

MINUTES OF LONDON SOUTHEND AIRPORT (LSA) – FASI-S ASSESSMENT MEETING HELD AT HILTON GATWICK ON 24TH JANUARY 2019

28TH January 2019

Distribution:

Meeting attendees
 London Southend Airport Project Manager
 ACP Portal



Present	Appointment	Representing
	Head of Air Traffic Services	London Southend Airport (LSA)
	Manager Airports Concepts	NATS
	Principal Airspace Regulator	CAA
	Principal Airspace Regulator	CAA
	Airspace Regulator (IFP)	CAA
	Airspace Regulator (Environment)	CAA
	Airspace Regulator (Technical)	CAA
	Airspace Regulator (Technical)	CAA
	Airspace Regulator (Technical)	CAA
	Airspace Regulator (Technical)	CAA
	Airspace Regulator (Engagement & Consultation)	CAA

CAA Assessment Meeting Opening Statement

CAA noted that the DAP1916 (Statement of Need) 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.

	ACTION
<p>Item 1 – Introduction</p> <p>The CAA read out the opening statement as detailed above. It was noted that LSA had difficulty in accessing the ACP portal and had not been able to upload the redacted Statement of Need or meeting agenda. The CAA and  would follow up as soon as possible.</p> <p>The CAA confirmed that this is an assessment meeting and not a definitive Gateway.</p>	<p>CAA  - ACP portal access.</p>

The CAA also advised that there had been a recent change in the way that they would manage ACP's under the CAP1616 process. Case Officers to be replaced by Account Managers, who are expected to be appointed shortly. [REDACTED] will be the point of contact for the administration related to this meeting.

The CAA confirmed that technical representatives will still be available in parallel to the Account Managers to deal with technical enquiries.

Item 2 – Statement of Need (discussion and review)

The CAA noted that the Statement of Need had been received in advance of the meeting.

[REDACTED] re-iterated the reason for the statement of need:

- Airspace Modernisation Strategy directive – FASI-S and LAMP
- An opportunity to review current airspace design and the co-ordination of air traffic movements into surrounding airspace.
- Growth aspirations of LSA – addition of Ryanair operation in Spring 2019.

He also noted the following aspects of the FASI-S project:

- *Current airspace design will constrain future growth in the SE.*
- *Modernisation and optimization of the arrival and departure routes from the airports*
- *Requirement from the LAMP ACP*

In particular, he noted, 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 7000 ft, 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.*

Item 3 – Issues or opportunities arising from proposed change

[REDACTED] noted the following potential issues that could have an impact on the change process:

- Timings of the existing Southend ACP's – RNAV arrivals & SIDs
- Challenge and size of change
- ATC and project team workload
- Interaction with London City routes
- CCO/CDO performance

He also highlighted the following opportunities:

- Enhance the existing high level of safety performance
- An opportunity to review the existing ACP's (RNAV arrivals & SIDs) but also minimise the amount of work required if the existing ACPs meet the requirements of the LAMP design.
- Modernise and optimise airspace design.
 - Systemisation.
 - Reduce the environmental impact of the LSA operation.

