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THE FUTURE OF AIRSPACE

Be part of the conversation

London Stansted Airport
Future Airspace

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London Stansted
Airport

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Purpose of this document

This document tells you how you can join the discussion about the future of airspace around London Stansted Airport.

The Government has set out a programme to modernise airspace across the whole of the UK (the Airspace Modernisation Strategy). Each airport has to modernise the airspace in its local area. Under a Government requirement, we must look at aircraft arriving at or departing from London Stansted Airport, at heights of up to 7,000 feet.

The process of modernising airspace will follow a number of stages set out in the Civil Aviation Authority's airspace-change process (called CAP1616). We are currently in the first stage of this process, Define.

This document sets out our approach to Step 1B, which is part of the 'Define' stage of the process. At this Step 1B we are asking stakeholders (the people and organisations who can affect, or be affected by, any change to airspace) to give us their views, while we consider the principles we should follow when designing any change to airspace. In this document there is a series of questions. Your answers to these will help us understand what principles are most important to you. Your feedback will help to guide the decisions we make as we move further through the CAP1616 process to the design stages, and help us shape changes that have the potential to provide the most significant benefits.

Airspace in the London and South East area of the UK is particularly complex. For this reason, proposals for changes to the airspace in the South of England will follow a co-ordinated approach under the Government's Future Airspace Strategy Implementation South (FASI-S), which forms part of the wider Airspace Modernisation Strategy. Our part in this co-ordinated approach will relate to aircraft flying below 7,000 feet. NATS, the air navigation service provider for the UK, is responsible for changes at 7,000 feet and above.

Throughout this document, we will tell you how you can get involved and find out more about airspace modernisation. We are asking some very specific questions and have also included some frequently asked questions to help you.

We hope you find this document useful and look forward to hearing your views.

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> Modernising airspace can bring significant benefits, including making journeys more reliable, quicker, quieter and cleaner.

Ken O'Toole

Ken O'Toole,
Chief Executive,
London Stansted Airport

Foreword

Good transport links are part of the foundation of all economies, and the UK is no different. As an island nation, our ability to travel for business or get our goods to market is absolutely vital, and a thriving aviation sector is central to this.

Every year, millions of us take to the skies to go on holiday, do business or visit friends and family, and demand for flying continues to grow. As a result, UK airspace is among the busiest in the world, and the close proximity of five major airports in the South East of the country means that the skies in our region are particularly busy.

Like most of the UK's transport infrastructure, our airspace was designed for a different age, one where the skies were less crowded and we did not have the technology to manage flights as efficiently as we can today. On the ground, congestion on the roads can now be managed with variable speed limits or traffic signals. On the rail network, reliability and journey times can be improved with modern signalling. The Government believes the same approach now needs to be applied to our skies, and it has introduced a national programme of airspace modernisation.

Here at London Stansted, we welcome the opportunities this programme can bring and are fully committed to the process. Modernising airspace can bring significant benefits, including making journeys more reliable, quicker, quieter and cleaner. There is a real opportunity to bring about improvements for our airlines, our passengers and our local communities.

However, this is a complex process, which will see us working closely with the Civil Aviation Authority, NATS (who manage UK airspace), the Department for Transport and other neighbouring airports. It also involves us working with stakeholders across the region. It is not overstating things to say we cannot complete this process without your input, and there will be different opportunities for you to have your say along the way.

In these initial stages, we are gathering views on the design principles we will follow as we begin to develop our proposals at London Stansted. This document explains this in more detail and asks a number of questions we would like you to answer.

We hope you get fully involved with this important process to help us realise the benefits a modernised airspace can bring to our region and the whole country.

Thank you for taking part and we look forward to hearing from you.

1 Introduction

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> The airspace in the South East and around London Stansted is some of the busiest in the world. Modernising the flight paths into and out from the airport will help manage this more efficiently, benefiting passengers and local communities.

Lynne Webb,
Watch Manager,
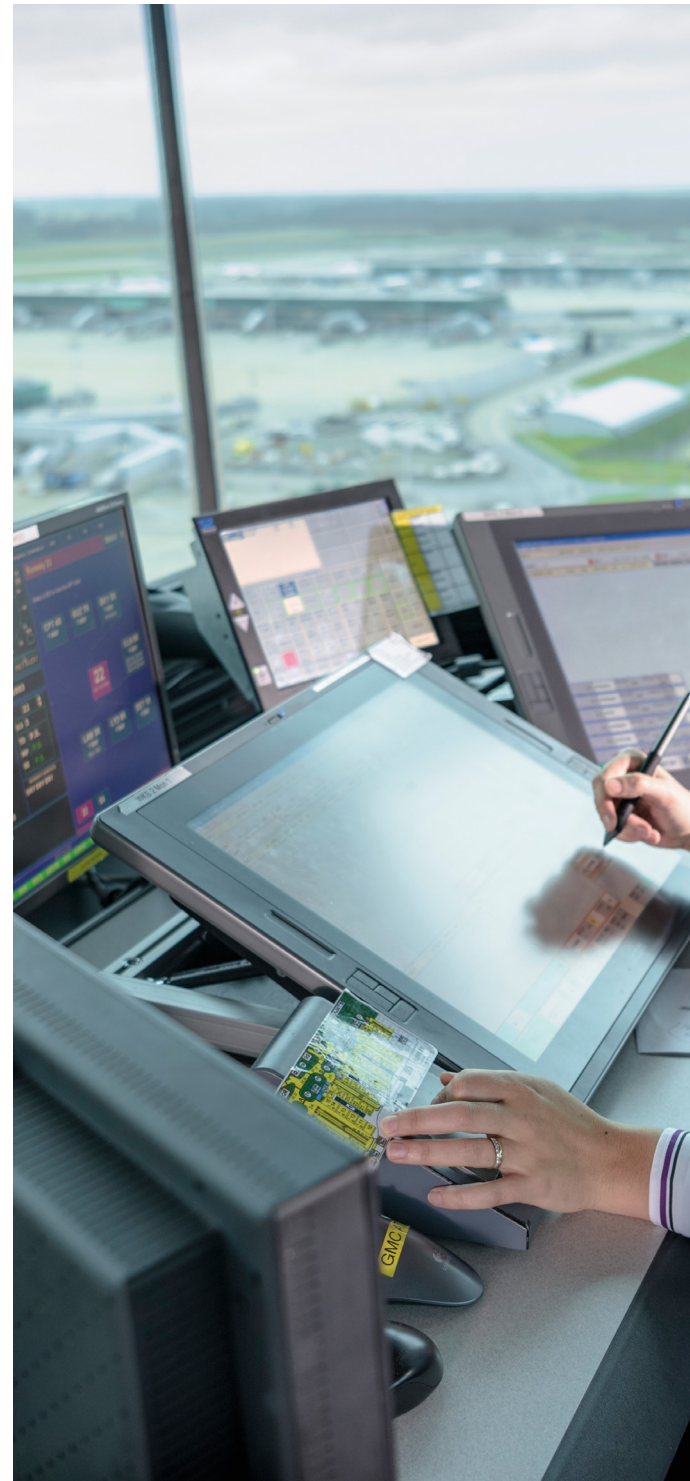NATS Stansted Control Tower,
London Stansted Airport

