



ACP Stage 2 Stakeholder Update

London Southend Airport FASI(S) ACP

Overview

Overview of FASI-S ACP

Stage 1

Stage 2A

Stage 2B

Gateway

Timeline

Next steps

Questions

Airspace Modernisation

The Airspace Modernisation Strategy (AMS) fulfils the statutory duty placed upon the CAA by the Secretary of State to have a strategy and a plan for modernising airspace.

There are currently 15 initiatives, two of which are FASI-S and FASI-N.

- These are programmes to redesign airspace in the south and north of the UK, including upper airspace structures. London Southend Airport falls into the FASI-S programme.

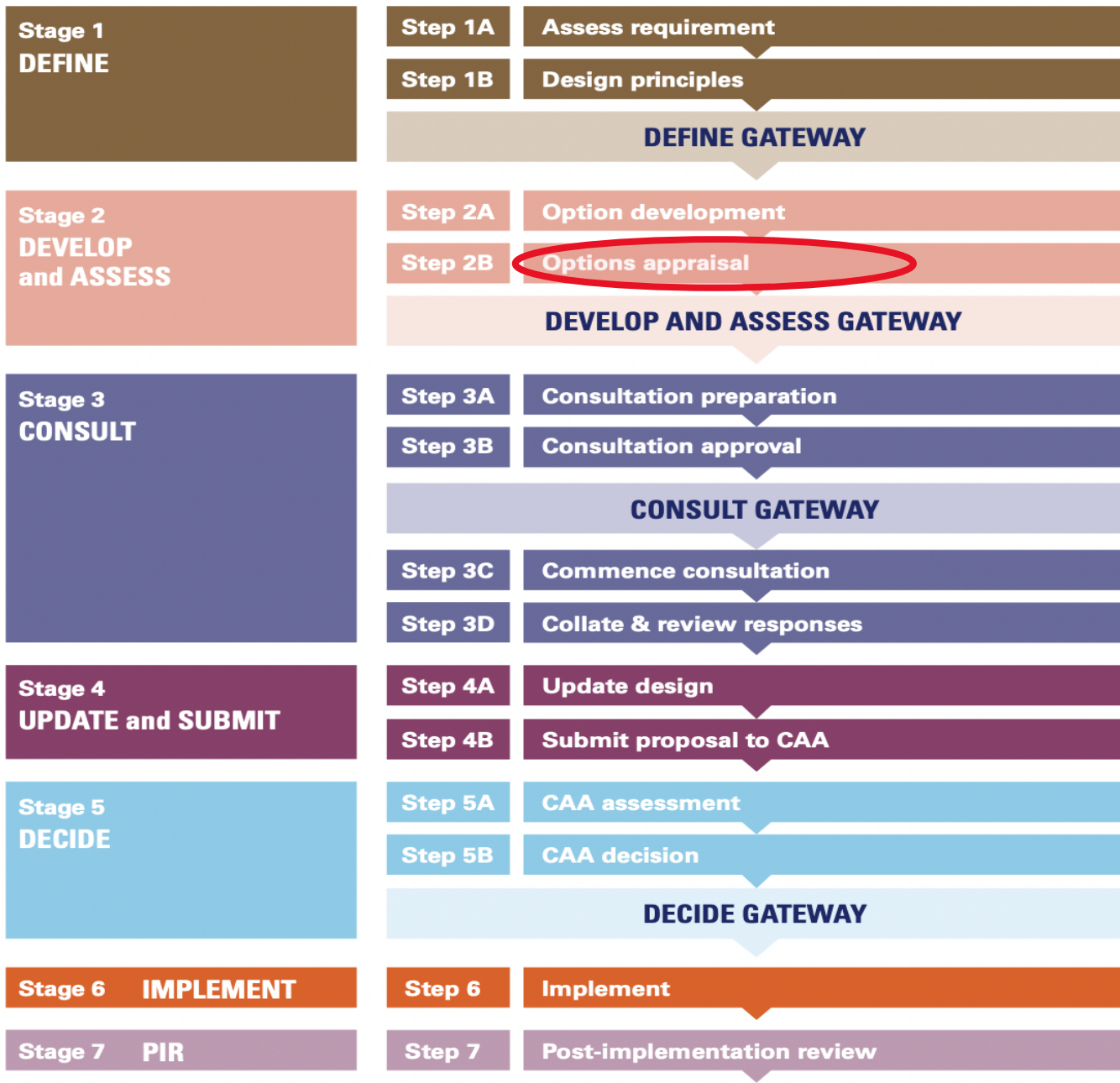
London Southend Airport is following the CAA's airspace change process ([CAP1616](#)).

