



LJLA Airspace Transition Update (January 2023)

What is the Info-sheet?

The objective of this info-sheet is to bring you up to date with the Liverpool John Lennon Airport (LJLA) Airspace Change Proposal (ACP). The Airport started the ACP process to seek to modernise the way the airspace is used around LJLA, migrating to satellite based procedures and to systemise the operation of the airspace. This started with the submission of the Statement of Need to the Civil Aviation Authority (CAA) in February 2018 and formally began in June 2018. This info-sheet aims to inform organisational stakeholders about the current position and status and encourage participation in the ACP process.

Why did LJLA start its Airspace Change Proposal?

The main reason LJLA is seeking to undertake an airspace change is to update the means of navigation used by aircraft, in line with UK Airspace Modernisation Strategy (AMS). Aircraft have traditionally used land-based beacons which, are being decommissioned and rationalised; therefore, it is increasingly necessary to migrate to satellite-based technology. This creates an opportunity to systemise the procedures associated with the way aircraft approach and depart LJLA, as is the case at the majority of airports across the UK.

The LJLA proposal is seeking to introduce new Performance Based Navigation (PBN) procedures to ensure compliance with Resolution 36/23 ratified by the 36th International Civil Aviation Organization (ICAO) General Assembly and the AMS published by the CAA. As the level of accuracy, safety, and integrity of satellite navigation systems are greater than the traditional methods, it is possible to seek to systemize the airspace.

The regional airspace in NW of England around LJLA is known as the Manchester Terminal Manoeuvring Area (MTMA). This is a busy area of airspace with Manchester, Hawarden, BAe Warton, Leeds Bradford, East Midlands, and Blackpool airports all within 60 nm of LJLA. The airports in this area are either planning their own

airspace changes or will be contributing to proposed changes by others. To co-ordinate these changes the Department for Transport (DfT) and the CAA commissioned Airspace Change Organising Group (ACOG) to create a single co-ordinated Airspace Change Master Plan to facilitate this national infrastructure development and implementation.

Background Information

The CAA published CAP1616 in 2018, which is their guidance for Sponsors (like LJLA) seeking to formally change the way airspace or procedures utilised. The CAP 1616 Guidance Process has 7 Stages and the LJLA ACP activity in each stage is summarised below:

- **Stage 1** – The Design Principles that encompass safety, environmental and operation criteria were developed. These Design Principles act as a framework for the consideration of the Design Options as they were developed. LJLA passed through first stage gateway at the end of November 2018.
- **Stage 2** – A list of Design Options that met the original "Statement of Need" and aligned with the Design Principles were generated as part of the Stage 1 engagement. This list was reviewed, and a qualitative assessment of the options developed into a list of options for detailed assessment and formal consultation. LJLA passed through the Stage 2 Gateway in June 2019 after this was assessed by the CAA.
- **Stage 3** - The consultation material was developed, and the CAA confirmed the formal consultation document addressed all reasonable requirements for consultees, and LJLA was approved to start the public consultation. The public consultation was undertaken between 19th January and 27th April 2020, which included two public drop-in sessions on the 12th February and 11th March 2020. The main vehicle for the consultation was the CAA Portal which was available 24/7. The consultation appraisal was submitted to the CAA Portal on 26th October

2020 which mean that the LJLA ACP automatically progressed to the next stage of CAP 1616 process.

- **Stage 4** – LJLA paused the ACP at the start of Stage 4a in November 2020. No work had been undertaken by LJLA in this stage prior to the ACP being paused. Stage 4 is about progressing the design considerations identified during the consultation part of Stage 3 to mature a design ready for submission to the CAA for consideration.
- **Stage 5** – The CAA will decide about the submitted ACP.
- **Stage 6** – If the ACP decision is favourable, this Stage incorporates the preparation and actual implementation of the agreed changes to the flight procedures.
- **Stage 7** – The Post-Implementation Review (PIR) Stage. PIR happens 12 months after implementation to review the safe operation and confirm the changes proposed have been introduced as described.

What Next & Why?

Since LJLA ACP started, the Airspace Change Organising Group (ACOG) was commissioned by the DfT and the CAA to coordinate the redesign of airspace in the UK; and since the LJLA ACP has been paused, a National Airspace Master Plan has been developed which forms part of the Government's Airspace Modernisation Strategy.

During the time the LJLA ACP has been paused the neighbouring Airspace Change Sponsors within the MTMA (particularly Manchester Airport and NERL) have made further progress, therefore, to synchronise with the other MTMA Sponsors and the Airspace Change Masterplan, LJLA will be partially re-visiting Stage 2 of CAP 1616.

The partial re-visit of Stage 2 will focus on the changes resulting from of the introduction of the Airspace Change Master Plan, and the maturing ACPs of other Sponsors that influence the further development of the LJLA ACP.

Timeline/Schedule

The LJLA ACP is linked to those of the other MTMA Airspace Change Sponsors and that of the overall national Airspace Change Masterplan. This means the timescale for the LJLA ACP has had to be revised. In practice, this means the LJLA ACP will be un-paused and rewound to Stage 2. It will re-visit elements that may have changed because of the creation of the Airspace Change Master Plan and other sponsors ACPs maturing whilst LJLA's was paused. LJLA will be seeking to engage with the organisational stakeholders in early 2023 to gather your opinions about these changes.

If there are any changes after Stage 2 has been revisited and stakeholder engagement taken place, LJLA will go to a further small scale consultation on these changes as part of revisiting Stage 3 of CAP 1616. If the proposal is submitted to the CAA and approved the likely implementation date would be the winter of 2026/27.

How can I find out more?

Further details about the LJLA and other MTMA Sponsors ACP submissions are available on the CAA Airspace Change Portal at <https://airspacechange.caa.co.uk/>, just insert your postcode and it will highlight the current ACP in your vicinity.

If you have any questions or want more information, Please do not hesitate to contact:
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