London Stansted Airport

200k

Aircraft movements per year

16

Airports in the South of the country are now taking a fresh look at aircraft operations around their airport (below 7,000 feet)

What is airspace?

Airspace is the area from the ground to a height of 66,000 feet. UK airspace is among the busiest in the world. It needs to be managed carefully to make sure we can provide safe and reliable journeys, with a network of routes used by aircraft passing through our airspace, or to and from UK airports. Airspace users include commercial airlines, private aircraft, helicopters, military aircraft, gliders and even hot-air balloons.

NATS is responsible for managing UK airspace, through their air-traffic control centres. Individual airports, such as London Stansted, are responsible for managing their own local airspace, making sure that arriving and departing aircraft are safely co-ordinated with the national control centre and other airports nearby.

Why is airspace changing?

The way airspace is managed in the UK has changed little since commercial flights began to grow in the 1950s. Although advances in technology have brought improvements, a lot about the way our skies are managed was designed for a different era. Developments in aircraft technology, and the fact that more people than ever before are flying, means the Government has asked the aviation industry to overhaul the way UK airspace is managed.

As part of a co-ordinated national programme of change, all airports in the South of the country are now taking a fresh look at aircraft flying at altitudes of below 7,000 feet around their airport to see what improvements can be made. The modern ways of flying that are now available give us the potential to make customers' journeys more reliable, reduce the effects flying has on the environment, better manage some of the local effects of flying (such as noise), and make further improvements in safety.

How airspace is managed at London Stansted

London Stansted has one runway, with 200,000 flights a year. Most of these are commercial passenger flights, but there are also some cargo flights and private aircraft. As part of a network of airports in the South East, we need to co-ordinate any airspace changes with other airports, particularly those nearby such as Luton and Southend. For this reason, we are part of the Future Airspace Strategy Implementation South (FASI-S) group of airports, and are responsible for reviewing all departure and arrival routes below 7,000 feet around the airport. NATS is responsible for operations above 7,000 feet.

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The airspace-modernisation process

Who is involved?

In 2017, the Government published a policy on the future of UK airspace. The policy made it clear that it is essential to modernise UK airspace. The CAA are responsible for the process of modernising airspace. All changes to airspace must follow the process published by the CAA and must get their approval at each of the stages shown on pages 10 and 11.

To make sure that airspace is modernised across the UK, the Government's policy expects all airports to modernise airspace close to their runways (where aircraft fly below 7,000 feet). NATS are modernising airspace arrangements at higher altitudes (where aircraft fly at and above 7,000 feet). To make sure that all of the changes at lower and higher altitudes work together, the Government and the CAA have set up a new body, the Airspace Change Organisation Group (ACOG), to co-ordinate the programme of airspace-modernisation projects.

How the process for modernising airspace works

In 2018, the CAA published a new process, called CAP1616, to manage changes to airspace. You can read about this process on the CAA website at airspacechange.caa.co.uk. The process set out in CAP1616 requires any changes to airspace to pass through seven stages. Airports must involve stakeholders at specified stages of the CAP1616 process to make sure the process is open and clear.

In February 2019, London Stansted completed the first step of the process (Step 1A), by submitting our Statement of Need to the CAA to explain why we want to modernise our airspace. The CAA confirmed that it was appropriate to make changes at London Stansted and provisionally assessed our proposal as a level 1 change. This means the full CAP1616 process applies. To make the details of all changes available to everyone, the CAA have created a dedicated website (airspacechange.caa.co.uk/about-airspace-changes) where you can see all airspace-change proposals currently being developed. Our Statement of Need and full details of CAP1616 are also on this website.

This document sets out our approach to the next part of the airspace-change process (Step 1B).

About Step 1B

Step 1B is the second part of the 'Define' stage of CAP1616. It considers the general principles we should follow when we eventually design our flight paths. The design principles are general considerations, not detailed proposals.

The feedback we get during Step 1B will give us a good understanding of what is important to stakeholders and will guide and shape our design principles. While discussions at this stage relate only to the design principles, further discussions, including a formal consultation, will be carried out later in the process.

Read more online:
caa.co.uk/cap1616

Read more online:
airspacechange.caa.co.uk

Read more online:
stanstedairport.com/futureairspace

London Stansted Airport future airspace anticipated timetable

We are here

2020	2020/2021	2021
Stage 1 **Define**	**Stage 2** **Development and assessment**	**Stage 3** **Full public consultation**

Step 1A In December 2018 we sent the CAA our Statement of Need, which was approved and provisionally defined as a level-1 change.	**Step 1B** We will gather views on design principles during early 2020, and send those principles to the CAA for approval in summer 2020.	Using the design principles produced during Stage 1 as a framework to evaluate different design options, we will develop and assess options for any airspace change. We will send details of those design options to the CAA for approval.	We will prepare to consult the public on these options. Once we have approval from the CAA to proceed, a formal consultation will take place in 2021.

