



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): *

LAMP 2 Network - Revised Statement of Need (supersedes DAP1616 ref E42665)

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) *

NATS Ltd

Registered Company Number

04138218

Country of Company Registration

UK

Registered Office Address

4000 Parkway, Whiteley, Fareham, Hants

Postcode

PO157FL

E-mail

[Redacted]

Trading name (if applicable)

[Redacted]

Trading Address (primary site)

[Redacted]

Country

[Redacted]

Postcode

[Redacted]

Website address

[Redacted]

Primary Point of Contact Name *

[Redacted]

Telephone *

[Redacted]

E-mail *

[Redacted]

Secondary Point of Contact Name

[Redacted]

Telephone

[Redacted]

E-mail

[Redacted]

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 type="checkbox"/> Flight Information Region (ENR 2.1) | <input type="checkbox"/> Upper Information Region (ENR 2.1) | <input checked="" 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 checked="" type="checkbox"/> Upper ATS Routes (ENR 3.2) |
| <input checked="" 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 type="checkbox"/> ATS Airspace (AD-EGXX-2.17) | <input type="checkbox"/> Flight Procedures (AD-EGXX-2.22) |
| <input type="checkbox"/> ATCSMAC (AD-EGXX-5) | <input type="checkbox"/> Standard Instrument Departure (AD-EGXX-6) | <input type="checkbox"/> Standard Arrival Route (AD-EGXX-7) |
| <input type="checkbox"/> Instrument Approach Procedure (AD-EGXX-8) | <input 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. *

(This SoN supersedes DAP1916 ref E42665 submitted 02 Nov 17)

Current situation

The ATS route network serving the UK is managed by the en route ANSP NATS, which handled 2.5m flights in 2017. In the southern UK this is handled at Swanwick by London Area Control (LAC), in the wider London and South East region by London Terminal Control (LTC).

Issue or opportunity to be addressed, and the cause

Today's network has evolved over time and does not exploit modern navigation technology. It does not provide capacity for the long-term growth in aviation.

Many airports served by our network plan to change their low-level airspace structures to better meet their needs, driven by increasing demand by the flying public & the carrier airlines. This leads to the increased use of modern aircraft with flight & navigation performance far exceeding that of the types for which the network was originally designed.

There is an opportunity to enable significant benefits in capacity and environmental impacts by taking those needs and changing the network to suit.

Desired outcome

Optimal alignment & connectivity of the ATS route network with each airport's airspace structures, such that network capacity should not be a significant constraint on airport capacity and environmental impacts are minimised.

Specific challenges

Will be a very large scale undertaking - the main region of interest is likely to be from the Midlands to the FIR boundaries in the south and east but it may go further still in places.

Design and implementation challenges are proportional to the extent of the change - a clean-sheet redesign of a large region would have the most challenges but the most potential benefit.

Each airport would be responsible for their local procedures at lower levels, with NATS being responsible for the higher level ATS route network. This proposal relates to the latter, however, some level of coordination will be required with airport-led design.

Form Note

This form's proposed AIRAC effective date drop-down menu stops at the end of 2021.

This proposal is expected to continue well beyond then, potentially to 2023 or 2024.

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 IAIP 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. *

01 Jun 2021

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) . *

LAMP 2 will be one part of a multi-module proposal, aligned with many airports in southern/central England. Full details of modules will be coordinated with NATS and SARG in due course.

If this change requires the implementation of a Five-Letter Name Code (5LNC) please specify your requirements below: *

TBC. Expect a large number of new 5LNCs to replace a large number of current 5LNCs.