



# DAP 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, then 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): \*

Bristol - Airspace, Departure and Arrival Procedures

## 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) \*

Bristol Airport Ltd

Registered Company Number

02078692

Country of Company Registration

UK

Registered Office Address

Bristol Airport, Bristol.

Postcode

BS48 3DY

E-mail

[Redacted]

Trading name (if applicable)

Bristol Airport Ltd

Trading Address (primary site)

Admin Building, Bristol Airport. Bristol.

Country

England

Postcode

BS48 3DY

Website address

www.bristolairport.co.uk

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?

#### 4. Summary of Intended Change

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

- |   |   |  |
|---|---|--|
| <input checked="" type="checkbox"/> Flight Information Region (ENR 2.1)       | <input type="checkbox"/> Upper Information Region (ENR 2.1)                   | <input type="checkbox"/> Terminal Control Area (ENR 2.1)                   |
| <input type="checkbox"/> Other Regulated Airspace (ENR 2.2)                   | <input checked="" type="checkbox"/> Lower ATS Routes (ENR 3.1)                | <input type="checkbox"/> Upper ATS Routes (ENR 3.2)                        |
| <input checked="" type="checkbox"/> Area Navigation Routes (ENR 3.3)          | <input type="checkbox"/> Helicopter Routes (ENR 3.4)                          | <input type="checkbox"/> Other Routes (ENR 3.5)                            |
| <input type="checkbox"/> En-Route Holding (ENR 3.6)                           | <input checked="" type="checkbox"/> Name-Code Designators (ENR 4.4)           | <input type="checkbox"/> Prohibited/Restricted/Danger Areas (ENR5.1)       |
| <input type="checkbox"/> Military Exercise/ Training Areas (ENR 5.2)          | <input type="checkbox"/> Other Danger/ Hazard (ENR 5.3)                       | <input type="checkbox"/> Aerial/Sporting/Recreational Activities (ENR 5.5) |
| <input type="checkbox"/> Bird Migration/Sensitive Fauna (ENR 5.6)             | <input checked="" type="checkbox"/> ATS Airspace (AD-EGXX-2.17)               | <input checked="" type="checkbox"/> Flight Procedures (AD-EGXX-2.22)       |
| <input checked="" type="checkbox"/> ATCSMAC (AD-EGXX-5)                       | <input checked="" type="checkbox"/> Standard Instrument Departure (AD-EGXX-6) | <input checked="" type="checkbox"/> Standard Arrival Route (AD-EGXX-7)     |
| <input checked="" type="checkbox"/> Instrument Approach Procedure (AD-EGXX-8) | <input checked="" 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. \*

Bristol Airport Ltd. is planning to conduct an airspace change proposal (ACP) to modernise the airport's arrival and departure routes, and update some of the associated airspace structures from 0ft to 7000ft. The ACP will follow the regulatory process for changing airspace design including community engagement requirements, set out by the CAA in CAP1616.

The Department for Transport have notified aviation stakeholders that the controlled airspace in southern England used to support commercial air transport operations is capacity constrained. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route network are not upgraded to introduce additional capacity. The Future Airspace Strategy Implementation South (FASI South) programme has been established by NATS and 15 key airports operating in southern England, including Bristol Airport Ltd. to coordinate a series of linked ACPs that will modernise the overall airspace structure and route network.

NATS are developing an ACP known as LAMP to modernise the airspace structure and route network above 7000ft. The FASI South airports are developing 15 complimentary ACPs to modernise the arrival and departure routes that support their operations below 7000ft and connect the airports with the wider LAMP network. The main goal of the LAMP ACP is to introduce additional airspace capacity required to meet the airports' growth plans that have been developed in response to the increasing demand for aviation. The LAMP ACP also offers the opportunity to significantly improve the flight efficiency and environmental performance of the southern airspace network.

NATS has informed the airports that the LAMP network will be based on procedurally separated routes designed using satellite navigation standards. Airport owned arrival and departure routes below 7000ft must be redesigned to the same standards to connect to the network efficiently and deliver the required capacity gains.

The redesign of Bristol Airport's arrival and departure routes using satellite navigation standards will also enable the airport to address several local airspace issues associated with operations from 0 to 7000ft, specifically:

- Minimise flight paths over populated areas where possible up to 7,000ft in order to reduce noise impacts;
- To reduce emissions through minimisation of additional track miles associated to where aircraft fly today;
- To alter where Bristol Airports main air traffic hold is;
- To seek flexibility on the borders of controlled airspace with other airports within the vicinity of Bristol Airport to allow for the continual use of RNAV technology as a default method of navigation.

Bristol Airport intends to align the development of this ACP with the overall FASI South programme and will coordinate the schedule of airspace design, consultation and engagement, regulatory submission and implementation activities as appropriate with the other airports and NATS.

Currently Bristol Airport is in the process of submitting a planning application to the local planning authority in order to allow the airport to service 12 million passengers per annum (mppa) by 2026. The current passenger capacity limit, as prescribed within the airports planning permission acquired in 2009, is 10 mppa. While airspace change is not a requirement for growth to 12mppa, Bristol Airport is committed to exploring opportunities to improve airspace arrangements in the long-term.

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 May 2019

Please provide your proposed AIRAC effective date \*

AIRAC 13/2021

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) . \*

Future VOR rationalisation programme; yet to be submitted.

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

Not applicable at this stage.