2022	Early 2023	Late 2023	2024 onwards
Stage 4	Stage 5	Stage 6	Stage 7
Update and submission of proposals	**Decision**	**Implementation**	**Post-implementation review**
We will update our airspace-change proposal, taking stakeholders' feedback into account, before sending it to the CAA in 2022.	We expect the CAA's decision on whether to approve any airspace change in early 2023.	If approved, any airspace changes could be put in place in late 2023.	The CAP1616 process gives the CAA and airports 12 months to review any change that has been made to airspace.

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Step 1B and London Stansted Airport

> "The aim is for there to be a good level of understanding by change sponsors as to what design considerations are important to stakeholders

CAA – CAP1616 guidance

Read more online:
stanstedairport.com/designquestions

How we are gathering views

We have worked hard to identify all our stakeholders. This will enable us to gather a wide range of views during Step 1B.

To make sure we gather a range of views, we are working with YouGov, a leading market-research company, to hold a series of focus groups (groups of stakeholders brought together to discuss proposals and offer feedback). We have invited representatives from a wide range of stakeholders from the aviation world, local communities, businesses, elected members and national and regional organisations. YouGov has also recruited a representative sample of members of the general public to take part in these meetings.

To make sure we gather a representative range of views, we are directly contacting specific stakeholders to tell them about the process. Also, any member of the public can comment on our design principles. This document and more information on how you can get involved will be on our website at stanstedairport.com/futureairspace. If you would like to give us your views, you can do so by going to stanstedairport.com/designquestions.

How the information will be used

We are asking all those taking part in Step 1B a series of questions. These questions are set out further on in this document and are also on our website.

There are 11 questions, exploring a range of considerations we believe need to be taken into account when developing our design principles. These include things like whether it is better to concentrate flight paths over one area or spread flights out more widely, and whether there are specific areas that flight paths should not go over. You will also be able to give us any other views you want us to consider.

If you would like to give us your views, you can do so by going to stanstedairport.com/designquestions. If you want to be kept up to date on the process at London Stansted, under the General Data Protection Regulation (GDPR) we need your permission to keep your personal information for future correspondence. You can also see up-to-date information on the process at stanstedairport.com/futureairspace.

London Stansted Airport area

As set out in the introduction, the Government requires us to modernise the way airspace is managed around the airport where aircraft fly at altitudes of up to 7,000 feet. To make sure we can gather the views of stakeholders, we have identified the area any change may affect.

The area in red on the map below shows the maximum possible area within which aircraft may fly below 7,000 feet as they depart from or fly into London Stansted.

This map will guide Stansted's approach to consulting interested parties for Step 1B, but it may reduce in size as we refine our proposals through the later stages of the process.

The map defines a clear area, but stakeholders outside of that boundary can take part in our discussions if they want to.
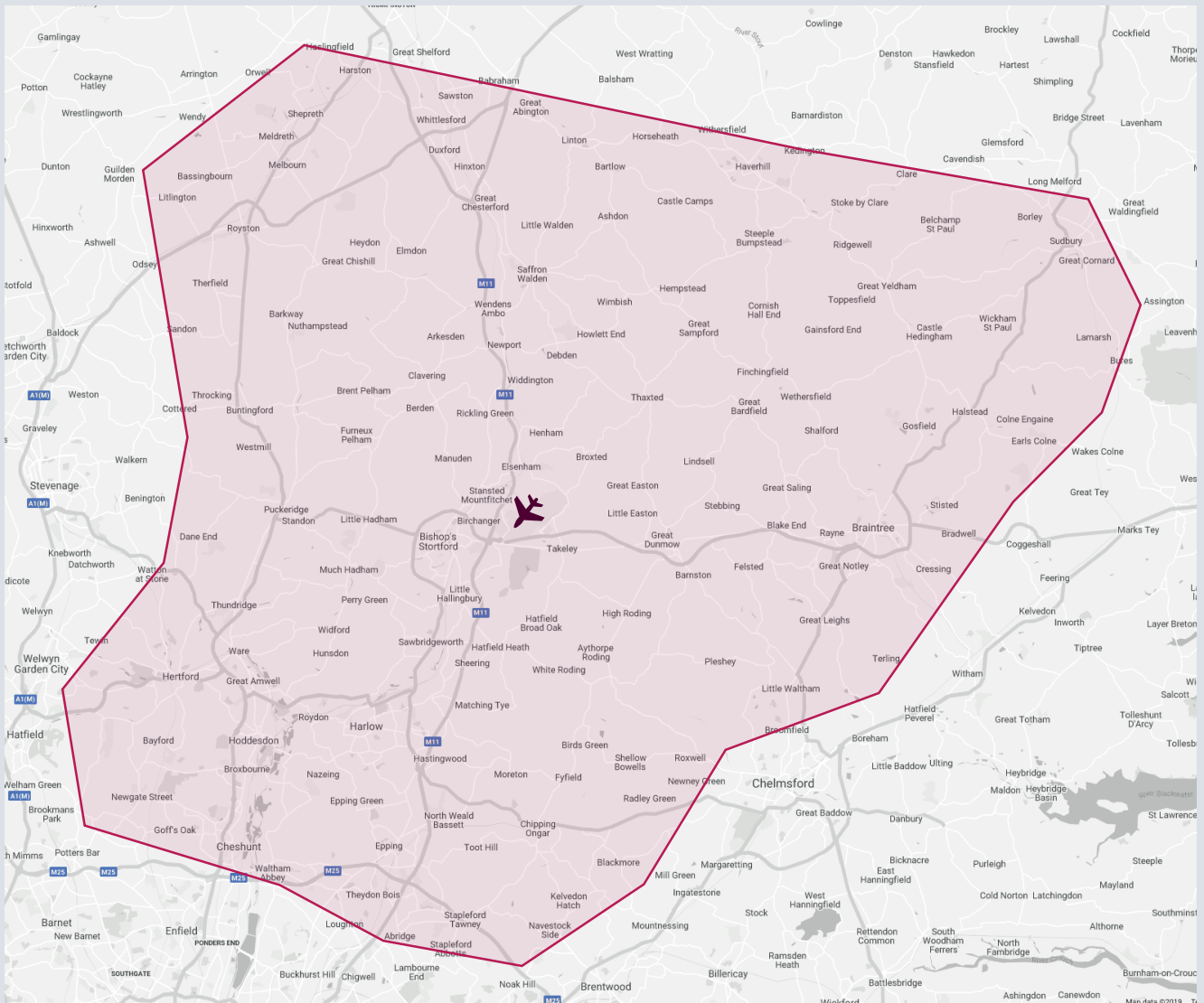
✈ London Stansted Airport

