

Airspace Change Organising Group

ACOG Advice to the CAA on the reintegration of Liverpool John Lennon Airport ACP (ACP-2015-09) into the UK Airspace Change Masterplan

Version 1.0, September 2022

Introduction

The Liverpool John Lennon Airport (LJLA) ACP (ACP-2015-09) passed through the CAP1616 Stage 3 Gateway in December 2019 and is currently paused at Step 4a of the process following the completion of a public consultation in Q1-2020. The LJLA ACP was paused in November 2020 “to wait for neighbouring ACP designs to mature” to progress the design considerations identified during the consultation.

Iteration 2 of the masterplan was accepted by the co-sponsors of airspace modernisation in January 2022. As part of the development of the masterplan, ACOG is required to show the potential airspace design interdependencies between the constituent ACPs and demonstrate that solutions are available to address the design conflicts that may arise.

This paper sets out ACOG’s advice to the Department for Transport and Civil Aviation Authority, in their role as co-sponsors of airspace modernisation, regarding the reintegration of the LJLA ACP into the UK Airspace Change Masterplan development process.

ACOG Advice

ACOG considers the LJLA ACP to be strategically important in the context of the UK Airspace Modernisation Strategy (AMS) objective to deliver quicker, quieter, cleaner journeys and more capacity for the benefit of those who use and are affected by UK airspace. Iteration 2 of the masterplan highlighted a design interdependency between LJLA and the Manchester Airport ACP (ACP-2019-23) which is currently in Stage 2 of the CAP1616 process. In addition, NERL are redesigning the Manchester TMA (MTMA) network (above 7000ft.) to integrate the low-level airspace changes from airports, to ensure the optimisation of the TMA and to harmonise the transition altitude within this region. At this time, based on the information that is currently available, there are potential design conflicts between the current LJLA proposed options and those being developed by both the Manchester Airport and NERL airspace change proposals.

Collaboration is required to further understand the potential solutions to the design conflicts that exist between the ACPs, the cumulative impacts of the overall MTMA system change, including how to make this clear to all stakeholders and whether design trade-offs may be required to optimise the system-wide design. Without the reintegration of the LJLA ACP into the Programme it will not be possible for ACOG to develop a masterplan which meets the regulatory requirements set out in the masterplan acceptance criteria ([CAP2156a](#)). This would prevent MTMA ACP Sponsors from moving forward with their proposals and delivering the benefits of airspace modernisation to a wide range of stakeholders.

ACOG recommends that the following actions are taken to ensure the effective reintegration of the LJLA ACP into the masterplan development process:

- LJLA to work with ACOG to develop a Statement of Work (SoW) to access financial support from the Government’s FASI Programme Support Package for the activities needed to complete Stage 2 in FY22/23 and submit to the CAA for review.
- Once the SoW is agreed, LJLA to work with the CAA to agree the Grant Funding Agreement to allow the airport to claim funds.

- LJLA to 'unpause' ACP-2015-09 at Stage 2 of the CAP1616 process, following the CAA [Restarting a paused ACP](#) guidance published in October 2020, agreeing any work-off actions with the CAA Airspace Regulation team.
- LJLA to work with ACOG and other ACP Sponsors in the MTMA cluster to develop and agree an updated programme plan and associated timeline for the delivery of ACP-2015-09 and communicate this to stakeholders.
- LJLA collaborate with Manchester Airport and NERL to review design options following CAP1616 Stage 2 guidance. LJLA to work with ACOG and other ACP Sponsors within the MTMA cluster to ensure the required data and information is available for ACOG to develop Iteration 3 of the masterplan.