

Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Stage 2 Engagement Evidence: Combined Events A to J Content Page

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Stakeholder Engagement Appendix – Evidence Overview

Engagement Activity Evidence by Event																									
Evidence Type	A. Airspace Awareness (Q2 21)	B. Round 1 Community (Q3 21)		C. Round 1 GA (Q3 21)	D. Round 1 Airline and ANSP (Q3 21)	E. December 2021 Briefing Sessions (Q4 21)		F. Round 2 CLOO (Q1 22)						G. Round 3 DPE Engagement (Q2 22)			H. Round 3 Parish Councils (Q4 22)		I. Round 3 IOA Stakeholders (Q1 23)			J. Round 3 IOA Outcomes (Q3 23)			
		i 02 Sep 21	ii 03 Sep 21			i 07 Dec 21	ii 09 Dec 21	i 15 Feb 22	ii 17 Feb 22	iii 23 Feb 22	iv 17 Mar 22	v 18 Mar 22	vi 23 Mar 22	i 23 Jun 22	ii 24 Jun 22	iii 28 Jun 22	i 5 & 6 Oct 22	ii 5 & 9 Dec 22	i. 25 Jan 23	ii. 30 Jan 23	iii. 2 Feb 23	i. (GA) 31 Jul 23	ii. 28 Jul 23	iii. 31 Jul 23	iv. 2 Aug 23
1. Email Invitation (showing bcc)	A.1.	B.1.		C.1.	D.1.	E.1.		F.i/ii/iii.1.			F.iv/vi.1.	F.v.1.	F.iv/vi.1.	G.1.			H.i.1.	H.ii.1.	I.1.			J.i.1.	J.1.		
2. Email Agenda / Briefing Note (showing bcc)	A.2.	B.2.		C.2.	D.2.	E.2.		F.i/ii/iii.2.						G.2.			H.2.		I.2.			J.2.			
3. Email Meeting Links (showing bcc)	A.3.	B.i.3.	B.ii.3.	C.3. IT Issue	D.3. IT Issue	E.i.3.	E.ii.3.	F.i.3.	F.ii.3	F.iii.3.	F.iv.3.	F.v.3.	F.vi.3.	G.i.3.	G.ii.3.	G.iii.3.	H.i.3	H.ii.3	I.i.3.	I.ii.3.	I.iii.3.	J.i.3.	J.ii.3	J.iii.3	J.iv.3.
4. Agenda / Briefing Note	A.4.	B.4.		C.4.	D.4.	E.4.		F.4.						G.4.			H.4.		I.4.			J.4.			
5. Email Post Event (showing bcc)	A.5.	B.5.		C.5. IT Issue	D.5. IT Issue	E.5.		F.i/ii/iii.5.						G.5.			H.5.		I.5.			J.5.			
6. Meeting Presentation	A.6.	B.6.*		C.6.	D.6.	E.6.*		F.6.*						G.6.*			H.6.		I.6.*			J.6.*			
7. Meeting Notes / Q&A	A.7.	B.7.		n/a	D.7.	E.7.		F.7.						G.7.			H.7.		I.7.			J.7.			
8. Stakeholder Feedback	A.8.	B.8.		n/a	n/a	E.8.		F.8.						G.8.			n/a		I.8.			J.8.			
9. Email follow up / reminder (showing bcc)	A.9.	n/a		n/a	D.9.	E.9.		F.9.						n/a			H.9.		n/a			J.9.			

* Examples of the stakeholder engagement material presented throughout Stage 2 of GAL's FASI-S ACP have been compiled into the Stage 2 Annex A: Evolution of the Options Design document, published on the CAA's Airspace Change Portal

Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Stage 2 Engagement Evidence:

Event A – Airspace Awareness (Q2 2021)

Contents:

1. A.1. Email Invitation (Noise Management Board)
2. A.2. & A.3. Email Agenda and Meeting Link
3. A.4. Agenda
4. A.5. Email Post Event (Draft Notes)
5. A.6. Meeting Presentation Cover
6. A.7. Meeting Notes and Q&A (Final Versions)
7. A.8. Stakeholder Feedback (2 emails)
8. A.9. Email Follow-up (Final Meeting Notes and Q&A)



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From: [Gatwick Airport Noise Management Board](#)
To: [Gatwick Airport Noise Management Board](#)
Subject: Gatwick Airport Airspace Modernisation Workshop Invitation 24 June 2021
Date: 27 May 2021 15:40:05

Dear Colleague,

You are invited to attend an Airspace Modernisation Workshop on **Thursday 24 June 2021, 10:00 – 13:00, which will be held virtually**. This has been organised by Gatwick to support engagement with local stakeholders. The Workshop will provide an overview of the Government's plans for Airspace Modernisation, and details of the associated Future Airspace Strategy Implementation - South (FASI-S).

The Workshop is intended to share information about the objectives of airspace modernisation in southern England, provide an insight into how Gatwick Airport will be involved and recap on progress thus far. It will provide an opportunity for discussion with airspace experts around the airspace change process and around the shape of future engagement plans.

You are kindly requested to register delegates by e-mail to: [REDACTED]. The meeting details for those attending will be circulated in due course.

Kind regards,

[REDACTED]

On behalf of the Gatwick Airport Noise Management Board Secretariat

**

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From: [Gatwick Airport Noise Management Board](#)
Subject: Gatwick Airport Airspace Modernisation Workshop 24 June 2021
Date: 17 June 2021 10:23:56
Attachments: [GAL NMB 240621 Airspace Modernisation Workshop Agenda v1.1.pdf](#)

Dear Colleague,

Thank you for registering to attend the Gatwick Airspace Modernisation Workshop on **Thursday 24 June 2021, 10:00 – 13:00**, which will be held virtually using the Microsoft Teams platform. Please find an agenda for the session attached, and a link to access the workshop below.

Link to the workshop:

[Gatwick Airspace Modernisation Workshop 24th June 10:00 – 13:00](#)

We will be inviting questions on the day, however you are also welcome to submit questions in advance by emailing these to [REDACTED] by Tuesday 22 June.

We look forward to welcoming you on the day.

Kind regards,

[REDACTED]

On behalf of the Gatwick Airport Noise Management Board Secretariat

Gatwick Noise Management Board and Noise and Track Monitoring Advisory Group

Workshop Session: Airspace Modernisation, the Regulatory Process for Airspace Change and Gatwick Airport's FASI-South Airspace Change Proposal

Virtual meeting (MS Teams), June 24th 2021, 10.00 – 13.00

Agenda v1.1

#	Agenda item	time
1	Welcome and introduction	10.00 – 10.10
<i>Part 1: Overview of Airspace Modernisation</i>		
2	The UK Airspace Modernisation Strategy (AMS)	10.10 – 10.20
3	AMS drivers, expected benefits and negative impacts	10.20 – 10.30
4	Airspace Modernisation Stakeholders	10.30 – 10.40
5	Discussion and feedback with workshop participants	10.40 – 10.50
- Break for 10 mins -		
<i>Part 2: The regulatory process for airspace change and Gatwick's position in the Masterplan</i>		
6	Overview of the regulatory process for airspace change (CAP1616)	11.00 – 11.10
7	Role of the UK Airspace Change Masterplan & ATM/Unmanned Bill	11.10 – 11.20
8	FAS Implementation South (FASI-S) & the Gatwick FASI-S ACP	11.20 – 11.30
9	Discussion and feedback with workshop participants	11.30 – 11.50
- Break for 10 mins -		
<i>Part 3: Gatwick Airport's FASI-S ACP</i>		
10	Gatwick FASI-S ACP Design Principles, Project Pause and Restart	12.00 – 12.10
11	The Gatwick FASI-S ACP Engagement Strategy and Plan	12.10 – 12.20
12	Approach to CAP1616:Stage 2 Options Development & Assessment	12.20 – 12.30
13	Discussion and feedback with workshop participants	12.30 – 12.50
14	Closing remarks	12.50 – 13.00

From: [Gatwick Airport Noise Management Board](#)
To: [Gatwick Airport Noise Management Board](#)
Cc: [DD - Airspace FASI-South Prog External](#)
Subject: Gatwick Airport Airspace Modernisation Workshop 24 June 2021
Date: 02 July 2021 16:41:07
Attachments: [FASI-S ACP Workshop Slides Airspace Modernisation v1.0.pdf](#)
[FASI-S ACP Workshop 24.06.21 - Notes V1.0.pdf](#)

Good Afternoon,

Thank you for attending the Gatwick Airport Airspace Modernisation Workshop on Thursday 24 June 2021. We hope you found the presentation and discussion informative. The slides presented during the meeting are attached.

Please also find attached draft minutes of the meeting. If you have any comments on the minutes, please email these to LGWairspace.FASIS@gatwickairport.com by **Friday 16 July 2021** for consideration. Comments received after this time may not be considered.

We thank you again for your time.

Kind regards,



On behalf of the Gatwick Airport Noise Management Board Secretariat

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Gatwick FASI-S Airspace Modernisation Workshop

24 June 2021

10:00 – 13:00 (Virtual Event – Teams)

Attendees

Name	Organisation	Name	Organisation
[REDACTED]	Mid Sussex County Council (GATCOM/NATMAG)	[REDACTED]	Horsham District Council (GATCOM/NATMAG)
[REDACTED]	Burstow Parish Council (GATCOM/NATMAG)	[REDACTED]	Tandridge District Council (GATCOM/NATMAG/NMB)
[REDACTED]	Mid Sussex District Council	[REDACTED]	Civil Aviation Authority
[REDACTED]	NATS	[REDACTED]	GON
[REDACTED]	GAL	[REDACTED]	Horley Town Council (GATCOM/NATMAG)
[REDACTED]	Civil Aviation Authority	[REDACTED]	TWANGS
[REDACTED]	TWAANG	[REDACTED]	Plane Wrong
[REDACTED]	PAGNE	[REDACTED]	Trax
[REDACTED]	Tonbridge and Malling Borough Council	[REDACTED]	Plane Justice
[REDACTED]	Mole Valley District Council (GATCOM/NATMAG/NMB)	[REDACTED]	GATCOM
[REDACTED]	GACC	[REDACTED]	GACC (NATMAG)
[REDACTED]	Trax	[REDACTED]	Department for Transport
[REDACTED]	CAGNE Aviation Town and Parish Council Forum	[REDACTED]	DRPI Ltd
[REDACTED]	NATS	[REDACTED]	ICCAN
[REDACTED]	TWANGS	[REDACTED]	East Sussex County Council, Heathfield and Mayfield
[REDACTED]	Plane Wrong	[REDACTED]	West Sussex County Council
[REDACTED]	GAL	[REDACTED]	To70/ NMB Community Forum Vice Chair
[REDACTED]	NMB Delivery Group Chair	[REDACTED]	CAGNE
[REDACTED]	APCAG	[REDACTED]	Department for Transport
[REDACTED]	TWANGS	[REDACTED]	ICCAN
[REDACTED]	GAL	[REDACTED]	ICCAN
[REDACTED]	Reigate & Banstead Borough Council	[REDACTED]	CAA
[REDACTED]	Civil Aviation Authority	[REDACTED]	Mitchell Environmental

██████████	NMB Executive Board Chair	██████████	GAL
██████████	GAL	██████████	East Sussex County Council
██████████	NMB Community Forum Secretary	██████████	Reigate & Banstead Borough Council
██████████	GAL/NATMAG Chair	██████████	ANS
██████████	Reigate & Banstead Borough Council (NATMAG)	██████████	NMB Community Forum Chair

Meeting Notes

1. These meeting notes provide a summary of the key points arising from the June 24th 2021 workshop with Noise Management Board (NMB) and Noise and Track Monitoring Advisory Group (NATMAG) stakeholders about the UK Airspace Modernisation Strategy, the Regulatory Process for Airspace Change and Gatwick Airport's Future Airspace Strategy Integration (FASI-South) Airspace Change Proposal. The notes were produced by the Gatwick FASI South ACP team and circulated in draft form on July 2nd 2021 to all stakeholders attending the workshop to review and comment. Stakeholders are offered a two week period (to close of play on July 16th 2021) to submit comments and suggested amendments, prior to the notes being finalised.

Workshop Welcome and Introduction

2. ██████████ welcomed all attendees and explained the purpose of the Future Airspace Strategy Integration South (FASI-S) Workshop for members of our Noise Management Board and Noise and Track Monitoring Advisory Group was to support engagement with local stakeholders by sharing information about the objectives of airspace modernisation in southern England, providing an insight into how Gatwick Airport will be involved and recapping on progress thus far.
3. This workshop in effect signalled the re-start of our FASI-South engagement which paused at the start of the COVID-19 pandemic. ██████ explained that the workshop slide pack would be shared following the session with all attendees via email and through the CAA portal. Notes, redacted of individual names, would be produced and shared following the meeting.
4. He explained that the request for questions ahead of the meeting had elicited several questions which would be addressed at appropriate points during the workshop but that we were keen to take questions as we made progress through the presentation.
5. ██████ described the session being broadly split into 3 elements: an Overview of Airspace Modernisation; the regulatory process for airspace change and Gatwick's place in the airspace change Masterplan; and Gatwick's FASI-South airspace change proposal (ACP).
6. Given the complex nature of the subject and because there was a variety of knowledge amongst workshop attendees the presentation and discussions would be pitched to take account of those who were less familiar with the subject matter.
7. ██████ explained that the airspace change process had already been started in 2018 but given the extended pause and because this was a re-start of the airspace change

process a re-cap would be provided at some points to provide context but reiterated to take the opportunity to ask questions throughout.

8. ■ introduced ■ from the Department for Transport (DfT) who also introduced ■. RC explained that the DfT are responsible for national policy on aviation noise, and the Civil Aviation Authority (CAA) are the regulator and primary decision maker. Together they are co-sponsoring the airspace modernisation programme. ■ explained that the DfT and CAA are reviewing the [Airspace Modernisation Strategy](#) during 2021 and that an updated draft will be issued for consultation in due course. ■ highlighted that the existing initiatives within the Strategy are not expected to change significantly as a result of the review and that new concepts, for example those related to the integration of unmanned and autonomous aircraft are likely to be incorporated. ■ stressed the ongoing importance of local Community engagement in the process of Airspace Modernisation to ensure the expected benefits are shared appropriately amongst the stakeholders and mitigations for the negative impacts of airspace change are mitigated effectively.
9. ■ also introduced ■ from Trax International. ■ introduced himself and explained that Trax are a team of Airspace Change specialists who will be working for Gatwick to support the development of the FASI-S Airspace Change Proposal (ACP).
10. ■ provided an overview of the purpose of the workshop and the agenda (Slide 3). ■ encouraged the group to make observations, ask questions, or challenge the approach throughout the workshop.

Part 1: UK Airspace Modernisation Strategy (AMS)

11. ■ introduced Part 1 of the workshop, regarding the UK Airspace Modernisation Strategy (AMS) firstly by providing an overview of the requirements to modernise the UK's airspace (slide 5) and the outcomes that modernisation is expected to achieve (slide 6):

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2. UK Airspace Modernisation Strategy (AMS): Background

Modernisation of the UK's airspace is fundamental to improving the operational efficiency of the sector with the benefit of associated carbon reduction and is a Government priority.

- The airspace structure is an essential, but largely invisible part of the UK's transport infrastructure.
- The UK's aviation industry has grown significantly since the 1950s & 60s when the airspace structure first emerged.
- Commercial Air Transport flights trebled between 1973 and 2017 from 720,000 to more than 2.2m.
- UK airspace is now some of the most complex in the world.
- In the decades pre-COVID more and more traffic was squeezed into the same congested airspace
- The route network and flight paths are inefficient and not optimised to reduce noise, passenger delays and poor resilience.
- There have been some incremental improvements but most arrival and departure routes at major airports remain unchanged.

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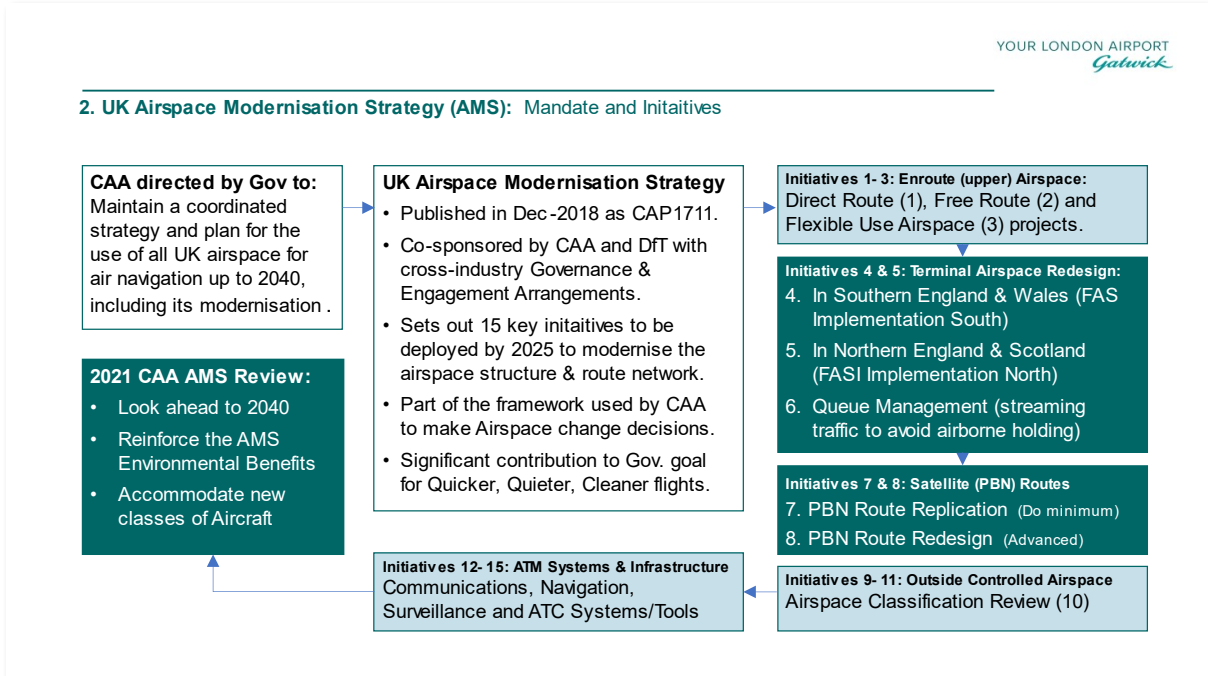
2. Airspace Modernisation Strategy: Airspace Change Objectives

The Airspace Modernisation Strategy sets the outcomes that the airspace modernisation must achieve, along with main initiatives required to deliver them focusing up to 2025.

AMS Outcomes

1. Accommodate growing demand from airspace users	5. Take advantage of those technological developments to improve efficiency and performance	9. Accommodate new types of aircraft and how they operate, for example drones, air taxis and spacecraft
2. Develop a genuinely sustainable framework to guide the aviation industry in its investment and technological development	6. Deal with 'hotspots' of congestion within the current system	10. Implement internationally agreed requirements to increase the overall safety, capacity and efficiency of the global air traffic network
3. Enable government policies in respect of the reduction and mitigation of noise and how it should be distributed	7. Improve resilience of the system to bad weather or other forms of disruption	11. Further enable greater access to airspace for non-commercial users
4. Maximise the utilisation of available runway capacity	8. Enable and facilitate continuous improvements in safety standards within the system through innovation	12. Help the UK to mitigate the impact of disruptions in neighbouring airspace

12. [REDACTED] then provided an overview of the mandate for the AMS and the 15 initiatives included in the strategy (Slide 7), highlighting that the Gatwick FASI-S ACP is part of initiative 4 and shares interdependencies with initiatives 5 – 8 and initiative 10 (regarding the CAA-led review of airspace classifications):



13. A representative from CAGNE asked for more details on initiatives 7 and 8 shown on the slide. [REDACTED] explained the potential benefits that can be generated from introducing new routes that are designed to satellite navigation standards (also known as Performance-based Navigation or PBN routes) rather than relying on conventional ground based navigation beacons. He explained that the current route structure is designed around the fixed locations of ground navigation beacons that constrain how and where aircraft fly. Satellite-based PBN routes can be designed with greater flexibility and precision that offers the opportunity to redesign the airspace without these constraints. The widespread deployment of PBN routes is a key component of Airspace Modernisation that must be managed with great care because of the potential for the transition to satellite navigation standards to change the distribution and concentration of aircraft noise.
14. [REDACTED] briefly spoke about the CAA-led review of Airspace Classifications, concentrating on the treatment of underutilised portions of Controlled Airspace that could be released for General Aviation aircraft (e.g. sports and leisure flyers) to use. [REDACTED] explained that in the UK there are various classifications of Controlled Airspace (CAS) that are typically deployed around civil aviation routes as a safety mitigation. CAS can restrict some access for other airspace users. The CAA Airspace Classification review is intended to ensure that the future use of CAS to support commercial air transport is fair and proportionate.
15. [REDACTED] explained that initiatives 12-15 are centred around improvements in the physical communications, navigation and surveillance infrastructure which is required to deliver modernised airspace and the systems and tools used by air traffic controllers to manage flights safely and efficiently.

16. [REDACTED] highlighted that the current version of the AMS (CAA Document CAP1711, published in 2018) is being reviewed and updated by the CAA during 2021. The review is intended to refresh aspects of the strategy, following the first three years of implementation, look ahead at the future initiatives required to integrate new airspace users such as Drones and Commercial Space Flights and incorporate changes driven by Brexit, the impact of the COVID-19 pandemic and the UK's commitment to achieving net-zero carbon emissions. A draft of the updated AMS will be issued for public consultation when the review is complete. As part of the review process the CAA has assured stakeholders that the initiatives to modernise the airspace structure and route network in busy portions of the terminal airspace (known as FASI-South and FASI-North) will remain core components of the strategy.
17. [REDACTED] went on to provide an overview of the governance and engagement arrangements that support the AMS (Slide 8) and highlighted the role of the Airspace Change Organisation Group (ACOG) in coordinating the FASI-South and FASI-North initiatives through the production of a single overall Masterplan:



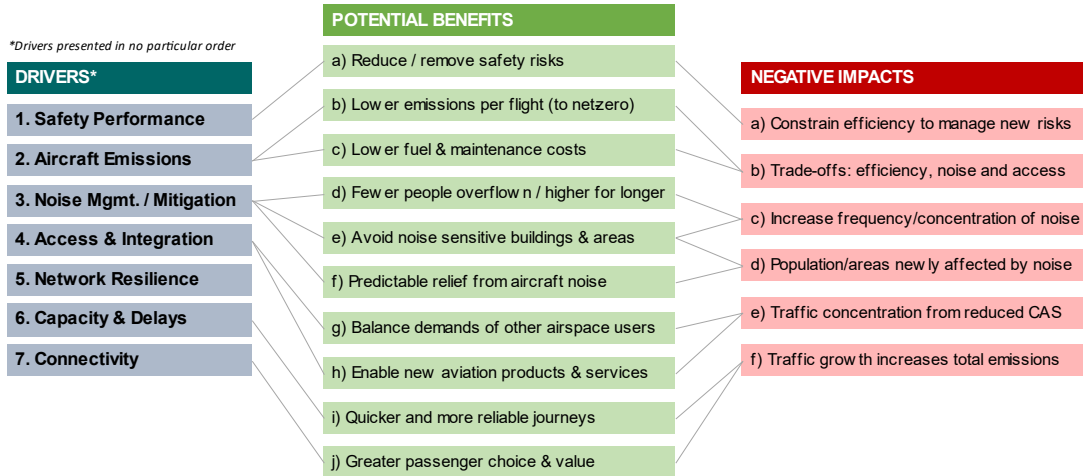
18. [REDACTED] (Plane Wrong) asked whether more detail could be provided about the content of the strategy that relates to the potential concentration of aircraft noise impacts that may arise following the introduction of PBN routes. [REDACTED] explained that currently noise impacts are subject to a degree of natural dispersion that is caused because all aircraft fly the existing procedures slightly differently and air traffic control often vector aircraft during the arrival and departure phases of flight. Airspace modernisation will introduce greater systemisation of the route network and deconflict the main arrival and departure flows by design rather than tactical intervention from Air Traffic Controllers. This can be desirable if it allows traffic to be concentrated away from noise sensitive areas, however undesirable if the concentration of noise creates disproportionately negative effects on a minority of stakeholders. [REDACTED] referenced that the NMB work programme includes a study into the fair and equitable distribution of noise impacts that will inform the Gatwick FASI ACP. [REDACTED] explained that the AMS acknowledges the issue of concentration vs dispersal of noise impacts but doesn't provide any specific solutions. [REDACTED] added that the focus of CAP1616 is on

demonstrating that we have sought to minimise the total adverse effects of aircraft noise. ■ explained there are several different ways to do this and gave examples of using multiple route options that might offer stakeholders with predictable relief or respite from noise, or designing single routes away from noise sensitive areas; these opportunities will be examined in further detail as Gatwick progresses through stages 2 and 3 the ACP process.