Step 1B and London Stansted Airport

Stakeholder Reference Group

We have created an independent Stakeholder Reference Group (SRG) to challenge and provide advice on our communication and consultation plans. The SRG will be made up of a selection of stakeholders and will:

- be independently managed by the Consultation Institute, an independent organisation that specialises in managing, and giving advice on, public consultation;

- meet regularly throughout the process to consider the suitability of our approach and review the accessibility of our materials; and

- help us to decide how best to manage the later stages of the process.

Next steps

Up until 13 April 2020 we will be gathering views on what our design principles should be. This information will then help us produce a set of draft design principles. We will test these with stakeholders, through a second round of focus groups (made up of those who took part in the first round and people who had not, and our SRG) before sending our proposals to the CAA along with an explanation of how we took the views of stakeholders into account.

We expect the CAA to review our proposals in mid-2020. If they are satisfied with the design principles and that we have followed the process correctly, we will be able to proceed to the next stage of the CAP1616 process and begin developing specific designs for airspace.

We do not currently have any specific proposals for how airspace around London Stansted might change. The purpose of this Step 1B is to develop a set of principles that will form the basis of the more detailed work that will follow, and which we will formally consult stakeholders on. We will publish more details on the next stages of the process nearer the time.

4

Step 1B questions and how to respond

How to respond to the following questions

On the following pages, we ask a series of questions for you to consider. Your answers will help us to develop the design principles that we will send to the CAA for approval.

In questions 1 to 8, we have presented the scenarios and two alternative views you may have about them. We ask you to choose one of these options. You can also use the box below the question to give us a different view that reflects your priorities. We also ask you to explain your preference and add anything else you think we should consider. Questions 9 and 10 ask for an opinion on a specific matter and question 11 gives you the opportunity to provide details of anything else that we should consider.

You can send your response to these questions by:

- filling in the online form at stanstedairport.com/ designquestions

- emailing your responses to futureairspace@stanstedairport.com

- posting your responses to:
  Future Airspace
  Corporate Affairs
  Enterprise House
  Bassingbourn Road
  Stansted Airport
  Essex CM24 1QW

Want to know more?

If you would like to be on a mailing list to be kept informed of all developments in the project to modernise airspace, email futureairspace@stanstedairport.com to give us your contact details and authorise us to contact you to keep you updated. We will use your details for the purposes of keeping you informed and will delete them at the end of the airspace-modernisation process.

Or, you can see the most up-to-date information at stanstedairport.com/ futureairspace

You can see aircraft movements and look at their heights and positions over the ground using WebTrak, which is on our website at stanstedairport.com/community/ noise/investigating-aircraft-noise/

You can also find a wide range of information about how we operate on our website at stanstedairport. com/community/

If you would like to get in touch you can:

- email us at futureairspace@ stanstedairport.com

- come to an outreach session details are on our website at stanstedairport.com/community/ community-outreach-sessions

You can see full details of all proposals for changes to airspace on the CAA's dedicated airspace change portal at airspacechange. caa.co.uk

Step 1B questions and how to respond

Avoid change or fly over new areas

The Government introduced our flight paths after public consultation, and they have stayed the same for many years.

Some people have chosen to live close to or under flight paths, perhaps because they are less affected by or concerned about aircraft noise. On the other hand, some people may have chosen to live in areas away from flight paths as they don't want aircraft flying over or close to their homes.

As we design our future flight paths, we need to consider whether to:

- prioritise keeping changes to a minimum to avoid flying over new areas (unless there is a strong reason to do so); or

- start with a 'clean sheet' and design new routes that might reduce the effect of aircraft noise, cut emissions and make better use of modern technology, but might fly over new areas as a result.

When we design our flight paths, which option below do you prefer and why?
Remember you can also use the box below to give us a different view that reflects your specific priorities.

Option 1 ☐	Option 2 ☐
Avoid aircraft flying over new areas, unless there is a strong case to do so.	Design the best possible routes (taking account of noise, emissions, efficiency and other relevant factors), even if this means flying over new areas.
NEW AREA	NEW AREA
Please use the box below to explain your preference and add anything you think we may have missed.	Please use the box below to explain your preference and add anything you think we may have missed.
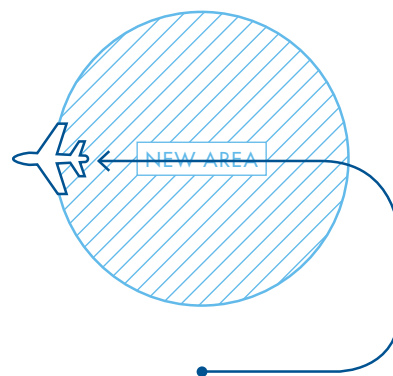
Concentrating or spreading out flight paths

Modern aircraft can use satellite guidance to allow them to fly more accurately. This means flight paths can now concentrate aircraft so fewer people are overflown and affected by aircraft noise. However, the people who are overflown will be affected more than they previously were.
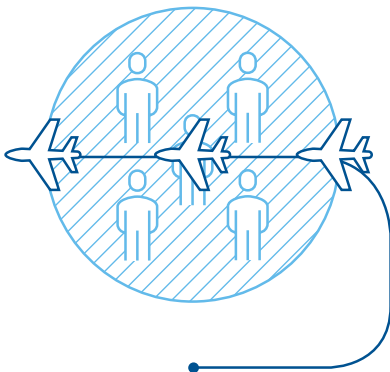
As an alternative, we can design flight paths that spread aircraft out over a wider area, perhaps using several alternative routes, and use varying flight paths on different days of the week or during different times of day or night to provide periods when there is less aircraft noise. If we take this approach, we will need to decide how long the periods of less aircraft noise last to create significant benefits.

