

**MINUTES OF SOUTHAMPTON AIRPORT ACP-2019-03 ASSESSMENT MEETING HELD AT HILTON HOTEL,  
GATWICK AIRPORT ON 22<sup>nd</sup> JANUARY 2019**

22<sup>nd</sup> January 2019

CAA Assessment Meeting Opening Statement

CAA noted that the DAP 1916 Statement of Need: Intended Change to Notified Airspace was received in advance of the Assessment Meeting and confirmed that the document would be published together with minutes of the meeting on the CAA website. CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA’s CAP 1616 requirements but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA’s process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was 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.

Additionally, the sponsor was 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 was required to provide information on how it intended to meet the engagement requirements of the various stage of the airspace change process.

	<b>ACTION</b>
<p><b>Item 1 – Introduction</b></p> <p>█ welcomed the group and explained that the CAA are moving away from the case officer role that has previously been allocated when an airspace change is undertaken. The airspace regulator technical will now only have a technical requirement and alongside this there will be account managers. The account managers are currently being recruited. █ advised that he would be the POC for this ACP until a Case Officer was formally assigned.</p> <p>█ then introduced to the group the background to Southampton Airport’s Airspace Change:</p>	

## Southampton Airport Present Day



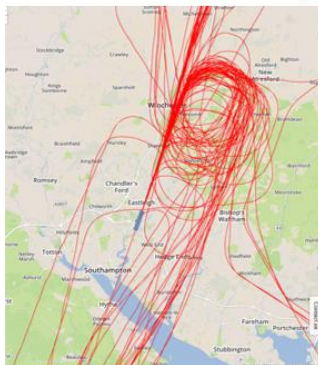
- Conventional approaches and departures to runway 20 (including Cat 1 ILS)
- RNAV approach into runway 02 (no ILS available), conventional departures
- SAM DVOR to be withdrawn (IFP maintenance removing procedures that reference to DVOR sitting with CAA)
- No Standard Instrument Departures
- Noise Abatement procedures / noise preferred routes reference DVOR (UKAIP to be updated on approval of IFP maintenance)

\*Airport masterplan published with intention to introduce circa 170m starter strip

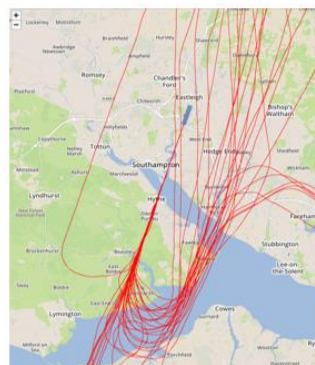


■ went on to discuss examples of aircraft tracks and the current procedures for arrivals into Southampton Airport.

### Present day



Example of a day of conventional approaches into runway 20. Flights enter the loop at around 6000' and lose height to around 2,500'



Example of a day of satellite based navigation into runway 02.



## Item 2 – Statement of Need (discussion and review)

■ informed the group of Southampton Airport's statement of need:

*Southampton 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 structures from 0 ft to 7000 ft.*

*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 15 key airports operating in southern England, including Southampton Airport Ltd. to coordinate a series of linked ACPs that will modernise the overall airspace structure and route network.*

*The FASI South airports are developing 15 complimentary ACPs to modernise the arrival and departure routes that support their operations below 7000 ft 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 7000 ft must be redesigned to the same standards to connect to the network efficiently and deliver the required capacity gains.*

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

- *the lack of Standard Instrument Departures from both runways*
  - *the lack of a PBN approach into runway 20*
- both as required by Commission Implementing Regulation (EU) 2018/1048.*

*Southampton 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.*

■ highlighted to the group the second to last paragraph where a change in airspace would enable the airport to address several local airspace issues.

■ explained that Southampton Airport intends to coordinate the ACP change with the FASI South program but if possible would aim for an earlier AIRAC cycle, the specific date to be confirmed post meeting.