19. CAGNE asked whether Gatwick are seeking to remove the existing Noise Preferred Routes (NPRs). ■ explained that the CAP1616 process in this respect concentrates on the change of airspace design. The NPRs are treated as part of a suite of Noise Abatement Procedures that are covered under a separate policy and process with the DfT. As Gatwick progresses through the CAP1616 process we will develop our understanding of the benefits and potential impacts of different airspace design options through the appraisal process. The potential impact of changes to the existing NPRs would be considered as part of this appraisal. If the preferred options arising from the appraisal process involve changes to the existing NPRs, evidence will need to be presented to the DfT for the Government to make a decision on whether to approve the changes. ■ added that at this early stage we cannot determine if there are changes to the NPRs. CB added that the NPRs would be included within the options appraisal during Stage 2 of the CAP1616 process that all other potential design options will be compared and contrasted against.
20. ■ explained that the DfT have separate processes for the treatment of NPRs and the sponsorship of the AMS that both sit alongside the CAA owned CAP1616 process. The process through which the DfT manage noise abatement procedures are separate and distinct, with dedicated stakeholder consultation requirements and the Airspace Modernisation initiatives cannot bypass this. ■ (CAA) added that discussions are ongoing with the DfT and the CAA about the treatment of CAP1616 process decisions that would result in changes to the existing NPRs.
21. Returning to the AMS governance and engagement arrangements, ■ explained that the DfT Aviation Minister chairs an Airspace Strategy Board meeting which is attended by a range of aviation stakeholders to discuss the policy and objectives of airspace modernisation. CAGNE asked how their organisation might participate in the Board and ■ explained that local community representatives already have a seat in the forum. The Airspace Strategy Board meeting minutes and announcements are published on the government website and ■ provided a link to the website in the meeting chat: <https://www.gov.uk/government/groups/airspace-strategy-board>.
22. ■ (GON) quoted correspondence from Minister Baroness Sugg to Nusrat Ghani MP via Dominic Nevill ESCCAN 09.08.18 in which he stated that the 'Government decided a policy of concentration is no longer the default option and that proposals to change airspace must in future ensure options such as multiple routes which offer respite through the use of better navigation technology are considered'. ■ responded noting that there is still the commitment to look at all available options.
23. ■ confirmed that the airspace design options development and appraisal activities conducted during Stage 2 of the CAP1616 process must include a consideration of the potential to deploy multiple route options that offer noise respite. CAGNE sought clarification that multiple route options will be considered for arrivals and departures as part of the Gatwick FASI ACP. ■ confirmed that the requirement covers all airspace design options considered as part of the ACP, therefore arrivals and departures.

24. [REDACTED] (TWANSG) highlighted that one of the key airspace design principles drawn from current government policy is to minimise the total adverse effects of aircraft noise. [REDACTED] asked [REDACTED] (DfT) for the government's definition of total adverse noise effects and what it includes. [REDACTED] confirmed that a full definition of the term is not set out in the AMS and agreed to circulate the available policy information on assessing the impacts of aircraft noise to the workshop attendees for reference.
25. [REDACTED] introduced [REDACTED] an independent noise specialist, who explained that the government policy itself does not define the term total adverse effects of noise however it does define the Lowest Observable Adverse Effect Level (LOAEL). There are various sources of including government policy guidance which clarifies what the LOAEL means and how the measure should be used. In addition to this CAP1616 defines a suite of noise metrics which have to be quantified as part of the airspace change process. [REDACTED] added that the Gatwick FASI-S ACP includes a Design Principle around seeking to limit and where possible reduce the adverse noise impacts and that the Gatwick ACP will need to specify the criteria used to evaluate airspace design options against this principle during the appraisal activities conducted in Stage of CAP1616.
26. [REDACTED] (Plane Wrong) asked if the analysis of airspace design options will consider multiple route configurations for noise respite and if the cumulative impacts of the overall system design and options associated with other interdependent ACPs will be included in the appraisal. [REDACTED] explained that it is requirement of the CAP1616 process to examine both single route and multiple route configurations. The issue of cumulative impacts associated with other interdependent ACPs will be addressed as part of the Airspace Change Masterplan as well as Gatwick's FASI-S ACP. [REDACTED] explained that this is one of the most challenging aspects of the proposal and at Stage 3 there is the requirement to comprehensively assess the cumulative impact of the options proposed to be taken to consultation including the impacts linked to other interdependent ACPs.
27. [REDACTED] (Plane Wrong) asked whether details of the discussions between the CAA and DfT with regards to the treatment of ACPs that result in changes to the existing NPRs be made public. [REDACTED] (CAA) agreed to take this question away and will update group.
28. [REDACTED] asked whether the Gatwick FASI-S ACP will take into account the 23 recommendations arising from the 2016 Independent Arrivals Review. [REDACTED] explained that some of the specific recommendations are not relevant to the FASI-S ACP process however those that are will be drawn into the FASI-S ACP options development and assessment process during Stages 2 and 3. [REDACTED] (NMB secretariat) offered that as an example recommendation 14 on Time Based Separation (TBS) to evaluate TBS options for Gatwick was completed in 2016/17.
29. [REDACTED] will provide [REDACTED] with a copy of the Independent Arrivals Review material (available [here](#)) to be included the relevant aspects as part of the ACP development process.
30. [REDACTED] moved on to give an overview of the drivers, potential benefits and negative impacts of Airspace Modernisation (Slide 9):

3. Drivers, Potential Benefits and Negative Impacts



31. [REDACTED] (GACC) raised that Government policy requires the CAA to balance all relevant factors in decisions on airspace changes, and questioned why the Airspace Modernisation Strategy sets out that noise improvements should be explored where they are not in conflict with growth. GACC questioned whether this unconditional prioritisation of growth over noise improvements can be justified.
32. [REDACTED] explained that the issue of prioritisation had been discussed in working groups and at the Airspace Strategy Board on a number of occasions and there are external workshops ongoing to consider the matter with key stakeholders. The aim is to follow a balanced approach through the Masterplan process and the development of airspace design options ACP within the component ACPs.
33. [REDACTED] presented the final slide for Part 1 of the meeting which showed in high level the airspace Modernisation Stakeholder Groups (slide 10):

4. Airspace Modernisation Stakeholder Groups



COMMERCIAL AIR TRANSPORT

- Main beneficiaries and investors
- Efficiency, punctuality and cost
- Capitalise on modern fleet tech



AERODROMES & AIR TRAFFIC

- Punctuality & Reliability
- Capacity and Throughput
- Operational Efficiency & Resilience



GENERAL AVIATION & NEW USERS

- Access to airspace that meets demand
- Safety enhancements
- Enable new aviation products & services



PASSENGERS & CONSUMERS

- Delays and Cancellations
- Choice and Value
- Connectivity & Economic Growth



MILITARY AVIATION

- Training and testing requirements
- New generation aircraft & weapons
- Dynamic segregation of airspace



COMMUNITY & ENVIRONMENTAL GROUPS

- Noise impacts and distribution.
- Air quality and biodiversity
- Climate change

34. CAGNE asked about how helicopters would be captured and [REDACTED] explained that helicopter operators and rotary wing operations are usually included as part of the General Aviation category.
35. CAGNE and [REDACTED] (Plane Justice) asked questions about the nature of the compensation that may be considered for those newly affected by overflights. [REDACTED] explained that there are established policies in place regarding compensation and that the DfT's approach is to look to the ACP sponsor to ensure there are appropriate compensation structures in line with those policies in place.
36. During the break, [REDACTED] raised 'I am concerned that the slides you present are in fact a document we should have had to read before the presentation of it'. [REDACTED] explained that there is a lot of information within the presentation that requires context through a supporting narrative however understood [REDACTED] concerns. *(Post meeting note - later in the meeting [REDACTED] confirmed that typically materials to be used as part of future Gatwick FASI ACP stakeholder engagement activities would be circulated to participants in advance of the sessions).*
37. [REDACTED] (PAGNE) asked how success will be determined with regards to the expected noise benefits. For example will success be judged by reductions in the number of people impacted or by reducing a measure of the total adverse effects on health and quality of life. [REDACTED] explained that the ambition of the ACP is to minimise the overall adverse effects of aircraft noise in accordance with government policy. The DfT WebTAG methodology will be used to aggregate noise changes for every population point within the zone and considers adverse health effect across all levels.
38. [REDACTED] (ICANN) also added that from an ICANN point of view there is a lack of definitive peer research that links noise and health impacts and this is something that ICANN are looking to review.

39. [REDACTED] (TWAANG) requested that Gatwick hold a community focused workshop on the WebTAG methodology. [REDACTED] agreed this was a good suggestion and that Gatwick would consider the request.

DRAFT

Part 2: The Airspace Change Process & Gatwick's position in the Masterplan

40. [REDACTED] went onto introduce Part 2 of the workshop where he explained in greater detail that CAP1616 is the regulatory process for specific airspace change proposals whereas the Airspace Modernisation Strategy sets out the broader policy and strategic initiatives required for modernisation (Slide 14):

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6. Overview of the regulatory process for airspace change (CAP1616)

Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information.

Background

1. ACPs vary greatly in terms of size, scale of impact and complexity.
2. Some have little operational or environmental impact. Others require a complex restructuring of airspace with consequences for users and the environment, including those impacted by noise.
3. The CAA is responsibility for deciding whether to approve changes proposed.
4. CAA decisions are made in accordance with legal requirements to consider certain factors laid out in the Transport Act 2000 and expanded on in the Airspace Modernisation Strategy.
5. The CAA reformed the airspace change process in 2018 to ensure that it meets modern standards for regulatory decision -making, and is fair, transparent, consistent and proportionate.
6. The process must be impartial and evidence based and must take account of the needs and interests of all affected stakeholders.

41. [REDACTED] provided an overview of the stages of the CAP1616 process (Slide 15) and explained that the Gatwick FASI-S ACP will need to pass through all the stages and sub-steps – none can be skipped:

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6. Overview of the regulatory process for airspace change (CAP1616)

Stage 1 DEFINE	Step 1A: Assess requirement	DEFINE GATEWAY
Step 1B: Design principles		
Stage 2 DEVELOP and ASSESS	Step 2A: Option development	DEVELOP AND ASSESS GATEWAY
Step 2B: Options appraisal		
Stage 3 CONSULT	Step 3A: Consultation preparation	CONSULT GATEWAY
Step 3B: Consultation approval		
Step 3C: Commence consultation		
Step 3D: Collate & review responses		
Stage 4 UPDATE and SUBMIT	Step 4A: Update design	DECIDE GATEWAY
Step 4B: Submit proposal to CAA		
Stage 5 DECIDE	Step 5A: CAA assessment	DECIDE GATEWAY
Step 5B: CAA decision		
Stage 6 IMPLEMENT	Step 6: Implement	
Stage 7 PIR	Step 7: Post-implementation review	

- Sponsors must follow the regulatory process for changing the airspace design, inc. community engagement requirements- known as CAP1616 (Civil Aviation Publication 1616).
- The process sets out the steps for developing airspace change options, engaging with stakeholders, evaluating the impacts of options, consulting with the public, regulatory assessment, implementation and post implementation review.
- The outputs of each stage are reviewed by the CAA to ensure the engagement and analysis is robust prior to moving to the next stage.
- Gatwick's FASIS ACP is currently in Stage 2: Develop & Assess, focusing three key deliverables:
 - The Comprehensive List of Options
 - Design Principle Evaluation
 - Initial Options Appraisal

42. An overview of the scope of the FASI-South initiative was then provided (Slide 16):

8. FAS Implementation South (FASI-S)

Many of the modernisation ACPs overlap. In the busiest areas of Southern England, Northern England and Scotland the airspace changes have been grouped into two major programmes:

Future Airspace Implementation (FASI) South The fundamental redesign of the terminal airspace in Southern England & Wales that is based on the widespread adoption of satellite navigation procedures.

Future Airspace Implementation (FASI) North The fundamental redesign of the terminal airspace in Northern England & Scotland.

- DfT wrote to all affected airports in 2017 asking them to commit to related ACPs that will be managed as a Programme.
- The FASI North & South airports are responsible for upgrading their arrival and departure routes from the ground to 7000ft.
- NATS are responsible for redesigning the route network above 7000ft. that guides traffic to/from the boundaries of UK airspace.
- The airports and NATS are working closely to ensure that their individual ACPs are aligned

FASI-N Airports

- Edinburgh
- Glasgow
- Aberdeen
- Liverpool
- Manchester
- Leeds Bradford
- East Midlands
- Birmingham

FASI-S Airports

- Heathrow
- Gatwick
- Stansted
- Luton
- London City
- Southend
- Southampton
- Bournemouth
- Biggin Hill
- RAF Northolt
- Farnborough
- Bristol
- Cardiff
- Manston



43. A question was raised with regards to the split in responsibility for airspace design between the airport led ACPs and the NATS-led network ACPs. ■ explained the airports are responsible for maintaining and upgrading their arrival and departure routes up to 7000ft and that NATS are responsible for maintaining and upgrading the network of routes above 7000ft. In practice, when looking at how to integrate the arrival and departure routes at lower altitudes with the network changes above, the airport-led ACPs may design routes up to 9000ft or above in close collaboration with NATS.
44. ■ then introduced the Airspace Change Organising Group (ACOG) and explained their role in coordinating the FASI-S and FASI-N ACPs and identifying conflicts, cumulative impacts and interdependencies at a programme level (slide 18) before also introducing the UK Airspace Change Masterplan (slide 19):

7. Role of the UK Airspace Change Masterplan: The Airspace Change Organising Group

The Airspace Change Organising Group (ACOG) was created in 2019 as an independent organisation to coordinate the delivery of the FASI Programmes as part of the wider AMS.

ACOG's core objectives are to

Lead	Lead the airports and NERL in the creation of credible and implementable Masterplan for FASS and FASI-N.
Coordinate	Coordinate analysis with stakeholders to identify and understand the dependencies created by overlapping airspace changes.
Integrate	Facilitate between stakeholders to strike efficient compromises and tradeoffs that are needed to integrate the overall design.
Communicate	Build a broad base of support for the airspace changes and join up the industry's approach to consultations and engagement.
Demonstrate the benefits	Demonstrate the collective impacts of the airspace changes and identify opportunities for all stakeholders to share in the benefits.

7. Role of the UK Airspace Change Masterplan

The Gatwick FASI ACP must contribute to a Single Coordinated Implementation Plan produced by ACOG, covering the interrelated ACPs needed for Airspace Modernisation

Scope of the Masterplan

1. **Identify the interdependent ACPs** and the range of benefits that they are expected to deliver.
2. **Describe the potential conflicts, tradeoffs and interdependencies** between proposals and the concepts/solutions available to resolve them.
3. **Present a credible Programme Plan** implementing the ACPs in a sequence of deployment modules.
4. **Demonstrate how the benefits and negative impacts** of modernisation are tracked and managed appropriately, in line with Government policy.
5. **Demonstrate how a stakeholders have shaped** the development of the Masterplan through engagement.
6. **Conduct a General Aviation Impact Assessment**

Out of scope (but related)

1. The Masterplan does not show the full details of individual airspace designs or solutions.
2. The Masterplan must be consistent with Airspace Classification Review.
3. Other ACPs requiring coordination may arise during the life of the Masterplan and be included.
4. ACPs with no interdependencies do not require coordination and may proceed in isolation of the Masterplan process.

7. Role of the UK Airspace Change Masterplan

The Masterplan will be produced in Iterations incorporating more detailed information about the ACPs in line with CAP1616 process (each Iteration must be assessed & accepted by CAA)

Iteration 1 (Stage 1 – 2019)

Produced by NERL (pre -ACOG). Submitted to CAA in Aug -19. Focused on the overall drivers and principles of modernisation, broadly in line with the material developed by the component ACPs in Stage 1 of CAP1616. [here](#)

Iteration 2 (Pre Stage 2 – 2021)

Required before Sponsors pass Stage 2. Produced by ACOG in collaboration with Sponsors and engaging with the core AMS stakeholders. Identifies interdependencies and describes the nature of trade -offs & solutions.

Iteration 3 (Pre Stage 3 – 2022)

Required before Sponsors launch Consultations. Uses data from the ACP Options Appraisals. Describes trade -offs in detail and the approach to coordinated consultations. **Subject to a public engagement exercise.**

Iteration 4 (2024 Onwards)

Produced by ACOG, incorporating the outcomes of the Sponsors Public Consultations and an updated Deployment Plan. May include new ACPs identified during the public engagement exercise for Iteration 3.

45. CAGNE raised that ACOG is an industry body and asked whether their focus is on what is best for aviation rather than residents. [REDACTED] explained that all stakeholders that are potentially effected by airspace modernisation will have the opportunity to engage in the development of the Masterplan. He explained that the Masterplan is intended to describe the network wide proposal and to coordinate interactions across the interdependent ACPs. He added that the CAA's role is to assess the Masterplan and only to use it as part of the decision-making process for airspace changes when they are satisfied that sufficient consultation and engagement has been undertaken with all stakeholders.
46. [REDACTED] (GATCOM/NATMAG) asked for confirmation that the Masterplan be taking each of the 21 ACPs into consideration and whether any of the proposals will be prioritised over others. [REDACTED] explained that the Masterplan must take into account all 21 airport-led ACPs that make up the FASI initiatives, along with the NATS led airspace modernisation programme above 7000ft. ACOG is established to be impartial and therefore there will be no prioritisation of the ACPs. [REDACTED] added that ACPs include NATS network ACPs and explained how the Masterplan will keep Airspace Change Sponsors legally accountable to safeguard the modernisation process.
47. [REDACTED] closed Part 2 of the meeting by presenting a slide on the Gatwick FASI-S ACP:

8. The Gatwick FASI-S ACP

Gatwick has committed to work with NATS and the other airports in the FASI programme to deliver airspace modernisation. The Gatwick FASI ACP identified three outcomes that it is seeking from the airspace change, which are aligned with the modernisation objectives.

Gatwick's Desired Outcomes	Beneficiaries
Develop and implement systemised departure and arrival procedures that improve safety and resilience, increase capacity and offer improved operational agility in line with the Governments policy on making best use of existing runways and infrastructure.	General Public, Airport Operations, Airlines, Local Communities & Businesses,
Efficiently integrate with LAMP airspace design and make best use of enhanced network system capabilities.	Airlines, Local Communities, Airport Operations
Limit, and seek to reduce environmental impacts on, and provide predictability for, local communities	Communities, Local Authorities, General Public

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Part 3: Gatwick Airport's FASI-S ACP

48. [REDACTED] (NMB) asked is there a prioritisation of airports within FASI-South and the airports in the London Terminal Area specifically. There was no NATS LAMP representative on the call to answer the question and so [REDACTED] advised that there is no prioritisation of airports. [REDACTED] explained that the ambition of the network level airspace modernisation programme (above 7000ft) is that it offers sufficient capacity, flexibility and resilience to accommodate all the airport's requirements for the lower altitude airspace without the need for prioritisation. One of the roles of ACOG is to ensure there is a balanced approach to the integration of airspace designs across sponsors to protect this ambition.
49. [REDACTED] provided an overview of the Gatwick FASI-S ACP process to date including the work undertaken at Stage 1 to develop the Design Principles (Slides 25 – 29):

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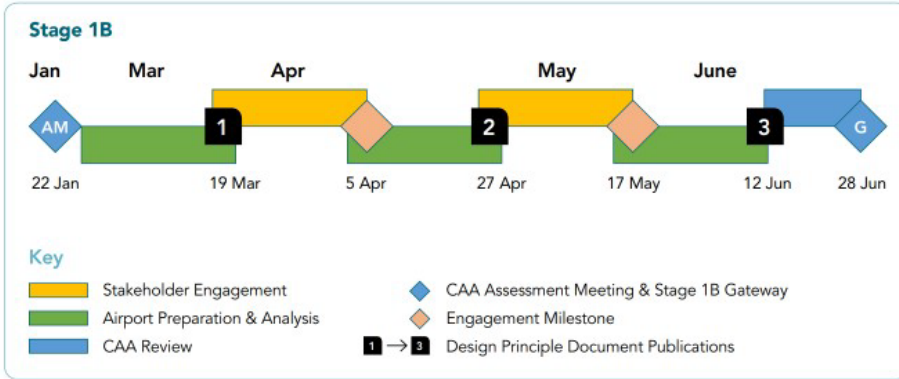
10. Gatwick FASI-S ACP Design Principles

During Stage 1, Gatwick developed an agreed set of Airspace Design Principles that were influenced through our engagement with stakeholders and approved by CAA in July 2019.

1. Gathered inputs from stakeholders about the potential impacts of our airspace change, through targeted two-way conversation.	2. Developed an initial set of design principles based on the feedback gathered during step 1 and shared them with stakeholders for consideration.	3. Refined the Design Principles through a second round of targeted engagement, considering the prioritisation of the principles and any stakeholder objections.	4. Submitted our proposed set of Design Principles to the CAA, along with an explanation of how they were created and influenced through stakeholder engagement.
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10. Gatwick FASI-S ACP Design Principles

During Stage 1, Gatwick developed an agreed set of Airspace Design Principles that were influenced through our engagement with stakeholders and approved by CAA in July 2019.



50. [REDACTED] explained that the groups engaged in the development of the Gatwick FASI ACP Design Principles will be invited to participate in the engagement activities during Stage 2 (where airspace design options are developed and then evaluated against the Design Principles).
51. [REDACTED] gave a high level overview of the agreed Design Principles (slides 27-29):

10. Gatwick FASI-S ACP Design Principles

The Gatwick FASI-S ACP Airspace Design Principles form a qualitative structure against which a wide range of design options can be evaluated to refine the proposal.



52. CAGNE highlighted their concerns that the engagement conducted with stakeholders in 2019 to support the development of the design principles was too narrow and asked

whether Gatwick will be revisiting this stage of the process. [REDACTED] explained that Stage 1 was completed in July 2019 when the CAA validated the engagement activities undertaken and passed the proposal through the Stage 1 Gateway. There are no plans to revisit the Design Principles established through targeted engagement during Stage 1. [REDACTED] added that at Stage 2, Gatwick has to be consistent with the Stakeholders engaged at Stage 1 and that these stakeholders are all listed on the portal. Further information around engagement planned for Stage 2 is included later in the presentation.

53. [REDACTED] presented a slide concentrating on the regulatory approach that sponsors must follow to restart a paused ACP and explained the circumstances associated with remobilising the Gatwick FASI ACP (Slide 30):

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10. Gatwick FASI-S ACP: Project Pause and Restart

Following completion of Stage 1 and approval of the Design Principles, the Gatwick FASI ACP was paused part way through Stage 2A due to the extraordinary impact of COVID-19.

Restarting the Gatwick FASI ACP

- Following the announcement in March 2021 by the DfT and CAA of financial support for the FASI Programme, Gatwick requested to restart the ACP and the beginning of Stage 2A, in May 2021 following the CAA's ACP restart guidance.

Government Funding Scheme

- Financial support available to enable Sponsors to continue through Stage 2 of CAP1616 and contribute to the next iteration of the Masterplan.
- Investment available to all FASI airports to ensure the AMS remains on track following the impact of the pandemic.

Restart Guidance

Have changes in the following areas affected the ACP?