When we design our flight paths, which option below do you prefer and why?
Remember you can also use the box below to give us a different view that reflects your specific priorities.

Option 1 ☐	Option 2 ☐
Concentrate flight paths, which will affect fewer people but to a greater extent.	Spread out flight paths, which will affect more people but to a lesser extent.
Please use the box below to explain your preference and add anything you think we may have missed.	Please use the box below to explain your preference and add anything you think we may have missed.
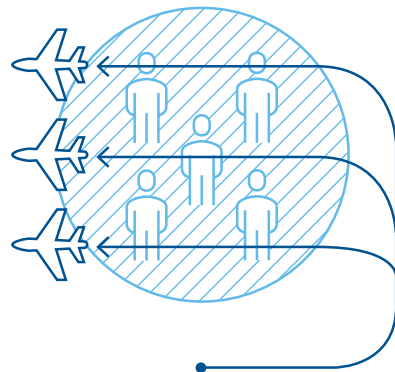
Step 1B questions and how to respond

Question 3

Flying over built-up areas

When designing flight paths, we need to consider the local communities that will be flown over. To minimise the number of people affected by aircraft noise, our current routes were designed to avoid flying over built-up areas, where possible, as this was the advice from the Government at the time the flight paths were designed.

If we design future flight paths to avoid built-up areas, in order to minimise the number of people affected by aircraft noise, that would mean we could continue to avoid flying over local towns such as Bishops Stortford and that we minimise the number of flights over larger populated areas such as Harlow, Ware and Saffron Walden.

However, in areas with higher levels of noise from other sources, such as from cars, construction, crowds of people and so on, aircraft noise may be less noticeable so an alternative approach would be to consider flying over larger towns. This would substantially increase the number of people exposed to aircraft noise but might reduce its overall effect.

If we continue to avoid flying over built-up areas, this will reduce the number of people who are overflown. However, this may lead to aircraft flying over areas where the level of background noise may be lower, so aircraft noise may be more noticeable.

Given the nature of the towns and villages around Stansted Airport, when we design our flight paths, which option below do you prefer and why?
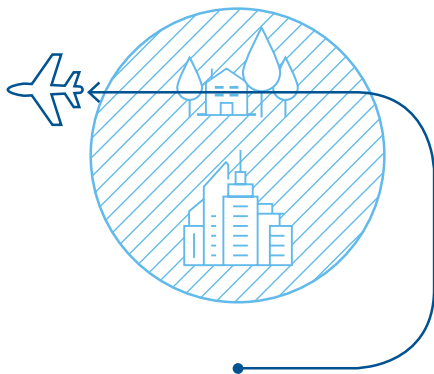
When we design our flight paths, which option below do you prefer and why?
Remember you can also use the box below to give us a different view that reflects your specific priorities.

Option 1 ☐	Option 2 ☐
Avoid flying over built-up areas, which will affect fewer people but to a greater extent.	Avoid flying over areas with lower levels of background noise such as some villages and rural communities.
Please use the box below to explain your preference and add anything you think we may have missed.	Please use the box below to explain your preference and add anything you think we may have missed.

Question 4

Balancing noise and emissions

We can now design flight paths so that aircraft fly more direct routes, shortening the distance to their destinations and reducing CO_2 emissions. It can also make journey times a little shorter.

Sometimes, aircraft fly a little further to avoid flying over local communities. Shortening these routes so they fly more directly might, in some instances, lead to aircraft flying over more local communities, which could lead to more people being affected by aircraft noise.

We need to find the right balance between having more direct flights (to reduce emissions and journey times) and keeping local communities' exposure to aircraft noise to a minimum.
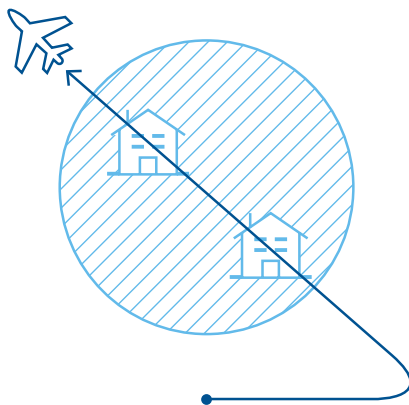
When we design our flight paths, which option below do you prefer and why?
Remember you can also use the box below to give us a different view that reflects your specific priorities.

Option 1 ☐	Option 2 ☐
Fly the most direct routes possible to reduce emissions, even if this means flying over more people.	Avoid flying over communities so fewer people are affected by aircraft noise, even if this means higher CO_2 emissions.
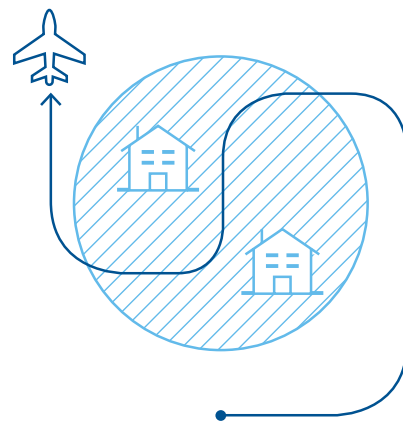
Please use the box below to explain your preference and add anything you think we may have missed.

Please use the box below to explain your preference and add anything you think we may have missed.

Step 1B questions and how to respond

Taking account of current arrangements and agreements

We already operate in a way that limits the effect of aircraft noise. This includes the set of flight paths we have in place for departing aircraft (our noise preferential routes), using a 'continuous descent' approach for south westerly arrivals (so arriving aircraft are able to stay higher for longer) and using satellite guidance on some of our departure routes (so aircraft fly the route as accurately as possible).

We also have a number of agreed operational procedures (for example, the point an aircraft must be at for the final approach to the runway on arrival, and the arrangement to avoid flying directly over St Elizabeth's, a local residential care home for patients with epilepsy and other complex medical conditions).

