



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): *

Statement of Need for the approval of the St Athan ILS to the Civil AIP

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)

2b. An Unincorporated Association

Name of Unincorporated Association or other body *

Welsh Government

Address

Cathays Park

Town/City:

Cardiff

Country

Vale of Glamorgan

Postcode

CF10 3NQ

Telephone

[Redacted]

Email

[Redacted]

Website address

[Redacted]

Primary Point of Contact Name *

[Redacted]

Telephone *

[Redacted]

[Redacted]

[Redacted]

Secondary Point of Contact Name

[Redacted]

Telephone

[Redacted]

Email

[Redacted]

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 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 type="checkbox"/> Lower ATS Routes (ENR 3.1) | <input type="checkbox"/> Upper ATS Routes (ENR 3.2) |

- | | | |
|---|--|--|
| <input 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 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 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. *

Introduction

MOD St Athan is currently approved and regulated by the Military Aviation Authority (MAA) but owned on a very long leasehold by the Welsh Government (WG). On the 1st April 2019 the airfield will transition to a fully regulated and licenced civil airfield under the oversight of the CAA.

The Instrument Landing System (ILS) approach to Runway 25 is currently approved by the MAA, flight checked to CAA Category 1 standards and published in the Military AIP. Following transition to CAA regulation the ILS will be required to be approved by the CAA and published in the UK Civil AIP.

The change to the ILS being published in the UK Civil AIP will require no changes to the ILS procedure, its track or usage. There will be no changes to the airspace, currently Class D controlled by Cardiff Approach, and no change to ATC procedures in respect of vectoring.

Airspace

The current airspace, which will not change, is classified as Class D and Class G. The approach commences in Class G airspace and enters the Cardiff CTA at 8 NM then enters the Cardiff CTR. The Airspace is operated by NATS Cardiff on behalf of the WG under a contract with Cardiff Airport. Aerodrome control is provided by SERCO on behalf of the WG and the MOD.

Following the transfer of the Aerodrome from MAA regulation to CAA regulation the ownership of the airfield and the airspace will remain the same, but there will be no MOD involvement.

Current Air Traffic Control Situation

Aircraft wishing to fly the ILS at St Athan initially call Cardiff approach and are provided with a radar service and vectors to the ILS.

Following the transfer of the Aerodrome from MAA oversight to CAA regulation there will be no changes to the service provided or the tracks flown.

Current Movements and Forecast Growth

There are currently circa 15,000 movements annually of which it is anticipated that only 2% of the traffic will require the ILS.

Current Aircraft movements (circa 15,000 p.a.):

- MRO (up to B767/A330 - crew only): c.1% of total (150 p.a.)
- GA & UAS: c. 73% of total (10,950 p.a.)
- Military: c. 8% of total (1,200 p.a.)
- Helicopter (SAR & Police): c. 18% of total (2,700 p.a.)

The traffic may increase gradually in the future, but the percentage of aircraft using the ILS is not anticipated to increase.

Ongoing Situation and Proposed Change.

The ILS approach at St Athan was designed in 2003, to be approved by the MAA, but using CAA requirements. The procedure was approved by the MAA in March 2018 and the procedure and IAP plate is published in the military IAP. The concept of the approach is as an instrument approach, with the decision height being 507ft, then followed by a visual landing.

In converting the procedure from MAA to CAA oversight requirements nothing about the procedure or the track or heights flown will change. Also, the aircraft mix and number of approaches as a percentage of the total movements at St Athan will not change.

The lead customer for the ILS is the MROs at St Athan providing economic growth and significant employment in the area.

The Need for Change

The Airfield will revert from MAA to CAA licencing on the 1st April 2019 requiring the ILS procedure to be published in the Civil AIP, the WG has identified the necessity for an Airspace Change Process to be followed under the requirements of CAP 1616 to facilitate this change.

There are no additional, safety, operational, technical or economic factors associated with the change.

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. *

02 Jul 2018

Please provide your proposed AIRAC effective date *

AIRAC 12/2018

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) . *

Not Applicable

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

Not Applicable