



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, then 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): *

SAIP AD6 (Joint Proposal) - Efficiency & Safety Improvements LTC Essex Region

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 En Route Ltd (NERL)

Registered Company Number

Country of Company Registration

Registered Office Address

4000 Parkway, Whiteley, Hants

Postcode

PO157FL

E-mail

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

Primary Point of Contact Name *

Telephone *

E-mail *

Secondary Point of Contact Name

Telephone

E-mail

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 checked="" type="checkbox"/> ATS Airspace (AD-EGXX-2.17) | <input checked="" 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 checked="" type="checkbox"/> Standard Arrival Route (AD-EGXX-7) |
| <input type="checkbox"/> Instrument Approach Procedure (AD-EGXX-8) | <input type="checkbox"/> Visual Reference Point | <input checked="" 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. *

Tripartite NATS-Stansted Airport-Luton Airport proposal - additional sponsor contact details:
London Stansted Airport - Nick Millar Operations Director, Enterprise House, Bassingbourn Road, Stansted CM24 1QW
London Luton Airport - James Dantas - Navigation House, Airport Way, Luton, Bedfordshire LU2 9LY

Current Situation:
Inbound traffic to Luton and Stansted share Standard Arrival Routes and holding capacity at LOREL and ABBOT and is largely managed by a single Terminal Control sector, Essex Radar. As traffic levels at both airports have significantly increased, the complexity, (number of interactions within the sector) has also significantly increased. Continued growth is anticipated at both airports.

Issue or opportunity to be addressed and the cause:
A NATS internal safety report (TC Essex Safety Survey) has made a number of recommendations about the separation of Stansted and Luton arrival flows, the need for systemisation and consideration of dedicated holding capacity for Luton as well as highlighting rapidly increasing complexity as movement numbers increase at both airports.

Desired outcome:
A reduction in complexity, workload and delays in relation to arriving traffic at Luton and Stansted.
Unused portions of CAS established in support of the Luton and Stansted operation would be reclassified to allow maximum access to all airspace users.

Specific challenges:
Safety imperative identified within NATS safety report makes adherence to minimum timeline achievable under CAP 1616 process highly desirable.
Tripartite application sponsored by NATS, Stansted and Luton Airports meaning that all portions of the application require coordination, agreement and resource commitment by all three parties.

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. *

12 Dec 2019

Please provide your proposed AIRAC effective date *

AIRAC 11/2020

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) . *

See body text above

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

Multiple requirements for 5LNCs, some could be alphanumerics.