

# Cardiff Airport Airspace Change Proposal (ACP) Stage 2 Engagement Presentations

## 9<sup>th</sup> and 10<sup>th</sup> December 2021

Cardiff Airport hosted two online presentations over TEAMS, on Thursday 9<sup>th</sup> and Friday 10<sup>th</sup> December 2021. These presentations formed part of the engagement activities for the CAP1616 Stage 2 Define work. Change sponsors (here being Cardiff Airport) are required to re-engage with all stakeholders who they previously contacted as part of Stage 1.

In October 2021, Cardiff Airport invited all their aviation and local stakeholders to attend one of the two presentations which would last for two hours. A final prompt email was sent out on the week before the presentations as a reminder. A few days before the presentations, TEAMS links were emailed to all stakeholders who had responded.

The presentations were hosted by Cardiff Airport (Head of Airfield Operations) and supported by NATS (Airspace Change Specialist and Design Lead). Attendees were provided with an update of work completed thus far, including the previous Design Principles engagement which some had attended, and the recent design work. Presenters asked attendees to drop any questions into the chat function which would either be responded to in the session or covered in upcoming correspondence which would summarise the two presentations. Questions and responses can be found below.

The format of the presentations was as follows:

- Welcome and introduction
- Background into the wider programme of UK airspace modernisation and Cardiff Airport's role within
- Summary of the CAA's CAP1616 process, underpinning this ACP
- Cardiff Airport ACP timeline and work completed so far (Statement of Need, Design Principles)
- ACP design objectives
- Development of Cardiff Airport's long-list of design options and explanation behind them
- Final closing comments and thanks

Questions and comments received alongside responses from Cardiff Airport:

Q: From our point of view at the heliport, the important thing to us is the height profile so that aircraft do not cross over us at such a height that may compromise the WAA ops. So what heights can we expect over the heliport?

*A: The heliport operations would be around 3,000ft upwards which would not be impacted by Cardiff's proposed routes. These routes are no different from the current routes in their distance from the heliport. This has previously been discussed with representatives from the heliport who agreed that there will be no impact.*

*Cardiff Airport are aware that there is an increasing training requirement at the heliport.*

Q: C5 & C6 routes appear to go over the city what heights would be achieved here (thinking of noise impact)

*A: With route C5, the intention is for flights to rapidly climb which should mean that built up areas are not impacted much if at all. Route C6 routes towards Brecon and makes use of overflying the sea which is broadly following what the current departure route does. Therefore, there should not be any noticeable difference between the current route and C6.*

*It is worth noting that these are "broad brush" routes and will be refined during the upcoming design work in later stages of the airspace change process. The intention will be to minimise noise impacts as much as possible for ground-based stakeholders.*

Q: Where does route C16 currently go? I don't think anything routes over Newport?

*A: The current route turns and bends up (north) towards Brecon. By the time the proposed route C16 is around Newport, it will be upwards of 8/9,000ft. Therefore, there should be no noise impact. Occasionally, they may be as high as 10/12,000ft if they're able to climb quickly.*

Q: Not a question but a statement. C15 could be a problem for a number of airspace users in the area.

*A: This has been captured through previous discussions with aviation stakeholders and will form feedback for the Stage 2A Design Principles Evaluation. Cardiff Airport are aware of other airspace user requirements such as the heliport and military operations.*

*Noted that the heliport users do not want to be squashed into a smaller region particularly up against the high ground in the north.*



Cardiff Airport and NATS attendees across both presentations:

[REDACTED] - NATS, LAMP ATM Development Lead  
[REDACTED] – NATS, GM Cardiff Airport  
[REDACTED] – Cardiff Airport, Head of Airfield Operations  
[REDACTED] - NATS, Airspace Change Specialist  
[REDACTED] - NATS, Airspace Design Lead  
[REDACTED] - NATS, Project Manager

Stakeholder attendees for the presentation on 09/12/2021, 13:00 – 15:00:

[REDACTED] - Cardiff Heliport  
[REDACTED] – Welsh Government  
[REDACTED] – Environmental Public Health Service Wales  
[REDACTED] - Newport City Council

Stakeholder attendees for the presentation on 10/12/2021, 10:00 – 12:00:

[REDACTED] – Chief Pilot - DragonFly Executive Air Charter  
[REDACTED] – Pilot/Instructor, University of Wales Air Squadron  
[REDACTED] – Bristol Airport  
[REDACTED] – Pilot, UK Aviation, Babcock International