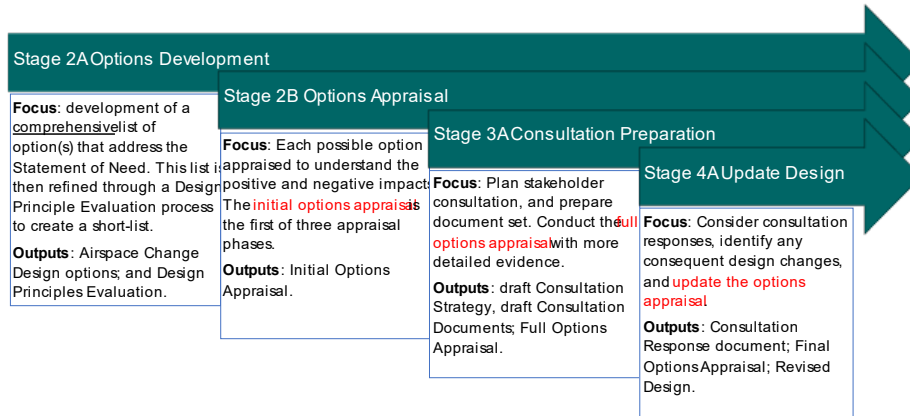
- Changes to the issue/opportunity in the Statement of Need: NO
- Changes to operating environment or geographical area: NO
- Changes to law or government policy: NO
- Changes to CAA requirements: NO
- Changes to the list of identified stakeholders engaged in the FASI ACP: NO

54. [REDACTED] explained how Gatwick plan to engage with community stakeholders during Stage 2 to ensure a fair and equitable approach. He added that as the ACP progresses the process requires that an increasingly wider mix of stakeholders are engaged, however it is important to note that the options development activities in Stage 2 are not a consultation. A full and rigorous public consultation will take place at Stage 3 and at this point anyone impacted by the airspace change will have an opportunity to have their say and participate in the process.
55. [REDACTED] asked about the implications for the Masterplan process if one or more of the airports are forced to close following the impacts of COVID-19. [REDACTED] explained that this is something that ACOG will need to consider and this will include the smaller airports alongside the 21 ACPs to ensure the airspace design can accommodate these. AS explained ACOG are not here today but he will ensure that this is raised with them.
56. [REDACTED] (GATCOM/NATMAG) asked why Manston is listed when it is closed. [REDACTED] explained that Manston are developing proposals to reopen and they have an ACP underway.

57. CAGNE raised that 'if the foundations are not right and you make decisions now eg FED, ILS NAP, removal of NPRs before going to the public then they will be misled at public consultation stage 3C'. ■ explained again that the NPRs are not being removed or excluded from the airspace change process and if changes to NPRs become necessary as a result of the airspace modernisation they will be covered under a parallel process and reiterated that a decision on the location of NPRs cannot be made at this early stage. ■ added that the attendees at this workshop are representatives of the local communities and the public. Wider engagement will take place as the ACP progresses and more people will be drawn in at the appropriate stage in the ACP process. ■ (CAA) noted that the requirements for the CAP1616 are clear in terms of engagement expectations and the evidence provided to the CAA by Gatwick at Stage 1 satisfied those requirements.
58. ■ (NMB) asked how many options are sufficiently broad and will there be an opportunity to look at new options after consultation. ■ explained that for an ACP of this size and scope the comprehensive list of options becomes very large very quickly and furthermore we need to articulate what is an option as it could be a single route option or a system. We will try to provide systemised/groups of options that are supported by the data taken from the development of many possible flight paths that are subject to environmental impact analysis.
59. ■ explained that the intention of stakeholder engagement during Stage 2 and the public consultation at Stage 3 is to gather as much new information as possible about the airspace design options. If this information leads to the formation of new options then the ACP will return to the short listed options and re-assess the impacts on the proposal accordingly. ■ added that if significant changes are made after the consultation at Stage 3, then there are clear guidelines as part of CAP1616 around the requirements to reconsult. ■ asked a further question around who makes the decision to make those changes, is it Gatwick. ■ explained that it is the airspace change sponsor and MS added that there is specific guidance in CAP1616 at Stage 4A regarding the requirements to reconsult.
60. ■ introduced the Stage 2 Options Development and Assessment slide (slide 32):

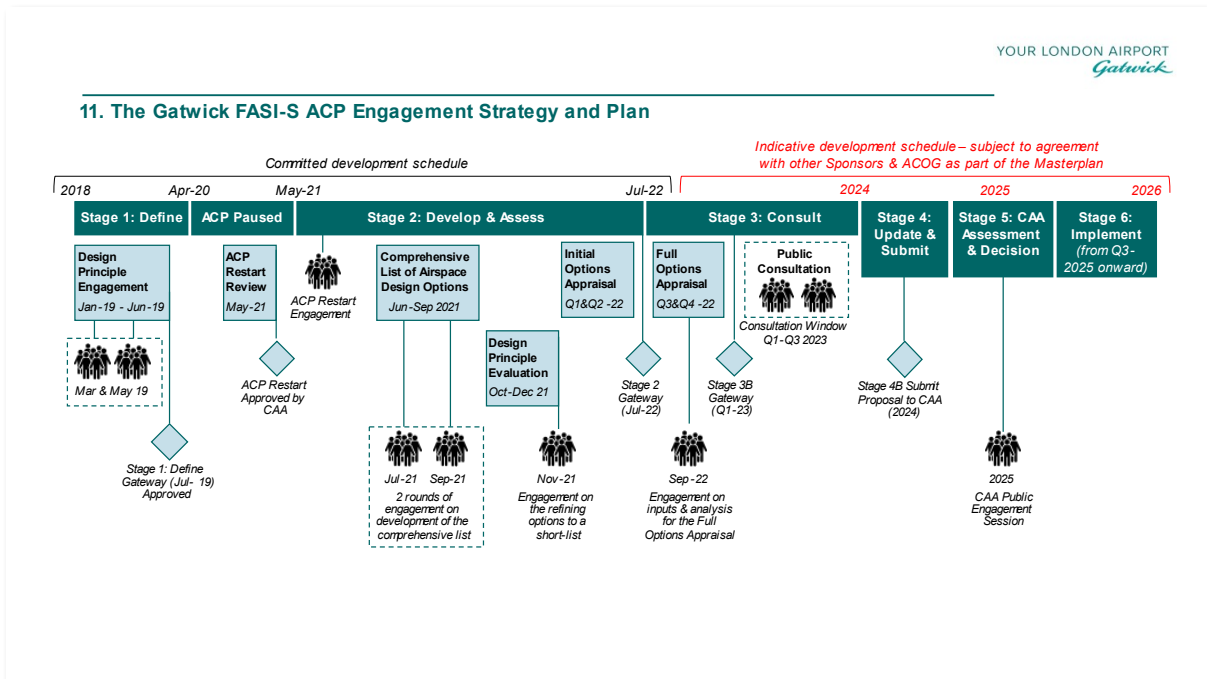
12. Approach to CAP1616: Stage 2 Options Development & Assessment

The options appraisal evolves through three phased iterations, with the CAA reviewing the appraisal at each phase, ensuring that the examination of impacts matures with the proposal.



61. [REDACTED] mentioned the NMB work plan and asked [REDACTED] (NMB) to expand on whether the FED study will look at arrivals and departures. [REDACTED] explained that the NMB work plan contains an activity to undertake an independent assessment of fair and equitable distribution concepts to help inform stakeholder discussions, as this is not currently sufficiently defined. Departures and arrivals have different flight profiles and the study will consider both arrivals and departures.
62. [REDACTED] (Plane Justice) asked how Gatwick will communicate about progress on the ACP to stakeholders and added that he has found registering for updates via the CAA's airspace portal unreliable. [REDACTED] noted that it was important that sponsors use the portal and added that after this event the notes and slides will be sent out via email. [REDACTED] (CAA) outlined some of the previous challenges with the use of the portal and explained that it is currently being updated so that notifications are sent whenever a sponsor progresses through an ACP stage.
63. [REDACTED] (Plane Wrong) ask about how the current Route 4 ACP links into the wider FASI ACP process. [REDACTED] outlined that the ACP on Route 4 is being taken forward independently but cognisant of FASI-S. The FASI-S ACP will consider all departure routes including Route 4.
64. [REDACTED] (GATCOM) raised that 'Communication is going to be key to the success of the ACP. The Plan for Stakeholder Consultation will be really important. Will GAL seek views of other organisations on the consultation plan? How will GAL look to engage with all those communities around the airport, including the hard to reach groups? Virtual consultation is one communication channel, but it is such a technical and complex area that other and more tradition forms of consultation/exhibitions may be needed. Will this feature as part of the plan and does GAL have the resource to cover such a wide area overflow now and in the future?' and 'How can GAL help inform all interested parties of implications of other airports' airspace design proposals which may have a negative impact on GAL's work, or may reduce scope for GAL to achieve greater noise improvements?'

65. [redacted] suggested to present the final slide to help answer some of the engagement questions (slide 33):



66. [redacted] gave an overview of the engagement activity that will take place at Stage 2 including the three points of engagement; the first being these workshops, the second involving engagement on the development of the comprehensive list of options and the third being engagement on the process of refining the options to a short-list.
67. [redacted] explained that Gatwick follows CAP1616 and ICCAN guidance on engagement and there will be engagement with the group of workshop attendees in the future about how we will consult at Stage 3. He added that at the moment engagement will be undertaken virtually however the main consultation is some time away and Gatwick will assess the situation taking into account COVID-19 circumstances at the time.
68. CAGNE asked what ICCAN are doing to protect all new people who will be impacted by noise. [redacted] (ICCAN) explained some of the ongoing work undertaken by ICCAN and [redacted] and [redacted] (ICCAN) provided links to the ICCAN Toolkit and Engagement best practice in the chat: <https://consultation-toolkit.iccan.gov.uk/> and <https://iccan.gov.uk/engagement-best-practice/>.
69. [redacted] (Plane Wrong) raised that options in the Route 4 ACP were discounted due to some solutions only being available through a more comprehensive FASI-S ACP and asked how this will be addressed. [redacted] explained that there may be a solution delivered through the, in progress, Route 4 ACP that is not able to take advantage of some of the opportunities likely to be presented through FASI-S (for example an uninterrupted climb profile), and that this may mean a solution delivered through the Route 4 ACP may be replaced by an optimal, compatible solution through FASI-S.
70. Attendees raised questions around the timeline shown on the slide 33 and [redacted] explained that the stage 2 Gateway is scheduled for July 2022. After July 2022 it is an indicative schedule due to the Masterplan process and the requirement of a coordinated approach between ACP sponsors.

71. [REDACTED] (GACC) raised that 'The entire ASC [ACP] process is based on achieving Gatwick's Statement of Need. That document was not consulted on and reflects Gatwick's "Needs" only, not the needs of any other stakeholder. This approach will inevitably lead to one-sided outcomes. Will the CAA amend this process so all "needs" are accommodated on a fair basis?' [REDACTED] explained that from the airport's perspective, sponsor takes forward an airspace change driven by the issues and opportunities it identifies in its Statement of Need, but that is not without regard for numerous other factors and effected stakeholders that are key to the process from Stage 1. [REDACTED] (CAA) explained from a process perspective the Statement of Need (SoN) is the tool to initiate the ACP however the contents of the SoN are the responsibility of the change sponsor. The CAA determines if the SoN is appropriate to be addressed through the ACP process.
72. [REDACTED] added that the ACP process is built upon what one sponsor wants rather than the needs of all stakeholders. [REDACTED] noted that there are opportunities for engagement with Stakeholders and their representatives during the development of the Design Principles and it is these Design Principles that are the framework when sponsors are developing airspace change options.
73. [REDACTED] (GACC) asked what funding will be available to community groups, parish councils etc in order for them to support and respond to the ACP process. [REDACTED] agreed to take this question to the DfT.
74. CAGNE asked for clarification as the Gatwick documents state the 'best use of runways' however it was not clear whether that was one, two or three runways. [REDACTED] outlined that the ACP aims to deliver a solution that will support future traffic levels in the context of government policy which explicitly supports airports in making the best use of existing runways; this is also captured as part of the CAP 1711 Airspace Modernisation Strategy. AS clarified that the FASI-S ACP would naturally be looking to accommodate future traffic levels at Gatwick – and across the UK more broadly – and therefore would incorporate traffic levels consistent with Gatwick's future growth plans including the Northern Runway project which is being taken forward through a Development Consent Order.
75. [REDACTED] concluded the meeting by outlining to the group the next steps with engagement and added that this will be the start of further engagement activity across the coming months. [REDACTED] thanked group for their participation and for their time and contribution.

Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Examples of the stakeholder engagement material presented throughout Stage 2 of GAL's FASI-S ACP have been compiled into the following document:

Stage 2 Annex A: Evolution of the Options Design

This is published on the CAA's Airspace Change Portal and can be publicly accessed via the direct link below:

[CAA Airspace Change Portal ACP-2018-60](https://airspacechange.caa.co.uk/PublicProposalArea?plD=54)

<https://airspacechange.caa.co.uk/PublicProposalArea?plD=54>



LONDON GATWICK

Gatwick FASI-S Airspace Modernisation Workshop

24 June 2021

10:00 – 13:00 (Virtual Event – Teams)

Attendees

Name	Organisation
[REDACTED]	EHO Mid Sussex County Council (NATMAG)
[REDACTED]	Burstow Parish Council
[REDACTED]	Mid Sussex District Council
[REDACTED]	NATS
[REDACTED]	GAL
[REDACTED]	Civil Aviation Authority
[REDACTED]	TWAANG
[REDACTED]	PAGNE
[REDACTED]	Tonbridge and Malling Borough Council
[REDACTED]	Mole Valley District Council
[REDACTED]	GACC
[REDACTED]	Trax
[REDACTED]	CAGNE Aviation Town and Parish Council Forum
[REDACTED]	NATS
[REDACTED]	TWANSNG
[REDACTED]	Plane Wrong
[REDACTED]	GAL
[REDACTED]	NMB Delivery Group Chair
[REDACTED]	APCAG
[REDACTED]	TWANSNG
[REDACTED]	GAL
[REDACTED]	Reigate & Banstead Borough Council
[REDACTED]	Civil Aviation Authority
[REDACTED]	NMB Executive Board Chair

Name	Organisation
[REDACTED]	Horsham District Council
[REDACTED]	Tandridge District Council
[REDACTED]	Civil Aviation Authority
[REDACTED]	GON
[REDACTED]	Horley Town Council
[REDACTED]	TWANSNG
[REDACTED]	Plane Wrong
[REDACTED]	Trax
[REDACTED]	Plane Justice
[REDACTED]	GATCOM Secretariat
[REDACTED]	GACC
[REDACTED]	Department for Transport
[REDACTED]	DRPI Ltd
[REDACTED]	ICCAN
[REDACTED]	East Sussex County Council, Heathfield and Mayfield
[REDACTED]	West Sussex County Council
[REDACTED]	To70/ NMB Community Forum Vice Chair
[REDACTED]	CAGNE
[REDACTED]	Department for Transport
[REDACTED]	ICCAN
[REDACTED]	ICCAN
[REDACTED]	CAA
[REDACTED]	Mitchell Environmental
[REDACTED]	GAL

■■■■■ ■■■■■	GAL	■■■■■	East Sussex County Council
■■■■■ ■■■■■	NMB Community Forum Secretary	■■■■■	Reigate & Banstead Borough Council
■■■■■	GAL/NATMAG Chair	■■■■■	ANS
■■■■■	EHO Reigate & Banstead Borough Council	■■■■■	NMB Community Forum Chair

Meeting Notes

1. These meeting notes provide a summary of the key points arising from the June 24th 2021 workshop with Noise Management Board (NMB) and Noise and Track Monitoring Advisory Group (NATMAG) stakeholders about the UK Airspace Modernisation Strategy, the Regulatory Process for Airspace Change and Gatwick Airport's Future Airspace Strategy Implementation – South (FASI-S) Airspace Change Proposal. The notes were produced by the Gatwick FASI-S ACP team and circulated in draft form on July 2nd 2021 to all stakeholders attending the workshop to review and comment. Stakeholders were offered a two week period (to close of play on July 16th 2021) to submit comments and suggested amendments, prior to the notes being finalised.

Workshop Welcome and Introduction

2. ■■■■■ welcomed all attendees and explained the purpose of the Future Airspace Strategy Implementation South (FASI-S) Workshop for members of our Noise Management Board and Noise and Track Monitoring Advisory Group was to support engagement with local stakeholders by sharing information about the objectives of airspace modernisation in southern England, providing an insight into how Gatwick Airport will be involved and recapping on progress thus far.
3. This workshop in effect signalled the re-start of our FASI-South engagement which paused at the start of the COVID-19 pandemic. ■■■ explained that the workshop slide pack and notes would be shared following the session with all attendees via email. The slides and notes, redacted of individual names, would also be published on the CAA Airspace Change portal in due course.
4. He explained that the request for questions ahead of the meeting had elicited several questions which would be addressed at appropriate points during the workshop but that we were keen to take questions as we made progress through the presentation.
5. ■■■ described the session being broadly split into 3 elements: an Overview of Airspace Modernisation; the regulatory process for airspace change and Gatwick's place in the airspace change Masterplan; and Gatwick's FASI-S airspace change proposal (ACP).
6. Given the complex nature of the subject and because there was a variety of knowledge amongst workshop attendees the presentation and discussions would be pitched to take account of those who were less familiar with the subject matter.
7. ■■■ explained that the airspace change process had already been started in 2018 but given the extended pause and because this was a re-start of the airspace change process a re-cap would be provided at some points to provide context but reiterated to take the opportunity to ask questions throughout.

8. ■ introduced ■ from the Department for Transport (DfT) who also introduced ■. ■ explained that the DfT are responsible for national policy on aviation noise, and the Civil Aviation Authority (CAA) are the regulator and primary decision maker. Together they are co-sponsoring the airspace modernisation programme. ■ explained that the DfT and CAA are reviewing the [Airspace Modernisation Strategy](#) during 2021 and that an updated draft will be issued for consultation in due course. ■ highlighted that the existing initiatives within the Strategy are not expected to change significantly as a result of the review and that new concepts, for example those related to the integration of unmanned and autonomous aircraft are likely to be incorporated. ■ stressed the ongoing importance of local Community engagement in the process of Airspace Modernisation to ensure the expected benefits are shared appropriately amongst the stakeholders and mitigations for the negative impacts of airspace change are mitigated effectively.
9. ■ also introduced ■ from Trax International. ■ introduced himself and explained that Trax are a team of Airspace Change specialists who will be working for Gatwick to support the development of the FASI-S Airspace Change Proposal (ACP).
10. ■ provided an overview of the purpose of the workshop and the agenda (Slide 3). ■ encouraged the group to make observations, ask questions, or challenge the approach throughout the workshop.

Part 1: UK Airspace Modernisation Strategy (AMS)

11. ■ introduced Part 1 of the workshop, regarding the UK Airspace Modernisation Strategy (AMS) firstly by providing an overview of the requirements to modernise the UK's airspace (slide 5) and the outcomes that modernisation is expected to achieve (slide 6):

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2. UK Airspace Modernisation Strategy (AMS): Background

Modernisation of the UK's airspace is fundamental to improving the operational efficiency of the sector with the benefit of associated carbon reduction and is a Government priority.

- The airspace structure is an essential, but largely invisible part of the UK's transport infrastructure.
- The UK's aviation industry has grown significantly since the 1950s & 60s when the airspace structure first emerged.
- Commercial Air Transport flights trebled between 1973 and 2017 from 720,000 to more than 2.2m.
- UK airspace is now some of the most complex in the world.
- In the decades pre-COVID more and more traffic was squeezed into the same congested airspace
- The route network and flight paths are inefficient and not optimised to reduce noise, passenger delays and poor resilience.
- There have been some incremental improvements but most arrival and departure routes at major airports remain unchanged.

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2. Airspace Modernisation Strategy: Airspace Change Objectives

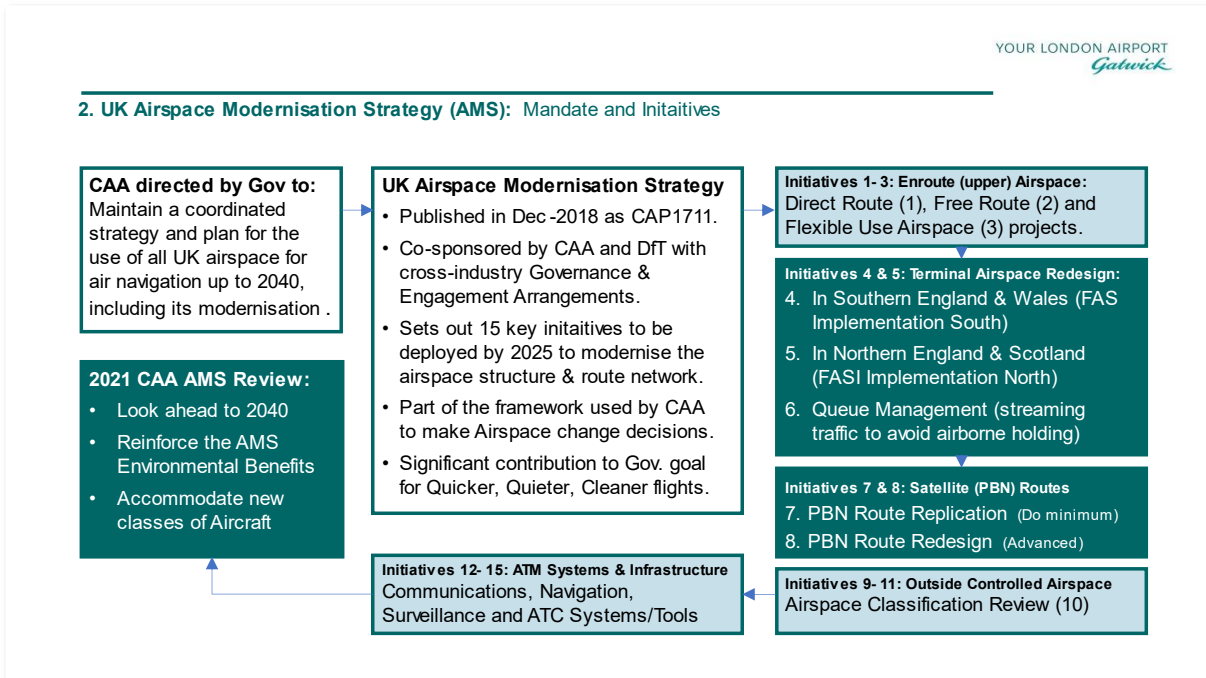
The Airspace Modernisation Strategy sets the outcomes that the airspace modernisation must achieve, along with main initiatives required to deliver them focusing up to 2025.

AMS Outcomes

<ol style="list-style-type: none"> 1. Accommodate growing demand from airspace users 2. Develop a genuinely sustainable framework to guide the aviation industry in its investment and technological development 3. Enable government policies in respect of the reduction and mitigation of noise and how it should be distributed 4. Maximise the utilisation of available runway capacity 	<ol style="list-style-type: none"> 5. Take advantage of those technological developments to improve efficiency and performance 6. Deal with 'hotspots' of congestion within the current system 7. Improve resilience of the system to bad weather or other forms of disruption 8. Enable and facilitate continuous improvements in safety standards within the system through innovation 	<ol style="list-style-type: none"> 9. Accommodate new types of aircraft and how they operate, for example drones, air taxis and spacecraft 10. Implement internationally agreed requirements to increase the overall safety, capacity and efficiency of the global air traffic network 11. Further enable greater access to airspace for non-commercial users 12. Help the UK to mitigate the impact of disruptions in neighbouring airspace
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12. ■ then provided an overview of the mandate for the AMS and the 15 initiatives included in the strategy (Slide 7), highlighting that the Gatwick FASI-S ACP is part of

initiative 4 and shares interdependencies with initiatives 5 – 8 and initiative 10 (regarding the CAA-led review of airspace classifications):



13. A representative from CAGNE asked for more details on initiatives 7 and 8 shown on the slide. ■ explained the potential benefits that can be generated from introducing new routes that are designed to satellite navigation standards (also known as Performance-Based Navigation or PBN routes) rather than relying on conventional ground-based navigation beacons. He explained that the current route structure is designed around the fixed locations of ground navigation beacons that constrain how and where aircraft fly. Satellite-based PBN routes can be designed with greater flexibility and precision that offers the opportunity to redesign the airspace without these constraints. The widespread deployment of PBN routes is a key component of Airspace Modernisation that must be managed with great care because of the potential for the transition to satellite navigation standards to change the distribution and concentration of aircraft noise.
14. ■ briefly spoke about the CAA-led review of Airspace Classifications, concentrating on the treatment of underutilised portions of Controlled Airspace that could be released for General Aviation aircraft (e.g. sports and leisure flyers) to use. ■ explained that in the UK there are various classifications of Controlled Airspace (CAS) that are typically deployed around civil aviation routes as a safety mitigation. CAS can restrict some access for other airspace users. The CAA Airspace Classification review is intended to ensure that the future use of CAS to support commercial air transport is fair and proportionate.
15. ■ explained that initiatives 12-15 are centred around improvements in the physical communications, navigation and surveillance infrastructure which is required to deliver modernised airspace and the systems and tools used by air traffic controllers to manage flights safely and efficiently.
16. ■ highlighted that the current version of the AMS (CAA Document CAP1711, published in 2018) is being reviewed and updated by the CAA during 2021. The review is intended to refresh aspects of the strategy, following the first three years of

implementation, look ahead at the future initiatives required to integrate new airspace users such as Drones and Commercial Space Flights and incorporate changes driven by Brexit, the impact of the COVID-19 pandemic and the UK's commitment to achieving net-zero carbon emissions. A draft of the updated AMS will be issued for public consultation when the review is complete. As part of the review process the CAA has assured stakeholders that the initiatives to modernise the airspace structure and route network in busy portions of the terminal airspace (known as FASI-S and FASI-North) will remain core components of the strategy.