As we design future flight paths, we need to consider whether to continue operating as we have previously agreed or whether we should design entirely new routes to achieve the best possible outcomes (taking account of factors such as noise, emissions, sensitive sites and the airport running efficiently to minimise delays to passengers).
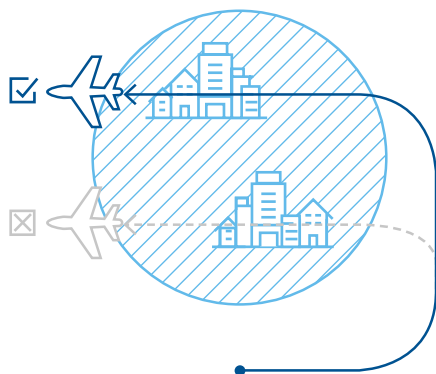
When we design our flight paths, which option below do you prefer and why?
Remember you can also use the box below to give us a different view that reflects your specific priorities.

Option 1	Option 2
Continue with current arrangements and ways of operating.	Design new routes to achieve the best possible outcomes for reducing noise and emissions while increasing the efficiency of the airport.

Please use the box below to explain your preference and add anything you think we may have missed.

Please use the box below to explain your preference and add anything you think we may have missed.

Other airspace users

While we control airspace around our airport, not all flights in our airspace are to and from the airport. We need to make our airspace available for other users, including private planes, helicopters, military flights, air ambulance, gliders, microlight aircraft, balloon flights and drones.

How we design our flight paths could allow other users to operate freely or might lead them to make lengthy detours and experience delays.

As we design future flight paths, we need to consider whether to:

- prioritise the best possible routes for aircraft flying to and from the airport, to minimise noise, emissions and inefficiencies in operations at our airport; or

- introduce flight paths that mean other airspace users are not significantly disadvantaged by changes, even if this means aircraft using the airport cause more noise or emissions.
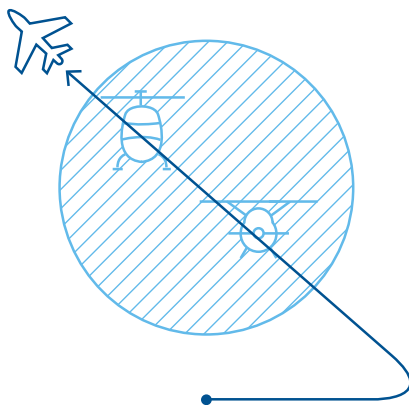
When we design our flight paths, which option below do you prefer and why?
Remember you can also use the box below to give us a different view that reflects your specific priorities.

| Option 1 ☐	Option 2 ☐
Design the best possible routes (for minimising noise, emissions and inefficiencies in operations at our airport) for aircraft flying to and from the airport, even if this disadvantages other airspace users.	Design routes that minimise the effect operations at the airport have on other airspace users, even if this means increased noise and emissions.
Please use the box below to explain your preference and add anything you think we may have missed.	Please use the box below to explain your preference and add anything you think we may have missed.
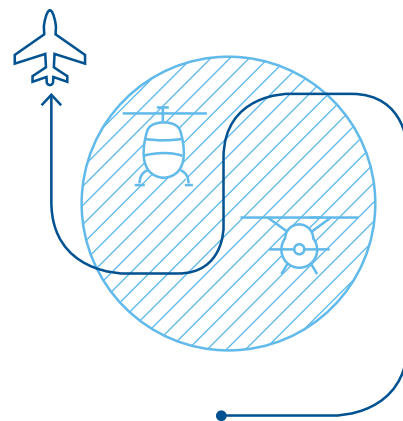
Step 1B questions and how to respond

Aircraft types

Some flight path designs would require aircraft to have the very latest navigation equipment. If we design flight paths that require aircraft to use the latest equipment, it could make it difficult for some older or smaller aircraft to be used. This could reduce the frequency of some flights and potentially lead to delays. It may also result in aircraft without up-to-date technology having to fly slightly different flight paths, or flying less accurately, which could lead to them flying over local communities which are not currently flown over.

If we design flight paths that are suitable for all aircraft types, we may not be able to take full advantage of some of the latest equipment and techniques. This might mean, for example, that we can't minimise aircraft noise as effectively or that the airport operates less efficiently.

The number of older and smaller aircraft affected by any change we make is likely to reduce over time. In the meantime, we need to consider how we can take account of how and where these aircraft currently operate.
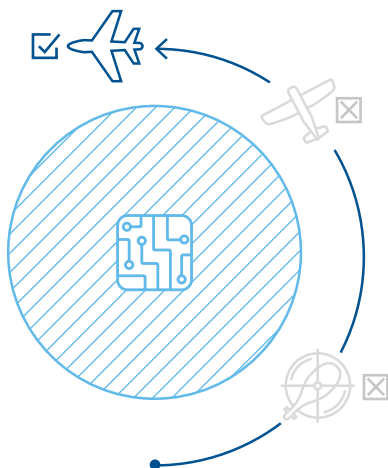
When we design our flight paths, which option below do you prefer and why?
Remember you can also use the box below to give us a different view that reflects your specific priorities.

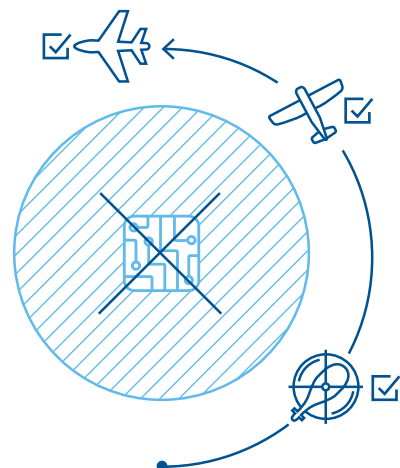| Option 1 ☐	Option 2 ☐
Take advantage of the latest technology and techniques, even if this makes flight paths more difficult for older and smaller aircraft.	Make flight paths suitable for all aircraft, even if this means new technologies and techniques cannot be used.
Please use the box below to explain your preference and add anything you think we may have missed.	Please use the box below to explain your preference and add anything you think we may have missed.