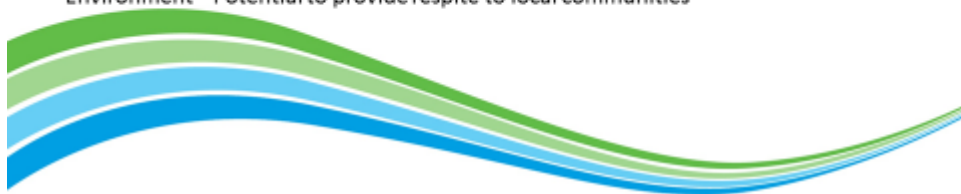
### Item 3 – Issues or opportunities arising from proposed change

■ gave an overview of the opportunities arising from proposed airspace change:

#### Opportunities arising from proposed airspace change



- Safety –PBN results in accurate and reliable track-keeping, reducing pilot/ATCO workload
- Safety - Prevent airspace excursions
- Compliance - with IR EU 2018/1048
- Compliance - In accordance with UK government policy
- Environment - Maximise fuel efficiency (current CDA use at 67.5% on rway 20)
- Environment – No increase but if possible reduction in greenhouse gas emission and noise footprint
- Environment – Potential to provide respite to local communities



■ explained that the airport’s current use of Continuous Descent Approaches (CDA) to (runway 20) is at around 67.5% and there is an opportunity to improve this.

■ went on to provide an overview of the issues arising from a proposed airspace change:

#### Issues arising from proposed airspace change



- Overflying some new communities, not currently regularly overflown
- Interface between airports
- Investment cost
- Aligning with FASI timings
- CAA resource
- IFP designer resource



With reference to the topic of the interface between airports: ■ explained that Bournemouth, Boscombe Down and Farnborough are close to Southampton's airspace and Southampton Airport would be required to interface and work with these airports.

13:54: ■ joined the meeting via conference call.

#### Item 4 – Options to exploit opportunities or address issues identified

■ outlined the options to exploit opportunities from the airspace change:

##### Options to exploit opportunities arising from proposed airspace change



- Modernise the airspace to reflect modern navigation system capabilities
- Consider all options and designs to follow CAA/DFT guidance
- Ensure that IFPs are compatible with the aims of the UK FAS
- Make most efficient use of flexible airspace between SOU, BOH and MoD
- Ensure Solent airspace shall not constrain traffic volumes indicative of forecast traffic growth
- Review current RNAV approach into rwyt 02
- Consider option to increase to 3.5 deg approach



##### Options to address issues arising from proposed airspace change



- Introduction of multiple SIDs from both runways to prevent constant overflight of some communities as happens with current noise abatement procedures.
- Recognised IFPs to nearby local airfields
- AGS project to cover cost to all 3 airports.



With reference to the topic around recognising IFPs for local airfields, [REDACTED] explained that at present, Southampton ATCOs often control Bournemouth traffic and there was an opportunity to reduce workload.

### Item 7 – Next steps

[REDACTED] moved on to provide an overview of the engagement undertaken and the next steps:

#### Engagement and next steps



##### Stakeholder engagement so far:

- Airports and MoD: ongoing briefings at FASI-S meetings

##### Next steps:

- Propagate portal with assessment briefing material and minutes
- Engagement with appropriate stakeholders, to establish Design Principles (including airports and MoD)
- Appoint IFP design consultancy
- Bi/Trilateral meetings with nearby surrounding airports BOH, FAB, Boscome Down
- Adhere to FASI-S timelines (wherever possible)



[REDACTED] added that the Airspace Change was raised at the airport's Technical Working Group which included attendees from local authorities as well as representatives from the environmental departments of local councils. [REDACTED] also added that there is work ongoing as part of the airport's masterplan to consult with local communities including Parish Councils.

With reference to the step to appoint an IFP design consultant, [REDACTED] explained that the IFP consultancy will be a joint resource appointed following a competitive procurement exercise and coordinated across AGS Airports

### Item 8 – Any other business/ Any questions

[REDACTED] asked [REDACTED] around timelines and the proposal to work to an earlier AIRAC date than the FASI(S) programme referenced. [REDACTED] explained that as part of the Airport's masterplan consultation one of the main areas of feedback was the use of the airspace and therefore the airport would like to undertake the change earlier than the 2024 deadline if possible.

