

MINUTES OF LONDON CITY AIRPORT FASI-S ACP ASSESSMENT MEETING

HELD AT HILTON HOTEL, GATWICK AIRPORT ON 22ND JAN 2019

Present	Appointment	Representing
[REDACTED]	Airspace Regulator	CAA SARG
[REDACTED]	Principal Airspace Regulator	CAA SARG
[REDACTED]	Airspace Regulator (IFP)	CAA SARG
[REDACTED]	Airspace Regulator	CAA SARG
[REDACTED]	Airspace Specialist	CAA SARG
[REDACTED]	Stakeholder Engagement Specialist	CAA SARG
[REDACTED]	Airspace Regulator (Environment)	CAA SARG
[REDACTED]	Economic Specialist	CAA SARG
[REDACTED]	Airspace Regulator	CAA SARG
[REDACTED]	Airspace Regulator	CAA SARG
[REDACTED]	Airspace Change Expert	LCA/NATS
[REDACTED]	GM London City Airport	LCA/NATS
[REDACTED]	Comms Specialist	LCA
[REDACTED]	Director of Operations	LCA
[REDACTED]	Manager Airports Concepts	NATS

Agenda

1. Introductions & Safety Notices
2. Statement of Need
3. Justification
4. Objectives
5. Impacts
6. Baseline
7. Outcomes
8. Environmental
9. Stakeholders
10. Issues & How To Address Them
11. Provisional Scaling & Process
12. Draft Gateway Timescale
13. Next steps
14. Questions & AOB

CAA Assessment Meeting Opening Statement

The CAA has received the Statement of Need in advance of this Assessment Meeting and can confirm that the documents will be published together with the minutes of this meeting on the CAA's Airspace Change Portal. It must be noted that this is an Assessment Meeting and not a Gateway. The Change Sponsor will be required to provide a broad description of their proposed approach to meeting the CAA's CAP1616 requirements however the CAA will not at this stage decide whether the proposed approach met the detailed requirements of the CAA's process. The purpose of the Assessment Meeting, as set out in detail in CAP 1616, is broadly for the Sponsor to:

- present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process and
- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor is required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor

is required to provide information on how it intends to meet the engagement requirements of the various stages of the airspace change process.

	ACTION
<p>Item 1 – Introduction</p> <p>The purpose of this briefing was to inform the CAA regarding the statement of need related to airspace changes proposed related to the London City Airport, Future Airspace Strategy Implementation South (FASIS) programme and how these changes are planned in accordance with the CAP1616 process.</p>	None
<p>Item 2 – Statement of Need (discussion and review)</p> <p>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.</p> <p>Current Situation</p> <ul style="list-style-type: none"> • 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. <p>Opportunity/ Associated Factors</p> <ul style="list-style-type: none"> • The existing airspace 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. (2017 DfT/CAA Strategic Rationale, Upgrading UK Airspace – Moving Britain Ahead) • There will be a significant increase in air traffic movements at all Southern England’s airports out to and beyond 2030. • Complete redesign of the enroute and terminal airspace, coupled with extensive redesign of airport airspace and procedures is required to meet future demand • Further modernisation of the airspace will free up capacity, manage traffic efficiently and enable innovations that could reduce the environmental impacts of aviation. • 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 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 higher LAMP enroute network. • DfT have asked 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. 	None

<ul style="list-style-type: none"> • 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. <p>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.</p>	
<p>Item 3 – Justification The proposed changes are required as part of the FASIS/LAMP programme.</p> <ul style="list-style-type: none"> • The DfT have asked all affected airports, including London City to commit to undertake airspace change, through this programme, in support of the Strategy's objectives. • London City's airspace change will support the creation of additional airspace capacity and facilitate environmental performance improvements. <p>Other Considerations</p> <ul style="list-style-type: none"> • Due to forecast passenger and airline traffic growth, current airspace capacity is likely to be inadequate by 2020. • The VOR rationalisation programme requires that reliance on ground based navigation aids is removed. • The changes will integrate with wider network changes being proposed by NATS, and together these will enable further efficiencies. 	None
<p>Item 4 – Objectives</p> <ul style="list-style-type: none"> • Maintain and improve on the current high levels of safety within the London City Airport operation. • Improve resilience in the management and systemisation of London City arrivals and departures. • Reduce controller and pilot workload through systemisation. • Integrate efficiently with the LAMP network. 	None
<p>Item 5 – Impacts</p> <p>ATS Units</p> <ul style="list-style-type: none"> • London City Airport: systemisation will improve efficiency and increase capacity. • London Terminal Control: systemisation will result in better traffic presentation to/from TC, and improvement in overall network capacity. <p>Civil Air Traffic</p> <ul style="list-style-type: none"> • Reduction in delays. • Aim to improve climb & descent profiles. • Aim to reduce cockpit workload. • Aim to reduce fuel burn. <p>MoD / Operational Air Traffic</p> <ul style="list-style-type: none"> • Minimal anticipated impact. <p>GA/S&RA</p> <ul style="list-style-type: none"> • Changes to some CAS bases possible. • Willingness to evolve low level airspace design. • Relieve infringement risk in relation to low level CAS and deliver 	None