<ul style="list-style-type: none"> o Review of the volume of controlled airspace required for Southend operation. 													
<p>Item 4 – Options to exploit opportunities or address issues identified</p> <p>LSA engagement strategy –</p> <ul style="list-style-type: none"> • ACC • Key local stakeholders have already been identified with the current ACPs – additional stakeholders being identified as well (for example Para-motor community). • Engagement process as per CAP1616 but we have shown that we are open to meeting the requirements of stakeholders – extension to consultation for RNAV ACP consultation. • Bi-lateral and tri-lateral comms with Biggin Hill, Manston & London City through relevant working groups. • Continue the excellent existing relationship with NATS. <p>The CAA requested that as LSA progressed through the CAP they will be required to provide evidence (i.e. meeting notes) of engagement with stakeholders.</p>	<p>█/LSA – provide evidence of engagement</p>												
<p>Item 5 – Provisional indication of the scale level and process requirements</p> <p>The CAA indicated, subject to confirmation, that the ACP can be considered as an indicative Level 1 Airspace Change as this is a major change to airspace design below 7000 feet, however the CAA portal should reflect TBC.</p> <p>Confirmation of Level will be at the end of the Develop and Assess phase (Phase 2).</p>													
<p>Item 6 – Provisional process timescales</p> <p>█ confirmed that LSA will develop timescales for the FASI-S ACP as part of a progression of activity on current ACPs. He also indicated that LSA are developing an Airspace Change timeline to ‘deconflict’ existing Southend ACPs and FASI-S ACP engagement/consultation processes. To do this, the design principle engagement will commence in April proposed dates for future gateways are as follows:</p> <table border="0" data-bbox="272 1541 799 1742"> <tr> <td>DEFINE</td> <td>27 Sep 19</td> </tr> <tr> <td>DEVELOP & ASSESS</td> <td>Jul 2020</td> </tr> <tr> <td>CONSULT</td> <td>Jul 2022</td> </tr> <tr> <td>FORMAL SUBMISSION</td> <td>Apr 2023</td> </tr> <tr> <td>DECIDE</td> <td>Jan 2024</td> </tr> <tr> <td>IMPLEMENTATION</td> <td>Jan 2025</td> </tr> </table> <p>(this was noted by NATS FASI-S).</p> <p>All other timelines will be in line with the wider project requirements as managed by Airspace Change Organising Group (ACOG). Implementation of the change is expected in late 2024, or early 2025.</p> <p>█ briefed the meeting on the projects proposed convergence timescale under development such that LAMP and FASI – S airports will exit</p>	DEFINE	27 Sep 19	DEVELOP & ASSESS	Jul 2020	CONSULT	Jul 2022	FORMAL SUBMISSION	Apr 2023	DECIDE	Jan 2024	IMPLEMENTATION	Jan 2025	
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<p>Gateway 2 in July 2020 under a managed process. The timelines for all FASI(S) ACPs will need to be negotiated and agreed with the CAA</p> <p>CAA advised that each Airport and NATS will be assessed for each Gateway separately and that we should be prepared for an individual submission to fail. This was noted by [REDACTED] and [REDACTED].</p>	
<p>Item 7 – Next steps</p> <p>LSA will:</p> <ol style="list-style-type: none"> 1. Continue work on current ACPs 2. Commence design principles engagement 3. Continue to work with FASI-S project teams and working groups 4. Appoint a consultant 	
<p>Item 8 – Any other business</p> <p>The CAA requested that the potential cumulative impacts of the LSA and surrounding ACPs may have on stakeholders is assessed. They should also monitor the impact that the other FASI-S ACPs may have on the timelines of the LSA ACP.</p> <p>CAA requested early view of Airspace Design Assumptions (NAV Standard. Route Separation etc. (Note: this is not Design Principles under the CAP but a request for early briefing on technical assumptions and intended standards.)</p> <p>These points were noted by [REDACTED] (and [REDACTED]) who would ensure that NATS FASI-S and LSA engage with CAA as appropriate. They also noted that much of this activity will be captured under the ACOG function.</p>	<p>NATS/LSA: to monitor cumulative impact on stakeholders and monitor timelines.</p> <p>NATS (LSA): provide early briefing on technical assumptions and intended standards.</p>

ACTIONS ARISING FROM LONDON SOUTHEND AIRPORT, FASI-S ASSESSMENT MEETING

Subject	Name	Action	Deadline
Minutes	[REDACTED]	Forward draft of minutes to the CAA.	07 Feb 19
ACP Portal access	CAA/ [REDACTED]	Ensure documents are published on the ACP portal as soon as access is made available.	07 Feb 19
Engagement Strategy	LSA	Provide evidence/records of the engagement made with stakeholders during the process.	Ongoing
Cumulative impact and timelines	NATS LSA	Assess the cumulative impact and monitor timelines.	As required
Assumptions and standards for airspace design.	NATS	Provide early briefing on technical assumptions and intended standards.	As required

London Southend Airport
ACP Sponsor

