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CAA use only

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Prior to commencing an airspace change proposal, or initiating design development for the establishment of new IFPs, the amendment of existing or proposed withdrawal of an existing IFP (or part of) within UK Airspace, the project Sponsor is required to notify the CAA of the proposed activity. This Form is to be completed and submitted at the earliest opportunity in the planning process. This Form is to be used for both Permanent and Temporary (or Trial) changes.

**SECTION 1: CONTACT DETAILS**

Sponsor and/or Aerodrome Name: Liverpool John Lennon Airport

ICAO Designator (if applicable): EGGP

Point of Contact: [REDACTED] Appointment: Airport Operations Director

Telephone Number: [REDACTED] Fax Number:

E-mail: [REDACTED]

Alternate P.O.C: [REDACTED] Appointment: Air Traffic Services Manager

Telephone Number: [REDACTED] Fax Number:

E-mail: [REDACTED]

**SECTION 2: NOMINATED APPROVED PROCEDURE DESIGNER (IFP proposals only)**

Name: TBD

Company: TBN

**SECTION 3: AIRSPACE AND/OR PROCEDURE CHANGE SUMMARY (use additional sheet if required)**

IAP	SID	STAR	ATS ROUTE	TERMINAL AIRSPACE	ATSMAC
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

List of changes:

- RNAV 1, SID 3 per runway (09 & 27)
- RNP 1, RF 3 per runway (09 & 27)
- Arrival transitions for existing RNAV & ILS approaches 09 & 27
- Missed approaches for both runway 09 & 27
- New hold location following missed approaches from runway 09 & 27
- Rationalisation of existing SIDs/Omni Directional Departure
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Target AIRAC for Promulgation: December 2018

**SECTION 4: DESCRIPTION OF CHANGE/NEW DESIGN (include changes to existing aerodrome navigation facilities)**

To align with the PLAS project, LJLA is seeking to deliver standard instrument departures that interface with the new network design. The intention is to develop RNAV 1 and RNP 1 SIDs. Further to this, transitions from the STARs to the existing ILS and RNAV approaches is planned. As the existing NDB will be nearing its end of life by 2019 the airport is seeking a suitable alternative to support holding and missed approaches both of which are currently dependent on the NDB.

In order to support non RNAV equipped aircraft a solution is yet to be derived that would facilitate departures, this may be the retention of an existing SID or the introduction of an omni-directional departure.

**SECTION 5: ADDITIONAL INFORMATION**

	Yes	No
SRG ASD - AD Inspector notified:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SRG AATSD – Regional or En Route Inspector Notified:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SRG AATSD - ATS (Eng) Inspector Notified:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
SRG AATSD - ATS (Ops) Inspector Notified:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
This Form copied to contracted APD listed in Section 2:	<input type="checkbox"/>	
Development Meeting Planned:	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Venue: <u>CAA House</u> .....		
Proposed Date: <u>02/03/2017</u> .....		
Name: <u>[REDACTED]</u> .....		Date: <u>22/09/2016</u> .....