

Future Airspace Strategy Implementation-South (FASI-South) ACP 2018-60 Stage 1b

Airspace Design Principles Development - Initial Engagement

Record of the questions and answers from stakeholder engagement sessions held between 22-28 March 2019

Version 1-0A - Public

Introduction

This document summarises the questions raised at stakeholder engagement sessions held to support the development of Design Principles for Gatwick's FASI-South Airspace Change Proposal (ACP).

#	Theme	Question	Answer
01	CAP1616 process	Does this engagement process fulfil Gatwick's obligation to consult on the FASI-South ACP?	No. Full consultation will take place in stage 3 and is scheduled for 2021.
02	CAP1616 process	Are all the 17 airports that are participating in the FASI-South programme also engaging stakeholders on their Design Principles for airspace change?	Yes.
03	CAP1616 process	Heathrow Airport completed a full consultation to gather feedback on their Airspace Design Principles to support the changes required for expansion; why is Gatwick not conducting a full consultation in a similar way.	The CAA's process does not require, expect or advocate full consultation at this stage, since this is conducted at stage 3 when a set of fully defined and assessed design options are available. Heathrow's decision to consult widely was voluntary and linked to a broader process that the airport is following to Development Consent for a third runway.
04	Expansion	Does Gatwick's FASI-South ACP consider the additional airspace capacity and flexibility that may be required to enable runway expansion in due course?	Gatwick has set out a series of growth scenarios as part of its draft Master Plan consultation. Future airspace design will be cognisant of this along with a number of other factors.
05	Engagement	Is Gatwick expecting organisations that represent community members to engage with all their individual members at this stage?	Gatwick has set no expectations and the level of engagement organisations undertake is at their discretion. A response from the organizations' representatives is sufficient for stage 1.
06	NPRs	Does Gatwick's FASI-South ACP consider the potential for departure routes to be realigned outside the lateral boundaries of the current Noise preferential Routes (NPRs)?	We are required to consider all design options at this stage. Any changes to the established NPRs will require separate sign-off from the Secretary of State for Transport.

07	Safety	Why have Gatwick included Safety as a design principle, when it will clearly forms a core part of the framework for guiding the airspace design options?	This engagement to develop design principles includes aircraft operators, aerodromes and air traffic service providers that may have views on the approach to maintain and enhancing aviation safety performance as part of the FASI-South ACP.
08	Safety	Which organisation/s are responsible for ensuring that the design options are safe?	Airport operators, airspace users and air traffic service providers are responsible for managing the safety risks created by the aviation activities they conduct, including the operation of new airspace designs when they are implemented. The CAA is accountable for assuring that industry stakeholders have the capabilities and processes in place to manage safety risks effectively.
09	Track miles vs environmental benefits	The deployment of multiple route options may result in greater track miles for airspace users in some scenarios, is this acceptable as part of the FASI-South ACP?	Yes. Noise management vs track miles, fuel burn and aircraft emissions is a difficult set of trade off decisions that will be supported by the qualitative framework for assessing airspace design options, generated as an output from this engagement process.
10	Time-based operations	Does the principle about Time Based Operations refer to the deployment of time-based separation on final approach, similar to the Heathrow operation?	No. It refers to designing airspace structures and route options that support the introduction of time-based flow management to better sequence Gatwick's inbound traffic flows for arrival.
11	Airspace Capacity	Should the need to introduce additional airspace capacity to support the forecast growth in traffic levels be included as a Design Principle?	Airspace Modernisation is seeking to create a design that will withstand future passenger demands under a range of possible growth scenarios.
12	Environmental appraisal and WebTAG	WebTAG doesn't capture all the potential environmental impacts associated with an airspace change. Will you be conducting additional environmental impact analysis?	Yes. During stage 2b of the CAP1616 process.
13	Flight path options	Can we have more information about the airspace design options that are under consideration and the likely flight paths?	No, the full range of options has not yet been collated and flight path options do not start to be developed until later in Stage 2. The full range of options will be identified, developed and refined during stage 2 between Jul-2019 and Jun-2020 guided by the principles created with stakeholders as part of this engagement.
14	Traffic Growth Forecasts	How confident are we in the growth forecasts presented by DfT and who developed them?	NATS led the forecasting with support from the DfT. Some of the baseline assumptions were drawn from analysis conducted by EUROCONTROL. So far actual traffic growth has exceeded the forecasts year on year. More detail can be found on the DfT's document entitled 'Strategic Rationale' published in 2017.

15	Traffic Growth Forecasts	Why do we not have robust growth data, this is essential to understand what is needed of DPs?	There is a range of growth forecasts available. However, we don't consider detailed traffic growth forecasts to be critical to development of an effective set of design principles at this stage in the process.
16	Traffic Growth Forecasts	Should there be a clear baseline for traffic numbers against which growth forecast and environmental impacts can be assessed?	Yes. The baseline will be 2018 air transport movements.
17	Regulatory resources	Does the CAA have enough resource to effectively support the process?	The CAA tell us they are recruiting additional staff to address the additional workload that the FASI-South airspace changes will generate.
18	Industry commitment	Can we be confident that the airports will follow through with their proposed airspace changes?	Yes. Airports will need to follow through with these changes to continue operating in the future. The DfT is considering legislating for the powers to enforce airports to make changes that support strategic/policy objectives.
19	GA Airfields	Do you think General Aviation (GA) airfields will also need to submit ACPs?	Not as part of this FASI-South Programme, but possibly as part of the wider implementation of the CAA's Airspace Modernisation Strategy.
20	GA operations	How will GA access to airspace adjacent to Gatwick's controlled airspace change?	Gatwick's FASI-South ACP will need to consider the needs of GA as part of its options appraisal. Gatwick's airspace change is not expected to alter the way GA users access the airspace, or how the provision for access evolves in the future with the introduction of new technologies.
21	UK Airspace Strategy	Who decided on what should be the Strategic Outcomes?	The Department for Transport and Civil Aviation Authority determined the Airspace Modernisation strategic objectives; these were informed by a widescale engagement on the development of the UK Airspace Modernisation Strategy (CAP1711).
22	Use of new technology	What are the accuracy levels of technology, what are the different types of technology, what do they mean practically?	The widespread adoption of modern communications (datalink), navigation (GNSS) and surveillance (electronic conspicuity) technologies that may enable the FASI airspace changes offer significant improvements in accuracy. Practically these technologies create a known airspace environment that allows air traffic services to improve the sequencing and deconfliction of airspace users, improving safety and increase airspace capacity.
23	Collaboration with other airports/NATS	How are you taking account of the Design Principles for London Heathrow and the London Airspace Modernisation Project (airspace change above 7000')?	Gatwick is working closely with NATS and all of our neighbouring airports and have provided feedback on design principle proposals. We will continue to work closely during Stage 2 (options).

24	Prioritization	How are you going to balance the answers?	Our design principles will help this process, but trading-off competing demands is likely to be a judgment call. The design principles help to ensure that decisions taken are deliberate and transparent.
25	Route 4	How does the Airspace Change Process (ACP) for Route 4 integrate with the FASI-South ACP?	Our ambition is to ensure that the chosen Route 4 design (which will be implemented before FASI-South) is capable of being integrated with the broader FASI-South ACP in due course.