

ACP 2018-60 London Gatwick

Airspace Modernisation FASI-South Programme

CAP 1616 Stage 1A – ‘Define’
Assessment Meeting Briefing
22 January 2018



Purpose

The purpose of this slide pack is to:

- Support the Airspace Change Stage 1 'Define' Assessment Meeting
- Outline some of the potential benefits Gatwick wishes to secure
- Outline our approach to engagement and the schedule, commensurate with a Level 1 airspace change

This document should be read with reference to London Gatwick's Statement for Need – Airspace Modernisation – Redesign of departure and arrival routes and procedures as part of the FASI-South Programme. This briefing pack has been produced with reference to CAP 1616 (2nd edition) dated November 2018.

The information in this presentation, which does not purport to be comprehensive, has been provided by Gatwick Airport Limited and has not been independently verified. While the presentation has been prepared in good faith, no representation, warranty, assurance or undertaking (express or implied) is or will be made, and no responsibility or liability is or will be accepted by the Gatwick Airport Limited or any of its officers, employees or agents in relation to the adequacy, accuracy, completeness or reasonableness of this presentation, or of any of the information contained within it. All and any such responsibility and liability is expressly disclaimed.



Scope of Discussions

Scope of Discussion	Slide(s)
London Gatwick's Statement of Need & desired outcomes	5 & 6
Options to explore and potential benefits to pursue	7 & 8
Challenges to overcome	9
Proposed scale of airspace change	10
Proposed engagement strategy	11-13
Proposed ACP schedule and date for gateway assessments	14



Statement of Need



Statement of Need – Drivers of Change

In 2017, the Department for Transport outlined in its 'Strategic Rationale - Upgrading UK Airspace', the case for upgrading UK Airspace to accommodate the projected increase in air traffic operating within the UK. It also outlined the consequences of no action which included additional delay, potentially avoidable environmental impacts and increased airline costs.

In December 2018, the CAA issued its Airspace Modernisation Strategy which, through a range of initiatives, will seek to make improvements by creating additional capacity through new airspace designs and address, as far as possible, the impact of the projected increase in air traffic demand.

A change of this scale and complexity will require the active involvement of a wide range of industry stakeholders, and in recognition of this, the Aviation Minister wrote to all major London airports seeking their commitment to a programme of airspace modernisation covering the South of England. This airspace change represents our commitment to the Government's strategic ambitions and our contribution to the FASI-South Programme.



Statement of Need – Desired Outcomes

Gatwick is seeking to secure 3 outcomes from this airspace change:

- ***Develop and implement systemised departure and arrival procedures that improve safety and resilience, increase capacity and offer improved operational agility in line with the Governments 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.***



Options to Explore

Given the plethora of opportunities that modernisation offers to improve the efficiency and effectiveness of airspace and procedural design, we will examine, as part of Stage 2, options that will include, but not restricted to, the following:

- Steeper climbs where this is appropriate
- Procedures that offer better balance and management of departure routes
- More precise avoidance of sensitive areas
- Improved management of when different routes can be employed
- Relocation of stacking holds in conjunction with NERL
- Use of time based operations
- 4D arrival profiles



Potential Benefits from Airspace Change

Gatwick expects that the following scale of benefits should be secured from the proposed airspace change; full quantification will be explored in Stage 2

Potential Benefits	LGW	Airlines	Public	GA & other users
Enhanced Safety	✓	✓	✓	✓✓
Airspace Capacity	✓✓	✓✓	✓✓	✓
Fuel Saving		✓✓	✓	✓
Time Saving	✓	✓✓	✓	
Noise Reduction	✓	✓	✓✓	
Noise/Traffic Management	✓	✓	✓✓	✓
Reduced Emissions	✓		✓	
System Resilience	✓✓	✓✓	✓✓	✓



Challenges to Overcome

We recognise that it will be a complex and challenging endeavour to achieve the desired outcomes and secure the full range of multi-stakeholder benefits. Our approach will seek to address the following envisaged challenges:

- Integration with airspace changes by neighbouring airports which will require a significant degree of joint engagement and consultation on airspace design and procedure deconfliction.
- Integrating airport arrival and departure procedures with NERL's redesign of the airspace above 7000 feet.
- Securing sufficient stakeholder engagement to inform design principle and options appraisal.
- Undertaking the airspace re-design in parallel to, and complementary with, a airspace change on Gatwick's Route 4 departure¹ (right hand turn after take off from Runway 26).

(1) This airspace change is being undertaken following a judicial review of a CAA decision in 2017



Scale of Airspace Change

We are anticipating a Level 1 airspace change which will potentially encompass changes to all departures, arrival routes and operating procedures from all existing runways.

This airspace change will take into consideration the airspace needs of existing and potential future infrastructure development, such that a future design is commensurate with the practical operating needs of developed or new infrastructure.

We will conduct engagement with our extant stakeholder groups and representatives of the public drawn from the geographic footprint of Gatwick operations. In due course, we will as part of a statutory consultation at Stage 3C, seek the views of all the people potentially affected by proposed designs; these designs will be aligned to our desired outcomes and the safe management of Gatwick traffic operating below 7000 feet AMSL, during critical stages of flight.



