

Bristol Airport ACP Assessment Meeting

22nd January 2019

Context and need for ACP

- Bristol Airport is the main international gateway for the South West of England and South Wales.
- Supports an estimated 15,000 local jobs and generates £1.3 billion in economic benefits for the region.
- Airline partners flew 8.2 million passengers in 2017 (approx. 8.7 in 2018) to more than 120 destinations across 34 countries, including 18 capital cities, with multiple daily services to hubs like Amsterdam, Brussels, Dublin, Frankfurt, Munich and Paris offering onward connections to the rest of the world.
- With increasing demand for air travel and Britain's place in the world changing, the airport has identified a need for an airport serving circa 20 million passengers a year by the mid 2040s in the south west.
- This further expansion is founded upon a clear and compelling vision for the airport's future which is shared across the region and delivers what customers want in a way which is sensitive to the environment and local communities.
- The airport is currently in the process of updating its masterplan to address the challenges and opportunities such growth presents.
- Nevertheless, it is already apparent that to deliver this long term growth aspiration airspace is required to be aligned to the Government's Airspace Modernisation Strategy, to enable capacity, and therefore there is a clear need to modernise the airspace around Bristol Airport.

Requirement for ACP

- The CAA is developing an airspace modernisation strategy that combines a number of linked initiatives.
- The modernisation of the airspace in the South of England will be carried out under the umbrella of a single project known as Future Airspace Strategy South (FASIS).
- To support this programmes main objectives the DfT have asked a number of airports in the South, BRS being one, to commit to undertaking related airspace changes so the full benefits of the national program are gained.
- The Airspace Modernisation Strategy foresees the implementation of PBN based routes in lower airspace around airports in the UK. It also identifies the need to incorporate environmentally friendly arrival and departure routes. In particular, the Required Navigation Performance – 1 (RNP1) capability enables significant improvements in low level routes such as SIDs and STARs.
- Due to potential sector capacity limitations in the airspace above the Bristol CTA there may be a need for relief SIDs to support additional routes to similar end points that do not enter into the same sector. This is particularly relevant for traffic heading East from Bristol.
- There is currently a single hold in the overhead.
- The current CTA was put in place a number of years ago and was sized to take account of traffic patterns at the time. Since then there have been a number of changes such as closure of military airfields nearby as well as a significant imbalance in traffic levels between Bristol and Cardiff. It is likely that the dimensions and base levels of the CTA require a review and update to take into account present traffic patterns, current constraints and forecast traffic levels.
- BRS will carry out an ACP in line with CAP 1616.

Opportunities

- Redesign of arrival and departure procedures in collaboration with surrounding airspace users.
- Improve safety with the use of improved accuracy navigation techniques.
- Increase in continuous climb and continuous decent operations.
- Create greater capacity in the airspace allowing systemised Air Traffic Management.
- Reduced impact of noise, where possible, on local communities.
- Operational efficiencies reducing fuel burn and CO₂ emissions.
- Create an airspace design that supports the businesses forth coming Master Plan and Noise Action Plan.
- Efficiently integrate with the FASIS project and make best use of the enhanced network capabilities.
- Limit and seek to reduce the impact on local communities as well as providing a level of predictability regarding air traffic movements.

Timeline

Year	2018	2019	2020	2021	2022	2023	2024
Activity							
Stage 1							
Stage 1A Statement of Need	9 th August						
Desktop Research - Lesson learnt	Sept - Dec						
Market sounding Documents	November-January 4th						
CAA Assessment meeting	22/01/2019						
Appointment of ACP specialist		April					
Stage 1B Design Principles		May - Nov					
Stage 1 Gateway CAA assessment		20/12/2019					
Stage 2			Jan - June 20				
Option Development			Jan - May				
Option Appraisal			Jan - May				
Stage 2 Gateway			28/06/20				
Stage 3			July 20 - Aug 21				
Consultation Preparation - Final documents, venues and support			July - Nov				
Stage 3 CAA Gateway Assessment				29/01/2021			
Public Consultation				Feb - Mid May			
Consultation Feedback, Report and Review				June - July			
Stage 4				Sept - Dec 21			
Re Design and submission of proposals				Sept - Nov			
Formal submission to CAA					06/01/22		
Stage 5 CAA Approval of Airspace Change Submission					September 2022		
Stage 6							
First year implementation of approved ACP						AIRAC 5	
Stage 7- Final Post Implementation Review							Jan - June 24