17. [REDACTED] went on to provide an overview of the governance and engagement arrangements that support the AMS (Slide 8) and highlighted the role of the Airspace Change Organisation Group (ACOG) in coordinating the FASI-S and FASI-N initiatives through the production of a single overall Masterplan:



18. [REDACTED] (Plane Wrong) asked whether more detail could be provided about the content of the strategy that relates to the potential concentration of aircraft noise impacts that may arise following the introduction of PBN routes. [REDACTED] explained that currently noise impacts are subject to a degree of natural dispersion that is caused because all aircraft fly the existing procedures slightly differently and air traffic control often vector aircraft during the arrival and departure phases of flight. Airspace modernisation will introduce greater systemisation of the route network and deconflict the main arrival and departure flows by design rather than tactical intervention from Air Traffic Controllers. This can be desirable if it allows traffic to be concentrated away from noise sensitive areas, however undesirable if the concentration of noise creates disproportionately negative effects on a minority of stakeholders. [REDACTED] referenced that the NMB work programme includes a study into the fair and equitable distribution of noise impacts that will inform the Gatwick FASI ACP. [REDACTED] explained that the AMS acknowledges the issue of concentration vs dispersal of noise impacts but doesn't provide any specific solutions. [REDACTED] added that the focus of CAP1616 is on demonstrating that we have sought to minimise the total adverse effects of aircraft noise. [REDACTED] explained there are several different ways to do this and gave examples of using multiple route options that might offer stakeholders with predictable relief or respite from noise, or designing single routes away from noise sensitive areas; these

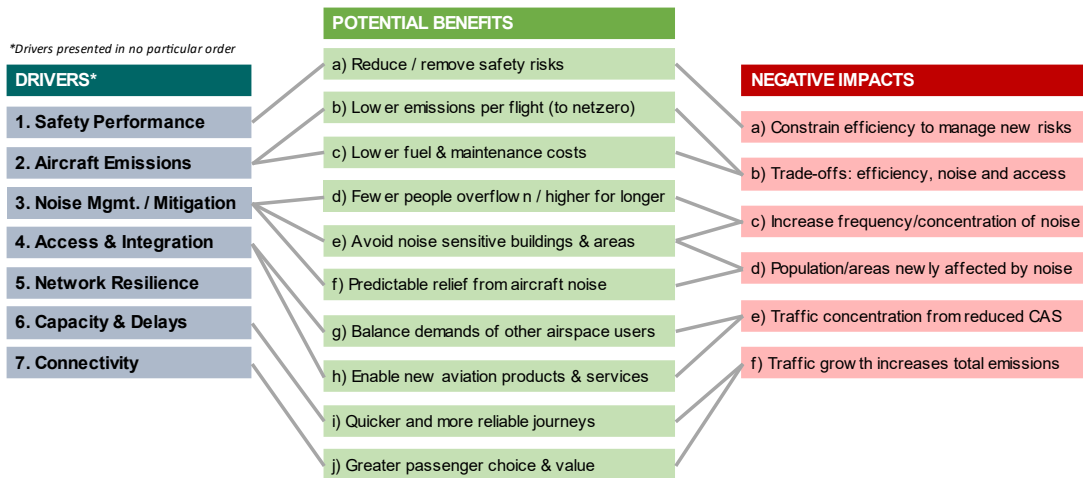
opportunities will be examined in further detail as Gatwick progresses through stages 2 and 3 of the ACP process.

19. CAGNE asked whether Gatwick are seeking to remove the existing Noise Preferred Routes (NPRs). ■ explained that the CAP1616 process in this respect concentrates on the change of airspace design. The NPRs are treated as part of a suite of Noise Abatement Procedures that are covered under a separate policy and process with the DfT. As Gatwick progresses through the CAP1616 process we will develop our understanding of the benefits and potential impacts of different airspace design options through the appraisal process. The potential impact of changes to the existing NPRs would be considered as part of this appraisal. If the preferred options arising from the appraisal process involve changes to the existing NPRs, evidence will need to be presented to the DfT for the Government to make a decision on whether to approve the changes. ■ added that at this early stage we cannot determine if there are changes to the NPRs. ■ added that the NPRs would be included within the options appraisal during Stage 2 of the CAP1616 process that all other potential design options will be compared and contrasted against.
20. ■ explained that the DfT have separate processes for the treatment of NPRs and the sponsorship of the AMS that both sit alongside the CAA owned CAP1616 process. The process through which the DfT manage noise abatement procedures are separate and distinct and the Airspace Modernisation initiatives cannot bypass this. ■ (CAA) added that discussions are ongoing with the DfT and the CAA about the treatment of CAP1616 process decisions that would result in changes to the existing NPRs.
21. Returning to the AMS governance and engagement arrangements, ■ explained that the DfT Aviation Minister chairs an Airspace Strategy Board meeting which is attended by a range of aviation stakeholders to discuss the policy and objectives of airspace modernisation. CAGNE asked how their organisation might participate in the Board and ■ explained that local community representatives already have a seat in the forum. The Airspace Strategy Board meeting minutes and announcements are published on the government website and RC provided a link to the website in the meeting chat: <https://www.gov.uk/government/groups/airspace-strategy-board>.
22. ■ (GON) quoted correspondence from Minister Baroness Sugg to Nusrat Ghani MP via Dominic Nevill ESCCAN 09.08.18 in which he stated that the 'Government decided a policy of concentration is no longer the default option and that proposals to change airspace must in future ensure options such as multiple routes which offer respite through the use of better navigation technology are considered'. ■ responded noting that there is still the commitment to look at all available options.
23. ■ confirmed that the airspace design options development and appraisal activities conducted during Stage 2 of the CAP1616 process must include a consideration of the potential to deploy multiple route options that offer noise respite. CAGNE sought clarification that multiple route options will be considered for arrivals and departures as part of the Gatwick FASI ACP. ■ confirmed that the requirement covers all airspace design options considered as part of the ACP, therefore arrivals and departures.
24. ■ (TWANSG) highlighted that one of the key airspace design principles drawn from current government policy is to minimise the total adverse effects of aircraft noise. ■ asked ■ (DfT) for the government's definition of total adverse noise effects and what it includes. ■ confirmed that a full definition of the term is not set out in the AMS and agreed to circulate the available policy information on assessing the impacts of aircraft noise to the workshop attendees for reference. Post Meeting Note

with information provided by the DfT: *Information on assessing noise impacts is set out in paras 3.4 to 3.12 and Annex C of the [Air Navigation Guidance 2017](#) (ANG). The latest Transport Analysis Guidance (referred to within the ANG as “WebTAG”) can be found [here](#)*

25. ■ introduced ■ (SM) an independent noise specialist, who explained that the government policy itself does not define the term total adverse effects of noise however it does define the Lowest Observable Adverse Effect Level (LOAEL). There are various sources, including government policy guidance which clarifies what the LOAEL means and how the measure should be used. In addition to this CAP1616 defines a suite of noise metrics which have to be quantified as part of the airspace change process. ■ added that the Gatwick FASI-S ACP includes a Design Principle around seeking to limit and where possible reduce the adverse noise impacts and that the Gatwick ACP will need to specify the criteria used to evaluate airspace design options against this principle during the appraisal activities conducted in Stage 2 of CAP1616.
26. ■ (Plane Wrong) asked if the analysis of airspace design options will consider multiple route configurations for noise respite and if the cumulative impacts of the overall system design and options associated with other interdependent ACPs will be included in the appraisal. ■ explained that it is a requirement of the CAP1616 process to examine both single route and multiple route configurations. The issue of cumulative impacts associated with other interdependent ACPs will be addressed as part of the Airspace Change Masterplan as well as Gatwick’s FASI-S ACP. ■ explained that this is one of the most challenging aspects of the proposal and at Stage 3 there is the requirement to comprehensively assess the cumulative impact of the options proposed to be taken to consultation including the impacts linked to other interdependent ACPs.
27. ■ (Plane Wrong) asked whether details of the discussions between the CAA and DfT with regards to the treatment of ACPs that result in changes to the existing NPRs be made public. ■ (CAA) agreed to take this question away and will update group. Post meeting note with information provided by the CAA: *The CAA originally raised this matter with the DfT in 2018 and a policy has been drafted. The related finalised policy will be published in due course and if attendees wish to approach the CAA directly about this matter then please contact the team via airspace.policy@caa.co.uk.*
28. ■ asked whether the Gatwick FASI-S ACP will take into account the 23 recommendations arising from the 2016 Independent Arrivals Review. ■ explained that some of the specific recommendations are not relevant to the FASI-S ACP process however those that are, will be drawn into the FASI-S ACP options development and assessment process during Stages 2 and 3. ■ (NMB) offered that as an example recommendation 14 on Time Based Separation (TBS) to evaluate TBS options for Gatwick was completed in 2016/17.
29. ■ will provide ■ with a copy of the Independent Arrivals Review material (available [here](#)) to be included the relevant aspects as part of the ACP development process.
30. ■ moved on to give an overview of the drivers, potential benefits and negative impacts of Airspace Modernisation (Slide 9):

3. Drivers, Potential Benefits and Negative Impacts



31. [REDACTED] (GACC) raised that Government policy requires the CAA to balance all relevant factors in decisions on airspace changes, and questioned why the Airspace Modernisation Strategy sets out that noise improvements should be explored where they are not in conflict with growth. GACC questioned whether this unconditional prioritisation of growth over noise improvements can be justified.
32. [REDACTED] explained that the issue of prioritisation had been discussed in working groups and at the Airspace Strategy Board on a number of occasions and there are external workshops ongoing to consider the matter with key stakeholders. The aim is to follow a balanced approach through the Masterplan process and the development of airspace design options ACP within the component ACPs.
33. [REDACTED] presented the final slide for Part 1 of the meeting which showed in high level the airspace Modernisation Stakeholder Groups (slide 10):

4. Airspace Modernisation Stakeholder Groups



COMMERCIAL AIR TRANSPORT

- Main beneficiaries and investors
- Efficiency, punctuality and cost
- Capitalise on modern fleet tech



AERODROMES & AIR TRAFFIC

- Punctuality & Reliability
- Capacity and Throughput
- Operational Efficiency & Resilience



GENERAL AVIATION & NEW USERS

- Access to airspace that meets demand
- Safety enhancements
- Enable new aviation products & services



PASSENGERS & CONSUMERS

- Delays and Cancellations
- Choice and Value
- Connectivity & Economic Growth



MILITARY AVIATION

- Training and testing requirements
- New generation aircraft & weapons
- Dynamic segregation of airspace



COMMUNITY & ENVIRONMENTAL GROUPS

- Noise impacts and distribution.
- Air quality and biodiversity
- Climate change

34. CAGNE asked about how helicopters would be captured and [REDACTED] explained that helicopter operators and rotary wing operations are usually included as part of the General Aviation category.
35. CAGNE noted their understanding that as FASI-S will not be a new runway residents would not be entitled to compensation for loss of house value and suggested that residents could end up with negative mortgages as a result of new flight paths over new areas. CAGNE and [REDACTED] (Plane Justice) asked questions about the nature of the compensation that may be considered for those newly affected by overflights. [REDACTED] explained that there are established policies in place regarding compensation and that the DfT's approach is to look to the ACP sponsor to ensure there are appropriate compensation structures in line with those in place policies.
36. During the break, [REDACTED] raised 'I am concerned that the slides you present are in fact a document we should have had to read before the presentation of it'. [REDACTED] explained that there is a lot of information within the presentation that requires context through a supporting narrative however understood [REDACTED] concerns. *(Post meeting note - later in the meeting [REDACTED] confirmed that typically materials to be used as part of future Gatwick FASI ACP stakeholder engagement activities would be circulated to participants in advance of the sessions).*
37. [REDACTED] (PAGNE) asked how success will be determined with regards to the expected noise benefits. For example will success be judged by reductions in the number of people impacted or by reducing a measure of the total adverse effects on health and quality of life. [REDACTED] explained that the ambition of the ACP is to minimise the overall adverse effects of aircraft noise in accordance with government policy. The DfT WebTAG methodology will be used to aggregate noise changes for every population point within the assessment area and considers adverse health effect.
38. [REDACTED] (ICANN) also added that from an ICANN point of view there is a lack of definitive peer research that links noise and health impacts and this is something that ICANN are looking to review.

39. [REDACTED] (TWAANG) requested that Gatwick hold a community focused workshop on the WebTAG methodology. [REDACTED] agreed this was a good suggestion and that Gatwick would consider the request.

Part 2: The Airspace Change Process & Gatwick's position in the Masterplan

40. ■ went onto introduce Part 2 of the workshop where he explained in greater detail that CAP1616 is the regulatory process for specific airspace change proposals whereas the Airspace Modernisation Strategy sets out the broader policy and strategic initiatives required for modernisation (Slide 14):

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6. Overview of the regulatory process for airspace change (CAP1616)

Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information.

Background

1. ACPs vary greatly in terms of size, scale of impact and complexity.
2. Some have little operational or environmental impact. Others require a complex restructuring of airspace with consequences for users and the environment, including those impacted by noise.
3. The CAA is responsible for deciding whether to approve changes proposed.
4. CAA decisions are made in accordance with legal requirements to consider certain factors laid out in the Transport Act 2000 and expanded on in the Airspace Modernisation Strategy.
5. The CAA reformed the airspace change process in 2018 to ensure that it meets modern standards for regulatory decision-making, and is fair, transparent, consistent and proportionate.
6. The process must be impartial and evidence based and must take account of the needs and interests of all affected stakeholders.

41. ■ provided an overview of the stages of the CAP1616 process (Slide 15) and explained that the Gatwick FASI-S ACP will need to pass through all the stages and sub-steps – none can be skipped:

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6. Overview of the regulatory process for airspace change (CAP1616)

Stage 1 DEFINE	Step 1A Assess requirement	DEFINE GATEWAY
Step 1B Design principles		
Stage 2 DEVELOP and ASSESS	Step 2A Option development	DEVELOP AND ASSESS GATEWAY
Step 2B Options appraisal		
Stage 3 CONSULT	Step 3A Consultation preparation	CONSULT GATEWAY
	Step 3B Consultation approval	
	Step 3C Commence consultation	DECIDE GATEWAY
	Step 3D Collate & review responses	
Stage 4 UPDATE and SUBMIT	Step 4A Update design	DECIDE GATEWAY
	Step 4B Submit proposal to CAA	
Stage 5 DECIDE	Step 5A CAA assessment	DECIDE GATEWAY
	Step 5B CAA decision	
Stage 6 IMPLEMENT	Step 6 Implement	
Stage 7 PIR	Step 7 Post-implementation review	

- Sponsors must follow the regulatory process for changing the airspace design, inc. community engagement requirements- known as CAP1616 (Civil Aviation Publication 1616).
- The process sets out the steps for developing airspace change options, engaging with stakeholders, evaluating the impacts of options, consulting with the public, regulatory assessment, implementation and post implementation review.
- The outputs of each stage are reviewed by the CAA to ensure the engagement and analysis is robust prior to moving to the next stage.
- Gatwick's FASIS ACP is currently in Stage 2: Develop & Assess, focusing three key deliverables:
 - The Comprehensive List of Options
 - Design Principle Evaluation
 - Initial Options Appraisal

42. An overview of the scope of the FASI-S initiative was then provided (Slide 16):

8. FAS Implementation South (FASI-S)

Many of the modernisation ACPs overlap. In the busiest areas of Southern England, Northern England and Scotland the airspace changes have been grouped into two major programmes:

Future Airspace Implementation (FASI) South The fundamental redesign of the terminal airspace in Southern England & Wales that is based on the widespread adoption of satellite navigation procedures.

Future Airspace Implementation (FASI) North The fundamental redesign of the terminal airspace in Northern England & Scotland.

- DfT wrote to all affected airports in 2017 asking them to commit to related ACPs that will be managed as a Programme.
- The FASI North & South airports are responsible for upgrading their arrival and departure routes from the ground to 7000ft.
- NATS are responsible for redesigning the route network above 7000ft. that guides traffic to/from the boundaries of UK airspace.
- The airports and NATS are working closely to ensure that their individual ACPs are aligned



43. A question was raised with regards to the split in responsibility for airspace design between the airport-led ACPs and the NATS-led network ACPs. ■ explained the airports are responsible for maintaining and upgrading their arrival and departure routes up to 7000ft and that NATS are responsible for maintaining and upgrading the network of routes above 7000ft. In practice, when looking at how to integrate the arrival and departure routes at lower altitudes with the network changes above 7000ft, the airport-led ACPs may design routes up to 9000ft or above in close collaboration with NATS.
44. ■ then introduced the Airspace Change Organising Group (ACOG) and explained their role in coordinating the FASI-S and FASI-N ACPs and identifying conflicts, cumulative impacts and interdependencies at a programme level (slide 18) before also introducing the UK Airspace Change Masterplan (slide 19):

7. Role of the UK Airspace Change Masterplan: The Airspace Change Organising Group

The Airspace Change Organising Group (ACOG) was created in 2019 as an independent organisation to coordinate the delivery of the FASI Programmes as part of the wider AMS.

ACOG's core objectives are to

Lead	Lead the airports and NERL in the creation of credible and implementable Masterplan for FASS and FASI-N.
Coordinate	Coordinate analysis with stakeholders to identify and understand the dependencies created by overlapping airspace changes.
Integrate	Facilitate between stakeholders to strike efficient compromises and tradeoffs that are needed to integrate the overall design.
Communicate	Build a broad base of support for the airspace changes and join up the industry's approach to consultations and engagement.
Demonstrate the benefits	Demonstrate the collective impacts of the airspace changes and identify opportunities for all stakeholders to share in the benefits.

7. Role of the UK Airspace Change Masterplan

The Gatwick FASI ACP must contribute to a Single Coordinated Implementation Plan produced by ACOG, covering the interrelated ACPs needed for Airspace Modernisation

Scope of the Masterplan

1. **Identify the interdependent ACPs** and the range of benefits that they are expected to deliver.
2. **Describe the potential conflicts, tradeoffs and interdependencies** between proposals and the concepts/solutions available to resolve them.
3. **Present a credible Programme Plan** implementing the ACPs in a sequence of deployment modules.
4. **Demonstrate how the benefits and negative impacts** of modernisation are tracked and managed appropriately, in line with Government policy.
5. **Demonstrate how a stakeholders have shaped** the development of the Masterplan through engagement.
6. **Conduct a General Aviation Impact Assessment**

Out of scope (but related)

1. The Masterplan does not show the full details of individual airspace designs or solutions.
2. The Masterplan must be consistent with Airspace Classification Review.
3. Other ACPs requiring coordination may arise during the life of the Masterplan and be included.
4. ACPs with no interdependencies do not require coordination and may proceed in isolation of the Masterplan process.

7. Role of the UK Airspace Change Masterplan

The Masterplan will be produced in Iterations incorporating more detailed information about the ACPs in line with CAP1616 process (each Iteration must be assessed & accepted by CAA)

Iteration 1 (Stage 1 – 2019)

Produced by NERL (pre -ACOG). Submitted to CAA in Aug -19. Focused on the overall drivers and principles of modernisation, broadly in line with the material developed by the component ACPs in Stage 1 of CAP1616. [here](#)

Iteration 2 (Pre Stage 2 – 2021)

Required before Sponsors pass Stage 2. Produced by ACOG in collaboration with Sponsors and engaging with the core AMS stakeholders. Identifies interdependencies and describes the nature of trade -offs & solutions.

Iteration 3 (Pre Stage 3 – 2022)

Required before Sponsors launch Consultations. Uses data from the ACP Options Appraisals. Describes trade -offs in detail and the approach to coordinated consultations. **Subject to a public engagement exercise.**

Iteration 4 (2024 Onwards)

Produced by ACOG, incorporating the outcomes of the Sponsors Public Consultations and an updated Deployment Plan. May include new ACPs identified during the public engagement exercise for Iteration 3.

45. CAGNE raised that ACOG is an industry body and asked whether their focus is on what is best for aviation rather than residents. ■■■ explained that all stakeholders that are potentially effected by airspace modernisation will have the opportunity to engage in the development of the Masterplan. He explained that the Masterplan is intended to describe the network wide proposal and to coordinate interactions across the interdependent ACPs. He added that the CAA's role is to assess the Masterplan and only to use it as part of the decision-making process for airspace changes when they are satisfied that sufficient consultation and engagement has been undertaken with all stakeholders.
46. ■■■ (Burstow Parish Council) asked for confirmation that the Masterplan be taking each of the 21 ACPs into consideration and whether any of the proposals will be prioritised over others. ■■■ explained that the Masterplan must take into account all 21 airport-led ACPs that make up the FASI initiatives, along with the NATS-led airspace modernisation programme above 7000ft. ACOG is established to be impartial and therefore there will be no prioritisation of the ACPs. ■■■ added that ACPs include NATS network ACPs and explained how the Masterplan will keep Airspace Change Sponsors legally accountable to safeguard the modernisation process.
47. ■■■ closed Part 2 of the meeting by presenting a slide on the Gatwick FASI-S ACP:

8. The Gatwick FASI-S ACP

Gatwick has committed to work with NATS and the other airports in the FASI programme to deliver airspace modernisation. The Gatwick FASI ACP identified three outcomes that it is seeking from the airspace change, which are aligned with the modernisation objectives.

Gatwick's Desired Outcomes	Beneficiaries
Develop and implement systemised departure and arrival procedures that improve safety and resilience, increase capacity and offer improved operational agility in line with the Governments policy on making best use of existing runways and infrastructure.	General Public, Airport Operations, Airlines, Local Communities & Businesses,
Efficiently integrate with LAMP airspace design and make best use of enhanced network system capabilities.	Airlines, Local Communities, Airport Operations
Limit, and seek to reduce environmental impacts on, and provide predictability for, local communities	Communities, Local Authorities, General Public

Part 3: Gatwick Airport's FASI-S ACP

48. ██████████ (NMB) asked is there a prioritisation of airports within FASI-S and the airports in the London Terminal Area specifically. There was no NATS LAMP representative on the call to answer the question and so ██████ advised that there is no prioritisation of airports. ██████ explained that the ambition of the network level airspace modernisation programme (above 7000ft) is that it offers sufficient capacity, flexibility and resilience to accommodate all the airport's requirements for the lower altitude airspace without the need for prioritisation. One of the roles of ACOG is to ensure there is a balanced approach to the integration of airspace designs across sponsors to protect this ambition.
49. ██████ provided an overview of the Gatwick FASI-S ACP process to date including the work undertaken at Stage 1 to develop the Design Principles (Slides 25 – 29):

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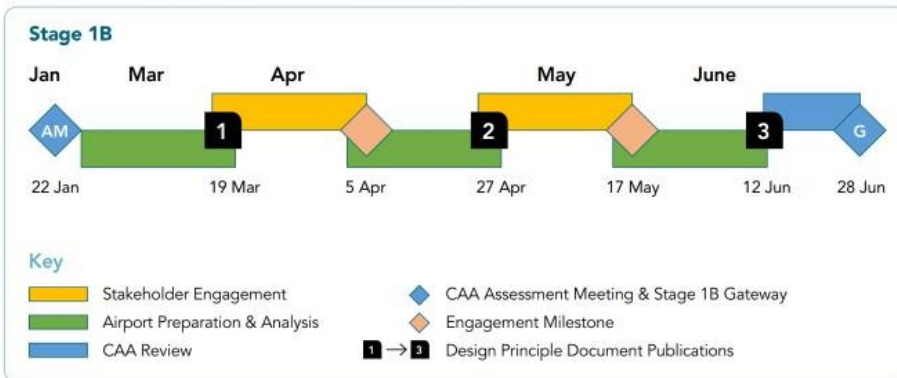
10. Gatwick FASI-S ACP Design Principles

During Stage 1, Gatwick developed an agreed set of Airspace Design Principles that were influenced through our engagement with stakeholders and approved by CAA in July 2019.

