured aircraft, at the expire of the slot aircraft will be instructed that the performance is no learer available to the inheured aircraft at the expire of the slot aircraft will be instructed that the performance is no learer available to the me
		Should an aircraft choose to hold after a missed approach to wait for an improvement in the weather then it is extremely unlikely that it could complete a further approach within the allotted time. Pre-application stakeholder engagement revealed that recovery operations from planned tasks required weather be considered, including remaining on the ground at departure aerodromes until an assured end to the flight was likely. In the event of a sudden and unexpected deterioration in the weather towards company operating minima, their CAA approved FOM would dictate actions in the event of a missed approach. A hold would be of limited use in the event of unforeseen circumstances:
		subsequently complete even a single approach within the allotted time slot. Risk mitigations: Traffic management is safely achieved through the slot system and ceasing of VFR operations in the ATZ. Risks associated with a/c flying in Class G in IMC have already been dealt with by the Government
sal	Unable to verifiy at this stage of the project	Draft designs are included in the Stage 3 Submission Full Appraisal, attached. [to attach]; noting this will be reworked for the Stage 3 gateway, yet the ATS arguments and text will remain extant.
	Accepted	
	AFISO does not have the privilages associsted with managament of airborne flights. How is deconfliction to be considered within the 2019 LOA	There is no "requirement" to provide separation between VFR and IFR traffic in class G airspace. It is correct to state that a FISO cannot enter into agreements, however the acceptance of agreements by pilots are not mandatory and CAP 774 para 1.7 warns of the limitations of such agreements. Aircraft remaining clear of the ATZ whilst during an IAP will be operating in class G airspace and in receipt of a basic service. To reduce the risk reduce of a mid-air collision they will have been advised of both the instrument traffic and of other known traffic operating in the vicinity and will however, in accordance with the rules applicable to class G airspace, remain responsible for their own traffic and terrain collision avoidance.
		Additionally, IAP "feathers" will be promulgated on aeronautical charts. VFR traffic will be requested to remain clear of the IAP area. APP/ADI airfields currently only achieve such cleared airspace within the ATZ. Outside of the ATZ is a Class G environment; pilots are given clear guidance surrounding IAPs in class G airspace and remain responsible for their own collision avoidance CAP1535 page 70 & 72 refer. Whilst not able to enter into agreements, AFISOs are able to issue warnings to traffic when it is considered that a definite risk of collision exists. CAP 797 para 8.17 refers. We will ensure that all AFISOs are reminded of the guidance provided in CAP 797 to ensure compliance with national standards.
	please confirm the reference for the	Currently, an arriving flights progress is monitored via FlightRadar24 or Radar360 just for situational awareness and a slot can easily be altered to suit an arriving aircraft arrival. Tactical decisions can
	airport closure procedure	then be made to clear the ATZ at the appropriate time. Traffic flow inbound is also subject to other agencies that liaise with Kemble AFISO, such as sector 23 and RAF Brize Norton to update and all preparations for arrival. In a use case scenario for the active IAP, An inbound jet will PPR an arrival slot (maximum 5 slots per day). Each slot is separated by 1.5 hrs. In this scenario, the jet has PPR'd onto slot 2 (1100). The jet has an early arrival buffer of 1045, and allocated slot start of 1100, a slot complete time of 1130 and an overrun buffer to 1145. As a PPR Airport, we would not accept PPR bookings for this slot period, which just then leaves the based GA traffic to be tactically managed for arrival and departure. Arriving from the national airways system, the SRD states MALBY for Kemble arrivals (although Sector 23 has been known to drop them out at SIREN), Both are also (2 of 6) RAF Brize NORTON SRD entries for their STARS. Within the bounds of the current LOA, on pre-notification (via AFPEX) Kemble inbounds from the airways is provided with a LARS service (within irreducible capacity) to deconflict with any RAF Brize Norton or Fairford active STARS or SIDs. Positioning advice will be given to the IAF.
		If the jet is in receipt of a radar service from RAF Brize Norton, Brize will confirm the aircraft is at the IAF by telephone to Kemble VCR, before handing the jet to Kemble. If the aircraft is flying VFR and not in receipt of a radar service, the proposed AIP entry will require the PIC to confirm he is ready to commence the IAP and time on the IAF. This will then set a time for the IAP to be flown and thus allow any tactical management of based traffic. Any traffic yet to depart Kemble, will be held on the ground (under the positive control privileges of a FISO). Traffic information will be provided to all PPR approaching traffic and that holding on the ground.