Question 8

Multiple flight paths in the same area

For safety reasons, aircraft must take off and land into the wind. This allows departing aircraft to climb faster and landing aircraft to stop more quickly.

The direction of take-off and landing changes when the direction of the wind changes. For this reason, we have two sets of flight paths, one for when the wind is from the south west (as is often the case) and one for when the wind is from the north east.

From each runway there are alternative arrival and departure routes. This means that we have several flight paths, some of which overlap. If we design each new flight path on its own, we can make sure each route is the best it can be, so reducing noise and emissions, and allowing the airport to operate as efficiently as possible (improving travel time while reducing emissions). However, designing each flight path individually could mean that, when we put them all together, some areas are overflown by several routes.

When we design future flight paths, we need to find the best overall outcome and consider whether we should prioritise:

- the efficiency of individual routes; or
- avoiding areas being overflown by several routes.

When we design our flight paths, which option below do you prefer and why?
Remember you can also use the box below to give us a different view that reflects your specific priorities.

Option 1	☐

Make sure each route can achieve the best balance between reducing noise and keeping emissions low, even if this means some areas are overflown by several routes.
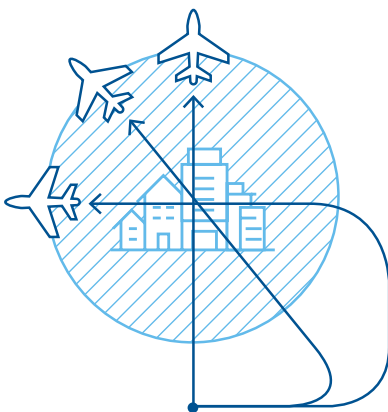
Please use the box below to explain your preference and add anything you think we may have missed.

Option 2	☐

Avoid having areas overflown by several routes, even if this limits our ability to minimise noise and emissions.
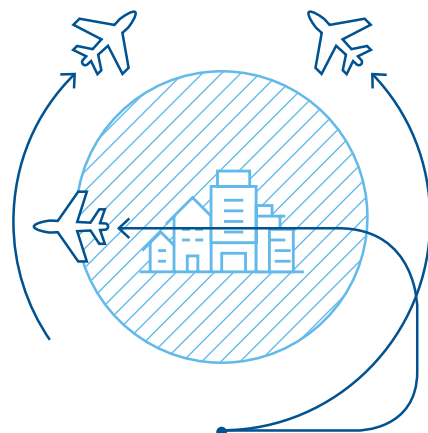
Please use the box below to explain your preference and add anything you think we may have missed.

Step 1B questions and how to respond

Question 9

Areas that we should avoid flying over

The flight paths we design will control aircraft flying at heights of up to 7,000 feet. The areas that might be overflown up to this height are shown in the diagram on page 13.

When designing flight paths, we need to consider areas that will be overflown, particularly at lower altitudes. It may be best to avoid some areas, such as parks, historic properties and nature reserves, because they are particularly tranquil or spaces where people go to relax. Certain buildings, such as schools, care homes and hospitals, can be particularly affected by noise.

It may also be inappropriate to fly over some areas, for example if they present a danger to aircraft because they are used for military training or have a large number of birds.

When we design our flight paths, are there any areas or buildings that you think we should avoid flying over?
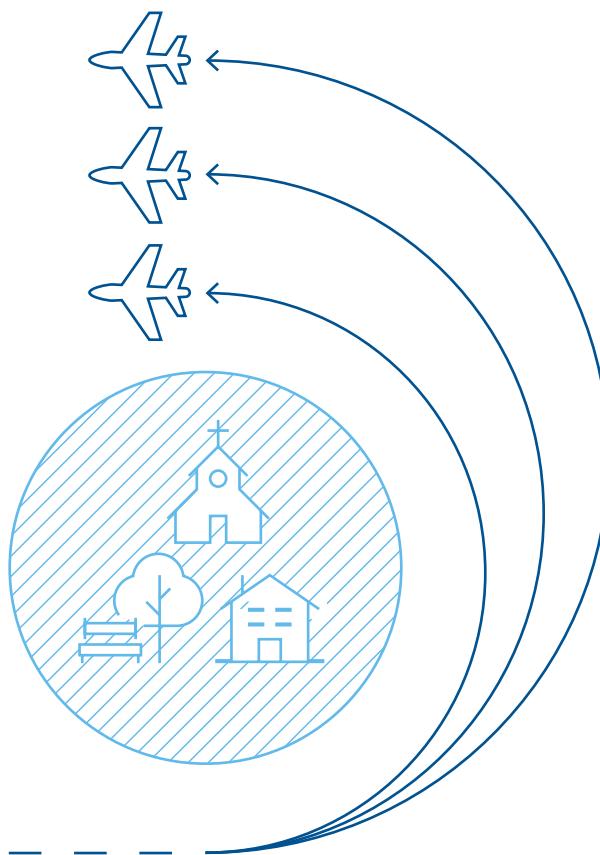
Yes ☐

No ☐

If yes, please give the name of the building or area and where it is, explain why and when we should avoid it, and the potential consequences of flying over the particular site.

_____

_____

_____

_____

Question 10
Meeting requirements

As we design our flight paths, there will be certain national and international safety, regulatory, legal and operational requirements:

1. **Safety –** all new flight paths must meet all required safety standards.

2. **Industry standards and regulations –** industry standards (usually set internationally) or regulations apply to some aspects of how aircraft fly. All new flight paths must meet these legal obligations.

3. **Consistent with the national system of aircraft routes –** our new flight paths will become part of a new national network of routes, so they must take account of flights to and from other airports. As our flight paths will only be designed to 7,000 feet, they will also need to join up with national aircraft routes at higher altitudes.

4. **Maintaining and improving our airport –** London Stansted Airport is a busy international airport which continues to grow to provide the services our customers need. In line with the Government's policy of 'making best use' of our nation's airports (https://www.gov.uk/government/publications/aviation-strategy-making-best-use-of-existing-runways), our flight paths must allow us to provide the services that we offer today and meet any future demand from customers (within the limits set by current or future planning conditions).