1. Gathered inputs from stakeholders about the potential impacts of our airspace change, through targeted two-way conversation.
2. Developed an initial set of design principles based on the feedback gathered during step 1 and shared them with stakeholders for consideration.
3. Refined the Design Principles through a second round of targeted engagement, considering the prioritisation of the principles and any stakeholder objections.
4. Submitted our proposed set of Design Principles to the CAA, along with an explanation of how they were created and influenced through stakeholder engagement.

10. Gatwick FASI-S ACP Design Principles

During Stage 1, Gatwick developed an agreed set of Airspace Design Principles that were influenced through our engagement with stakeholders and approved by CAA in July 2019.



- 50. ■ explained that the groups engaged in the development of the Gatwick FASI ACP Design Principles will be invited to participate in the engagement activities during Stage 2 (where airspace design options are developed and then evaluated against the Design Principles).
- 51. ■ gave a high-level overview of the agreed Design Principles (slides 27-29):

10. Gatwick FASI-S ACP Design Principles

The Gatwick FASI-S ACP Airspace Design Principles form a qualitative structure against which a wide range of design options can be evaluated to refine the proposal.



- 52. CAGNE highlighted their concerns that the engagement conducted with stakeholders in 2019 to support the development of the design principles was too narrow and asked whether Gatwick will be revisiting this stage of the process. ■ explained that Stage 1

was completed in July 2019 when the CAA validated the engagement activities undertaken and passed the proposal through the Stage 1 Gateway. There are no plans to revisit the Design Principles established through targeted engagement during Stage 1. AS added that at Stage 2, Gatwick has to be consistent with the Stakeholders engaged at Stage 1 and that these stakeholders are all listed on the portal. Further information around engagement planned for Stage 2 is included later in the presentation.

53. [REDACTED] presented a slide concentrating on the regulatory approach that sponsors must follow to restart a paused ACP and explained the circumstances associated with remobilising the Gatwick FASI ACP (Slide 30):

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10. Gatwick FASI-S ACP: Project Pause and Restart

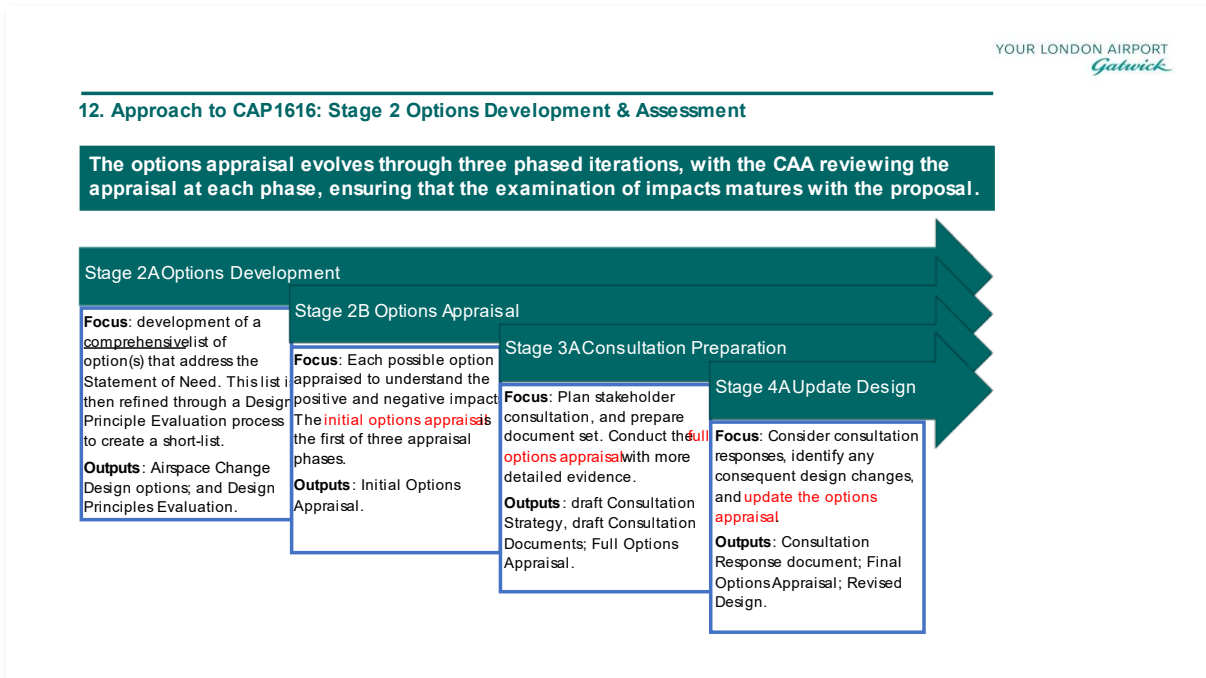
Following completion of Stage 1 and approval of the Design Principles, the Gatwick FASI ACP was paused part way through Stage 2A due to the extraordinary impact of COVID-19.

<p>Restarting the Gatwick FASI ACP</p> <ul style="list-style-type: none"> Following the announcement in March 2021 by the DfT and CAA of financial support for the FASI Programme, Gatwick requested to restart the ACP and the beginning of Stage 2A, in May 2021 following the CAA's ACP restart guidance. <p>Government Funding Scheme</p> <ul style="list-style-type: none"> Financial support available to enable Sponsors to continue through Stage 2 of CAP1616 and contribute to the next iteration of the Masterplan. Investment available to all FASI airports to ensure the AMS remains on track following the impact of the pandemic. 	<p>Restart Guidance</p> <p>Have changes in the following areas affected the ACP?</p> <ul style="list-style-type: none"> Changes to the issue/opportunity in the Statement of Need: NO Changes to operating environment or geographical area: NO Changes to law or government policy: NO Changes to CAA requirements: NO Changes to the list of identified stakeholders engaged in the FASI ACP: NO
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54. [REDACTED] explained how Gatwick plan to engage with community stakeholders during Stage 2 to ensure a fair and equitable approach. He added that as the ACP progresses the process requires that an increasingly wider mix of stakeholders are engaged, however it is important to note that the options development activities in Stage 2 are not a consultation. A full and rigorous public consultation will take place at Stage 3 and at this point anyone impacted by the airspace change will have an opportunity to have their say and participate in the process.
55. [REDACTED] asked about the implications for the Masterplan process if one or more of the airports are forced to close following the impacts of COVID-19. [REDACTED] explained that this is something that ACOG will need to consider and this will include the smaller airports alongside the 21 ACPs to ensure the airspace design can accommodate these. AS explained ACOG are not here today but he will ensure that this is raised with them.
56. [REDACTED] (Horley Town Council) asked why Manston is listed when it is closed. [REDACTED] explained that Manston are developing proposals to reopen and they have an ACP underway.
57. CAGNE raised that 'if the foundations are not right and you make decisions now eg FED, ILS NAP, removal of NPRs before going to the public then they will be misled at public consultation stage 3C'. [REDACTED] explained again that the NPRs are not being removed

or excluded from the airspace change process and if changes to NPRs become necessary as a result of the airspace modernisation they will be covered under a parallel process and reiterated that a decision on the location of NPRs cannot be made at this early stage. [REDACTED] added that the attendees at this workshop are representatives of the local communities and the public. Wider engagement will take place as the ACP progresses and more people will be drawn in at the appropriate stage in the ACP process. [REDACTED] (CAA) noted that the requirements for the CAP1616 are clear in terms of engagement expectations and the evidence provided to the CAA by Gatwick at Stage 1 satisfied those requirements.

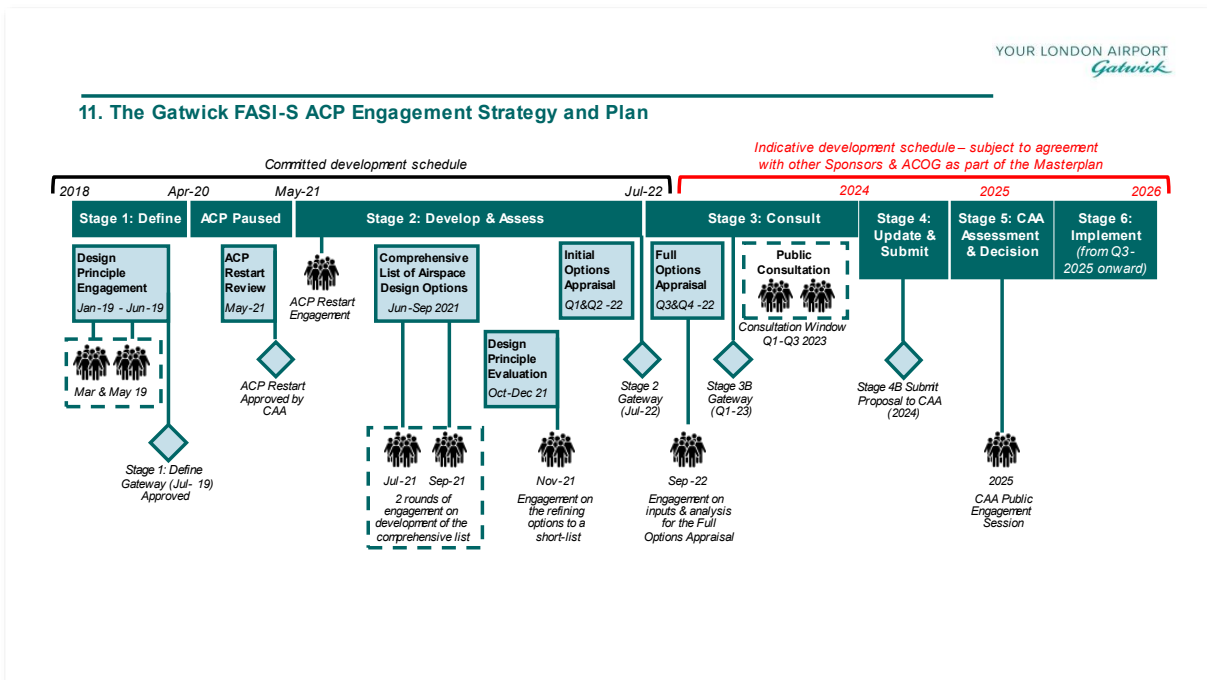
58. [REDACTED] (NMB) asked how many options are sufficiently broad and will there be an opportunity to look at new options after consultation. [REDACTED] explained that for an ACP of this size and scope the comprehensive list of options becomes very large very quickly and furthermore we need to articulate what is an option as it could be a single route option or a system. We will try to provide systemised/groups of options that are supported by the data taken from the development of many possible flight paths that are subject to environmental impact analysis.
59. [REDACTED] explained that the intention of stakeholder engagement during Stage 2 and the public consultation at Stage 3 is to gather as much new information as possible about the airspace design options. If this information leads to the formation of new options then the ACP will return to the short listed options and re-assess the impacts on the proposal accordingly. [REDACTED] added that if significant changes are made after the consultation at Stage 3, then there are clear guidelines as part of CAP1616 around the requirements to reconsult. [REDACTED] asked a further question around who makes the decision to make those changes, is it Gatwick. [REDACTED] explained that it is the airspace change sponsor and [REDACTED] added that there is specific guidance in CAP1616 at Stage 4A regarding the requirements to reconsult.
60. [REDACTED] introduced the Stage 2 Options Development and Assessment slide (slide 32):



61. [REDACTED] mentioned the NMB work plan and asked [REDACTED] (NMB) to expand on whether the FED study will look at arrivals and departures. GL explained that the NMB

work plan contains an activity to undertake an independent assessment of fair and equitable distribution concepts to help inform stakeholder discussions, as this is not currently sufficiently defined. Departures and arrivals have different flight profiles and the study will consider both arrivals and departures.

62. ██████ (Plane Justice) asked how Gatwick will communicate about progress on the ACP to stakeholders and added that he has found registering for updates via the CAA's airspace portal unreliable. ██████ noted that it was important that sponsors use the portal and added that after this event the notes and slides will be sent out via email. ██████ (CAA) outlined some of the previous challenges with the use of the portal and explained that it is currently being updated so that notifications are sent whenever a sponsor progresses through an ACP stage.
63. ██████ (Plane Wrong) asked about how the current Route 4 ACP links into the wider FASI ACP process. ██████ outlined that the ACP on Route 4 is being taken forward independently but cognisant of FASI-S. The FASI-S ACP will consider all departure routes including Route 4.
64. ██████ (GATCOM Secretariat) raised that 'Communication is going to be key to the success of the ACP. The Plan for Stakeholder Consultation will be really important. Will GAL seek views of other organisations on the consultation plan? How will GAL look to engage with all those communities around the airport, including the hard to reach groups? Virtual consultation is one communication channel, but it is such a technical and complex area that other and more traditional forms of consultation/exhibitions may be needed. Will this feature as part of the plan and does GAL have the resource to cover such a wide area overflow now and in the future?' and 'How can GAL help inform all interested parties of implications of other airports' airspace design proposals which may have a negative impact on GAL's work, or may reduce scope for GAL to achieve greater noise improvements?'
65. ██████ suggested to present the final slide to help answer some of the engagement questions (slide 33):



66. ■ gave an overview of the engagement activity that will take place at Stage 2 including the three points of engagement; the first being these workshops, the second involving engagement on the development of the comprehensive list of options and the third being engagement on the process of refining the options to a short-list.
67. ■ explained that Gatwick follows CAP1616 and ICCAN guidance on engagement and there will be engagement with the group of workshop attendees in the future about how we will consult at Stage 3. He added that at the moment engagement will be undertaken virtually however the main consultation is some time away and Gatwick will assess the situation taking into account COVID-19 circumstances at the time.
68. CAGNE asked what ICCAN are doing to protect all new people who will be impacted by noise. ■ (ICCAN) explained some of the ongoing work undertaken by ICCAN and ■ and ■ (ICCAN) provided links to the ICCAN Toolkit and Engagement best practice in the chat: <https://consultation-toolkit.iccan.gov.uk/> and <https://iccan.gov.uk/engagement-best-practice/>.
69. ■ (Plane Wrong) raised that options in the Route 4 ACP were discounted due to some solutions only being available through a more comprehensive FASI-S ACP and asked how this will be addressed. ■ explained that there may be a solution delivered through the, in progress, Route 4 ACP that is not able to take advantage of some of the opportunities likely to be presented through FASI-S (for example an uninterrupted climb profile), and that this may mean a solution delivered through the Route 4 ACP may be replaced by an optimal, compatible solution through FASI-S.
70. Attendees raised questions around the timeline shown on the slide 33 and ■ explained that the stage 2 Gateway is scheduled for July 2022. After July 2022 it is an indicative schedule due to the Masterplan process and the requirement of a coordinated approach between ACP sponsors.
71. ■ (GACC) raised that 'The entire ASC [ACP] process is based on achieving Gatwick's Statement of Need. That document was not consulted on and reflects Gatwick's "Needs" only, not the needs of any other stakeholder. This approach will inevitably lead to one-sided outcomes. Will the CAA amend this process so all "needs" are accommodated on a fair basis?' ■ explained that from the airport's perspective, the sponsor takes forward an airspace change driven by the issues and opportunities it identifies in its Statement of Need, but that is not without regard for numerous other factors and effected stakeholders that are key to the process from Stage 1. ■ (CAA) explained from a process perspective the Statement of Need (SoN) is the tool to initiate the ACP however the contents of the SoN are the responsibility of the change sponsor. The CAA determines if the SoN is appropriate to be addressed through the ACP process.
72. ■ added that the ACP process is built upon what one sponsor wants rather than the needs of all stakeholders. ■ noted that there are opportunities for engagement with Stakeholders and their representatives during the development of the Design Principles and it is these Design Principles that are the framework when sponsors are developing airspace change options.
73. ■ (GACC) asked what funding will be available to community groups, parish councils etc in order for them to support and respond to the ACP process. ■ agreed to take this question to the DfT.
74. CAGNE asked for clarification as the Gatwick documents state the 'best use of runways' however it was not clear whether that was one, two or three runways. ■ outlined that the ACP aims to deliver a solution that will support future traffic levels in

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the context of government policy which explicitly supports airports in making the best use of existing runways; this is also captured as part of the CAP 1711 Airspace Modernisation Strategy. ■ clarified that the FASI-S ACP would naturally be looking to accommodate future traffic levels at Gatwick – and across the UK more broadly – and therefore would incorporate traffic levels consistent with Gatwick's future growth plans including the Northern Runway project which is being taken forward through a Development Consent Order.

75. ■ concluded the meeting by outlining to the group the next steps with engagement and added that this will be the start of further engagement activity across the coming months. ■ thanked the group for their participation and for their time and contribution.

Gatwick FASI-S Airspace Modernisation Workshop

Question and Answer document

This Question and Answer document has been compiled following the Stakeholder workshop held on the 24th June 2021. Full details of the discussions are available in the workshop minutes circulated alongside this Question and Answer document.

Topic/Area	Question	Answer
Scope of the Airspace Change Process	Is the FASI-S Airspace Change Proposal (ACP) looking to change the airspace for one, two or three runways?	The FASI-S ACP would be looking to accommodate future traffic levels at Gatwick – and across the UK more broadly – and therefore would incorporate traffic levels consistent with Gatwick's future growth plans including the Northern Runway project which is being taken forward through a Development Consent Order. The ACP is therefore based on a two-runway scenario.
Scope of the Airspace Change Process	Who is responsible for airspace design between the airport led ACPs and the NATS-led network ACPs?	Airports are responsible for maintaining and upgrading their arrival and departure routes up to 7000ft. NATS are responsible for maintaining and upgrading the network of routes above 7000ft. In practice, when looking at how to integrate the arrival and departure routes at lower altitudes with the network changes above, the airport-led ACPs may design routes above 7000ft in close collaboration with NATS.
Scope of the Airspace Change Process	Will the Gatwick FASI-S ACP take into account the 23 recommendations arising from the 2016 Gatwick Independent Arrivals Review?	Some of the specific recommendations of the Independent Arrivals Review are not relevant to the FASI-S ACP process however those that are will be drawn into the FASI-S ACP options development and assessment process during Stages 2 and 3.
Scope of the Airspace Change Process	How does the current Route 4 ACP link into the wider FASI ACP process?	Route 4 ACP is being taken forward independently but cognisant of FASI-S. The FASI-S ACP will consider all departure routes including Route 4.
Scope of the ACP Process	How can all needs be accommodated fairly in the ACP process when	A sponsor takes forward an airspace change driven by the issues and opportunities it identifies in its Statement of Need (SoN), but that is not without regard for

	the Statement of Need is based only on the sponsors needs rather than the needs of all Stakeholders?	<p>numerous other factors and affected Stakeholders that are key to the process from Stage 1.</p> <p>The SoN is the tool to initiate the ACP and the contents of the SoN are the responsibility of the change sponsor. The CAA determines if the SoN is appropriate to be addressed through the ACP process at Stage 1A. At Stage 1B there are then opportunities for engagement with Stakeholders and their representatives during the development of the Design Principles and it is these Design Principles that form the framework when sponsors are developing airspace change options.</p>
Scope of the ACP Process	What funding will be available to community groups, parish councils et al. in order for them to support and respond to the ACP process?	Gatwick have asked the DfT to respond to this question and we will update stakeholder groups when information is available.
UK Airspace Modernisation Strategy	Please could you provide more information on Initiatives 7 & 8: PBN Route Replication, and PBN Route Redesign	<p>There are potential benefits that can be generated from introducing new routes that are designed to satellite navigation standards (also known as Performance-based Navigation or PBN routes) rather than relying on conventional ground-based navigation beacons.</p> <p>The current route structure is designed around the fixed locations of ground navigation beacons that constrain how and where aircraft fly. Satellite-based PBN routes can be designed with greater flexibility and precision that offers the opportunity to redesign the airspace without these constraints. The widespread deployment of PBN routes is a key component of Airspace Modernisation that must be managed with care because of the potential for the transition to satellite navigation standards to change the distribution and concentration of aircraft noise.</p>
UK Airspace Modernisation Strategy	How do I find out more about the Airspace Strategy Board meeting?	<p>The DfT Aviation Minister chairs an Airspace Strategy Board meeting which is attended by a range of aviation stakeholders to discuss the policy and objectives of airspace modernisation. The Airspace Strategy Board meeting minutes and announcements are published on the government website:</p> <p>https://www.gov.uk/government/groups/airspace-strategy-board.</p>
UK Airspace Modernisation Strategy	Government policy requires the CAA to balance all relevant	The Department for Transport (DfT) are undertaking external workshops to consider this matter with key stakeholders. The aim is to follow a balanced approach

	factors in decisions on airspace changes, therefore why does the Airspace Modernisation Strategy set out that noise improvements should be explored where they are not in conflict with growth?	through the ACOG Masterplan process and the development of airspace design options within each of the FASI-S ACPs.
Noise	Will the ACP consider multiple route options for respite and will this include Arrivals and Departures?	The airspace design options development and appraisal activities conducted during Stage 2 of the CAP1616 process must include a consideration of the potential to deploy multiple route options that offer noise respite. The requirement covers all airspace design options considered as part of the ACP, therefore arrivals and departures.
Noise	What is the Government's definition of total adverse noise effects?	The Department for Transport (DfT) have confirmed that a full definition of the term is not set out in the Airspace Modernisation Strategy however information on assessing noise impacts is set out in paragraphs 3.4 to 3.12 and Annex C of the Air Navigation Guidance 2017 (ANG). The latest Transport Analysis Guidance (referred to within the ANG as "WebTAG") can be found here .
Noise	Will the analysis of airspace design options consider multiple route configurations for noise respite and will the cumulative impacts of the overall system design and options associated with other interdependent ACPs be included in the appraisal?	It is a requirement of the CAP1616 process to examine both single route and multiple route configurations. The issue of cumulative impacts associated with other interdependent ACPs will be addressed as part of the ACOG Airspace Change Masterplan as well as Gatwick's FASI-S ACP. At Stage 3 of the CAP1616 process there is the requirement to comprehensively assess the cumulative impact of the options proposed to be taken to consultation including the impacts linked to other interdependent ACPs.
Noise	What content of the Airspace Modernisation Strategy (AMS) relates to the potential concentration of aircraft noise impacts that may arise following the introduction of PBN routes?	<p>Currently noise impacts are subject to a degree of natural dispersion that is caused because all aircraft fly the existing procedures slightly differently and air traffic control often vector aircraft during the arrival and departure phases of flight.</p> <p>Airspace modernisation will introduce greater systemisation of the route network and deconflict the main arrival and departure flows by design rather than tactical intervention from Air Traffic Controllers. This can be desirable if it allows traffic to be concentrated</p>

		<p>away from noise sensitive areas, however undesirable if the concentration of noise creates disproportionately negative effects on a minority of stakeholders. The Gatwick Noise Management Board (NMB) work programme includes a study into the fair and equitable distribution of noise impacts that will inform the Gatwick FASI ACP.</p> <p>The AMS acknowledges the issue of concentration vs dispersal of noise impacts but doesn't provide any specific solutions. The focus of CAP1616 is on demonstrating that we have sought to minimise the total adverse effects of aircraft noise. There are several ways to do this including, but not limited to, using multiple route options that might offer stakeholders with predictable relief or respite from noise, or designing single routes away from noise sensitive areas; these opportunities will be examined in further detail as Gatwick progresses through stages 2 and 3 the ACP process.</p>
Noise	<p>Is Gatwick seeking to remove the Noise Preferential Routes (NPRs)?</p>	<p>NPRs are treated as part of a suite of Noise Abatement Procedures that are covered under a separate policy and process with the Department for Transport (DfT). The process through which the DfT manage noise abatement procedures are separate and distinct, with dedicated stakeholder consultation requirements and the Airspace Modernisation initiatives cannot bypass this.</p> <p>As Gatwick progresses through the CAP1616 Airspace Change Process we will develop our understanding of the benefits and potential impacts of different airspace design options through the appraisal process. The potential impact of changes to the existing NPRs would be considered as part of this appraisal. If the preferred options arising from the appraisal process involve changes to the existing NPRs, evidence will need to be presented to the DfT for the Government to make a decision on whether to approve the changes. At this early stage we cannot determine if there are changes to the NPRs.</p>
Noise	<p>Why are you making decisions about the removal of NPRs before the public consultation at Stage 3C?</p>	<p>A decision on the location of NPRs cannot be made at this early stage. The NPRs are not being excluded from the airspace change process and if changes to NPRs become necessary as a result of the airspace modernisation they will be covered under a parallel DfT process.</p>

Noise	Will details of the discussions between the CAA and DfT with regards to the treatment of ACPs that result in changes to the existing NPRs be made public?	The CAA have confirmed they raised this matter with the DfT in 2018 and a policy has been drafted. The related finalised policy will be published in due course and if attendees wish to approach the CAA directly about this matter, then please contact the team via airspace.policy@caa.co.uk .
Noise	What compensation will be available to those affected by overflights?	There are established government policies in place regarding compensation and it is the responsibility of the ACP sponsor to ensure there are appropriate compensation structures in line with those in place policies.
Noise	How will success be determined with regards to the expected noise benefits of Gatwick's FASI-S ACP? For example will success be judged by reductions in the number of people impacted or by reducing a measure of the total adverse effects on health and quality of life.	The ambition of the ACP is to minimise the overall adverse effects of aircraft noise in accordance with government policy. The DfT WebTAG methodology will be used to aggregate noise changes for every population point within the assessment area and this considers adverse health effect.
Noise	Will Gatwick hold a community focused workshop to explain the WebTAG methodology?	Gatwick will consider this suggestion and look to ensure that an explanation of the WebTAG methodology is provided at the appropriate stage of the CAP1616 process.
Airspace Modernisation Stakeholder Groups	How will helicopters be captured as part of ACPs?	Helicopter operators and rotary wing operations are usually included as part of the General Aviation stakeholder category.
Stakeholder Engagement	Will detailed slides be circulated to stakeholders prior to engagement workshops?	Where possible materials to be used as part of future Gatwick FASI ACP stakeholder engagement activities will be circulated to participants in advance of the sessions.
Stakeholder Engagement	Will Gatwick be revisiting the Design Principles and the stakeholders engaged during this process?	Stage 1 was completed in July 2019 when the CAA validated the engagement activities undertaken and passed the proposal through the Stage 1 Gateway. There are no plans to revisit the Design Principles established through targeted engagement during Stage 1.

