

Minutes of Stage 1A Airspace Change Request Assessment Meeting Covering London Gatwick’s ACP 2018-60 held on 22 Jan 2019

23 Jan 2022

Present:

	Head of Airspace Regulation	CAA	Chair
	Airspace Specialist	CAA	
	Airspace Regulator	CAA	
	Economist	Jacobs Engineering	
	Airspace Regulator	CAA	
	Airspace Regulator	CAA	
	Airspace Regulator	CAA	
	Head of Airspace	Gatwick Airport	
	Future Airspace Coordination	Gatwick Airport (contractor)	Sec

In Attendance:

	POC Gatwick Airport	NERL
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Apologies: Nil

Item	Discussion, Decisions and Actions	Responsibility for Actions
1	<p>Introductions & Apologies for Absence</p> <p>1.1 The CAA confirmed the purpose of the meeting to review London Gatwick’s airspace change request ACP 2018-60 which is the airport’s contribution to the airspace modernisation initiative being brigaded under the FASI-South Programme.</p> <p>1.2 The CAA made an opening statement reproduced below:</p> <p><i>‘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’s Airspace Change Portal. 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. 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 and to enable the CAA to consider the appropriate provisional Level to assign to the change proposal. Additionally, the sponsor is</i></p>	

	<p><i>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 stages of the airspace change process.'</i></p>	
2	<p>Statement of Need</p> <p>2.1 Gatwick used a supporting slide deck, Attachment A, to outline the context and drivers for the change, the anticipated scope of change and their desired outcomes. There were no questions or objections.</p>	
3	<p>Issues & Opportunities Arising from the Proposed Change</p> <p>3.1 Gatwick made clear the linkage between this proposed airspace change and how it supported the Airspace Modernisation Strategy, specifically initiative number 8, which requires airports to develop route upgrades below 7000 feet to a satellite based standard. This includes the airport's requirement to present to NERL entry and exit letter boxes to the airspace above 7000 feet AMSL/Flight Level 70, for NERL's integration into LAMP design.</p> <p>3.2 Gatwick highlighted that the scope and complexity of this programme of airspace change presented a range of challenges to overcome, including the coordination of airspace design with neighbouring airports, sustaining stakeholder interest during the engagement phases (Stages 1 & 2) and the statutory consultation, provisionally scheduled for 2021. Integration of NERL and airport designs/ concept of operations has never been attempted on this scale before and would require progressive engagement and refinement in accordance with the process defined by CAP1616. Lastly, some stakeholders would be affected by multiple airspace changes, so ways would need to be developed to explain the reason for each change and the potential cumulative effect they could have.</p>	
4	<p>Options to Exploit Opportunities</p> <p>4.1 Gatwick provided a brief overview of some of the options that they would explore as part of Stage 2 and the types and relative scaling of benefits Gatwick hoped could be secured from this airspace change. The CAA asked how airspace capacity would be of benefit to the travelling public. It is Gatwick's view that making better use of existing airspace capacity would reduce the frequency and quantity of delay experienced by airlines. This in turn would reduce the long term prevalence of cancellations and disruption to passenger travel plans.</p>	
5	<p>Provisional Indication of Scaling and Requirements</p> <p>5.1 Gatwick's engagement strategy anticipated that it would need to conduct a Level 1 airspace change and had developed an approach</p>	

	to engagement for Stages 1 & 2 that reflected this requirement at Stage 3 (consultation).	
6	<p>Provision Process Timescales</p> <p>6.1 Gatwick outlined its envisaged schedule for conducting the airspace change, which recognised the ambition to support the FASI-South goal plan to complete Stage 2 by mid-summer 2020.</p> <p>6.2 Gatwick requested that they be afforded a Stage 1 Gateway assessment on 28 June 19 and gave an indication that they planned to submit their Stage 2B submission on or before 1 May 2020, subject to the progress of other airports, NERL and CAA capacity to accommodate a gateway assessment on 29 May 2020.</p> <p>6.3 The CAA stated that timelines for CAA will have little flex – if a planned gateway is missed then agreement for a revised submission slot will have to be re-negotiated with the CAA. Early notification of any changes will be appreciated to realign and assist with keeping the process on track. There are many dependencies which could influence implementation dates, and implementation is subject to CAA approval. As such dates stated above are aspirational, conditional on approval, and could be subject to change.</p> <p>6.4 CAA offered a number of reminders of actions to complete and/or consider, the details of which are covered in more detail in CAP1616.</p>	
7	<p>Next Steps</p> <p>7.1 It was agreed that:</p> <p>7.1.1 London Gatwick to draft minutes of the assessment meeting and send these to the CAA for approval.</p> <p>7.1.2 Once approved, London Gatwick would publish (redacted) assessment meeting material on the CAA portal, ideally within 14 days of their approval by the CAA.</p> <p>7.1.3 Version 1 of the Statement of Need did not require any adjustment and the CAA recognised that the indicated schedule was subject to change.</p> <p>7.1.4 CAA to publish its determination that London Gatwick’s request, ACP-2018-60, does necessitate an airspace change as defined by CAP1616, and would almost certainly require Gatwick to conduct a Level 1 scale of change.</p> <p>7.1.5 London Gatwick to write to the CAA to confirm their intent to conduct an airspace change in support of the FASI-South programme.</p>	<p>Gatwick</p> <p>Gatwick</p> <p>Gatwick</p> <p>CAA</p> <p>Gatwick</p>

	<p>7.1.6 CAA will assign an account manager to cover the London Gatwick airspace change as defined by ACP 2018-60; ■ to provide interim support.</p> <p>7.1.7 CAA agreed to hold a 'Define' Gateway slot for ACP-2018-60 on 28 June 2019 to assess Gatwick's design principles.</p> <p>7.1.8 CAA acknowledges the intended schedule for Gatwick's airspace change and will make best possible efforts to conduct Stage 2 Gateway assessments on 29 May 2020 subject to higher priorities.</p>	<p>CAA</p> <p>CAA</p> <p>CAA</p>
8	<p>AoB There was no other business discussed.</p>	

Attachment:

A. ACP 2018-60 London Gatwick Airspace Modernisation, FASI-South Programme – Stage 1A 'Define' Assessment Meeting Briefing dated 22 January 2019 V1-0A