

Kemble Aerodrome Airspace Change Proposal

Design Principles –Engagement Strategy Overview Document

Introduction.

1. The purpose of this document and other attachments is to demonstrate that the Change Sponsor (CS) has followed CAP1616 Stage 1 Define, Step 1B Design Principles to create a short list of Design Principles (DPs) and an explanation of how these were influenced through the engagement process.
2. As suggested in Annex D to CAP 1616, the CS has engaged with potential stakeholders to seek their views and comments on the proposed DPs to be employed in the development of design options for arrivals' airspace changes at Kemble. Stakeholders engaged included; local councils and parish council representatives, local communities, local airfields and glider sites, gliding clubs, based GA aircraft owner/operators, regular jet operators, Air Salvage International, NATMAC¹, NATS/Bristol Airport and RAF Brize Norton. Both RAF Brize Norton and National Air Traffic Services (NATS)/Bristol Airport, kindly hosted visits to discuss the proposal and the proposed DPs. The minutes from these meetings are at Enclosure 1 and 3. A specific engagement meeting was held with the local councils' liaison group, which included local councils and parish representatives. The minutes are at Enclosure 2. The complete engagement timeline is at Annex A and the names of contributors, where given, are in Appendix B
3. In addition to the above engagement opportunities, the CS held an open house day at the Airport supported by a specific website and social media advertising to maximise the attendance. Presentations and displays allowed all attendees to understand the context, discuss and then contribute to the development of the proposed DPs. To enable maximum engagement from this open house an electronic survey return was used through the bespoke website, www.cotswoldairportapproach.com, which will be used throughout the CAP 1616 process.
4. Unfortunately, due to the vast list of stakeholders and their locations, it was not feasible to arrange a 'sit around the table' to discuss the DPs with all current (and planned future) jet operators. However, all potential stakeholders were sent an email outlining the intentions, with an attached letter detailing the proposed DPs, seeking their views. The CS received few responses; most simply want an all-weather approach to be implemented as quickly as practicable. See Appendix C

The Purpose.

5. The purpose of the initial engagement was to provide the CS with stakeholders' views and potentially highlight previously overlooked consequences of the DPs and to better understand the relative importance of those DPs to them. Equally, the CS, although adhering to the CAP 1616 process, will continue to engage with stakeholders throughout the process to aid transparency, demonstrate our commitment within the local environment and de-risk consultation at Stage 3, Consult. Throughout this stage, each stakeholder was given the opportunity to; comment on the design principles, rank them, disagree/agree with them, and recommend any further design principles

¹ The National Air Traffic Management Advisory Committee.

of their own. The draft and final DPs are at Annex E

Development of Design Principles.

6. Despite rigidly following the process laid out in CAP 1616, it must be recognised that Kemble has been attempting to move forward with an RNAV(GNSS) approach for almost eleven years. The CS has followed CAA advice and direction through CAP 725, CAP 1515, CAP 1122 and the latest guidance in May 18 for existing CAP 1122 applicant aerodromes to progress through the CAA 'bow-tie' safety case and CAP 1616 process. Although this work will not de-rail adherence to the CAP 1616 process, Kemble had previously assessed cost-effective options and followed a path towards an RNAV(GNSS) solution previously ruling out² ILS and NDB options, thus the initial engagement articulated this. Nevertheless, to ensure the process is transparent and rigorous, these will be assessed in Stage 2.


7. CAP 1616 guidance explains that it is important for the DPs to be drawn up through engagement between the CS and affected stakeholders at this early stage in the process, and that unanimous agreement on the principles may be unlikely. Fortunately, all the feedback and discussions regarding the nine proposed design principles was positive. Many of the stakeholder sectors were content with the DPs but were understandably more interested/concerned with the later ACP stages (i.e. proposed airspace design).

8. The CS received no suggestions for amending any of the proposed principles. With most stakeholders awaiting the 'meatier' step of airspace design and consultation, only a few of the stakeholder groups ranked the principles and many local groups only offered their 'top 3' principles. Despite little feedback received on 'ranking', the CS has ranked the DPs based on all ranking responses using judgements formed by experience. However, it must also be noted that many aviation stakeholders, particularly based commercial helicopter operators, expressed a strong view that the approach should not be limited to a few approved jet operators as they feel under significant pressure from the CAA to move to the new CPL(H) syllabus. This requires training on RNAV(GNSS) approaches but is imbalanced against a paucity of approved approaches in the south of England.

Outcome.

9. The comments/feedback from the stakeholders have been added to the table below (Appendix A). There have been no changes to the proposed principles and the comments received will be brought to the table for the subsequent ACP stages. As a result of the open engagement, most stakeholders thanked the CS and the process, for enabling their views to be incorporated into the DPs and that engagement has been open and communicative. With most stakeholders waiting for the next stages (when they might have more input), the CS believes sufficient engagement has taken place regarding DPs and will now submit evidence to the CAA.

10. The CS made it clear to the stakeholders that they would remain a stakeholder throughout the ACP process, and that they will have further opportunity to comment at subsequent stages including the consultation.


Airport Director/Change Sponsor

Annexes:

- A. Engagement Timeline
- B. List of Stakeholders

² Through both balance of risk and balance of investment analysis.

- C. Letter to Jet Operators
- D. Copy emails
- E. Draft and Final DPs

Enclosures:

1. Minutes of engagement meeting with RAF Brize Norton SATCO
2. Minutes of engagement meeting with Local and Parish Councils
3. Minutes of engagement meeting with Bristol Airport Ops and NATS