		<p>At Stage 2, Gatwick has to be consistent with the Stakeholders engaged at Stage 1 and these stakeholders are all listed on the CAA Airspace Change Portal within Gatwick's Stage 1B submission document page 55-61. Attendees at our Stage 2 engagement workshops are representatives of the local communities and the public. Wider engagement will take place as the ACP progresses and more people will be drawn in at the appropriate stage in the ACP process.</p>
Stakeholder Engagement	<p>How will Gatwick communicate about progress on the ACP to stakeholders, I have found registering for updates via the CAA's airspace portal unreliable.</p>	<p>Airspace Change Sponsors are required to use the CAA's Airspace Change Portal and the CAA are currently updating the portal so that notifications are sent whenever a sponsor progresses through an ACP stage.</p> <p>Throughout Stage 2 Gatwick will email attendees following events to share notes and slides.</p>
Stakeholder Engagement	<p>Will Gatwick Airport Limited (GAL) seek views of other organisations on the consultation plan? How will GAL look to engage with all those communities around the airport, including the hard to reach groups? Virtual consultation is one communication channel, but it is such a technical and complex area that other and more traditional forms of consultation/exhibitions may be needed. Will this feature as part of the plan and does GAL have the resource to cover such a wide area overflown now and in the future?</p>	<p>At Stage 2 of the ACP process, there is a requirement to engage with the Stakeholders engaged at Stage 1B of the process. We intend to hold three rounds of stakeholder engagement as we progress through Stage 2. A stakeholder engagement strategy has been developed for Stage 2A and this will be published on the Airspace Change Portal in due course.</p> <p>At Stage 3, GAL will be required to submit and publish a Consultation Strategy which explains our plans for a targeted airspace change consultation. This strategy will include;</p> <ul style="list-style-type: none"> - Who we will be targeting within the consultation and how we have identified the stakeholder groups, - How we will consult with hard to reach stakeholder groups, - What consultation materials will be available and how we will share the information to enable stakeholders to provide an informed response, - When the consultation and any associated events will occur. <p>Towards the end of Stage 2, we plan to engage with stakeholder groups to help develop this strategy in preparation for Stage 3.</p>

Stakeholder Engagement	<p>How can GAL help inform all interested parties of implications of other airports' airspace design proposals which may have a negative impact on GAL's work, or may reduce scope for GAL to achieve greater noise improvements?</p>	<p>At Stage 3 of the Airspace Change Process, GAL will be required to undertake a Full Options Appraisal which identifies the cumulative impacts of other airport's ACPs and considers these as part of the appraisal of airspace change options. The Full Options Appraisal will be published as part of a suite of documents that form the consultation material that will be available to all stakeholders.</p> <p>GAL is working closely with the Sponsors of all other related ACPs through a Masterplanning process that is independently coordinated by the UK Airspace Change Organising Group (ACOG). More information about the work of ACOG and the development of the UK Airspace Change Masterplan can be found here. The next iteration of the Masterplan is expected to be published in Q1-2022 and will set out the interdependencies between specific ACPs and the approach to ensuring the overall programme of airspace change is optimised.</p>
Airspace Change Organisation Group (ACOG) / Masterplan	<p>As ACOG is an industry body, does it mean their focus is on what is best for aviation rather than residents?</p>	<p>All stakeholders that are potentially affected by airspace modernisation will have the opportunity to engage in the development of the Masterplan. The Masterplan is intended to describe the network wide proposal and to coordinate interactions across the interdependent ACPs.</p> <p>The CAA's role is to assess the Masterplan and only to use it as part of the decision-making process for airspace changes when they are satisfied that sufficient consultation and engagement has been undertaken with <u>all</u> stakeholders.</p>
Airspace Change Organisation Group (ACOG) / Masterplan	<p>Will the Masterplan be taking each of the 21 ACPs into consideration and will any of the proposals will be prioritised over others?</p>	<p>The Masterplan must take into account all 21 airport-led ACPs that make up the FASI initiatives, along with the NATS led airspace modernisation programme above 7000ft. ACOG is established to be impartial and therefore there will be no prioritisation of the ACPs.</p>
Airspace Change Organisation Group (ACOG) / Masterplan	<p>Is there prioritisation of airports within FASI-South and the airports in the London Terminal Area specifically?</p>	<p>There is no prioritisation of airports. The ambition of the network level airspace modernisation programme (above 7000ft) is that it offers sufficient capacity, flexibility and resilience to accommodate all the airport's requirements for the lower altitude airspace without the need for prioritisation. One of the roles of ACOG is to ensure there is a balanced approach to the integration</p>

		of airspace designs across sponsors to protect this ambition.
Airspace Change Organisation Group (ACOG) / Masterplan	What about the implications for the Masterplan process if one or more of the airports are forced to close following the impacts of COVID-19?	This is something that ACOG will need to consider and this will include the smaller airports alongside the 21 ACPs to ensure the airspace design can accommodate these.
Airspace Change Organisation Group (ACOG) / Masterplan	Why is Manston listed as a neighbouring Airport when it is closed?	Manston are developing proposals to reopen and they have an ACP underway.
Stage 2 Options Development	What is meant by a sufficiently broad list of options and will there be an opportunity to look at new options after consultation?	<p>For an ACP of this size and scope the comprehensive list of options becomes very large very quickly and furthermore we need to articulate what is an option as it could be a single route option or a system. Gatwick will try to provide systemised/groups of options that are supported by the data taken from the development of many possible flight paths that are subject to environmental impact analysis.</p> <p>The intention of stakeholder engagement during Stage 2 and the public consultation at Stage 3 is to gather as much new information as possible about the airspace design options. If this information leads to the formation of new options then the ACP will return to the short listed options and re-assess the impacts on the proposal accordingly. If significant changes are made after the consultation at Stage 3, then there is specific guidance in CAP1616 at Stage 4A regarding the requirements to reconsult.</p>
Stage 2 Options Development	Options in the Route 4 ACP were discounted due to some solutions only being available through a more comprehensive FASI-S ACP, how will this be addressed?	There may be a solution delivered through the, in progress, Route 4 ACP that is not able to take advantage of some of the opportunities likely to be presented through FASI-S (for example an uninterrupted climb profile), and this may mean a solution delivered through the Route 4 ACP may be replaced by an optimal, compatible solution through FASI-S.

<p>Stage 2 Options Development</p>	<p>When is the Stage 2 Gateway for the Gatwick FASI-S ACP?</p>	<p>The stage 2 Gateway is scheduled for July 2022. After July 2022 there is only an indicative schedule due to the Masterplan process and the requirement for a coordinated approach between ACP sponsors.</p>
<p>FED Study</p>	<p>Will the Fair and Equitable Distribution (FED) Study look at arrivals and departures?</p>	<p>The NMB work plan contains an activity to undertake an independent assessment of fair and equitable distribution concepts to help inform stakeholder discussions. Departures and arrivals have different flight profiles and the study will consider both arrivals and departures.</p>
<p>ICCAN</p>	<p>What are the Independent Commission on Civil Aviation Noise (ICCAN) doing to protect all new people who will be impacted by noise?</p>	<p>ICCAN have provided links to the ICCAN Toolkit and Engagement best practice: https://consultation-toolkit.iccan.gov.uk/ and https://iccan.gov.uk/engagement-best-practice/.</p>

From: [REDACTED]

Sent: 05 July 2021 16:30

To: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>

Subject: [EXTERNAL SENDER] Gatwick Airport Airspace Modernisation Workshop 24 June 2021 - draft minutes

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Hi [REDACTED],

Many thanks for sharing the minutes of the workshop, which I thought was a very informative event. I have a couple of comments on the draft minutes as follows:

- Attendance list – I note you've referenced GATCOM in a number of places. The invitation to the event was only to NMB and NATMAG members (it was only those GATCOM members who hold a seat on NATMAG that received the invitation to attend and Tom as GATCOM's rep on NMB). As currently drafted it seems that GATCOM was invited to the event but there was no formal invitation to GATCOM to attend. That's one of the reasons why I asked to attend as an observer as GATCOM Secretariat. Should GATCOM therefore be referenced in the way currently given in the draft minutes? There might be questions from other GATCOM members that they were not aware of the event – e.g. Rusper Parish Council, Charlwood Parish Council.
- [REDACTED] is not listed correctly. He is a member of NATMAG but holds a seat on NATMAG as an EHO representing Mid Sussex DC. He is not one of GATCOM's appointees to NATMAG. He should be referenced in the same way as [REDACTED].
- Typo para 64 "traditional" – probably my fault from typing quickly in the meeting chat function!

Many thanks

[REDACTED]

NB: Please note I work part time and my usual working days are Monday, Tuesday and Thursday.

Advanced notice - I will be on annual leave from Friday 16 July returning on Tuesday 3 August.

From: [REDACTED]
Sent: 04 July 2021 15:45
To: Gatwick Airport Noise Management Board [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: [EXTERNAL SENDER] FASIS minutes

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CAGNE
**Communities Against Gatwick
Noise Emissions**

**The umbrella aviation community and
environment group for Sussex, Surrey and Kent**

4th July 2021

Dear Gatwick Airport NMB Management Team

Thank you for sharing the FASIS minutes from the meeting. We intend to share the slides with residents via our website, is this agreeable to you?

Having read the papers, clarification is asked -

GACC had 4 seats at this meeting with TWANSG with 3 and Plane Wrong with 2 committee members. CAGNE would like to have the same opportunity of inviting more committee members to future events. Can you confirm this is possible in view of the number permitted to the GACC noise group?

██████████ (Plane Wrong) asked whether details of the discussions between the CAA and DfT with regards to the treatment of ACPs that result in changes to the existing NPRs be made public. ██████████ (CAA) agreed to take this question away and will update group.

We would ask that these details be made available to CAGNE as our group covers all airspace of Gatwick Airport and beyond and not just to Plane Wrong.

Plane Wrong also mentioned the 'totality' of what is suffered by route 4 due to Heathrow traffic. We would like to repeat our request that all airspace operations caused by Gatwick be considered and not in isolation as is currently the case as many communities suffer multiple departure routes as well as all arrivals.

There would seem to be a contradiction of facts. It is suggested that the DfT and CAA will consider NPRs and yet it states that NPRs are not to be removed by AS. Can you please clarify if it is DfT and CAA that will remove NPRs due to GAL's FASIS process or policy for resilience and efficiency of airspace?

Under Compensation we believe we detailed and ask for correction - CAGNE stated that as FASIS will not be a new runway residents would not be entitled to compensation for loss of house value and would end up with negative mortgages as a result of new flight paths over new areas. Would there be compensation in the form of full house devaluation?

CAGNE has already approached GAL for funding in relation to G2 and has been declined. If funding is to be provided to assist with FASIS we would ask that CAGNE be given funding as we have held workshops before to explain airspace to residents of Kent, Sussex and Surrey. as the umbrella aviation community and environment group. Please confirm this?

Thank you in advance

CAGNE committee

Est Feb 2014

www.cagne.org



#pledgetoflyless

www.cagnepcforum.org.uk

Twitter @cagne_gatwick

Facebook CAGNE

Instagram @CAGNE

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Established in February 2014.

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From: [Gatwick Airport Noise Management Board](#)
To: [Gatwick Airport Noise Management Board](#)
Cc: [DD - Airspace FASI-South Prog External](#)
Subject: Gatwick Airport Airspace Modernisation Workshop 24 June 2021
Date: 02 July 2021 16:41:07
Attachments: [FASI-S ACP Workshop Slides Airspace Modernisation v1.0.pdf](#)
[FASI-S ACP Workshop 24.06.21 - Notes V1.0.pdf](#)

Good Afternoon,

Thank you for attending the Gatwick Airport Airspace Modernisation Workshop on Thursday 24 June 2021. We hope you found the presentation and discussion informative. The slides presented during the meeting are attached.

Please also find attached draft minutes of the meeting. If you have any comments on the minutes, please email these to LGWairspace.FASIS@gatwickairport.com by **Friday 16 July 2021** for consideration. Comments received after this time may not be considered.

We thank you again for your time.

Kind regards,



On behalf of the Gatwick Airport Noise Management Board Secretariat

**

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Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Stage 2 Engagement Evidence: Event B - Round 1 Community (Q3 2021)

Contents:

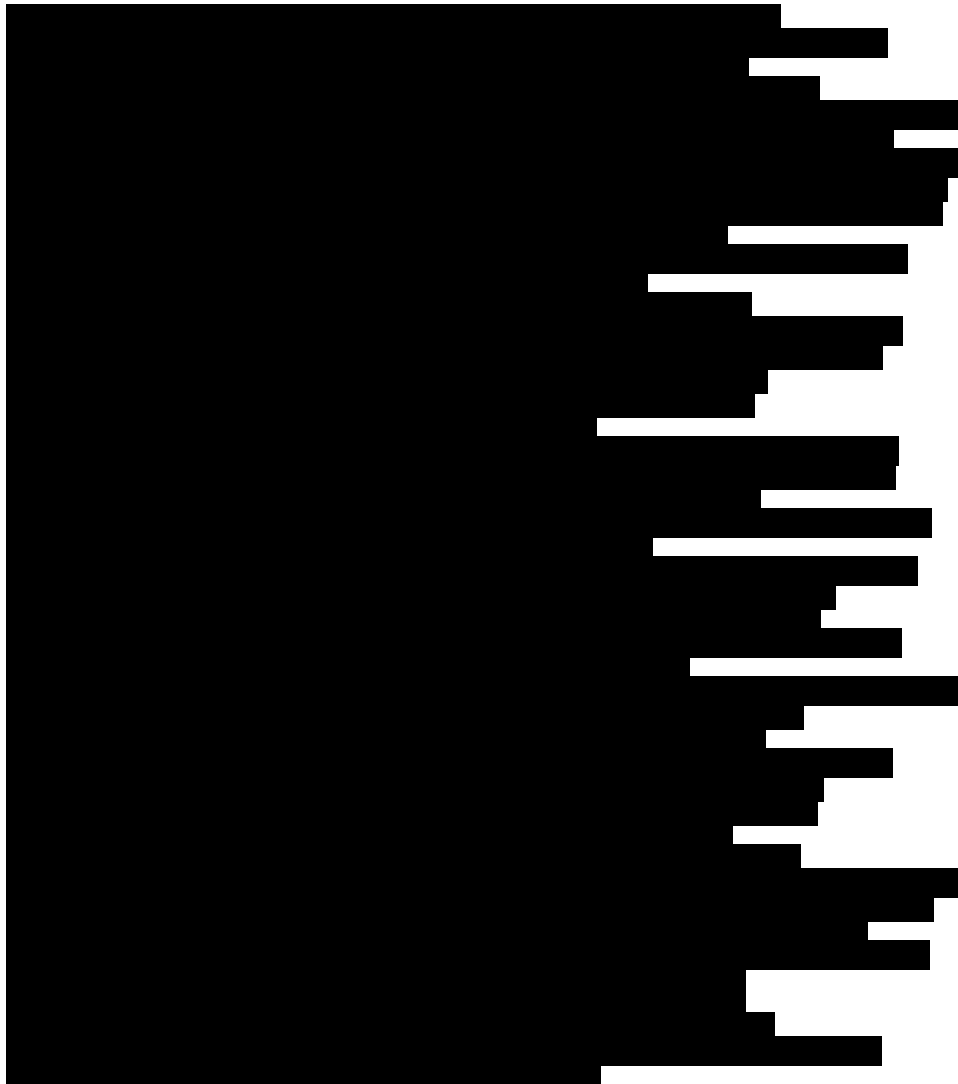
1. B.1. Email Invitation and Engagement Letter
2. B.2. Email Agenda and Briefing Note
3. B.i.3. Email Meeting Link
4. B.ii.3. Email Meeting Link (3 emails)
5. B.4. Agenda and Briefing Note
6. B.5. Email Post Event
7. B.6. Meeting Presentation Cover
8. B.7. Meeting Notes and Q&A
9. B.8. Stakeholder Feedback (2 emails)



LONDON GATWICK

From: [DD - Airspace FASI-South Prog External](#)

To:



Subject: FASI ACP Stage 2 Planned Engagement and First Round Meeting Invite

Date: 16 August 2021 10:50:00

Attachments: [FASI ACP Stage 2 Engagement Letter v2.0.pdf](#)

Dear stakeholder,

please receive attached a letter from Gatwick Airport's FASI-S ACP project describing the planned stakeholder engagement process during the Stage 2 of Gatwick's FASI-S ACP.

The first round of engagement, outlining and offering opportunity for feedback on the proposed methodology to develop and assess airspace design options, is scheduled to take place on the 2nd and 3rd of September 2021. The engagement will be conducted as a virtual meeting using the Microsoft Teams application.

Two virtual meetings are planned for:

- 13:00 to 15:00 on September 2nd 2021
- 10:00 to 12:00 on September 3rd 2021

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the two virtual meetings. Some additional briefing information about our proposed methodology and a more detailed agenda will be circulated one week prior to the meetings.

Thank you,
FASI-S Project
Gatwick Airport

Gatwick Airport FASI South Airspace Change Proposal

Update for Stakeholders with an interest in Gatwick Airport's Redesign of Arrival and Departure Procedures (ACP-2018-60, FASI South).

16th August 2021

Dear stakeholder,

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. The ACP is following the regulatory process for changes to the airspace design known as CAP1616. This letter provides an update on Stage 2 of the process, where stakeholders will be invited to engage in the development and assessment of airspace design options for the ACP. This proposal's unique ID is ACP-2018-60. All documents produced as part of the proposal can be viewed online on the CAA's Airspace Change Portal [here](#).

Background

Gatwick's ACP was launched in 2018 at the request of the Department for Transport to support the implementation of the UK's Airspace Modernisation Strategy (AMS). The Strategy describes how the airspace above Southern England is reaching capacity and contains design features that limit the ability to improve aviation's operational and environmental performance. Without a fundamental redesign of the airspace structure, the aviation sector will struggle to meet future demand for air transport in a sustainable and resilient way. Gatwick's ACP is one of several proposals led by the airports in Southern England and NATS that are being developed as a single coordinated programme known as FASI (Future Airspace Strategy Implementation) South. The interdependencies between the proposals must be carefully managed so they can be integrated effectively as part of an overall Airspace Masterplan.

ACP pause and restart

During Stage 1, Gatwick developed an agreed set of Airspace Design Principles that were influenced through our engagement with stakeholders and approved by the CAA in July 2019. Following the completion of Stage 1 and approval of the Design Principles, the Gatwick ACP was paused in the early part of Stage 2 due to the extraordinary impact of COVID-19. Following the announcement in March 2021 by the DfT and CAA of financial support for the FASI Programme, Gatwick requested to restart the ACP at the beginning of Stage 2 in May 2021 following the CAA's ACP restart guidance.

Stakeholder engagement during Stage 2

Stakeholders will be invited to participate in three rounds of engagement during Stage 2:

- The first, at the outset to offer feedback on the methodology that we propose to follow to develop and assess airspace design options;
- The second, to offer feedback on the development of a Comprehensive List of Options for the ACP. We will also provide an overview of the next steps to evaluate the performance of the Comprehensive List of Options against the Design Principles as part of the Stage 2A Design Principle Evaluation and the Stage 2B Initial Options Appraisal; and
- The third, to update on the outcomes of the Stage 2 Design Principle Evaluation and Initial Options Appraisal. We will also provide an overview of our plans for Stage 3 of the ACP process including how we refine our appraisal and there will be an opportunity to feedback on how we consult on the shortlisted options.

The objective of successful stakeholder engagement during Stage 2 is to demonstrate that all viable options are aligned with the design principles and have been adequately considered, there has been no bias in the application of the process, and the outputs are transparent and accessible.

The first round of engagement is scheduled to take place on the 2nd and 3rd of September 2021. The engagement will be conducted as a virtual meeting using the Microsoft Teams application. Two virtual meetings are planned for:

- 13:00 to 15:00 on September 2nd 2021
- 10:00 to 12:00 on September 3rd 2021

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the two virtual meetings. Some additional briefing information about our proposed methodology and a more detailed agenda will be circulated one week prior to the meetings.

Thank you,

FASI-S Project

Gatwick Airport

From: [DD - Airspace FASI-South Prog External](#)
To: [DD - Airspace FASI-South Prog External](#)
Subject: FASI ACP Stage 2 First Round Meeting Agenda and Briefing Material
Date: 26 August 2021 17:47:56
Attachments: [Gatwick Airport FASI-S ACP Methodology Briefing Agenda v1.0.pdf](#)
[Gatwick Airport FASI South ACP Methodology Briefing Note v1.2.pdf](#)

Dear stakeholder,

Ahead of our engagement meetings on 2nd and 3rd September please find attached an agenda and additional pre-briefing information about our proposed methodology.

We look forward to meeting you next week.

FASI-S Project
Gatwick Airport

-----Original Message-----

From: DD - Airspace FASI-South Prog External
Sent: 16 August 2021 10:51
To: lgwairspace.fasis@gatwickairport.com
Subject: FASI ACP Stage 2 Planned Engagement and First Round Meeting Invite

Dear stakeholder,

please receive attached a letter from Gatwick Airport's FASI-S ACP project describing the planned stakeholder engagement process during the Stage 2 of Gatwick's FASI-S ACP.

The first round of engagement, outlining and offering opportunity for feedback on the proposed methodology to develop and assess airspace design options, is scheduled to take place on the 2nd and 3rd of September 2021. The engagement will be conducted as a virtual meeting using the Microsoft Teams application.

Two virtual meetings are planned for:

- 13:00 to 15:00 on September 2nd 2021
- 10:00 to 12:00 on September 3rd 2021

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the two virtual meetings. Some additional briefing information about our proposed methodology and a more detailed agenda will be circulated one week prior to the meetings.

Thank you,
FASI-S Project
Gatwick Airport

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From: [DD - Airspace FASI-South Prog External](#)

Bcc:

Subject: FASI-South Stakeholder Engagement Workshop Access Link Thursday 02/09/2021

Date: 02 September 2021 00:44:00

Dear stakeholder,

Thank you for registering to attend the Gatwick FASI-S Airspace Change Workshop on **Thursday 2nd September 13:00 – 15:00** , which will be held virtually using the Microsoft Teams platform.

Please find an agenda for the session attached, and a link to access the workshop below.

Link to the workshop:

[FASI-South Stakeholder Engagement Workshop: Thursday 2nd September 13:00 – 15:00](#)

We look forward to welcoming you on the day.

Kind regards,

FASI-S Project

Gatwick Airport

From: [DD - Airspace FASI-South Prog External](#)

Bcc:

Subject: FASI-South Stakeholder Engagement Workshop Access Link Friday 03/09/2021

Date: 02 September 2021 00:44:00

Dear stakeholder,

Thank you for registering to attend the Gatwick FASI-S Airspace Change Workshop on **Friday 3rd September 10:00 – 12:00**, which will be held virtually using the Microsoft Teams platform. Please find an agenda for the session attached, and a link to access the workshop below.

