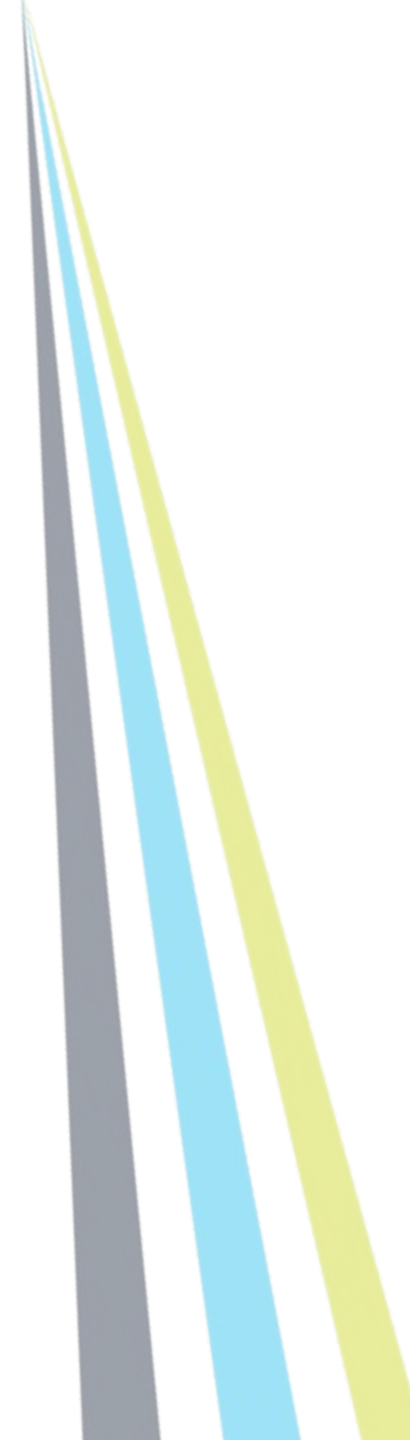




# ATC Volume of Traffic Management

12<sup>th</sup> February 2025



# Overview



- **The reasons we need new traffic capacity limits**
- **How we will manage the traffic**
- **Other measures being taken**
- **The future**





# The Reasons We Need New Traffic Capacity Limits



- **6 Airprox's in the circuit in last 12 months**
- **2<sup>nd</sup> January 2025 Airprox**
- **CAA expectations**
- **Equipment failure**
- **Traffic levels, procedures and expectations at Gloucestershire**
- **Requirements to be stringent and then review**



# Traffic Management Procedures



## IFR Movements

Departures: No slot required (including IAP training departures)

Arrival/Approach: One every 15 mins

*Please note:*

- *Arrival/Approach limits include both Training and Non-Training Arrivals/Approaches. Each training approach would require a 15-minute slot to be booked e.g. 3 training approaches would require 45 minutes to be booked.*
- *A visual circuit following a Training Approach will be permitted only if pre-noted at the time of booking (but still may be subject to cancellation)*
- *Training Approaches subject to amendments/cancellations*

# Traffic Management Procedures



## Runway VFR Movements

Departures:	Two every 15 mins
Arrivals :	Two every 15 mins
Circuits :	One at a time



# Traffic Management Procedures



## Helicopter VFR Movements

Departures:	Two every 15 mins
Arrivals :	Two every 15 mins
Circuits :	One at a time



# Other Traffic Calming Measures



- **No visiting circuits between 10am and 2pm**
- **Each single training approach will require a 15-minute slot to have been booked**
- **No circuits during cross runway operations**
- **Helicopters can only use Heli North for circuits**
- **HTA must be SW if Heli circuits in place**
- **VFR joiners routinely asked to hold clear of ATZ**
- **IFR inbounds told to hold clear if outside of slot**
- **No IFR approaches without PPR**
- **Default VFR join will be Direct rather than Standard Overhead Join**
- **No VFR Instrument Approach Procedures under Basic Service**
- **Flight plans do not constitute PPR**
- **Take operator contact details at time of booking**
- **ATC reserve the right to change any of these bookings on a tactical basis**

# Booking Availability



- **Non-Training IFR – 2 weeks**
- **Training Approaches – 1 week**
- **Based VFR flights – Day before and day of**
- **Non-home based VFR flights – On the day\***

**\* not including military bookings**







# Other Solutions

- **Radar/ATM return to service**
- **FID Installation & Approval**
- **Installation of ADC DF**
- **Noise Abatement Review**
- **Long Term Radar Solution**

**Any Questions?**

