



# DAP 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, then 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): \*

London Stansted Airspace Modernisation - Departures and Arrivals (FASI-S)

## 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) \*

Stansted Airport Limited

Registered Company Number

01990920

Country of Company Registration

United Kingdom

Registered Office Address

Enterprise House, Bassingbourn Road, Stansted Airport, Essex

Postcode

CM24 1 QW

E-mail

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

Primary Point of Contact Name \*

[Redacted]

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?

#### 4. Summary of Intended Change

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

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Flight Information Region (ENR 2.1)                  | <input type="checkbox"/> Upper Information Region (ENR 2.1)                   | <input type="checkbox"/> Terminal Control Area (ENR 2.1)                   |
| <input type="checkbox"/> Other Regulated Airspace (ENR 2.2)                   | <input checked="" type="checkbox"/> Lower ATS Routes (ENR 3.1)                | <input type="checkbox"/> Upper ATS Routes (ENR 3.2)                        |
| <input type="checkbox"/> Area Navigation Routes (ENR 3.3)                     | <input type="checkbox"/> Helicopter Routes (ENR 3.4)                          | <input type="checkbox"/> Other Routes (ENR 3.5)                            |
| <input type="checkbox"/> En-Route Holding (ENR 3.6)                           | <input checked="" type="checkbox"/> Name-Code Designators (ENR 4.4)           | <input type="checkbox"/> Prohibited/Restricted/Danger Areas (ENR5.1)       |
| <input type="checkbox"/> Military Exercise/ Training Areas (ENR 5.2)          | <input type="checkbox"/> Other Danger/ Hazard (ENR 5.3)                       | <input type="checkbox"/> Aerial/Sporting/Recreational Activities (ENR 5.5) |
| <input type="checkbox"/> Bird Migration/Sensitive Fauna (ENR 5.6)             | <input checked="" type="checkbox"/> ATS Airspace (AD-EGXX-2.17)               | <input checked="" type="checkbox"/> Flight Procedures (AD-EGXX-2.22)       |
| <input checked="" 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 checked="" 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. \*

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 2018, the Airport served 28 million passengers and handled 200,000 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 2017, 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.

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 10 29/2014) 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. \*

01 Jun 2021

Please provide your proposed AIRAC effective date \*

AIRAC 13/2021

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) . \*

This Airspace Change Proposal will be one part of a multi-module proposal, aligned with many South East Airports. This programme will be coordinated with NATS and SARG in due course through the FASI-S and LAMP programmes.

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

The exact number will be specified in due course, it is unknown at the time of submission.