

CAA – Aviation House
Gatwick
West Sussex
RH6 0YR

3rd October 2019

Dear [REDACTED],

Thank you for your letter dated 10th September 2019 and for also taking the time to meet with LLA regarding our FASI-South Airspace Change Proposal (ACP-2018-70).

LLA understands the context of the Airspace Modernisation Strategy (AMS) within the FASI-S programme and is committed to working collaboratively with other change sponsors to achieve the best airspace structure for all change sponsors. Within our statement of need (SoN) we explained that we will be working as part of a multi-module proposal with other change sponsors and we will use this as an opportunity to look at options which enable significant environmental benefits. We are already conducting this work with regular trilateral and bilateral meetings between change sponsors. However, as the masterplan has not been published yet and therefore we do not know what it contains, we cannot interpret these statements in the SoN as reference to the masterplan.

In your most recent letter you state that ‘the governments Air Navigation Directions 2019 (the 2017 directions) require the CAA to make airspace change decisions in accordance with the strategy and plan.’ LLA is worried by this statement, as the masterplan has not been published or shared and therefore change sponsors and stakeholders are unaware how the CAA is making decisions in accordance with this. This statement has the potential to jeopardise any submissions or decisions which have been made before the publishing of the masterplan. We require further clarity on how the CAA is currently taking account of the masterplan in the decision making process.

As expressed within our meeting and within this letter, there is still serious concern regarding the masterplan and how this may impact our FASI-S ACP. The masterplan has still not been published and as a change sponsor we do not have certainty of what this will contain. Therefore, until this is published we will not be discussing this with our stakeholders and there will not be engagement relating to this before Gateway 2. If the SoN is published before our Gateway 2, we will consider its contents and decide on the next steps. Please confirm in writing if this is acceptable at this stage, prior to the publication of the masterplan.

However, in relation to the Airspace Modernisation Strategy, as we discussed with the CAA, we believe the design principle requirement has been met with our existing design principle:

‘Must meet the 3 aims of the NPSe, Air Navigation Guidance 2017 and all appropriate Government aviation policies, and updates thereof.’

We recognise that our stakeholders should be more aware of the AMS and although it has already been covered in our Stage 1 engagement we propose to take the following actions prior to our Stage 2 gateway:

- Email all stakeholders to inform them of the recent correspondence with the CAA.
- Conduct engagement with all stakeholders in Stage 2 to clarify the context of the AMS and how this related to our design principles and the ACP.
- Include this engagement within our Gateway 2 submission to the CAA.

To provide assurance to LLA as a change sponsor, please can the CAA respond to this letter to confirm this is suitable and these actions would not result in LLA failing to pass the Stage 2 gateway in relation to your initial letter on 29th July 2019 and most recent letter on 10th September 2019.

Furthermore, to ensure transparency with our stakeholders we will now be publishing both our previous letter (dated 7th August) and this letter on the ACP portal. This allows us to provide context to all our stakeholders as we discuss this design principle with them in Stage 2; as this could be considered as not part of the CAP 1616 process. We believe it would be best for the CAA to publish their letter dated 10th September to ensure transparency and consistency.

If you would like to discuss this further, please do not hesitate to contact me.

Yours sincerely



Operations Director