



London Southend Airport FASI-S ACP Assessment Meeting



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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**

Statement of Need

FASI-S

- *Current airspace design will constrain future growth in the SE.*
- *Modernise and optimise the arrival and departure routes from the airport*
- *Requirement from the LAMP ACP*

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 .*

Issues

Timings with existing ACP's – RNAV arrivals & SIDs

Challenge and size of change

Current airspace design limitations

- Workload/Co-ordination issues
- Interaction with London City routes

CCO/CDO performance

Opportunities

Safety

Existing ACP's

Modernise and optimise airspace design:

- Systemisation
- Reduce the environmental impact of the LSA operation

Review of CAS required for Southend operation.

Provisional indication of ACP scale level and process requirements

CAA

Engagement strategy

- ‘De-conflict’ from existing ACPs
- 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.

Provisional timescales

Delay to design principles engagement to 'de-conflict' with current ACP's and the workload associated with the runway rehab project.

- September 2019 for Define Gateway

All other dates in line with the wider FASI-S project plan.

- Implementation in late 2024

Next steps

Continue work on current ACPs

Design principles engagement

Continue to work with FASI-S project teams and working groups

Appoint consultant