[REDACTED] added that the location of Southampton meant that any changes may allow for earlier integration with the existing network and therefore it may be possible to incorporate some changes before the full FASI south changes. [REDACTED] asked if Southampton is on the LAMP and [REDACTED] explained that they were on the LAMP list however a low priority.

<p>■ added that if there was an opportunity for SOU to meet the same FASI North timelines this would be advantageous although it is recognised that there are the requirements to ensure FASI South objectives are also met.</p> <p>■ explained that with regards to broader airspace regulation, aside from IFPs there are comfortable resources and the team will grow from 43 to 52. This team will be aided by the airspace regulator technical only having a technical requirement and alongside the account managers.</p> <p>■ highlighted the requirement and stressed the importance for the indicative timelines so that these can be scheduled into the CAA resource requirements. The sponsor needs to manage the risk of the timeline for the critical path. ■ added that the CAA will work to the agreed plan and it was important that airport's communicated early around any deviations from the agreed deadlines.</p> <p>■ suggested that in the first stages of 2019 the airports will stay with the FASI south program however after this point there may be variations in the timeline.</p> <p>■ clarified that Airspace Regulation has been endeavoured to be kept as an independent oversight to the rest of the CAA. The ACOG will be the forum where timelines and structure are discussed prior to submission to the Airspace Regulation team.</p> <p>■ asked that if some airports make changes in 2021/22, how the network changes will be made to facilitate the procedures. ■ explained that in terms of LAMP, this wouldn't change any timescales however this would not mean that Swanwick Ops couldn't accept a change into the system similar to what would occur at present with an airspace change. ACOG will coordinate the deployment of the ACP.</p> <p>■ raised the importance of having an engagement strategy alongside the consultation strategy required and ■ encouraged the development of an Engagement Strategy to document how engagement would be undertaken throughout the airspace change process, highlighting that this will be of some use when it comes to developing the Consultation Strategy that must be submitted to the CAA in Stage 3.</p> <p>■ added that considerations should be made to EU2018/1048. CAP1616 does not specify the timescales for IFP submission however these will be part of and submitted in stage 5.</p> <p>■ noted the requirements for ADQ-IR.</p> <p>■ raised the importance of the consideration between BOU and SOU and the cumulative impact in terms of Noise and Environment and suggested finding a way of ensuring local communities understand the impact of cumulative effect from all airport's airspace changes reasonably. This was acknowledged by the Airport.</p> <p>■ asked for clarity as to the altitude being referred to with regards cumulative considerations. ■ confirmed that this is below 7000ft. ■ also added that whilst CAP1616 does specify the environmental boundaries, if the airport believes there is an alternative way then it should approach the CAA to discuss this.</p>	
<p><b>Provisional indication of the scale level and process requirements</b></p> <p>■ outlined that this will be a level 1 provisional ACP submission. ■ and ■ raised that the indicative timeline slide requires addition prior to producing minutes and ■ confirmed</p>	

<p>that the slides and minutes should be sent to himself before submission to the portal. ■ added that in terms of the assessment of the material the CAA require the evidence behind the information submitted to the portal. ■ also asked the sponsor to put the scaling as TBC at this juncture, as the facility to state that the scaling is 'provisional' is not yet available.</p>	
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Subject	Name	Action	Deadline
Item 6	NS	Timeline and Gateway information to be submitted to ■ CAA and the slides for the presentation be updated to reflect this information.	05/02/19

Post meeting update from Southampton Airport following actions above:

<p>Item 6 – Provisional Process Timescales</p> <p>Provisional timescales are to meet FASI(S) dates, however, the CAA requested that SOU submitted a specific set of dates for their proposed timescales and gateways.</p>	
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Post Meeting Note 03/02/19

The following indicative timescales are included for the CAA as requested at the Assessment Meeting:

STAGE	GW / Target Date
Define GW	30/08/2019
Develop & Assess GW	24/04/2020
Consult GW	18/12/2020
Formal Submission	28/01/2022
Target AIRAC	AIRAC 2 2023

Post meeting note 05/02/19

*The CAA accepts the assessment meeting minutes subject to the timelines being evaluated and approved once all FASI-S proposed timelines are received.*

Southampton International Airport  
ACP Sponsor