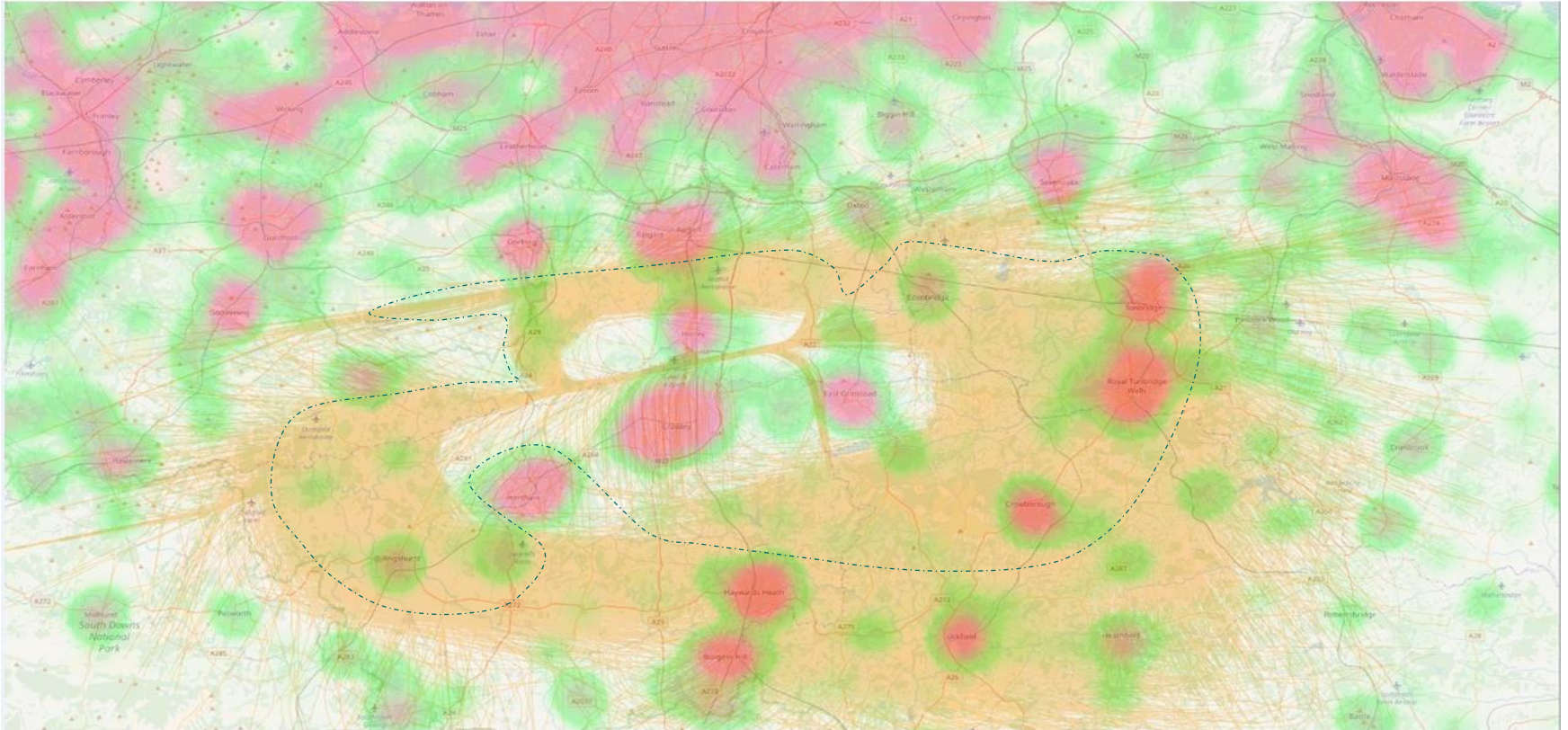
Engagement Strategy



Summary of Current Operations

The image shows areas of population density as a backdrop to an aggregate of the flight paths below 7000 feet on a typical day in August 2018.

August 2018 arrivals and departures below 7,000ft shown against population



The dotted line shows the approximate dividing line of aircraft above and below 4000 feet.



Overarching Engagement Strategy

We propose to engage through existing groups and create new groups to assist us in our development of design principles and options assessment.

- **Existing Groups**

- GATCOM
- NATMAG
- Noise Management Board
- Airlines operating from Gatwick – through Flight Ops & Performance Safety Committee and Airline Operators Committee

- **New Focus Groups**

- Locally elected District/Borough representatives
- Volunteers from across the area surrounding Gatwick, and
- Aviation technical group from airlines at Gatwick & local GA reps

- **Others**

- Neighbouring Airports & MoD – through bilateral discussions
- General Aviation – through NATMAC and neighbouring airfields
- NATS/NERL – through existing bi-lateral arrangements
- Other groups and elected officials – directly and through GATCOM
- National environmental authorities ie ICCAN
- General information will be promulgated on Gatwick's website with links to CAA and NERL websites.



Airspace Change Schedule

Our proposed schedule for conducting each stage of the FASI-South airspace change is outlined below; this may be adjusted after discussion with the FASI-South Programme Board. The proposed dates for Stage 1B and 2B Gateway reviews are shown below. We currently anticipate that we will hold a consultation in first half of 2021; the date for this may change.

ASC Programme	2018		2019				2020				2021				2022	
Perspective Jan 2019	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
FASI-South - LGW	1A	1A/B	1B	2A	2A/B	2B	2B	3A	3B	Con	3D	4A	4B	CAA	CAA	

Details of each stage are outlined in CAP 1616.



Our intent is to submit our proposals for Stage 1 and Stage 2 as follows:

- Stage 1 Submission of material to CAA by 13 Jun 19 (gateway - 2 weeks)
 - For review at Gateway Assessment Meeting 28 Jun 19
- Stage 2 Submission of material to CAA by 1 May 20 (gateway - 4 weeks)
 - For review at Gateway Assessment Meeting 29 May 20