5. **Keeping to government policy –** UK airspace is amongst the busiest in the world. To tackle the issue of congestion, the Government instructed the CAA to develop an Airspace Modernisation Strategy (AMS (CAP1711)), which was published in December 2018. Our design principles must take account of government policy on aviation, and reflect the requirements of the Airspace Modernisation Strategy.

Do you agree that any design for future flight paths must meet the requirements shown opposite?

Yes ☐   No ☐

If no, please explain why.

_____
_____
_____
_____
_____
_____

Do you think there are any other requirements that our new flight paths must meet?

Yes ☐   No ☐

We also ask you to explain your views and add anything you think we should consider.

_____
_____
_____
_____

Question 11
Other things we should consider

In our questions we set out the important factors that we think we will need to consider when designing new flight paths.

As well as considering your answers to those important questions, we want to know if there are other things you think we should be taking account of.

If there is anything else we need to consider, or do you have any suggestions? If yes, please give details below

_____
_____
_____
_____

5

Frequently asked questions

5 Frequently asked questions

Q What are you doing?

A Along with all airports in the South of the UK, we are taking part in a process of modernising the way we use our airspace. Under a Government requirement, we must consider aircraft arriving at and departing from London Stansted Airport, at heights of up to 7,000 feet. This is the first part of a national programme of airspace modernisation being overseen by the CAA on behalf of the Government. At this stage of the process, we are gathering views on the principles we should follow when designing any changes to the way we manage our airspace.

Q Why are you doing this now?

A The Government wants to complete the modernisation of UK airspace. There are a number of different stages to the process, with the CAA reviewing our proposals at key points. In order to achieve the Government's deadline, we need to start work now, by agreeing the principles we will follow as we develop our designs. This is also in line with the timetable being followed by other airports who are going through the same process.

Q Will this mean more flights to and from London Stansted?

A There is a limit of 274,000 flights to and from London Stansted each year, and there are no plans to increase this. Airspace modernisation offers the opportunity to manage our airspace more efficiently, which can help reduce delays, manage the effect on local communities and reduce emissions.

Q What does this mean for local communities?

A Modernising airspace and making better use of new technology can offer opportunities to reduce the effects flights have on those living near the airport. As part of this stage of the process, we are asking people about some of the principles we should follow when developing our design options. Some of these are relevant to local communities (such as whether it is preferable to concentrate flight paths over one area or spread them over areas, or whether there are specific areas which should be avoided completely). In 2020/2021 we will consult the public on the more detailed proposals we develop in the later stages of the process.

Q | Could this affect flights at night?

A | We are gathering feedback at this stage to help us develop the design principles we use to guide the design of any eventual change to airspace, regardless of the time of day.

Q | What does this mean for passengers?

A | How airspace is managed can affect whether flights arrive and depart on time. By making better use of new technology – both on aircraft and on the ground – the Government expects flights to become more reliable, the need for 'stacking' (aircraft circling in a specified area of airspace while they wait to land at the airport) to be reduced, and unnecessary delays, carbon emissions and noise to be cut.

Q | Is this related to your application to increase the number of passengers at Stansted?

A | No. This process of modernising the airspace around London Stansted is part of a national programme, and is completely separate from our proposals to serve more passengers at London Stansted without increasing the total number of flights. There are further details about these proposals at uttlesford.gov.uk/article/5831/Key-documents-for-the-Stansted-Airport-application

Q | Might I be affected by flights from other airports, e.g. Luton?

A | All airports in the UK must take part in the Government's airspace-modernisation programme. Full details of each airport's progress are given on the CAA's dedicated airspace change portal at airspacechange.caa.co.uk. The Airspace Modernisation Strategy is divided into two geographic regions, north and south. Due to the complexity of airspace in the London & South East region, all airports in the South of England are following a co-ordinated approach to airspace modernisation. As part of the Future Airspace Strategy Implementation South (FASI-S), each airport will be responsible for modernising the network of routes below 7,000 feet, and NATS are responsible for modernising the airspace at and above 7,000 feet. To meet the requirements of the overall strategy, the airports and NATS will need to work together to make sure that any changes are made in a co-ordinated way.

Further information

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Be part of the conversation

stanstedairport.com/futureairspace

The following documents provide detailed background information to the Government's national programme of airspace modernisation.

Airspace change proposals for all UK airports, together with supporting documents, are on the CAA's airspace change portal at airspacechange.caa.co.uk

The CAA's CAP1616 document sets out the regulatory process for changes to airspace design https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=8127

The CAA's full airspace modernisation strategy is at publicapps.caa.co.uk/docs/33/CAP%201711%20Airspace%20Modernisation%20Strategy.pdf

Further details and other documents relating to London Stansted's part in the wider Government programme of airspace modernisation is on our website at stanstedairport.com/community/

A large-text, black-and-white version of this document is available at stanstedairport.com/futureairspace

Glossary

Term	Definition
ACOG	Airspace Change Organisation Group. A newly established body set up by the Government and the CAA to co-ordinate the programme of airspace-change projects across airports and upper airspace.
Airspace Modernisation Strategy	The Government's strategy and plan for the use of UK airspace, including the modernisation of airspace.
ATM	Air traffic movement.
CAA	Civil Aviation Authority, the aviation industry's regulator.
CAP1616	The CAA's guidance document which sets out the regulatory process which all airspace-change proposals must follow.
Continuous Descent Approach (CDA)	Method by which arriving aircraft descend on a smooth continuous glide path, therefore staying higher above the ground for longer and reducing the level of arrival noise heard on the ground.
Focus group	Group of representative stakeholders brought together to discuss proposals and offer feedback.
GDPR	The General Data Protection Regulation.
NATS	The UK's air traffic navigation service provider, formerly known as National Air Traffic Services.
Noise Preferential Route (NPR)	Legally defined initial flight paths that departing aircraft must remain within until they have reached a set minimum height.
Performance Based Navigation (PBN)	Satellite-based navigation system designed to improve track-keeping accuracy for aircraft.
Stacking	Process of holding aircraft in a specified area of airspace while they wait to land at an airport.

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London Stansted
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Mark
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