

**MINUTES OF THE LONDON LUTON FASI-S ASSESSMENT MEETING HELD AT THE HILTON HOTEL, GATWICK – TUESDAY 22 JANUARY 2019**

MEETING MINUTES	ACTION
<p><b>Introduction</b></p> <p>CAA started by stating that as the CAP1616 process is more involved than the previous CAP725 process, sponsors of Airspace Change Proposals (ACPs) will have an account manager assigned in place of the current process of using one of the Technical Airspace Regulators.</p> <p>CAA advised that they will be a temporary point of contact until an account manager is assigned.</p> <p>The CAA read out the below CAA Assessment Meeting Opening Statement:</p> <p>The CAA has received the Statement of Need in advance of this Assessment Meeting and can confirm that the documents will be published together with the minutes of this meeting on the CAA Website</p> <p>It must be noted that this is an Assessment Meeting and not a Gateway. The Change Sponsor will be required to provide a broad description of their proposed approach to meeting the CAA’s CAP1616 requirements however the CAA will not at this stage decide whether the proposed approach met the detailed requirements of the CAA’s process.</p> <p>The purpose of the Assessment Meeting as set out in detail in CAP 1616 is broadly for the Sponsor to present and discuss their Statement of Need, to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process, to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.</p> <p>Additionally, the sponsor is required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor is required to provide information on how it intends to meet the engagement requirements of the various stage of the airspace change process.</p>	
<p><b>Statement of Need</b></p> <p>The Statement of Need presented by LLAOL.</p> <p>CAA advised the SoN was satisfactory given the blank sheet nature of the change.</p> <p>LLAOL explained the relationship between the airport owner London Luton Airport Ltd (LLAL) and the airport operator London Luton Airport Operations Ltd (LLAOL). LLAOL then summarised the owner’s intentions for expansion via the DCO process, which will involve requesting an increase in the existing planning limit from 18m passengers per year to 38m. This will involve new terminal and airside infrastructure.</p> <p>LLAL are planning to hold their Statutory DCO consultation this summer. Current estimates stand at 2021 for a DCO Decision.</p> <p>Regardless of DCO timescales and success, LLAOL (the airport operator and sponsor of the ACP) require that this once in a lifetime ACP is future proofed.</p> <p>No questions from the attendees.</p>	

<p><b>Issues or opportunities arising from the proposed change</b></p> <p>The change is needed because the controlled airspace in southern England used to support commercial air transport operations is capacity constrained, it has evolved over time and does not exploit modern navigation technology. However, the following issues and opportunities need to be considered:</p> <p><b>Main issues</b></p> <ul style="list-style-type: none"> <li>• Interdependencies with Heathrow, RAF Northolt, other Future Airspace Strategy Implementation- South (FASI-S) airports and the London Airspace Management Programme (LAMP) network ACP</li> </ul> <p><b>Main opportunities</b></p> <ul style="list-style-type: none"> <li>• Reduce airspace infringements</li> <li>• Enable improved Continuous Descent Approaches (CDA) &amp; Continuous Climb Operations (CCO)</li> <li>• Explore the ability to offer predictable noise respite and/or relief</li> <li>• Explore the ability to release some Controlled Airspace and offer greater access to other airspace users</li> <li>• Enable free flow departures, enhancing operational resilience</li> <li>• Contribute to the implementation of the UK's Airspace Modernisation Strategy</li> </ul> <p><b>Key considerations</b></p> <ul style="list-style-type: none"> <li>• Re-distribution of aircraft noise</li> <li>• Potential to impact new communities not currently affected by noise from Luton's arrivals/departures</li> <li>• Significant gliding sites and General Aviation (GA) activity may limit options</li> <li>• Luton Airport Owners (LLAL) plans for expansion via the Development Consent Order (DCO) process</li> </ul> <p>No questions from the attendees.</p>	
<p><b>Options to exploit opportunities or address issues identified</b></p> <p>Trax advised that there is a need to reach out to communities not currently affected by Luton arrivals or departure, but that could be impacted in the future.</p> <p>CAA noted that the duration of the consultation stage is quite a long time. Trax agreed and pointed out that this was to align with the FASI-S timelines. Trax added there is also a risk of re-consultation from one or more airports involved.</p> <p>CAA brought up the matter of cumulative effects with the examples of Gatwick and Heathrow. There is a risk of two sponsors making changes leading to external effects that might be either negative or positive. CAA advised that communities need to be informed as to these cumulative effects.</p> <p>CAA further noted that the UK CAA is totally independent of the Airspace Change Organising Group (ACOG).</p> <p>Trax advised that the current thinking is for the FASI-S airports to consult at the same time, but this needs to be co-ordinated and agreed with ACOG. Trax then asked if the airports can go through Gateway 2 individually and then continue working in collaboration to consider the cumulative impacts and consultation strategies.</p> <p>CAA advised that this is something CAA are in the process of trying to understand as a result of the FASI-S programme.</p>	