Link to the workshop:

[FASI-South Stakeholder Engagement Workshop: Friday 3rd September 10:00 – 12:00](#)

We look forward to welcoming you on the day.

Kind regards,

FASI-S Project

Gatwick Airport

From: [DD - Airspace FASI-South Prog External](#)
To: [REDACTED]
Subject: FW: FASI-South Stakeholder Engagement Workshop Access Link Friday 03/09/2021
Date: 02 September 2021 12:08:00

From: DD - Airspace FASI-South Prog External
Sent: 02 September 2021 00:45
Subject: FASI-South Stakeholder Engagement Workshop Access Link Friday 03/09/2021

Dear stakeholder,

Thank you for registering to attend the Gatwick FASI-S Airspace Change Workshop on **Friday 3rd September 10:00 – 12:00**, which will be held virtually using the Microsoft Teams platform. Please find an agenda for the session attached, and a link to access the workshop below.

Link to the workshop:

[FASI-South Stakeholder Engagement Workshop: Friday 3rd September 10:00 – 12:00](#)

We look forward to welcoming you on the day.

Kind regards,

FASI-S Project

Gatwick Airport

From: [DD - Airspace FASI-South Prog External](#)
To: [REDACTED]
Subject: FW: FASI-South Stakeholder Engagement Workshop Access Link Friday 03/09/2021
Date: 02 September 2021 12:09:00

From: DD - Airspace FASI-South Prog External
Sent: 02 September 2021 00:45
Subject: FASI-South Stakeholder Engagement Workshop Access Link Friday 03/09/2021

Dear stakeholder,

Thank you for registering to attend the Gatwick FASI-S Airspace Change Workshop on **Friday 3rd September 10:00 – 12:00**, which will be held virtually using the Microsoft Teams platform. Please find an agenda for the session attached, and a link to access the workshop below.

Link to the workshop:

[FASI-South Stakeholder Engagement Workshop: Friday 3rd September 10:00 – 12:00](#)

We look forward to welcoming you on the day.

Kind regards,

FASI-S Project

Gatwick Airport

Gatwick Airport FASI-S Airspace Change Proposal

Stakeholder briefing on the methodology for developing and assessing airspace change design options during Stage 2 of the CAP1616 process

Agenda

In preparation for the September 2nd / 3rd virtual workshop sessions

Version 1.0, 26/08/2021

<i>#</i>	<i>Agenda item</i>	<i>time</i>
1	Welcome and introduction	10 minutes
2	Methodology objectives and overview	10 minutes
3	Developing an Airspace Design Database	15 minutes
4	Defining the Do-Nothing Scenario	10 minutes
5	Building a Comprehensive List of Options	15 minutes
6	Conducting the Design Principle Evaluation	10 minutes
7	Producing the Initial Options Appraisal	10 minutes
8	Setting out the Methodology for the Full Options Appraisal	5 minutes
9	Discussion and feedback	30 minutes
10	Next steps and close	5 minutes

Gatwick Airport FASI-S Airspace Change Proposal

Pre-briefing on the methodology for developing and assessing airspace change design options during Stage 2 of the CAP1616 process

In preparation for the September 2nd / 3rd virtual workshop sessions

Version 1.2, 26/08/2021

Introduction

This note provides a short summary of the information that will be discussed with stakeholders during the September 2nd and 3rd virtual workshop sessions. The note is intended as optional pre-reading for stakeholders planning to attend either of the two sessions.

The purpose of the virtual workshop sessions is to brief stakeholders and gather feedback on the methodology that Gatwick Airport Limited (GAL or we) intend to follow to develop and assess options for our airspace change proposal (ACP) 2018-60 – the redesign of departure and arrival routes as part of the FASI-S (Future Airspace Strategy Implementation South) Programme.¹ The methodology is designed to meet the requirements laid out in Stage 2 of the Civil Aviation Authority's (CAA's) guidance on the regulatory process for changing the airspace design (known as CAP1616).² The virtual workshop sessions in September 2021 are the first of three rounds of engagement with stakeholders during Stage 2.

The overriding objective of Stage 2 is for all viable options to be developed and assessed in a manner that is consistent, repeatable, objective and transparent. The main output of Stage 2 is a shortlist of the most appropriate and effective design options that are then taken forward to the full appraisal phase in Stage 3. In this context, options are considered appropriate in the sense that they are aligned to the Design Principles developed with stakeholders in Stage 1, and effective in the sense that they achieve the overall objectives of the ACP as set out in the Statement of Need.³

The methodology that we intend to follow to complete Stage 2 aims to:

- Adequately consider, in a consistent manner, all viable options.
- Enable the CAA to re-run aspects of the appraisal to validate the outputs.
- Demonstrate clear objectivity in the option assessment process.
- Enable stakeholders and the public to understand the rationale behind our assessment.

¹ Future Airspace Strategy Implementation South (FASI-S) is one of 15 key initiatives set out in the Airspace Modernisation Strategy (AMS – CAA CAP1711) that are considered necessary to fundamentally redesign and upgrade the UK's airspace structure and air transport route network. The AMS is co-sponsored by the Department for Transport and Civil Aviation Authority.

² CAA CAP1616, Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information, fourth edition, published March 2021.

³ The Statement of Need, Design Principles and all other publicly available information related to ACP-2018-60 can be accessed from the CAA's Airspace Change Portal [here](#).

Background

The Department for Transport (DfT) and CAA published the UK's Airspace Modernisation Strategy (AMS) in December 2018. The strategy describes how the airspace above Southern England is reaching capacity and contains design features that restrict the aviation industry's ability to improve its operational and environmental performance. Without a fundamental redesign of the airspace structure and route network, the industry will increasingly struggle to meet the future demand for air transport in a sustainable and resilient way.

The redesign of the airspace in Southern England is being delivered as a single coordinated programme known as FASI-S. The DfT asked all affected airports, and NATS En route Limited (NERL), to develop ACPs as part of the programme. The ACPs are separated into local and network airspace components using Flight Level 70 (approximately 7000ft), as the dividing boundary. Under these arrangements, NERL is leading the ACPs required to upgrade the airspace structure and route network above c.7000ft. The airports, including Gatwick, are leading a set of interdependent ACPs to redesign their respective local arrival and departure routes below c.7000ft. The interdependencies between the ACPs must be carefully coordinated to ensure that the options developed by the individual proposals can be integrated effectively and optimise the overall airspace design.

The Airspace Change Organising Group (ACOG) was established by the DfT and CAA to coordinate the FASI-S Programme and manage the interdependencies through the development of an Airspace Masterplan. A high-level draft of the Masterplan (known as Iteration 1) was developed in 2020, before the Programme was paused because of the extraordinary impact of the COVID-19 pandemic. In March 2021, the Government made funding available to restart the Programme and help the airports to develop their initial options appraisal in order for ACOG to produce the next iteration of the Masterplan (known as Iteration 2). We are working with ACOG, NERL and the airport ACP sponsors to ensure that our methodology for developing and assessing options is aligned with the wider programme and generates the information required to support the development of the Masterplan.

Summary of the methodology

Stage 2 includes two steps:

- In Step 2A we will develop a Comprehensive List of Options that address the objectives outlined in the ACP Statement of Need and evaluate them against the Design Principles to identify a shortlist of options.
- In Step 2B we will conduct an Initial Appraisal of the shortlist of options. This is the first of three iterative phases of appraisal that are used to refine the options and introduce progressively more detail to the analysis of costs and benefits during Stages 3 and 4.

Our methodology to develop and assess options in line with the Stage 2 requirements and produce the information needed to support the development of the Masterplan is organised into six parts, as summarised in table 1.

TABLE 1: SIX PARTS OF THE STAGE 2 DEVELOP AND ASSESS METHODOLOGY

Part	Scope
1. Develop an Airspace Design Database	Define sections of airspace where a flight path could conceivably be positioned within the scope of the ACP.
2. Define the Do Nothing scenario that will be used as a baseline	Describe the 'Do Nothing' option as a baseline to compare to and a 'Do Minimum' option if the 'Do Nothing' is not viable.
3. Build the Comprehensive List of Options	Set out all viable options that address the scope of the ACP as described in the Statement of Need.
4. Conduct the Design Principle Evaluation	Examine how well each option aligns with the Design Principles and shortlist the options to progress to the Initial Options Appraisal.
5. Produce the Initial Options Appraisal	Conduct a largely qualitative assessment of the impacts, both positive and negative, of the shortlisted options.
6. Set out the Full Options Appraisal Methodology	Describe the methodology (an update of this document) for producing a quantitative appraisal with monetised costs and benefits in Stage 3.

The six parts of the methodology are presented in broadly the order that they will be conducted, although in practice the timelines for some of the activities may overlap. Some of the parts may be revisited more than once during the course of Stage 2. For example, if the analysis produced during Part 5 gives rise to a materially different option that was not originally identified in Part 3, then aspects of the Comprehensive List of Options and Design Principle Evaluation may be revisited to ensure that the additional information is accounted for transparently and treated consistently as part of the overall methodology.

The scope of each part of the methodology is explained in further detail in the sections below.

Part 1: Develop an Airspace Design Database

An Airspace Design Database of core information is needed to support the development of airspace change design options for the ACP in a manner that clearly demonstrates how the features of each specific option have been identified and why the options list produced in Part 3 of the methodology is considered to be comprehensive.

The database will provide a consistent set of core information about all geographical sections of airspace where a flight path may conceivably be positioned within the scope of the ACP. For each section of airspace, we intend to define the broad range of notional flight paths that are technically possible. The definition of the notional flight paths assumes a blank-sheet approach that is not constrained by any existing airspace restrictions, for example the interactions with traffic to and from neighbouring airports. These kind of constraints and their impact on the airspace design will be introduced during the Initial Options Appraisal in Part 5 of the methodology.

The core set of information for the database will be produced through a preliminary assessment of the performance of each individual notional flight path. It is important to note that the notional flight paths defined during part 1 of the methodology are not airspace change design options. They are a feature of the Airspace Design Database that will be used during part 3 of the methodology to build a Comprehensive List of Options.

Part 2: Define the Do Nothing and Do Minimum Options

A consistent baseline is required for the options development and assessment methodology, to compare potential designs with the current circumstances and illustrate the differences. The baseline that will be applied as part of this methodology is a 'Do Nothing' scenario that reflects the current airspace design for all arrival and departure routes and the prevailing air traffic situation for operations to and from Gatwick Airport.

The Do Nothing scenario concentrates on the baseline circumstances that are likely to exist in the proposed year of implementation for the ACP and for 10 years thereafter. As a result we must consider anticipated factors that may affect the baseline in future years, in particular:

- Planned housing developments beneath the sections of airspace that are considered within the scope of the ACP.
- Planned infrastructure developments at Gatwick Airport, specifically the Northern Runway Project.
- The forecast growth in air traffic up to the planned implementation date for the ACP and for ten years thereafter.
- Expected changes in the airlines' fleet mix up to the planned implementation date for the ACP and for ten years thereafter, taking into account the impacts of the COVID-19 pandemic on fleet investment plans.

In the context of the Gatwick FASI-S ACP, the Do Nothing option that serves as the baseline for the appraisal is a theoretical scenario; i.e. the option to do nothing is not in itself a viable consideration in reality for several reasons that will be described as part of the ACP, including the following:

- The UK AMS identifies that the Gatwick ACP is necessary to support the goals of airspace modernisation in Southern England, by participating in a programme with neighbouring airports to optimise the use of airspace and generate significant benefits from the implementation of a coordinated Masterplan.
- NERL is changing the airspace structure and route network above c.7000ft that serves commercial air transport in Southern England and requires the current system of airport arrival and departure routes below c.7000ft to be redesigned so that they integrate effectively with the network above.
- Most of the existing airport arrival and departure routes in Southern England are defined with reference to ground-based navigation aids that NERL is decommissioning because they are out-of-date. The airports are required to redesign the arrival and departure routes with reference to an internationally recognised set of satellite-based navigation standards known as PBN (Performance-based Navigation).

During Part 2 of the methodology, we will set out our view of the minimum changes required to address the reasons described above and meet the objectives of the ACP in the form of a Do Minimum option. During part 5 of the methodology (the Initial Options Appraisal) we will assess the Do Minimum option against the Do Nothing baseline to offer stakeholders a clear understanding of the impacts of the Do Minimum in relation to current circumstances.

Part 3: Build a Comprehensive List of Options

The CAP1616 process at Step 2A requires us to develop a first Comprehensive List of Options for the ACP. We must demonstrate how each option addresses the scope of the ACP as outlined in the Statement of Need. The options for inclusion on the Comprehensive List should be aligned with the Design Principles from Stage 1, compliant with the relevant technical criteria set out by the CAA in Appendix F of CAP1616 and compatible with the other interdependent FASI-S ACPs.

The information that we use to create our Comprehensive List of Options will be made available to ACOG for inclusion in the Masterplan development process. The Masterplan will examine the interdependencies between the FASI-S ACPs to assess potential design option conflicts and make recommendations about the approach to further refining the options when the relevant proposals reach Stage 3.

We will create airspace change design options for the Comprehensive List using the core information collated in the database produced during Part 1. Each option will include a unique combination of the notional flight paths for arrivals and departures, which address the scope of the ACP and can be deployed together as a technically feasible system. We will continue to build different combinations of arrivals and departures until each new system is indistinguishable from another option that has already been created in terms of its configuration, key attributes and performance. The list of options is considered comprehensive when no new combination of notional flight paths creates a system of arrivals and departures that is materially different to one that is already defined.

The Comprehensive List of Options will be presented to stakeholders in the second round of engagement during December 2021 to gather feedback on the list of options developed. The December 2021 engagement sessions will also set out our proposed approach to conducting the Design Principle Evaluation in Part 4 of the methodology.

Part 4: Conduct the Design Principle Evaluation

The Design Principle Evaluation examines how well each option on the Comprehensive List align with the Design Principles defined in Stage 1, with the objective being to identify those that demonstrate strong alignment. The output of the evaluation is a shortlist of viable options to be assessed in further detail as part of the Initial Options Appraisal in part 5 of the methodology.

The Design Principle Evaluation will provide the following information for each airspace change design option included on the Comprehensive List:

- A qualitative evaluation of the option's performance against each individual Design Principle, when considered in isolation, which includes a description of how the option has either; 'Met', 'Partially Met', or 'Not Met' each principle.

- A description of any quantitative information that is used to support the qualitative evaluation.
- A summary of our overall assessment of each option against the Design Principles, when considered as a set, and the rationale for either: Accepting the option for inclusion in the Initial Options Appraisal; or, Rejecting the option and adding it to the archive.

We will publish the Comprehensive List of Options and Design Principle Evaluation on the Airspace Change Portal as part of the Step 2A submission so that the CAA and our stakeholders can review how our options have responded to the Design Principles.

Part 5: Produce the Initial Options Appraisal for the shortlisted options

Step 2B of the process requires us to conduct an ‘Initial’ appraisal of the impacts of each of the options that were accepted as viable following the Design Principle Evaluation. The goal of the Initial Options Appraisal is to highlight the relative impacts, both positive and negative, of each option. To achieve this, the appraisal will consistently compare the impacts of the individual options against each other and the Do Nothing scenario defined in part 2 of this methodology.

The Initial Options Appraisal is the first of three iterative phases of appraisal that builds the evidence base for the ACP as the proposal matures in response to engagement and consultation. A ‘Full’ appraisal of the options is required in Stage 3 prior to the public consultation and a ‘Final’ appraisal is required to accompany the ACP submission in Stage 4.

The phased approach to appraisal is intended to be more informative for stakeholders. A reasonable evidence base is made available to stakeholders early on in the process and the analysis of impacts increases in detail as the proposal matures. Thus less detail is required for the initial phase of the appraisal and it will be based mostly on qualitative information. Some of the specific assessment criteria regarding the potential impacts of aircraft noise will be based on quantitative information to ensure this aspect of the analysis is consistent across all the options. More quantitative information will be used to conduct the Full Options Appraisal in Stage 3, including the work required to monetise impacts – adopting the rigour, structure and approach of a cost-benefit analysis.

The Initial Options Appraisal will set out the data and analysis that informs how the ACP has moved from the Statement of Need, via a Comprehensive List of Options, to a comparable shortlist of viable design options. In this capacity the Initial Options Appraisal will include as a minimum:

- The Do Nothing scenario, which is the baseline for the analysis, and the Do Minimum option.
- The Comprehensive List of Options and the Design Principle Evaluation for each option.
- The shortlist of viable options accepted as part of the Design Principle Evaluation.
- The criteria for consistently and objectively appraising each option on the shortlist and details of the evidence that we will gather to support specific criteria.
- The application of each criteria (and associated evidence) to each option on the shortlist and a summary of the outcomes to aid comparisons.

The development of appropriate criteria against which the options are assessed during the initial appraisal will be guided by Appendix E of CAP1616, in conjunction with the Treasury's Green Book guidance⁴ and the DfT's web-based Transport Analysis Guidance (WebTAG)⁵. Options will be assessed using a 10-year period from the date of implementation. The criteria will include an initial indication of the safety implications of each option and an explanation of how the safety assessment will develop further as the proposal matures. A detailed safety assessment will be conducted as part of the Final Options Appraisal in Stage 4.

The Initial Options Appraisal will be presented to stakeholders in the third round of Stage 2 engagement during April / May 2022 to gather feedback on how we should refine the appraisal during Stage 3 and consult on the options Publicly. We will provide the output of the Initial Options Appraisal in our submission for the Stage 2 Gateway that will be published on the Airspace Change Portal. To demonstrate the objective and repeatable nature of our analysis, the CAA may prepare its own assessment of the Initial Options Appraisal as part of the Stage 2 Gateway Assessment and publish its conclusions on the Airspace Change Portal.

Part 6: Set out the Full Options Appraisal Methodology for Stage 3

In addition to the Initial Options Appraisal outputs, our Stage 2 gateway submission will set out the methodology for the Full Options Appraisal in Stage 3, highlighting what gaps in evidence will need to be filled and broadly how.

For the Full appraisal in Stage 3, the Initial appraisal will be developed into a more detailed quantitative assessment. The Full appraisal will include each shortlisted option fully developed, including a commensurate level of detail for the Do Nothing scenario and Do Minimum option to enable effective comparison. At the Full appraisal stage we are required to describe as many costs and benefits as possible in monetary terms. More information about the methodology for producing a quantitative appraisal of the options will be provided in an updated version of this document prior to the third round of Stage 2 engagement during April / May 2022.

Feedback

If you have any questions or comments regarding the content of this briefing note please email:

LGWairspace.FASIS@gatwickairport.com

Thankyou

FASI-S Project

Gatwick Airport

⁴ The Green Book: Central Government Guidance on Appraisal and Evaluation, HM Treasury, 2020.

⁵ Transport Analysis Guidance, DfT, last updated July 2021.

From: [DD - Airspace FASI-South Prog External](#)

Bcc:



Subject: Presentation Materials and meeting feedback from Gatwick Airport FASI-South stakeholder meetings on the methodology for developing and assessing airspace change design options during Stage 2 of the CAP1616 process

Date: 17 September 2021 11:18:00

Attachments: [GAL FASI ACP S2 Methodology Engagment v1.0.pdf](#)
[GAL FASI Methodology Briefing Stakeholder Feedback V1.1.pdf](#)

Dear Stakeholder,

Thank you for attending the Gatwick Airport FASI-South Airspace Change stakeholder meetings on the methodology for developing and assessing airspace change design options during Stage 2 of the CAP1616 process, delivered on Thursday 2nd September and Friday 3rd September, 2021.

Please find attached the briefing presentation and also the **questions posed by stakeholders during the meetings and the associated responses** provided by our team in a separate stakeholder feedback document.

If you have any comments, **suggestions or follow-up questions**, please email LGWairspace.FASIS@gatwickairport.com **by Friday 15th October, 2021** for consideration. Comments received after this time may not be considered.

We thank you again for your time.

FASI-S Project
Gatwick Airport

Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Examples of the stakeholder engagement material presented throughout Stage 2 of GAL's FASI-S ACP have been compiled into the following document:

Stage 2 Annex A: Evolution of the Options Design

This is published on the CAA's Airspace Change Portal and can be publicly accessed via the direct link below:

[CAA Airspace Change Portal ACP-2018-60](https://airspacechange.caa.co.uk/PublicProposalArea?plD=54)

<https://airspacechange.caa.co.uk/PublicProposalArea?plD=54>



LONDON GATWICK

Gatwick Airport FASI-S Airspace Change Proposal

Summary of feedback gathered from stakeholder meetings on the proposed methodology for developing and assessing airspace change design options.

Version 1.0, 10/09/2021

Introduction

This document summarises the feedback gathered during two virtual workshop meetings held on September 2nd and 3rd 2021 to discuss the methodology that Gatwick Airport Limited (GAL or we) intend to follow to develop and assess options for our airspace change proposal (ACP) 2018-60 – the redesign of departure and arrival procedures as part of the FASI (Future Airspace Strategy Implementation) South Programme.¹ The methodology is designed to meet the requirements laid out in Stage 2 of the Civil Aviation Authority's (CAA's) guidance on the regulatory process for changing the airspace design (known as CAP1616 or the process).² This summary document should be read alongside the methodology briefing note that was circulated to stakeholders in advance of the meetings and the slide presentation that we delivered during each session.

The September 2021 virtual workshop meetings were the first of three rounds of stakeholder engagement that are planned for Stage 2 to help develop and assess options. The meetings were attended by a mix of community and local government stakeholders who were engaged previously during Step 1B of the process to agree Airspace Design Principles for the ACP. The GAL FASI-S Project team briefed stakeholders on the six part methodology that we intend to follow to develop a Comprehensive List of Options, evaluate them against the Design Principles and begin to refine the options by conducting an Initial Appraisal of the positive and negative impacts. Stakeholders were invited to ask questions about each part to test that our methodology is sufficiently robust and transparent and to ensure that we understand and account for any concerns raised at this stage in the process.

Table 1 sets out the questions posed by stakeholders during the meetings and the associated responses provided by our team. Please email LGWairspace.FASIS@gatwickairport.com with any further comments, suggestions or follow-up questions **by Friday October 15th, 2021**.

We will update this document with the additional feedback provided and a description of how we intend to address each of the points raised as the ACP progresses. A final summary of the feedback received regarding the methodology will be circulated to Stakeholders in November 2021, prior to the second round of Stage 2 stakeholder engagement that is planned for December 2021. All material generated as part of our Stage 2 engagement activities will be uploaded to the CAA's Airspace Change Portal when Step 2A of the ACP is completed in Q1-2022.

¹ Future Airspace Strategy Implementation (FASI) South is one of 15 key initiatives set out in the Airspace Modernisation Strategy (AMS – CAA CAP1711) that are considered necessary to fundamentally redesign and upgrade the UK's airspace structure and air transport route network. The AMS is co-sponsored by the Department for Transport and Civil Aviation Authority.

² CAA CAP1616, Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information, fourth edition, published March 2021.

Table 1: Summary of the questions posed by stakeholders and responses provided

#	Stakeholder question	GAL team response
1	At what stage in the CAP1616 process are airspace change design options assessed?	<ul style="list-style-type: none"> • Airspace change design options are developed and assessed during Stages 2, 3 and 4 of the CAP1616 process. • We will develop our Comprehensive List of Options during Step 2A and conduct an Initial Appraisal of the shortlist of options that perform best against the Design Principles in Step 2B. • The shortlist of options will be subject to a more robust and quantitative Full Options Appraisal at the beginning of Stage 3 (Step 3A) in preparation for a Public Consultation. • The Final Options Appraisal, incorporating the feedback gathered during the Public Consultation, will be conducted in Stage 4 in preparation for when the ACP is submitted to the CAA for a decision.
2	At what stage in the process is an environmental impact assessment undertaken?	<ul style="list-style-type: none"> • Environmental considerations are initially made at Stage 2A when we are developing airspace change options to meet our Statement of Need and the Design Principles. As part of Stage 2A, we then evaluate these options against the Design Principles. As Gatwick has some Design Principles that are based around noise and the environment, this will be the first opportunity for environmental assessment although at this stage the assessment will be high level and qualitative. • A more detailed environmental assessment of options begins in Step 2B as part of the Initial Options Appraisal and is expanded on, with progressively more quantitative detail about the environmental costs and benefits during the Full and Final phases of options appraisal. • The Initial Options Appraisal requires a largely qualitative assessment of the environmental impacts, both positive and negative, of each option included on the shortlist. (Some of the specific assessment criteria regarding the potential impacts of aircraft noise will be based on quantitative information during the Initial Options Appraisal). • The Full Options Appraisal in Step 3A requires a more detailed quantitative assessment of the environmental impacts, including all costs and benefits evaluated in monetary terms where possible, following the Department for Transport (DfT) WebTAG guidance.