CAP 1616

7 Stage Process

14 'Steps'

4 Gateways



Stage 1

Document issued to Stakeholders on 21st September 2021 - '*LSA FASI(S) ACP: An Introduction to Design Principles*'

- This contained;
 - An explanation of the project,
 - Draft Design Principles,
 - A link to an online survey.
- Stakeholders were asked to provide feedback by 31 October 2021.

Following the feedback a document was created - '*LSA FASI(S) ACP: Response on Design Principles*' – and uploaded onto the ACP Portal to complete our Stage 1 submission.

London Southend Airport passed the Stage 1 Define Gateway in March 2022.

Stage 2A

Stage 2A requires change sponsors to develop and assess options for the Airspace Change.

A comprehensive list of options were created and are detailed in a document titled – *'LSA Options Development and Design Principle Evaluation'*

Two separate Stakeholder Workshops were held on the 8th of April 2022, with stakeholders invited to attend either in person or online.

- The purpose of this engagement was to introduce stakeholders to the airspace design options and our approach to assessing them against the Design Principles they helped us to shape. A presentation was delivered which outlined the options development process. It included the Comprehensive List of Options and our initial assessment of these options against the Design Principles established in Stage 1.

Post workshops, an email was forwarded to all the Stakeholders on the 19th of April 2022 asking them to provide feedback on the Design Principle Evaluation and add additional comments through an Online Survey.

- The survey remained open until the 16th of May 2022.

Following the feedback from these workshops and the online survey we finalised our Design Principle Evaluation of the Options, this is detailed in a document titled – *'LSA Design Principle Evaluation'*

All documents and the workshop presentation are now on the ACP Portal.

Stage 2B

Stage 2B requires change sponsors to undertake an Initial Options Appraisal (IOA) on the options developed during Stage 2A.

The Initial Options Appraisal is the first of three appraisals that will be conducted during the CAP1616 process.

- It is a high-level qualitative assessment of the options, defined in Stage 2A, against pre-defined criteria laid down in [CAP1616 Appendix E](#) and includes a safety assessment.

The purpose of this appraisal is to show the positive and negative, benefits and impacts of each option.

- This is based on high level qualitative assessment conducted by subject matter experts.

In the conclusion we detail any options not being progressed to Stage 3 and the rationale behind this decision.

We are currently in the final stages of producing this document.