<p>CAA suggested that it would be helpful to create an engagement strategy ahead of the mandatory consultation strategy required in Stage 3. CAA explained that the engagement strategy is not published on the CAA's portal, but the consultation strategy is. They also noted that stakeholders should have a say when it comes to developing design principles. Luton will need to clearly articulate how they arrived at their final design principles and show their evolution.</p> <p>CAA warned against trying to predetermine a solution and reminded Luton to consider CAP1378, the PBN-IR, the PCP, ADQ-IR and ANG2017. CAA stressed that is necessary to clearly show all workings throughout the ACP and explain why something is done (or not done) in a certain way.</p>	
<p><b>Provisional indication of the scale level and process requirements</b></p> <p>LLAOL considers this proposal to be a level 1 ACP.</p> <p>CAA said that a 'level one' will be recorded on the CAA Airspace Change portal but it cannot be confirmed until Stage 2b.</p>	
<p><b>Provisional process timescales</b></p> <p><b>Stage 1: Define: Jan-May 2019</b></p> <ul style="list-style-type: none"> <li>• Assessment Meeting: 22 Jan 2019</li> <li>• Design Principles Engagement: Feb-Mar 2019</li> <li>• Draft Submission: Apr 2019</li> <li>• Submission to CAA: 10th May 2019</li> <li>• Define Gateway: 24 May 2019</li> </ul> <p><b>Stage 2: Develop and Assess: Jun 2019-July 2020</b></p> <ul style="list-style-type: none"> <li>• Develop &amp; Assess Gateway: July 2020</li> </ul> <p><b>Stage 3: Consult: Aug 2020-June 2022</b></p> <ul style="list-style-type: none"> <li>• Consultation Preparation: Sep-Dec 2020</li> <li>• Consult Gateway: Jan 2021</li> <li>• Consultation: Aug-Dec 2021</li> <li>• Collate &amp; Review: Mar-Jun 2022</li> </ul> <p><b>Stage 4: Update and Submit: Jul 2022-Mar 2023</b></p> <ul style="list-style-type: none"> <li>• Submit to CAA: Apr 2023</li> </ul> <p><b>Stage 5: Decide: Apr-Dec 2023</b></p> <ul style="list-style-type: none"> <li>• Decide Gateway: Jan 2024</li> </ul> <p><b>Stage 6: Implement: 2024-2025</b></p> <p>CAA noted that the timeline is agreed between the sponsor and the CAA, so any requests from the sponsor to change dates need to be discussed with the CAA. It should not be assumed that the proposed new dates can be accepted by the CAA.</p> <p>Trax highlighted that the 2024 and 2025 implementation window might be affected by the third runway expansion in Heathrow planned for 2026</p> <p>CAA checked with LLAOL if the date given for Gateway 1 was realistic.</p> <p>LLAOL confirmed that it was, and they had already requested availability with focus groups for February.</p>	
<p><b>Any other business</b></p>	

<p>CAA reminded that the documents need to be in at least 2 weeks before the gateway.</p> <p>CAA advised that methods of “engagement” can vary, so there is a need to be specific about all stages and processes. CAA will respond in accordance with the method of engagement chosen by a sponsor.</p> <p>CAA reminded about the environmental requirements outlined in CAP1616 and that any questions could be addressed to her.</p> <p>CAA concludes by reminding that minutes from the meeting have to go through them and be uploaded to the portal within 2 weeks using the available template.</p>	
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**ACTIONS ARISING FROM LUTON FASI-S MEETING**

<b>Subject</b>	<b>Name</b>	<b>Action</b>	<b>Deadline</b>
Minutes	LLAOL	Minutes from this meeting to be reviewed and agreed by both parties and published within 2 weeks.	5/2/2019
Gateway dates	CAA	Provide the requested gateway dates to the airspace coordination team	5/2/2019