

CAP 1616 ACP Assessment Review
Meeting 26 June 2018
Instrument Approach Procedures

Introductions



Cotswold Airport Attendees

██████████ – Airport Manager

██████████ – ████████████████████ Consulting Limited

CAA Attendees



Work Completed So Far



2010 - 2016

- Initial discussions with CAA.

2016

- Kick Off Meeting
- Brainstorm session with Cotswold Airport and Osprey personnel to identify areas of non-compliance (under CAP 1122)
- Development of Gap Analysis Document (against CAP 1122)
- Completed document presented to CAA as ACP Framework Meeting in August and Submission of CAP 725 DAP 1916 “Intended Change to Notified Airspace Arrangements”.

2017

- Stalled due to CAP 725/1616 uncertainty, rising costs to Consultant and time friction.

2018

- Appointment of new Airport Manager
- ACP Statement of Need V.2 submitted, post the CAA CAP 1122 Bow tie meeting.

Cotswold Airport Today



- Regular use by [REDACTED] and recently [REDACTED].
- Surveillance Service LoA (and monthly meetings) with RAF Brize Norton (including Fairford for RIAT)
- Robust SMS identified through all CAA audits
- All aircraft movements are strictly PPR
- Flight Information Service provided, including trained Meteorological Observers
- GA Focussed, but with regular international business aircraft movements
- Home to Air Salvage International engaged in airliner end-of-service recycling
- Five fixed-wing and two helicopter GA flying schools operate from the Airport
- Regular GA night flying activities
- Detailed Noise Abatement Procedures in force
- Installation and upgrade of AGL and Runway Markings (EASA Compliant)
- New Part 145 maintenance hangar build for A320 size a/c and hangars for corporate jet operators.

What is the Proposed Change?



- Introduction of RNAV(GNSS) IAPs to Localiser Performance with Vertical Guidance (LPV) minima for Runways 08/26. ACP and CAP 1122 Risk Assessment Questions
- Continuous Improvement of services offered to users.
- The availability of published arrival procedures for the Airport.
- Low utilisation of new procedures anticipated.
 - Not used for public transport of passengers.
- New procedures will maintain the already acceptable degree of safety and regularity of operations.
- Updated LOA between RAF Brize Norton and Cotswold Airport to account for the Brize ACP and subsequent Cotswold Airport ACP.

Justification



- The introduction of RNAV(GNSS)LPV instrument approach procedures will allow maximum operating flexibility in differing weather conditions
- Arriving a/c especially CAT D airliners will have an IFP matched to SOPs
- Poor weather conditions currently reduce the usage of the Airport especially for Jet and Cat D operators, which cannot make an approach under IFR conditions.
- Dependant upon Bristol ATC (08) and Brize Norton (26) to vector from airways to DH for VFR approach. Pilots then defining their own approach.
- There is no desire to significantly increase availability of the airport to new customers
- RNAV(GNSS) procedures will serve to **enhance** what is already an excellent aviation facility.

Previous CAP 1122 Baseline Safety Requirements Compliances



Operations at Cotswold Airport already meet a large proportion of regulatory requirements through the provision of:

- An Aerodrome Licence
- A robust Safety Management System
- Runway End Safety Areas
- Aerodrome ATS from AFISOs
- Surveillance Services under LoA with RAF Brize Norton, and
- Competent staff, as demonstrated through Unit Training and Competency Scheme.

Previous CAP 1122 Baseline Safety Requirements Non-Compliances

Existing non-compliances can be summarised as follows:

- There is no approach lighting
- The ability to separate and sequence instrument/instrument and instrument/visual aircraft
- There is currently no mechanism to verify understanding of the limitations that the non-conformances of the new procedure present.

Mitigation Considerations

Current non-compliances can potentially be mitigated by the following measures:

- A review of the procedure OCH in order for pilots to obtain the required runway visual references to continue visually
- Installation of Approach Lighting to Runway 26
- Introduction of a defined slot allocation for single use of the procedures
- Sterilisation of the visual circuit when instrument traffic inbound
- Enhancement of the LoA with RAF Brize Norton, linked to their ACP.
- Simulator Training of procedures and development of Abnormal and Emergency Situation (ABES) training, and
- Low utilisation of the procedure – approved operators only.

Next Steps

Seek CAA 'approval' to continue to the next phase of the project.

- CAP 1122 states that this AR can be used as a mechanism to inform the CAA about the proposed methodology of mitigating for lack of physical compliance
- Cotswold Airport actively seeking guidance from the CAA about likely issues with the proposed methodology, and
- If agreement is reached, an approved Procedure Designer will be instructed to commence work.

Any Other Business



Aerodrome Traffic Zone

- Airport plans to apply to increase size from 2.0 to 2.5 nm radius
- Declared runway length 1,973 m