

ACP-2018-35

St Athan RW25 ILS – CAP1616 ACP Assessment Meeting

20th March 2019

 – Welsh Government
 – Osprey
 – Osprey



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Agenda

Introductions/CAA expectations	CAA
Background	WG
Statement of Need (discussion and review)	WG/Osprey
Potential issues and opportunities from the proposed transition	WG/Osprey
Provisional indication of CAA process	CAA
Next steps	CAA
AOB	



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Introductions



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Background

- Installation – 2003
- Consultation with MOD, MAA and CAA on safety assurance requirements
- Safety assurance of instrument approach to visual runway
- MAA Waiver issued – May 17
- CAA-assured IAP published in Mil AIP – Mar 18
- CAA ACP SON submitted - Jun 18
- CAA AD sign off ILS SAD – Oct 18
- CAA Ordinary Aerodrome Licence issue – Mar 19



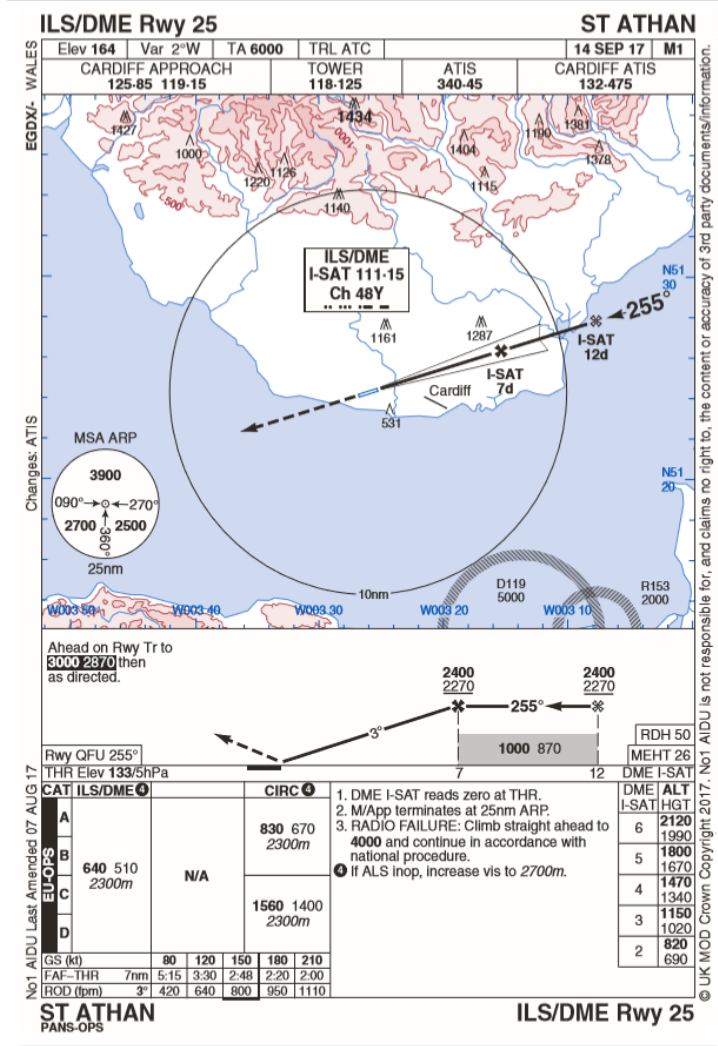
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Statement of Need (DAP 1916/2018/35)

- SON submitted Jun 18
- Transition ILS procedure from the Mil AIP to the Civ AIP
- Aircraft Movements (based on 2017)
 - ████████ movements annually, 2% require IAP
 - Slight growth in MRO – 1% ████████
 - GA and MOD light ac – 73% ████████████████████
 - Helicopters – 18% ████████████████████



Airspace/IAP



Opportunities and Issues

- **Opportunities**

- Benefits of Stable Approaches;

- **Issues**

- Limits of SMAC;
- Interaction with neighbouring airport procedures (LoA);
- Economic impact of MRO viability.



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Next Steps



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