		If the jet cannot continue to approach, through defined operating minima for the IAP (RVR and 500ft DH), or the runway is blocked, the jet may have to execute a go-around or missed approach. Our missed approach procedure is anticipated to work for the IAP as it does now. The jet would climb out, we would pre-notify this to RAF Brize Norton on the dedicated phone line in Kemble's VCR, which rings at all controller stations at RAF Brize Norton. We anticipate the IAP design will incorporate a closed loop transition back to the IAF. We would request the jet reports leaving the ATZ and suggest he changes frequency back to Brize. Once the jet is confirmed clear of the ATZ, the PPR aircraft and those in the overhead or waiting on the ground can then be tactically managed. It is unlikely that the aircraft will be able to remain within its current IAP slot; if the visibility or cloud base is below the IAP minima, it is unlikely to change quick enough and the aircraft would be advised to divert to its alternative airport. Obstacles on the runway or within the transitional area are likely to deliver the same outcome.
		Once the aircraft has landed, the IAP slot allocation would be wound up as the aircraft lands and this confirmed with RAF Brize Norton, via the telephone link. In terms of integrating departing IFR traffic. Kemble will pre notify RAF Brize Norton on the dedicated phone line. At present, Brize will provide an IFR release from Kemble, with a Squawk. The Brize
		Release allows Brize to manage any conflicting traffic with the Kemble departing IFR traffic.
	Accepted	
	Accepted Accepted	
	Accepted Accepted Accepted Please review this answer, there would appear to be a number iof ATZ infringements reported within the stated period and ATZ infringements has been previously stated as a unit.	Kemble has all recorded incidents KIR and any associated MORs back to 2006. In the past 10 years, we have had two reported ATZ infringement incidents, both in the spring of 2017. In both cases the aircraft were flying to local grass strips/airfields and both were reported by AFISOs in the VCR and no AIRPROX raised. In each year, the average years KIRS reported/recorded are 44.9. Over the past 10 years, with over 450 KIRS and only 2 reported ATZ infringement KIRS, I consider this a negligible risk, which I consider ALARP.
	Accepted Accepted Please review this answer, there would appear to be a number iof ATZ infringements reported within the stated period and ATZ infringements has been previously stated as a unit significant risk	Kemble has all recorded incidents KIR and any associated MORs back to 2006. In the past 10 years, we have had two reported ATZ infringement incidents, both in the spring of 2017. In both cases the aircraft were flying to local grass strips/airfields and both were reported by AFISOs in the VCR and no AIRPROX raised. In each year, the average years KIRS reported/recorded are 44.9. Over the past 10 years, with over 450 KIRS and only 2 reported ATZ infringement KIRS, I consider this a negligible risk, which I consider ALARP.
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Verification by CAA IFP Dept required

47 CAP1122.09.05	<i>Is there an existing process that drives routine review of this procedure?</i> <i>i.e. will you be adapting an existing process to review this proposed instrument procedure?</i>	Yes SMS see KAOP 069 Quality Management Procedures	Accepted		
48 CAP1122.18.02	<i>Will you accept non-radio traffic at your aerodrome whist this procedure will be available?</i>	See UK AIP EGBP AD 2.20 Local Aerodrome Regulations 1 b) and ATS and AFISO Manual V9 effective 1st May 2018 Chapter 3 Local Aircraft Procedures para 3.4 Non- Radio Equipped Aircraft	Accepted		
49 CAP1122.20	Are you considering having a maximum limit on movements before this procedure is withdrawn? This question is written to elicit answers so that we can understand how the proposed instrument procedure will be used in practice	Another question which has already been asked in a different form . Maximum 5 slots per date. in reality, based on analysis in the CAP 1616 work, worst case would see 3 aircraft per day using the approach; there is little different between current operations of in-scope aircraft following a self defined approach, in terms of movements and traffic integration.	Accepted		
50 CAP1122.21	Will this procedure be available on all weather days? For example, will it be used on VMC days as well as during poor weather?	A proportion of the a/c these approaches are intended to serve are jet airliners operated by international airlines or leasing companies. Although these are their last flights the companies SOPS are still followed. This includes the requirement to fly a defined approach not a hand flown visual one.	What consideration has been given to traffic volumes and workload on VMC days?	These in scope aircraft currently arrive on VMC days; their Op manual generally precludes their arrival in IMC without a defined approach. If anything, the volume of traffic may reduce on VMC days, since in scope aircraft will be able to arrive on IMC or VMC Minima days. The PPR system, for both the IAP and GA traffic allows capacity to be managed. (as articulated in previous answers). With summer excesses of c300 movements per day currently, I don't anticipate hitting capacity; noting that the PPR slot system will reduce the availability of the airport for arriving GA for the period of the approach, which in practical terms will serve to reduce max daily movements, should the approach be used.	
51 CAP1122	Have you completed the questionnaire and provided further detail/evidence where it is asked for?	?	Clarification required for a number of the answers		