



DAP 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): *

FASI-S (Gatwick) Redesign of departure and arrival routes and procedures

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) *

Gatwick Airport Limited

Registered Company Number

1991018

Country of Company Registration

England

Registered Office Address

Destinations Place, Gatwick Airport, West Sussex,

Postcode

RH6 0NP

E-mail

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

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 checked="" 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 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 checked="" 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 checked="" type="checkbox"/> ATCSMAC (AD-EGXX-5) | <input checked="" type="checkbox"/> Standard Instrument Departure (AD-EGXX-6) | <input checked="" type="checkbox"/> Standard Arrival Route (AD-EGXX-7) |
| <input checked="" 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. *

Current Situation

The Strategic Rationale (Upgrading UK Airspace - Moving Britain Ahead (DfT 2017)) identified that the existing airspace design, specifically above Southern England, is approaching the limits of its capacity and contains design features which have adverse operational, financial and environmental consequences and inhibit improvements. It is predicted that there will be a sustained and significant increase in air traffic movements at all Southern England airports out to, and beyond, 2030; this additional traffic will place further pressures on existing capacity. Without a complete redesign of the en-route and terminal airspace, coupled with extensive redesign of airport airspace and procedures, the system will increasingly struggle to meet future demand, and as a consequence, any adverse impacts experienced by airspace users, and communities, will only worsen. Full modernisation of the airspace is long overdue in order to free up capacity, manage traffic efficiently and enable innovations that can reduce the environmental impacts of aviation.

The CAA is developing an Airspace Modernisation Strategy which contains a number of linked initiatives. The modernisation of airspace across Southern England will be conducted under a single programme known as Future Airspace Strategy Implementation South (FASI-S). The DfT have asked all affected airports, including Gatwick, to commit to undertake related airspace change, through this programme, in support of the Strategy's objectives.

Airspace changes will be separated into two components using Flight Level 70 (FL70), approx 7000 feet, as the defining boundary. DfT have asked NATS/NERL to lead on the re-design above FL70 and all airports affected, including Gatwick, to lead their own airspace changes below FL70. Each airport will determine the location of entry and exit 'letterboxes' at FL70 to link into the NATS/NERL flightpaths above 7000 feet. Gatwick's airspace change will support the creation of additional airspace capacity, enable the efficient accommodation of additional traffic, facilitate environmental performance improvements, complement Gatwick's infrastructure development and help to address community environmental concerns.

Opportunity

The NERL-led London Airspace Modernisation Project (LAMP) will enable Gatwick to progress the redesign of its departure and arrival procedures in an integrated and collaborative manner. At the heart of this will be procedures that make use of increasing navigation accuracy so as to reduce overflight of populated areas and improve continuous descents and descents. Design improvements will create additional capacity and allow Gatwick to manage traffic in ways that reduce, where possible, the impact on local communities. In addition, the redesign of Gatwick's arrival and departure routes should offer operational efficiencies, in the form of reduced stacking, fuel burn and CO2 emissions, and allow greater systemisation of procedures, which when combined with new air traffic management tools and aircraft capabilities, should facilitate noise reduction and other environmental benefits.

The implementation of this strategically important redesign is unlikely to occur before 2024 and should be seen as a once-in-a-generation opportunity. As such, the airspace redesign should be compatible with the potential growth plans of all affected airports, thus ensuring that airspace capacity will not be a constraint on the growth of commercial aviation. This will minimise the number of changes faced by communities and ensure the redesigned airspace can meet the UK's future connectivity requirements.

At Gatwick, that means creating an airspace design that can accommodate a range of development scenarios, including making the best use of our existing runways and infrastructure, in line with stated government policy, and ultimately the development of a full second runway, should a Government decide to support that policy.

Airspace and procedure design will seek to mitigate, where possible, the impact of incremental growth. All routes and procedures will be designed to be compatible with 4D operations and may, where appropriate, adopt RNP navigation standards. It is our ambition that Gatwick's redesign will unlock a range of additional benefits for communities, airlines and passengers; these will be fully assessed as part of the airspace change process.

Desired Outcomes

- Develop and implement systemised departure and arrival procedures that improve safety and resilience, increase capacity and offer improved operational agility in line with the Government's policy on making best use of existing runways and infrastructure.
- Efficiently integrate with LAMP airspace design and make best use of enhanced network system capabilities.
- Limit, and seek to reduce environmental impacts on, and provide predictability for, local communities.

Specific Challenges

- Undertaking the re-design alongside a legally required airspace change on Gatwick's departure Route 4 (right hand departure off Runway 26).
- Integration with airspace changes by neighbouring airports which will require a significant degree of joint engagement and consultation on airspace design and procedure deconfliction.

Schedule Notes:

It is expected that all FASI-S Airspace Changes that are designed to interact with LAMP airspace will be considered together in late

2021/early 2022. Implementation of the full airspace design is expected to occur from early 2024. The AIRAC effective date will be determined later; the AIRAC date indicated below should not be used for planning purposes.

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 Oct 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) . *

To be determined

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

TBC