

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): *

Cardiff Airport - Changes to Airspace, Departure and Arrival Procedures

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)

2a. A Company

Registered Company name (In full) *

Cardiff International Airport Limited

Registered Company Number

02076096

Country of Company Registration

UK

Registered Office Address

Cardiff Airport, Vale of Glamorgan

Postcode

CF62 3BD

E-mail

Trading name (if applicable)

Cardiff International Airport Ltd

Trading Address (primary site)

Admin Block, Cardiff Airport

Country

Wales

Postcode

CF62 3BD

Website address

www.cardiff-airport.com

Primary Point of Contact Name *

Telephone *

E-mail *

Secondary Point of Contact Name

Telephone

E-mail

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 checked="" 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 checked="" 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 checked="" 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 checked="" type="checkbox"/> ATS Airspace (AD-EGXX-2.17) | <input checked="" type="checkbox"/> Flight Procedures (AD-EGXX-2.22) |
| <input checked="" type="checkbox"/> ATCSMAC (AD-EGXX-5) | <input checked="" type="checkbox"/> Standard Instrument Departure (AD-EGXX-6) | <input checked="" type="checkbox"/> Standard Arrival Route (AD-EGXX-7) |
| <input checked="" type="checkbox"/> Instrument Approach Procedure (AD-EGXX-8) | <input checked="" 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. *

Current Situation

The Department for Transport (DfT) has stated that in order to accommodate forecast growth in the aviation sector out to 2030, significant modernisation of the airspace in the UK, specifically in the South of the London Flight Information Region (FIR), is required. The plan to modernise the airspace across Southern England is being conducted under a single multi-stakeholder programme known as Future Airspace Strategy Implementation South (FASI-S). As part of this programme, 16 airports located within the Southern part of the UK, including Cardiff Airport (CWL), have been invited to participate in the FASI-S programme and undertake individual Airspace Changes in support of the overarching FASI-S programme and the CAA's wider strategy for UK airspace modernisation.

Cardiff Airport currently operates within associated class D airspace. The most recent Airspace Change was conducted in order to meet the requirements of the Performance Based Navigation (PBN) Implementing Rule (IR) for arriving aircraft, with RNAV (aRNAV (based on GPS)) approaches being introduced in October 2016. Prior to this, a joint Airspace Change was conducted with Bristol Airport (BRS) to introduce controlled airspace connectivity from CWL and BRS into the main airways structure; the relevant changes were implemented in March 2006. Aircraft flying under Instrument Flight Rules (IFR) currently operate to and from CWL on a series of Standard Instrument Departures (SIDs) and Standard Terminal Arrival Routes (STARs), with the available routes differing slightly depending on the runway in use.

The SIDs and STARs in the airspace change, which was implemented in 2006, were based on conventional (circa 1950s technology) navigation aids. Whilst the navigation aids themselves are much newer than this, there has been a withdrawal of these aids in favour of more modern RNAV technologies. As a result, the Brecon (BCN) VOR (VHF Omni-Directional Range) is planned to be withdrawn from operational service in December 2022. This coupled with the PBN IR for departures, which requires airports to have a PBN based departure profile by December 2024, are the other factors that have driven the requirement for change.

We are a growing, capital city airport, situated 8.5NM from Cardiff. Our location whilst being semi-urban is largely surrounded by water and agricultural areas, with some areas of dense populations which we look to avoid as far as is reasonably practicable. Currently air traffic operating in the vicinity of CWL are of mixed types, with operations predominantly being IFR. However, we ensure good access to the airspace for Visual Flight Rules (VFR) flights both to and from CWL and for other local airspace users transiting the associated controlled airspace. This includes access for traffic to and from St Athan Airfield. The airspace does become very busy during special events and, during routine operations, our own growth, coupled with the growth of our neighbours, means that the airspace network in the area can, at times, become congested.

Our total number of Air Traffic Movements (ATMs) for the Calendar year of 2018 were, 32,177, compared to 26,257 in 2017 and 25,078 in 2016, these figures do not include transit traffic. Our growth predictions for the next 5 years are as follows: 2019 - 33,786; 2020 - 35,137; 2021 - 36,543; 2022 - 38,008 and 2023 - 39,145.

Opportunities

CWL believes that this proposed Airspace Change, in conjunction with the FASI-S programme, presents a once in a generation opportunity to shape/develop the future airspace shared by CWL and BRS airports. This Airspace Change will allow full and effective integration with FASI-S airspace maximising the benefits from the improved airspace structure and route network above 7000 ft in accordance with UK Future Airspace Strategies/CAP1711.

As well as ensuring that our Approach and Departure procedures meet the requirements of the PBN IR, we welcome the opportunity to review and, if required, update both App and/or Dep profiles to achieve those benefits identified in the aforementioned review process. Any updated profiles would need to meet the growth aspirations of CWL in line with our Masterplan, whilst acknowledging the need to integrate and demonstrate compatibility with BRS routes and procedures. The review of the CWL procedures will also present the opportunity to consider impacts upon local communities, other airspace users and adjacent airports/airfields.

We are also considering the establishment of RNAV hold/s to optimise efficiency in the airspace, giving consideration to a shared hold or holds with BRS to minimise the areas affected by holding traffic. The utilisation of RNAV holds in place of conventional holds, also reduces the reliance on ground based navigation aids as specified CAP 1711.

Desired Outcomes

- Maintaining availability of SIDs post BCN VOR removal.
- Maintaining regulatory compliance and best practice in accordance with the PBN IR and CAP1711.
- Ensuring that controlled airspace and associated procedures, including any holds, support the mutual growth of both the CWL and BRS operations.
- Achieving predictable access to the national airspace structure to meet the demands of both CWL and BRS as designed for FASI-S.

• Where practicable, limiting environmental impacts, whilst seeking to realise the potential to enhance the environmental performance of routes in/out of CWL.

Challenges

- Realising the benefits from the opportunities identified in the review process.
- Completing the requisite Airspace Change processes in order to meet the scheduled withdrawal of the BCN VOR, cDec 2022.
- Achieving an effective and mutually beneficial solution, ensuring equitable access and usage to the airspace shared by CWL and BRS.
- Where practicable, minimising the impact of any changes upon other stakeholders.
- Ensuring any impact of the interdependencies with the FASIS programme is understood and mitigated accordingly should there be any delays to the FASIS programme.

Timescales

Airspace Change implementation to be complete by Dec 2022 to align with removal of BCN VOR.

- Proposed Submission date: 14 Feb 2022 (In accordance with CAP1616 Stage 4B)
- Proposed Implementation date: 1 Dec 2022 (AIRAC 13/22)

Note: Submission and implementation timelines may change should the withdrawal of the BCN VOR be delayed.

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 IAP 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. *

14 Feb 2022

Please provide your proposed AIRAC effective date *

AIRAC 13/2021

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) . *

Future VOR rationalisation programme.

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

N/A