



# DAF 1916 - Statement of Need: Intended Change to Notified Airspace

This form may be used to provide information to the CAA about an intended change. Once this form is completed, please submit it by clicking the button at the end of this form.

## 1. Change Title

Please enter a title for this intended change, (max 80 characters): \*

Liverpool John Lennon Airport (LJLA) Airspace Transition Project

## 2. Change Sponsor Details

Please select the appropriate category and complete. \*

- A Company
- An Unincorporated Association or other body
- Individual ( including sole traders and partnerships )

### 2a. A Company

Registered Company name (in full) \*

Liverpool Airport Limited

Registered Company Number

02116704

Country of Company Registration

United Kingdom

Registered Office Address

Peel Dome, The Trafford Centre, Manchester

Postcode

M17 8PL

E-mail

[Redacted]

Trading name (if applicable)

Trading Address (primary site)

South Terminal, Speke Hall Avenue, Liverpool Airport, Liverpool, Merseyside, L24 1YD

Country

United Kingdom

Postcode

L24 1YD

Website address

www.liverpoolairport.com

Primary Point of Contact Name \*

[Redacted] (Head of Environment)

Telephone \*

[Redacted]

E-mail \*

[Redacted]

Secondary Point of Contact Name

[Redacted]

Telephone

[Redacted]

E-mail

[Redacted]

## 3. Independent Aviation/Airspace Consultancy

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

## Aviation Consultancy

Registered Company name (in full) \*

Osprey Consulting Services Limited

Registered Company Number

06034579

Country of Company Registration

United Kingdom

Registered Office Address

Suite 10, The Hub, Fowler Avenue, Farnborough Business Park, Farnborough

Postcode

GU14 7JP

Telephone

[REDACTED]

Email

[REDACTED]

Trading Name (if applicable)

[REDACTED]

Trading Address (primary site)

Suite 10, The Hub, Fowler Avenue, Farnborough Business Park, Farnborough

Country

United Kingdom

Postcode

GU14 7JP

Website address

www.ospreycsl.co.uk

Primary Point of Contact Name \*

[REDACTED]

Primary Contact

Should the CAA use the Independent Consultancy as the primary point of contact for this airspace change proposal?

Telephone \*

[REDACTED]

Email \*

[REDACTED]

Secondary Point of Contact name

[REDACTED]

Telephone

[REDACTED]

Email

[REDACTED]

## 4. Summary of Intended Change

Please use the check boxes below to indicate the nature of the intended change(s): \*

Flight Information Region (ENR 2.1)

Other Regulated Airspace (ENR 2.2)

Area Navigation Routes (ENR 3.3)

En-Route Holding (ENR 3.6)

Military Exercise/ Training Areas (ENR 5.2)

Upper Information Region (ENR 2.1)

Lower ATS Routes (ENR 3.1)

Helicopter Routes (ENR 3.4)

Name-Code Designators (ENR 4.4)

Other Danger/ Hazard (ENR 5.3)

Terminal Control Area (ENR 2.1)

Upper ATS Routes (ENR 3.2)

Other Routes (ENR 3.5)

Prohibited/Restricted/Danger Areas (ENR5.1)

Aerial/Sporting/Recreational Activities (ENR 5.5)

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Bird Migration/Sensitive Fauna (ENR 5.6)             | <input type="checkbox"/> ATS Airspace (AD-EGXX-2.17)                          | <input checked="" type="checkbox"/> Flight Procedures (AD-EGXX-2.22)   |
| <input type="checkbox"/> ATCSMAC (AD-EGXX-5)                                  | <input checked="" type="checkbox"/> Standard Instrument Departure (AD-EGXX-6) | <input checked="" type="checkbox"/> Standard Arrival Route (AD-EGXX-7) |
| <input checked="" type="checkbox"/> Instrument Approach Procedure (AD-EGXX-8) | <input type="checkbox"/> Visual Reference Point                               | <input type="checkbox"/> Release of Controlled Airspace                |

Please use the check box below to indicate whether this is an administrative change:

- Does your proposal represent an administrative change to the Aeronautical Information Publication (AIP)?

## 5. Statement of Need

Please provide a brief 'Statement of Need' expressing explicitly what airspace issue or opportunity you are seeking to address. Your Statement of Need should clearly articulate the current situation, the issue (and the cause of it) to be resolved or the opportunity to be addressed along with any other factors or requirements. \*

Liverpool John Lennon Airport (LJLA) wishes to comply with Resolution 36/23 ratified by the 36th International Civil Aviation Organisation (ICAO) General Assembly and also with the UK Future Airspace Strategy (FAS) published by the Civil Aviation Authority (CAA), by introducing routes and procedures compliant with Performance Based Navigation (PBN) criteria; it is understood that States are required to make these changes by 2024. The introduction PBN procedures at LJLA must be aligned with the FASI(N) project to ensure the complex interactions between UK northern airports are considered. This will also help to ensure the FASI(N) project can also deliver the stated environmental and efficiency benefits.

