



# 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): \*

FASI-S (London City) Redesign of departure and arrival routes and procedures

## 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) \*

London City Airport Ltd

Registered Company Number

01963361

Country of Company Registration

UK

Registered Office Address

London City Airport, City Aviation House, Royal Docks, London

Postcode

E16 2PB

E-mail

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

www.londoncityairport.com

Primary Point of Contact Name \*

Telephone \*

E-mail \*

Secondary Point of Contact Name

Telephone

E-mail

## 3. Independent Aviation/Airspace Consultancy

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

## Aviation Consultancy

Registered Company name (in full) \*

NATS Services Ltd

Registered Company Number

04129270

Country of Company Registration

UK

Registered Office Address

4000 Parkway, Whiteley, Fareham, Hampshire

Postcode

PO15 7FL

Telephone

[REDACTED]

Email

[REDACTED]

Trading Name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

nats.aero

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

Telephone

Email

## 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 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. \*

London City Airport Ltd. is planning to make changes to integrate the airport's arrival and departure routes and associated airspace structures with proposed higher level routes proposed by NATS. These changes could affect traffic at altitudes from 0 to 7000ft.

### Current Situation

London City Airport currently has a system of PBN and conventional SIDs, STARs and arrival transitions which were introduced in 2016. These serve the current fleet mix, which includes PBN capable aircraft/crews and those which are not PBN capable. Passenger delays are expected to increase sharply over the next ten years if the airspace structure and route network are not upgraded to introduce additional capacity. The Future Airspace Strategy Implementation South (FASI South) programme has been established by NATS and 15 key airports operating in southern England, including London City Airport, to coordinate a series of linked ACPs that will modernise the overall airspace structure and route network.

### Opportunity/ Associated Factors

The 2017 DfT/CAA Strategic Rationale (Upgrading UK Airspace – Moving Britain Ahead) identified that the existing airspace design, specifically above Southern England, is approaching the limits of its capacity and contains design features which have adverse operational, financial and environmental consequences and inhibit improvements. It is predicted that there will be a sustained and significant increase in air traffic movements at all Southern England's airports out to and beyond 2030; this additional traffic will place further pressures on existing capacity. Without a complete redesign of the enroute and terminal airspace, coupled with extensive redesign of airport airspace and procedures, the system will increasingly struggle to meet future demand and as a consequence any impacts experienced by airspace users, and communities, will only worsen. Further modernisation of the airspace will free up capacity, manage traffic efficiently and enable innovations that could reduce the environmental impacts of aviation. The CAA is developing an Airspace Modernisation Strategy which contains a number of linked initiatives. The modernisation of airspace across Southern England will be conducted under a single programme known as Future Airspace Strategy Implementation South (FASI-S). The DfT have asked all affected airports, including London City to commit to undertake related airspace change, through this programme, in support of the Strategy's objectives.

NATS are developing an ACP known as the London Airspace Modernisation Programme (LAMP) to modernise the airspace structure and route network above 7000ft. The FASI-S airports are each developing complimentary ACPs to modernise the arrival and departure routes that support their operations and connect the airports below 7000ft, with the high altitude LAMP enroute network. The main goal of the LAMP ACP is to introduce additional airspace capacity which is required to meet the airports' growth plans that have been developed in response to the increasing demand for aviation. The combined LAMP plus London City ACPs (along with the other FASI-S ACPs) will offer the opportunity to significantly improve the flight efficiency and environmental performance of the southern airspace network.

The LAMP network will be based on procedurally separated routes designed using PBN standards. London City Airport has extant RNAV1 arrival and departure routes which may require modification to connect to the higher altitude route network efficiently and deliver the required capacity gains.

Airspace changes will be separated into two components using Flight Level 70 (FL70), as the defining boundary. DfT have asked NATS/NERL to lead on the redesign above FL70 and all airports affected, including London City, to lead their own airspace changes below FL70. Each airport will determine the location of entry and exit "letterboxes" at FL70 to link to the NATS/NERL flightpaths above FL70. London City's airspace change will support the creation of additional airspace capacity, enable the efficient accommodation of additional traffic, and facilitate environmental performance improvements.

The NATS-led London Airspace Management Project (LAMP) will enable London City to progress the efficient integration of its PBN departure and arrival procedures into the proposed enroute network.

The implementation of this strategically important redesign is unlikely to occur before 2024 and should be seen as a once-in-a-generation opportunity. As such, the airspace redesign should be compatible with the potential growth plans of all affected airports, thus ensuring that the airspace capacity will not be a constraint on the growth of commercial aviation. This will minimise the number of changes faced by communities and ensure that the redesigned airspace can meet the UK's future connectivity requirements.

### Issue to be addressed

This airspace change proposes to implement changes which will be required to modify departure and arrival routes to/from London City Airport below FL70 (~7000ft) in order to connect to the LAMP enroute network. The changes to the London City departure and arrival routes will integrate efficiently with the LAMP airspace design and make best use of the resulting enhanced network capabilities.

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. \*

15 Mar 2024

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) . \*

(Note: the proposed AIRAC effective date is AIRAC 12/2024, but selection field above does not allow dates beyond 2021)

This ACP is the London City specific module, which forms part of the modular FASI-S programme.

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

A number of 5LNCs will be required, specifics TBD.