

MAG Intranet dedicated Future Airspace page

MENU ▾

NEWS

PEOPLE DIRECTORY

POLICY HUB

APPS AND TOOLS

FAQS

Future airspace



INTRODUCTION

In 2017, the government set out its policy on the future of UK airspace which made it clear that airspace modernisation is essential. Following this the Civil Aviation Authority (CAA) launched a formal process called CAP1616, which requires all UK Airports to modernise their arrival and departure routes at low levels (under 7,000ft). CAP1616 outlines a number of detailed stages that must be followed, with CAA approval required at the end of each in order to progress. MAG fully supports airspace modernisation and the wide range of benefits that it can offer, notably, helping to reduce carbon emissions, enabling us to better manage how noise impacts our local communities, reducing the need for aircraft stacking on arrival and reducing delays for passengers.

There are seven clear stages to the formal airspace change process, London Stansted Airport have completed Step 1A of Stage 1 by submitting our Statement of Need. We are now at Step 1B, Define. This stage requires us to work with stakeholders to determine a set of design principles that we will use to govern the review of airspace. Design principles are high level considerations that are general in nature. These could cover 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 shouldn't go over. Stakeholder engagement on our design principles starts on 2nd March 2020 and will end on 20th April 2020. We will then use this feedback to draft our design principles which we will test with stakeholders before submitting them to the CAA in summer 2020.

We have produced an information document that includes a number of questions which we are seeking stakeholder feedback on, responses to these questions will help us understand what factors are most important to our stakeholders which in turn will help inform our design principles.

Full public consultation is not required at this stage. The wider public will have the opportunity to contribute their views during Stage 3 (currently expected to take place in 2021/2022) when we will formally consult on the airspace change proposals that we have developed.

If you would like to know more, please email futureairspace@stanstedairport.com

Future Airspace at London Stansted Airport



Internal notice – Future Airspace website now live



Future airspace website now live

*A few weeks ago we shared a story about the **Airspace Modernisation Programme** and what this means. Our airspace hasn't undergone any significant redesign since it was first mapped in the 1950s. There are now around 2.5m more aircraft in our airspace and these have more modern, up-to-date technology available to them. The current infrastructure, flight paths and methods of navigation mean that the capabilities of these more efficient aircraft can't always be fully utilised. So the Government has asked airports across the country to modernise the airspace in their control.*



Modernising our airspace will improve the resilience of our flights, so we can all be more confident that our holidays and business trips will not be affected by delays. It will make it easier for today's modern aircraft to fly to their full capability, with quicker climbs and later descents, to help reduce noise on the ground.

This week, we will host a series of focus groups including members of the public, aviation industry, local businesses, elected representatives, special interest groups, national organisations and community representatives who will be providing their views on the broad principles we should follow when designing any change to its airspace. Examples include whether it is better to concentrate flights over one area or spread them out more evenly, and how it should account for other airspace users such as gliders and drones.

If any of our colleagues would like to take part in this stage of the process, you can visit our dedicated future airspace website at <https://www.stanstedairport.com/futureairspace/> where further details about the programme, including the questions being asked and how to respond, can be found.

A few weeks ago we shared a story about the **Airspace Modernisation Programme** and what this means. Our airspace hasn't undergone any significant redesign since it was first mapped in the 1950s. There are now around 2.5m more aircraft in our airspace and these have more modern, up-to-date technology available to them. The current infrastructure, flight paths and methods of navigation mean that the capabilities of these more efficient aircraft can't always be fully utilised. So the Government has asked airports across the country to modernise the airspace in their control.

Modernising our airspace will improve the resilience of our flights, so we can all be more confident that our holidays and business trips will not be affected by delays. It will make it easier for today's modern aircraft to fly to their full capability, with quicker climbs and later descents, to help reduce noise on the ground. Early analysis by NATS suggests Airspace Modernisation could deliver up to 20% annual savings in fuel burn and CO2 emissions.