The Liverpool Control Zone (CTR) currently operates below the Manchester Control Area (CTA) up to 2,500 ft AMSL (Class D airspace). The ATZ dimensions are Surface to 2,000 ft and the Liverpool CTR extends from the Surface to 2,500 ft AMSL. West of a north-south line through Liverpool, the Liverpool CTA extends from 2,500 ft to 3,500 ft AMSL (Class D airspace). To the west and north of Wallasey the Liverpool CTA extends from 1,500 ft to 3,500 ft (Class D airspace) in order to create an overland route for General Aviation traffic around the Wirral peninsular to Wallasey. To the west of Liverpool, coincident with Airways L10 and L975, are 8nm long portions of Class D airspace extending up to 3500 ft AMSL (airway base) and designated as Liverpool CTA. Further airspace is delegated to Liverpool by PC Wallasey Sector, but close cooperation with Manchester Approach is necessary when operating in these areas. A further area of Class A airspace to the south is also delegated to Liverpool up to 4000 ft AMSL.

A previous ACP commenced in July 2015 and introduced GNSS Lateral Navigation (LNAV) and combined Lateral/Vertical Navigation (LNAV/VNAV) Instrument Approach Procedures (IAP) for Runways 09 and 27 at LJLA. The VNAV component of the procedures is Baro-VNAV. The procedures were introduced as a contingency for those occasions when the Instrument Landing System (ILS) was unavailable, and also to support training and currency requirements. These changes are contained entirely within controlled airspace and the CAA decision on 7 Apr 16 supported these changes.

LJLA ATC currently operate H24 as required, from a single asphalt runway, dimensions 2285m x 46m. The thresholds are at 60 ft (Rwy 09) and 78 ft (Rwy 27). The airport offers Approach, Tower and Radar services and has an ILS on both runways as well as the RNAV (GNSS) procedures and ILS/DME/NDB procedures on both runways.

Total movements at LJLA for 2016 were 61,577 (average of 5,131 per month). During the 5 year period period 2013-2017 the average movement levels were 62,131. During the last complete year (2017) these were split proportionately as follows: Commercial 58%, Club 37%, Non-Commercial 3%, Other 2%.

During 2016 LJLA dealt with 4.8 million pax. Due to the last recession, the 2007 Masterplan growth forecasts were not achieved. However, it is anticipated that the 2007 growth forecasts will now recover in future years, but over a longer period. The Airport has ambitious plans to serve more destinations, including long haul, with passenger forecasts indicating the potential to grow passenger numbers from 4.8 million passengers per year in 2016 to 7.8 million by 2030, and then to 11 million by 2050. These increases will require investment in a proposed expansion of the terminal building, additional car parking, passenger facilities including hotels, retail, food and drink services and a potential extension of the runway. There is also significant potential to grow cargo operations at LJLA, to attract specialist aviation businesses and to develop a cluster of related high quality employment opportunities. The investments in the Airport's physical infrastructure has the potential to increase total annual GVA impact to £625 million, and will enable it to support 12,280 jobs across the City Region by 2030, benefitting the wider Northern Powerhouse.

LJLA sits on the northern bank of the River Mersey directly opposite Ellesmere Port to the south. The westerly approach is above the town of Runcorn, 3.75 nm from touchdown. The easterly approach is also above the Bromborough area on the Wirral Peninsula, at a similar distance from touchdown.

In moving forward with this project LJLA will be able to meet airline demand for PBN infrastructure and improve the resilience and redundancy of its airport operations. The improved efficiencies will also help to protect capacity for any future growth. Introduction of PBN procedures will drive new procedure designs that minimise delays and allow for more efficient interfaces with adjacent air traffic organisations. An aspiration of LJLA is to introduce new procedures that also offer environmental benefits, wherever possible within the constraints of PANS OPS compliant final designs.

Please specify the altitudes (where applicable) affected by your Statement of Need:

- Surface to below 4,000 feet
- 4,000 feet to below 7,000 feet
- 7,000 feet to below 20,000 feet
- 20,000 feet and above

## 6. Proposed Dates

Please provide your proposed date for the submission of your change proposal to the CAA. This should be the date on which you are expecting to submit your formal airspace change proposal to the CAA. Please note that your formal airspace change proposal must be submitted alongside all of the supporting documentation required by the CAA to complete our regulatory assessment of the Proposal; consequently the date on which you place in this field should represent the point at which you will have the formal airspace change proposal **and all** of the supporting documentation ready to submit to the CAA. This date is required to assist us with the allocation of the required CAA-resource to your proposal and therefore it is a key date in our planning process. Whilst we will try to accommodate your specified timescales, there may be occasions where it is not possible for us to do so given the large number of projects that are already 'in process'. You should also note that any changes to the above date may impact our ability to process your airspace change proposal within your preferred timescales. It should also be noted that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See [Commission Regulation \(EU\) No 73/2010](#) (updated by 1029/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

- Confirmation of Understanding \*

Please provide your proposed date for the submission of your change proposal to the CAA. \*

14 Feb 2019

Please provide your proposed AIRAC effective date \*

AIRAC 09/2019

If this change forms a part of a modular airspace change proposal please provide the relevant title and further information below (Note we will require individual submissions for each module) . \*

No

If this change requires the implementation of a Five-Letter Name Code (5LNC) please specify your requirements below: \*

To be determined when first draft designs completed.