

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): *

London Southend Airport, FASI- South, redesign of departure and arrival routes.

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) *

London Southend Airport Company Limited

Registered Company Number

2881745

Country of Company Registration

United Kingdom

Registered Office Address

Third Floor, 15 Stratford Place, London

Postcode

W1C 1BE

E-mail

damon.knight@southendairport.com

Trading name (if applicable)

London Southend Airport Ltd

Trading Address (primary site)

Southend Airport, Southend on Sea, Essex

Country

United Kingdom

Postcode

SS2 6YF

Website address

https://southendairport.com/

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 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 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 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 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 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. *

London Southend Airport Ltd. is planning to conduct an airspace change proposal (ACP) to modernise the airport's arrival and departure routes and update some of the associated airspace structure(s) from 0ft to 7000ft. The ACP will follow the regulatory process for changing airspace design including community engagement requirements, set out by the CAA in CAP1616.

The Department for Transport have notified aviation stakeholders that the controlled airspace in southern England used to support commercial air transport operations is capacity constrained. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route network are not upgraded to introduce additional capacity. The Future Airspace Strategy Implementation South (FASI South) programme has been established by NATS and 16 key airports operating in southern England, including London Southend Airport Ltd. to coordinate a series of linked ACPs that will modernise the overall airspace structure and route network.

NATS are developing an ACP known as LAMP to modernise the airspace structure and route network above 7000ft. The FASI South airports are developing 16 complimentary ACPs to modernise the arrival and departure routes that support their operations below 7000ft and connect the airports with the wider LAMP network. The main goal of the LAMP ACP is to introduce additional airspace capacity required to meet the airports' growth plans that have been developed in response to the increasing demand for aviation. The LAMP ACP also offers the opportunity to significantly improve the flight efficiency and environmental performance of the southern airspace network.

NATS has informed the airports that the LAMP network will be based on procedurally separated routes designed using satellite navigation standards. Airport owned arrival and departure routes below 7000ft must be redesigned to the same standards to connect to the network efficiently and deliver the required capacity gains.

These changes further support the wider Airspace Modernisation Strategy that is being developed by the UK Government and key stakeholders over the next 12 months.

The redesign of London Southend Airport's arrival and departure routes using satellite navigation standards will also enable the airport to continue to address several local airspace issues associated with operations from 0 to 7000ft, specifically:

- * More effective and efficient use of the controlled airspace assigned for the Southend Airport Air Traffic Control operation.
- * Reducing or totally removing conflicting routes with traffic from surrounding airports (e.g. London City Airport), providing a systemised airspace design which reduces tactical co-ordination.
- * Improved Continuous Descent or Climb Operations.

London Southend Airport intends to align the development of this ACP with the overall FASI South programme and will coordinate the schedule of airspace design, consultation and engagement, regulatory submission and implementation activities as appropriate with the other airports and NATS.

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 Dec 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. Note AIRAC effective date will be in 2024.

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

TBC