simplification of boundaries.	
<p>Item 6 – Baseline</p> <p>Current airspace and trajectory density plot shown</p>	None
<p>Item 7 – Outcomes</p> <ul style="list-style-type: none"> • Maintain the current high levels of safety within the London City Airport operation, • Enhance the efficiency of the arrival and departure routes. • Minimise environmental impacts. • Minimise impacts on aviation stakeholders. 	None
<p>Item 8 – Environmental</p> <p>New SIDs and Arrival Transitions</p> <ul style="list-style-type: none"> • It is anticipated that any proposed new SIDs, STARs, Transitions or changes to the ATS route network will change the pattern of over-flights experienced by those under the proposed flight paths. <p>Analyses required</p> <ul style="list-style-type: none"> • SEL footprint noise analysis will be performed • Leq contour analysis will be performed • Population analysis will be performed 	None
<p>Item 9 – Stakeholders</p> <p>London City Airport explained that they would engage with stakeholders as per the CAP 1616 process.</p>	None
<p>Item 10 – Issues & How To Address Them</p> <p>Adherence to timeline London City Airport have prioritised this project and allocated resource appropriately. The proposed timeline is designed to accommodate extensive periods of design and consultation such that there is sufficient time to ensure thorough consideration of options.</p> <p>Consultation and engagement with local stakeholder groups LCA plans to utilise their network of stakeholders, and community groups, and embark on an extensive programme of engagement. The CAA stressed that cumulative impact of multiple changes from adjacent airports and network proposals, needs to be clear to affected individuals such that they should not have to refer to several different documents in order to work this out for themselves (e.g. where more than one airport is affecting them). This should be part of each sponsors consultation process. It was discussed that ACOG would have a part to play in assisting with communicating & coordinating the summation of impacts.</p>	None
<p>Item 11 – Provisional Scaling & Process</p> <p>CAA stated that the proposed changes will fall within the CAP1616 Airspace Change Process.</p> <p>It is expected that traffic distribution below 7000ft will be changed. As such LCA's expectation is that the ACP will be categorised as Level 1. The CAA agreed with this initial assessment however the Level would be stated as TBC on the portal, and be confirmed at CAP1616 Stage 2B.</p> <p>This ACP is sponsored by London City Airport, however it is part of the FASIS programme of modular ACPs. As such the Airspace Change Organising Group (ACOG) will have a significant part to play in coordination between sponsors.</p>	None
<p>Item 12 – Draft Gateway Timescale</p> <p>The following dates are proposed for the Gateway submissions and key project milestones.</p>	

<p>Stage</p> <p>Stage 1 – Assessment meeting</p> <p>Stage 1 – Define</p> <p>Stage 2 – Develop</p> <p>Stage 3 – Consult</p> <p>Stage 4 – Update and Submit</p> <p>Stage 5 – Decide</p> <p>Stage 6 – Implement</p>	<p>Date</p> <p>22-Jan 2019</p> <p>28-June- 2019 (TBC)</p> <p>20-Dec 2019 (TBC)</p> <p>30-Oct 2020 (TBC)</p> <p>25-Jun 2021 (TBC)</p> <p>29-Apr 2022 (TBC)</p> <p>2024/25</p>		
<p>The CAA stated that timelines for CAA will have little flex – if a planned gateway is missed then agreement for a revised submission slot will have to be re-negotiated with the CAA. Early notification of any changes will be appreciated to realign and assist keeping the process on track.</p> <p>There are many dependencies which could influence implementation dates, and implementation is subject to CAA approval. As such dates stated above are aspirational, conditional on approval, and could be subject to change.</p>			
<p>Item 13 – Next steps</p> <p>Development work continues, to refine the concepts, fully define the scope and coordinate the timescales. Work also continues in order to engage effectively with airlines, airports, GA and MoD.</p> <p>London City Airport continues to engage airlines, airports, GA and MoD.</p> <p>LCA plan to commence community engagement plan.</p> <p>Engagement with stakeholders regarding design principles is planned. The CAA recommended that stakeholder engagement strategies should be developed as soon as possible.</p>			<p>None</p>
<p>Item 14 – Questions and Any Other Business</p> <p>CAA asked whether NATS (NERL) had any influence over the positioning of the airport letterbox positions. London City stated that the Letterbox positions were determined exclusively by the airport. NATS confirmed that this was the case.</p> <p>The target implementation is 2024/25. Due to the highly complex nature of the FASIS ACPs careful coordination via ACOG will be required.</p> <p>There was discussion of the timing of withdrawal of conventional procedures in relation to the PBN IR requirements. LC confirmed that PBN equipage would be incorporated into the requirements for airlines operating from London City, and that conventional procedures would be withdrawn prior to the PBN IR deadline.</p> <p>CAA advised that due to IFP resource it was important to engage with the IFP regulators at an early stage and to be mindful that the IFP approval is a separate process outlined in CAP 785.</p> <p>CAA apologised for LCA not being set up for access to the airspace change portal, and committed to get the required access set up.</p> <p>Once access to the portal is set up LCA will upload the Agenda and meeting minutes once agreed.</p>			<p>Action CAA to set up London City Airport as a sponsor organisation on the portal.</p> <p>LCA: Upload docs to portal.</p>

Actions Arising From SAIP AD6 Assessment Meeting

Subject	Name	Action	Deadline
Portal Access	■	Set up access for LCA to the Airspace Change Portal	04/02/2019
Upload agenda	■	Upload the agenda to the CAA Airspace Change portal	08/02/2019
Upload minutes	■	Upload the minutes to the CAA Airspace Change portal	08/02/2019