This week, we will host a series of focus groups including members of the public, aviation industry, local businesses, elected representatives, special interest groups, national organisations and community representatives who will be providing their views on the broad principles we should follow when designing any change to its airspace. Examples include whether it is better to concentrate flights over one area or spread them out more evenly, and how it should account for other airspace users such as gliders and drones.

If any of our colleagues would like to take part in this stage of the process, you can visit our dedicated future airspace website at <https://www.stanstedairport.com/futureairspace/> where further details about the programme, including the questions being asked and how to respond, can be found.

Nick Millar, operations director said:

"When delays start to build up on our roads or rail network, the impact it can have on the ground is all too obvious. It's easy to forget that we have a similar network in the sky, which our airlines and other airspace users rely on to get from A to B.

"This upgrade of the UK's airspace is long overdue and will help make flying much more efficient and environmentally friendly. But we understand the impact aircraft can have on those people living near an airport, which is why we are undertaking a thorough programme of engagement to understand what matters most to our neighbours.

"This initial phase will help us frame the way we develop our proposals, which will be subject to full public consultation next year. The views of stakeholders and local residents are central to this process, and anybody who wishes to take part is welcome to submit their views."

A full public consultation on the plans will begin in 2021.

Internal notice – employee engagement

This week's Big Conversation

Volunteers wanted for Future Airspace programme

Over the last few months, you may have heard colleagues talking about airspace and the Future Airspace Programme. We wanted to share some information with you about what all this means as the programme prepares to kick off its first round of public engagement. Plus we're on the lookout for volunteers to help us prepare for our first set of public meetings.

Next month the Future Airspace team will be holding a number of focus groups with members of the public and selected stakeholders. We need to make sure we've included all the right information and can explain it properly, so are on the lookout for volunteers to take part in a rehearsal on 18th February. Details of how to get involved can be found below.

**What is airspace?**

Airspace is the air which aircraft can fly in. Think of it like the motorway in the sky. The whole world is divided into sections which are managed by a controlling authority. They have responsibility for ensuring air traffic services are provided to the aircraft flying within it. For the UK, the Civil Aviation Authority (CAA) is the controlling authority.

Why are we talking about it now?

Our airspace hasn't undergone any significant redesign since it was first mapped in the 1950s. There are now around 2.5m more aircraft in our airspace now and these have more modern, up-to-date technology available to them. The current infrastructure, flight paths and methods of navigation mean that the capabilities of these more efficient aircraft can't always be fully utilised. So the Government has asked airports across the country to modernise the airspace in their control.

What are the benefits of the programme?

Modernising our airspace will improve the resilience of our flights, so we can all be more confident that our holidays and business trips will not be affected by delays. It will make it easier for today's modern aircraft to fly to their full capability, with quicker climbs and later descents, to help reduce noise on the ground. The 'stacking' of planes, where aircraft queue in a circular pattern waiting to land, could also potentially end. Early analysis by NATS suggests Airspace Modernisation could deliver up to 20% annual savings in fuel burn and CO2 emissions.

Plans to modernise the airspace across Europe will provide capacity for the aviation industry to deliver £29 billion to UK GDP and create a further 116,000 jobs by 2035.

What are we doing about it at London Stansted?

The Government and CAA have instructed airports to follow a process, called CAP1616, which outlines seven stages that must be completed in order to make flying quicker, quieter and cleaner. We expect to complete Stage 1 of this in the summer. These principles will help to shape the Future Airspace Programme and will make sure that future flight paths are designed in line with feedback from stakeholders.

The first stage will involve a series of focus groups with key stakeholders providing their feedback on the design principles. There will also been an online portal for those interested to submit their comments, further details on this will be shared shortly.

If you are interested in finding out more, we have a great video which tells you all about the programme, watch it [here](#).

We need your help!

We are looking for 8 volunteers to take part in a practice focus group at the Aerozone on Tuesday 18th February, 2-4pm. Absolutely no prior knowledge required. If you are interested in taking part, please contact [REDACTED]