CAP 1616 Assessment Meeting
January 2019

Operations Director
London Stansted Airport, United Kingdom

1. Introduction and Apologies for Absence

Attendees SARG	Role
	Manager Airspace Regulation
	Community engagement
	Airspace Regulation
	Instrument Flight Procedures
	Environment
	Airspace Regulation
	Instrument Flight Procedures
	Economist
	PBN Implementation Lead Airspace, ATM & Aerodromes

Attendees STAL	Role
	Director Operations
	Group CSR Director
	Flight Performance
	NAT/MAG ATM Specialist
	NATS Operational Concepts Future Airspace & ATM
	IFP Lead , Osprey

2. Statement of Need

In February 2017, the Department for Transport published their strategic rationale for 'Upgrading UK Airspace'. The strategic rationale identified that a piecemeal approach to developing airspace had created several issues, which could constrain the future growth and operational resilience of the aviation industry. The Government's strategic rationale anticipates that airports will continue to grow and that the operational constraints imposed by current airspace arrangements would increase, unless airspace is modernised.

The existing air traffic network is predicated on an outdated network of ground based navigational aids, which has evolved over time but has not kept pace with the advanced capability and navigation technology that exists amongst most fleets of aircraft operating today. A transition to make greater use of satellite navigation technology is required internationally and domestically as part of the Single European Sky ATM Research (SESAR) Programme.

London Stansted Airport is wholly located within the district of Uttlesford, in the county of Essex and primarily serves the East of England, the South East and London. In 2017, the Airport served [number] million passengers and handled [number] aircraft movements. Most aircraft operated using instrument flight procedures, relying on a series of standard instrument departures (SIDs) and standard terminal arrival routes (STARs) designed around ground based navigational aids. As an important airport located in southern England, in 2018, London Stansted Airport received a request from the Secretary of State for Transport, to embrace the changes necessary to modernise airspace in the London Terminal Manoeuvring Area and to commit to participate in a co-ordinated plan for Airspace Modernisation with other airports in the south-east.

As part of the Civil Aviation Authority's Airspace Modernisation Strategy, the Future Airspace Strategy Implementation South (FASI-South) programme has been established to co-ordinate the interdependent airspace change proposals that are required to modernise the airspace structures for airports in southern England, including London Stansted Airport.

As part of the FASI South programme, London Stansted Airport wishes to modernise airspace arrangements for aircraft operating to and from the Airport at altitudes of 7,000 feet and below. In [year] London Stansted introduced performance based navigation to two existing departure routes. The Airport now seeks to make further use of the new technologies so that the operational efficiency and environmental benefits that modern aircraft offer can now be fully realised. In so doing, the optimised procedures that will be developed will integrate fully with other airports and the wider changes to the airspace system and remove the Airport's reliance on ground based navigational aids.

3. Issues arising from proposed change

- Removal of Ground Nav Aids
- SESAR PCP Compliance
- SoS (Transport) request to airports to embrace modernisation
- Co-ordination of interdependent ACP's
- Low levels of CDA compliance to Runway 04
- Excessive fuel burn due to lower than optimum rates of CCD and CDA
- Pressure from community stakeholders to expedite the change given the success of the previous PBN work
- Under utilisation of new satellite / PBN techniques potentially resulting in higher ATC workloads, lower levels of safety and excessive environmental impacts

4. Addressing Issues

- Implementation of further PBN Departures to enable CCD
- Implementation of PBN Arrivals to reduce controller workload and facilitate CDA to both runways
- FASI-S and LAMP phase2 co-ordination to implement continuous climb departures and deconflict arrival and departure routes from other airports
- Removal of reliance on ground navigational aids

5. Indication of Scaling Level

To be determined and advised by
the CAA

6. Timescales

- To be updated at / following CAP1616 Assessment Meeting

7. Next Steps

- To be updated at / following CAP1616 Assessment Meeting

8. Any other Business

To be completed at / or following
CAP1616 Assessment Meeting