Stage 2 Gateway

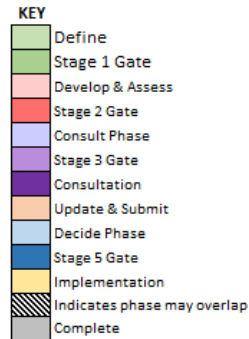
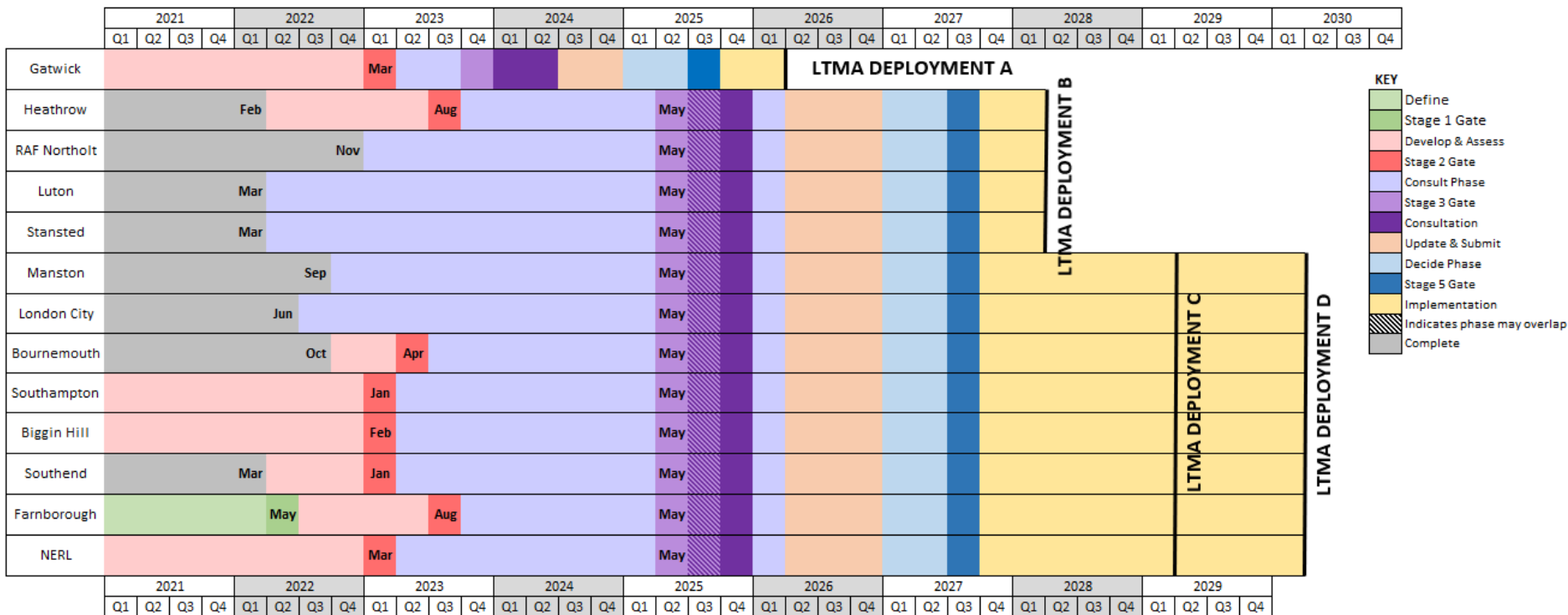
Gateway – January 2023

Submission – December 2022

Outcome – February 2023

Timeline

London TMA Programme Plan



Unless stated, Stage gates are provisional estimates only and are to be agreed in consultation with the CAA and sponsors once further planning has been completed	Consultation windows are for illustrative purposes only and will be confirmed once supporting strategies, planning and documentation are sufficiently mature	LTMA deployments will fall in Q1 of each year due to implementation constraints	Sponsors have not yet all been grouped into deployment clusters within the LTMA. These clusters will be confirmed once deployment plans are sufficiently mature	Current deployment strategy proposes Gatwick (A), Heathrow, Northolt, Luton, Stansted and North (B), followed by remaining 'middle' LTMA sponsors (C/D).
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Next Steps

Following a favourable gateway decision London Southend Airport will commence Stage 3 Activities.

Stage 3 CONSULT	Step 3A Consultation preparation The change sponsor plans its stakeholder consultation and engagement, and prepares consultation documents, including the second-phase Full options appraisal with more rigorous evidence for its chosen option(s).
	Step 3B Consultation approval The CAA reviews and where appropriate approves the consultation strategy. This is to ensure the strategy is comprehensive, the materials clear and appropriate, and the questions unbiased.
CONSULT Gateway	
	Step 3C Commence consultation The change sponsor implements its consultation strategy and launches the consultation.
	Step 3D Collate and review responses Consultation responses made through the online portal are collated, reviewed and categorised.

**Thank you for your time are there any
Questions?**