<p>3</p>	<p>At what point in the process will the potential for cumulative noise impacts associated with Heathrow’s ACP be considered?</p>	<ul style="list-style-type: none"> • The potential for cumulative noise impacts, where routes proposed as part of Gatwick’s ACP may be positioned in the same volumes of airspace as those included in other interdependent proposals is an important consideration. • At Stage 3 (Step 3A) of the process there is a requirement to examine the cumulative impact of the options that are proposed to be taken to Public Consultation, including a detailed evaluation of the impacts related to the potential interactions with other interdependent ACPs (such as the FASI-S proposal sponsored by Heathrow Airport). • We are formally engaging with Heathrow Airport and all other interdependent ACP sponsors throughout Stage 2 in preparation for the cumulative impact assessment work that will need to be conducted collaboratively in Stage 3. Details of our engagement with the other interdependent FASI-S ACP sponsors and the outcomes arising will be set out in our Stage 2 submission. • The CAA has made clear that Gatwick (and all other FASI-S ACP sponsors) will be unable to progress through Stage 3 of the process until the potential cumulative impacts of the interdependencies with other FASI-S ACPs are identified and appraised as part of the Full Options Appraisal and in line with the accompanying Airspace Masterplan process that is led by the Airspace Change Organising Group (ACOG). • At present, ACOG is developing Iteration 2 of the Airspace Masterplan which is due to be submitted to the CAA in December 2021. Iteration 2 will outline the interdependencies between the FASI ACPs and identify the areas where cumulative impacts may arise. ACOG will start to develop Iteration 3 of the Masterplan in 2022, examining the interdependencies between proposals in more detail and reviewing ways to refine options to manage the interactions effectively and optimise the overall airspace design. In addition to the analysis that we will conduct collaboratively as part of the CAP1616 process, we expect the potential cumulative noise impacts generated by the interactions between Gatwick and other FASI sponsors to feature prominently in Iterations 2 and 3 of the Masterplan.
<p>4</p>	<p>How will Gatwick’s methodology ensure that there is a fair approach for determining where new flight paths are positioned?</p>	<ul style="list-style-type: none"> • Gatwick’s methodology follows a data driven approach that aims to demonstrate how all viable flight path options for the ACP have been adequately considered in an objective and transparent manner. Decisions about the development of airspace change design options are informed by a comparative analysis of the environmental performance of a broad range of notional flight paths.

		<ul style="list-style-type: none"> • The methodology relies on the Design Principles agreed in Stage 1 and regular engagement with stakeholder representatives during Stage 2 to guide how the options are refined and appraised. • The data, guidance and analysis used to conduct the options appraisals will be made transparent and provided to the CAA in a machine readable format so that the Regulator can re-run aspects of our assessment and independently validate the results.
5	Does the methodology to develop and assess options consider a 1 or 2 runway operation?	<ul style="list-style-type: none"> • Both. The baseline against which the options will be appraised is a Do Nothing scenario that includes assumptions about traffic levels, airspace structures and the prevailing air traffic situation with and without the deployment of the Northern Runway Project.
6	How are the connecting points between the routes below 7000ft. and the airspace network above 7000ft. (that NATS is responsible for) determined?	<ul style="list-style-type: none"> • At this early stage in the process, the connecting points between routes below 7000ft. that Gatwick is responsible for and the airspace network above 7000ft. that NATS is responsible for (in a separate but interdependent FASI-S ACP) have not been fixed. • The sections of airspace that we are examining to support our options development during Stage 2 are based on conservative assumptions that retain the greatest possible flexibility regarding how and where the lower altitude routes will connect with the network. • We are engaging regularly with the NATS ACP Team to understand the options being developed for the network above 7000ft. and to refine our options accordingly to ensure that the proposals integrate efficiently.
7	How have the maximum and minimum joining points for the notional flight paths that may be included in the arrivals component of an option been defined? Could there be an opportunity to develop an approach path closer in or further away?	<ul style="list-style-type: none"> • When determining the maximum and minimum joining points for the arrival options, we examined a large body of existing operational data and the current distributions of traffic to understand the likely maximum and minimum points that air traffic control currently direct aircraft to join the ILS. This was determined to be from around 2000ft (minimum) to 5000ft (maximum). • The minimum final approach distance allowable by technical airspace design criteria is 3 nautical miles (NM), with an accompanying intermediate approach segment of between 3 to 5NM. Given this, it would not be possible to get materially closer than the 2000ft point applied in the methodology.

		<ul style="list-style-type: none"> The maximum distance is based on current flight information. We will consider options for a joining point that is further away in greater detail during the next phase of work and report back in the second round of Stage 2 engagement in December.
8	Does the preliminary assessment of the notional flight paths defined to support the options development include a measure of population overflight?	<ul style="list-style-type: none"> Yes. The methodology uses the CAA's definition of an overflight contour to evaluate the number of people affected by each notional flight path. The preliminary assessment also considers measures of newly overflown (including rate of overflight) and event level metrics such as the number of people exposed above N65 Lmax.
9	Does the methodology consider the relative impacts of departure routes turning at different altitudes?	<ul style="list-style-type: none"> This level of refinement will be considered during the detailed quantitative assessment of the flight paths conducted as part of the Full Options Appraisal in Stage 3 (Step 3A).
10	Does the methodology consider the configuration of the existing Noise Preferential Routes currently in place at Gatwick?	<ul style="list-style-type: none"> Yes. The process requires that we compare options against a Do Nothing scenario that serves as a baseline for the appraisal. The Do Nothing scenario will be based on the existing airspace design and air traffic management arrangements (including the existing configuration of NPRs). We are also required to set out the minimum level of change that we consider necessary to deliver the scope of the ACP (referred to as the Do Minimum Option) that will also consider the treatment of the existing NPRs. As part of the Airspace Design Database we will include notional flight paths that align to the existing NPRs. This will allow us to compare these against all other notional flight paths to understand how they perform.
11	How do Gatwick determine which metrics to use to assess the impact of aircraft noise and will this be shared with stakeholders?	<ul style="list-style-type: none"> We will provide details of all noise metrics used throughout the options development and assessment process in line with Appendix B of CAP1616.
12	Will you have to consider any wake turbulence issues when designing for routine operations from two runways?	<ul style="list-style-type: none"> The management of wake turbulence on successive departures will be considered as part of the Full Options Appraisal in Stage 3 (Step 3A). The issue will also be examined in detail as part of the Safety Assessment produced during Stages 3 and 4 to accompany the appraisal.

13	How do you intend to incorporate the Route 4 ACP into the Do Nothing Scenario?	<ul style="list-style-type: none"> We are currently examining how best to incorporate Route 4 operations within the Do Nothing scenario and Do Minimum Option for the wider FASI ACP. We will provide an update on how this issue has been addressed during the second round of Stage 2 stakeholder engagement planned for December 2022.
14	If the Do Nothing scenario that is used as the baseline for options appraisal includes the traffic growth enabled by the Northern Runway Project, is there a risk that airspace design options that may otherwise have performed well at lower traffic levels are excluded?	<ul style="list-style-type: none"> We will develop the Do Nothing scenario to be used as the baseline for options appraisal during October 2021. As part of the work we will consider this feedback, regarding the appraisal of options against lower traffic forecasts and an assessment of the impact of different growth profiles on the overall performance of different airspace design options. We will provide an update on how this feedback has been addressed during the second round of Stage 2 stakeholder engagement planned for December 2021.
15	Will the outputs generated by WebTAG be the determining factor in decisions made between different options or will other factors outside of the monetary values of costs and benefits be incorporated?	<ul style="list-style-type: none"> A detailed quantitative assessment of the positive and negative impacts of each shortlisted option is conducted as part of the Full Options Appraisal in Stage 3. The CAP1616 process requires us to examine the 10 year net present value for each shortlisted option based on an approach to monetising costs and benefits using the WebTAG guidance. However, the CAA recognises that as part of the options appraisal, decisions cannot be reduced to an entirely numerical exercise. The qualitative aspects of the assessment of airspace design options is first informed by the Design Principles, and then by incorporating feedback from successive rounds of stakeholder engagement and consultation that are intended to build the overall rationale for why the preferred option(s) may, <u>or may not</u>, perform best when evaluated purely in monetary terms.
16	How does the methodology treat difficult trade-off decisions for example between minimising the total numbers of people overflown and protecting areas like AONBs that are prized for their tranquillity?	<ul style="list-style-type: none"> The treatment of airspace design trade-offs, where an option that may generate benefits in one area is preferred at the expense of other options that may deliver improvements elsewhere, is one of the most challenging aspects of the appraisal process. The Initial Options Appraisal will identify the areas where trade-offs may arise (within the Gatwick ACP and in relation to other interdependent FASI proposals). The size and nature of the conflicts between options and the data that may be needed to inform decisions on trade-offs will also be examined as part of the Initial Appraisal.

		<ul style="list-style-type: none"> The detailed quantitative analysis of options conducted during the Full Options Appraisal in Stage 3 will be used as evidence to support trade-off decisions and ensure alignment with Government Policy. However, there is no firm rule-set regarding the weighting of competing impacts so the final decisions on appropriate trade-offs must be guided by stakeholder engagement and consultation.
17	Natural England have commenced a review of some AONB boundaries (although it may not be approved for another couple of years). Could this be considered as part of the appraisal at future stages?	<ul style="list-style-type: none"> Yes. We will make a note of this feedback and review the details as we develop our approach to the Initial Options Appraisal during Q1-2022.
18	What type of assessment is conducted as part of the Design Principle Evaluation - is it a qualitative exercise?	<ul style="list-style-type: none"> The Design Principle Evaluation examines how well each option on the Comprehensive List meets the Design Principles defined in Stage 1, with the aim of narrowing down the list. The evaluation is a largely qualitative exercise that applies a general set of criteria drawn from the Design Principles (although some criteria associated with the impact of aircraft noise drawn from the Airspace Design Database may be quantitative).
19	The methodology refers to options being developed that address the Statement of Need, which is a predominantly airport centric view of the requirements for airspace modernisation and was not subject to stakeholder consultation. How are the options going to be evaluated to ensure fairness and meet the needs across all Stakeholders?	<ul style="list-style-type: none"> As part of the CAP1616 process at Stage 2, airspace change design options are developed and assessed with reference to the Design Principles developed with stakeholders at Stage 1. Whilst the issues and opportunities laid out in the Statement of Need are considered throughout the options development process, it is the Design Principles (and the criteria drawn from them) that are used as the basis for evaluation and the decisions about the shortlist of options to take forward to the Initial Options Appraisal.

20	How will you capture all future residential developments as part of your appraisals?	<ul style="list-style-type: none"> As part of the work undertaken in relation to the Development Consent Order submission for the Northern Runway Project, Gatwick has compiled a database that includes information regarding potential residential developments arising from district and local plans. In addition, we will use data sourced from CACI, which focuses on expected population changes overtime linked to long term economic growth.
21	Is there a minimum or maximum number of viable options to be considered in each phase of the appraisal process?	<ul style="list-style-type: none"> No. There is no minimum or maximum limit applied to the options development activity at any phase in the appraisal process.
22	Are the notional flight paths developed using Performance-based Navigation (PBN) criteria?	<ul style="list-style-type: none"> Yes. All the notional flight paths included in the Airspace Design Database and used to build options for inclusion in the Comprehensive List are designed using PBN criteria.
23	At what stage in the process will the methodology begin to consider noise respite routes?	<ul style="list-style-type: none"> We will begin to consider options with multiple route configurations that offer the potential to support noise respite arrangements when building the Comprehensive List of Options during Step 2A. These options will be considered as part of the Design Principle Evaluation alongside all the other viable options for the ACP.
24	The Noise Management Board is conducting a study into the Fair and Equitable Distribution (FED) of aircraft noise. Will the outputs of the FED study be incorporated into the methodology?	<ul style="list-style-type: none"> Yes. The FED study is expected to make recommendations about the approach and metrics that may be used to quantify and track the fair and equitable distribution of aircraft noise impacts in different circumstances. We plan to incorporate the output of the FED study into the Initial Options Appraisal during Q1-2022 (and into the Full Options Appraisal in due course).
25	Is Gatwick required to provide a rationale behind their preferred option?	<ul style="list-style-type: none"> Yes. If we have a clear preference regarding the airspace change design options considered, following the analysis and engagement activities conducted during Stage 2, we will set out the supporting rationale in full as part of the Stage 2 regulatory submission.

		<ul style="list-style-type: none"> We may be in a position where we do not have a preferred option at the end of Stage 2 and in that case, we will explain why and outline the information we intend to gather in Stage 3 to determine a preference.
26	Is it possible to have the mapping of the airspace change options above 7,000ft that has already been completed?	<ul style="list-style-type: none"> All available information regarding the progress of the NATS En route Limited (NERL) ACP to change the airspace design above 7000ft across the South of the UK is published on the CAA's Airspace Change Portal here. A more detailed mapping of the interdependencies between the NERL ACP and airport-led FASI-S ACPs below 7000ft. is expected in the next iteration of the Airspace Masterplan that is currently being developed by ACOG for submission to the CAA in December 2021.
27	Can we see the Design Principles that were agreed in Stage 1?	<ul style="list-style-type: none"> Our Design Principle submission document is published on the airspace change portal. The final agreed Design Principles are set out on page 50.
28	How long will stakeholders have to respond to the second round of Stage 2 engagement in December 2021?	<ul style="list-style-type: none"> A minimum of four weeks, excluding the two week period in which Christmas Day and New Year's Day fall.

From: [REDACTED]

Sent: 17 August 2021 17:49

To: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>; [REDACTED]

Subject: [EXTERNAL SENDER] FW: FASI ACP Stage 2 Planned Engagement and First Round Meeting Invite

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Hi [REDACTED] and the Team,

Please can I sign up for the session on Friday 3 September?

Also, I have some observations on your invitation email.

- You've invited [REDACTED], Kent CC - he's no longer a county councillor. [REDACTED] was appointed to represent Kent CC on GATCOM and we've appointed her to serve on NATMAG. I believe she is also the Kent representative on the NMB. Should the invitation be sent to her?
- I've noticed that a x4 Parish and Town Councils have been invited to participate - Slinfold, Salford and Sidlow, Burstow and Horley (or have [REDACTED] been invited due to their role as GATCOM's Lead/Deputy Lead Member for noise?). Should the invitation be extended to other interested parish and town councils - particularly those on GATCOM - Charwood & Rusper? Noting that Rusper PC's representative on GATCOM is also now a NATMAG member (all the other GATCOM NATMAG members have been invited). Is there a need for consistency in approach to which Town and Parish Councils are invited to participate at this stage? East Grinstead, Dormansland and Warnham also spring to mind.
- Do you need to think about blind copying invitees as personal email addresses have been disclosed?

I hope you find these observations helpful - no need to respond to them as I know you're all busy!

Thank you for my invitation and please confirm details for the session on Friday 3 September in due course.

Best wishes

[REDACTED]
NB: Please note I work part time and my usual working days are Monday, Tuesday and Thursday.

[REDACTED] | Deputy Secretary, Gatwick Airport Consultative Committee (GATCOM), | Location: Room 102, First Floor, West Wing North, County Hall, Chichester, West Sussex, PO19 1RQ

[REDACTED] | website: www.gatcom.org.uk

-----Original Message-----

From: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>

Sent: 16 August 2021 10:51

To: [REDACTED]

[REDACTED]

[REDACTED]

[Redacted]

Subject: FASI ACP Stage 2 Planned Engagement and First Round Meeting Invite

Dear stakeholder,

please receive attached a letter from Gatwick Airport's FASI-S ACP project describing the planned stakeholder engagement process during the Stage 2 of Gatwick's FASI-S ACP.

The first round of engagement, outlining and offering opportunity for feedback on the proposed methodology to develop and assess airspace design options, is scheduled to take place on the 2nd and 3rd of September 2021. The engagement will be conducted as a virtual meeting using the Microsoft Teams application.

Two virtual meetings are planned for:

- * 13:00 to 15:00 on September 2nd 2021
- * 10:00 to 12:00 on September 3rd 2021

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the two virtual meetings. Some additional briefing information about our proposed methodology and a more detailed agenda will be circulated one week prior to the meetings.

Thank you,

FASI-S Project

Gatwick Airport

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From: [REDACTED]

Sent: 22 September 2021 09:57

To: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>

Subject: [EXTERNAL SENDER] FASIS feedback

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CAGNE

Communities Against Gatwick Noise and Emissions

**The umbrella aviation community and
environment group for Sussex, Surrey, and Kent**

6th September 2021

Sent to -

LGWairspace.FASIS@gatwickairport.com

Copied to CAA for transparency and circulated to Gatwick MPs and GATCOM members.

Further to the workshop on 2nd September, CAGNE raise the following points –

Disingenuous of the sponsor - It is very disingenuous of Gatwick, who is the sponsor for both 2nd runway and FASIS, to be misleading residents by detailing that the 2nd runway will fly on the same departure routes as today as no requirement for a Planned and Permanent Redistribution (PPR) as stated in CAP 1908 even though routes 3 and 4 move further north to accommodate the 12m rebuild of the runway. Gatwick then seek to look at all new routes for 2 runways through FASIS which could mean options to fly over new people as was the case with the 2nd (now 3rd runway) and LAMP – this lacks transparency as residents will not be informed at time of Gatwick 2 consultation and only at stage 3c when it will be too late to challenge stage 1 and 2 of CAP 1616.

Lack of transparency - The process may have to go through a CAP1616 7 stage process, but it is not transparent as it is not clear or detailed to those that could be newly overflowed by the process due to the narrow engagement by Gatwick. The CAA Portal (searches of the CAA website for Portal nothing appears) will not be discovered until it is too late by most residents to be impacted. Gatwick should be engaging and be honest now so that all residents are informed of what is planned post G2.

We reiterate that Gatwick states that the CAA have not approved stage 2 and that Heathrow is behind the timeline only on stage 1 as such Gatwick will have to pause.

The airspace will be a blank sheet of paper with multiple routes to be considered, so no one is safe. Gatwick says the process is transparent but how many residents are aware of what is taking place now or of the CAA portal process? We are concerned that this process will end as LAMP did with the formation of many noise groups due to seeking to move noise over others/ new areas. (ADNID)

In view of the removal of ICCAN by the Aviation Minister CAGNE is very concerned that noise will now be ignored as the minister seems to believe that noise is no longer an issue due to the pandemic. This is not the case and as the CAA have acted as judge and jury in the past there is little confidence that they will not be biased towards aviation going forward at the expense of residents, newly overflowed or currently overflowed with the FASIS process.

We request mapping of airspace redesign above 7,000ft.

We are very concerned using WebTag as greater value cannot be placed on AONB over a person's garden, great value cannot be afforded urban areas vs rural in population count as suggested.

We are not convinced by the geographical database of sections of airspace that is to be formed as to date the engagement has been dominated by set sectors of airspace further out from the runway. No engagement has been undertaken with residents that could be affected apart from CAGNE.

The profile of aircraft in flight must have a value, as the frame of a

plane on take-off or arrivals at 14nm+ from the runway is very different to 8nm from the runway, this must be factored in.

Historic value (protected by NPRs) must be included in the methodology as well as the totality of noise endured by multiple routes experienced.

Continuous Climb Operations are already causing issues for residents believing they are newly overflown by the noise shadow CAP 1498. It is therefore disappointing that you push ahead with CCO at 6% and that routings will not be considered with noise shadows to show impact of multiple routes as well as overflight of new areas with noise impact.

If all airspace is to be considered then overflight of areas that are currently not permitted to be overflown such as Horley, Crawley, Horsham, must be included in the mix otherwise you will be targeting rural areas through unfair population count.

Although SoNA results were inconclusive it is clear to residents that there is far greater ambient noise in an urban setting to a rural one as such both should be treated equally and not subject to population count which will target rural areas with intent.

We hope our feedback will be considered.

Thank you

CAGNE committee

Est Feb 2014

www.cagne.org


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www.cagnepcforum.org.uk

Twitter @cagne_gatwick

Facebook CAGNE

Instagram @CAGNE

Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Stage 2 Engagement Evidence: Event C Round 1 General Aviation (Q3 2021)

Contents:

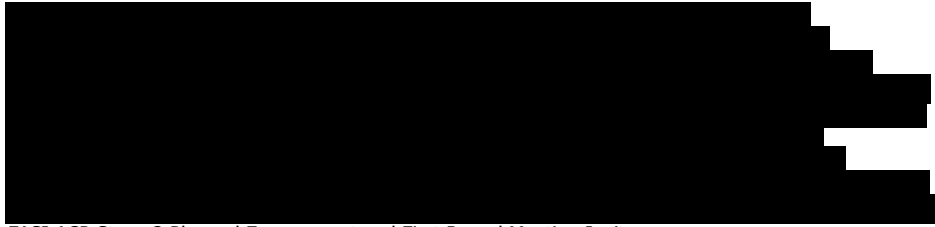
1. C.1. Email Invitation and Engagement Letter
2. C.2. Email Agenda and Briefing Note
3. C.3. Email Meeting Links (IT Issue Cover)
4. C.4. Agenda and Briefing Note
5. C.5. Email Post Event (IT Issue Cover)
6. C.6. Meeting Presentation Cover



LONDON GATWICK

From: [DD - Airspace FASI-South Prog External](#)

Bcc:



Subject: FASI ACP Stage 2 Planned Engagement and First Round Meeting Invite

Date: 22 September 2021 12:54:00

Attachments: [FASI ACP Stage 2 Engagement Letter GA v2.0.pdf](#)

Dear stakeholder,

please receive attached a letter from Gatwick Airport's FASI-S ACP project describing the planned stakeholder engagement process during the Stage 2 of Gatwick's FASI-S ACP.

The first round of engagement with GA and other airspace stakeholders, outlining and offering opportunity for feedback on the proposed methodology to develop and assess airspace design options, is scheduled to take place on the **7th of October 2021 at 14:00**. The engagement will be conducted as a virtual meeting using the Microsoft Teams application.

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate. Some additional briefing information about our proposed methodology and a more detailed agenda will be circulated one week prior to the meetings.

Thank you,
FASI-S Project
Gatwick Airport

Gatwick Airport FASI South Airspace Change Proposal

Update for Stakeholders with an interest in Gatwick Airport's Redesign of Arrival and Departure Procedures (ACP-2018-60, FASI South).

20th September 2021

Dear stakeholder,

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. The ACP is following the regulatory process for changes to the airspace design known as CAP1616. This letter provides an update on Stage 2 of the process, where stakeholders will be invited to engage in the development and assessment of airspace design options for the ACP. This proposal's unique ID is ACP-2018-60. All documents produced as part of the proposal can be viewed online on the CAA's Airspace Change Portal [here](#).

Background

Gatwick's ACP was launched in 2018 at the request of the Department for Transport to support the implementation of the UK's Airspace Modernisation Strategy (AMS). The Strategy describes how the airspace above Southern England is reaching capacity and contains design features that limit the ability to improve aviation's operational and environmental performance. Without a fundamental redesign of the airspace structure, the aviation sector will struggle to meet future demand for air transport in a sustainable and resilient way. Gatwick's ACP is one of several proposals led by the airports in Southern England and NATS that are being developed as a single coordinated programme known as FASI (Future Airspace Strategy Implementation) South. The interdependencies between the proposals must be carefully managed so they can be integrated effectively as part of an overall Airspace Masterplan.

ACP pause and restart

During Stage 1, Gatwick developed an agreed set of Airspace Design Principles that were influenced through our engagement with stakeholders and approved by the CAA in July 2019. Following the completion of Stage 1 and approval of the Design Principles, the Gatwick ACP was paused in the early part of Stage 2 due to the extraordinary impact of COVID-19. Following the announcement in March 2021 by the DfT and CAA of financial support for the FASI Programme, Gatwick requested to restart the ACP at the beginning of Stage 2 in May 2021 following the CAA's ACP restart guidance.

Stakeholder engagement during Stage 2

Stakeholders will be invited to participate in three rounds of engagement during Stage 2:

- The first, at the outset to offer feedback on the methodology that we propose to follow to develop and assess airspace design options;
- The second, to offer feedback on the development of a Comprehensive List of Options for the ACP. We will also provide an overview of the next steps to evaluate the performance of the Comprehensive List of Options against the Design Principles as part of the Stage 2A Design Principle Evaluation and the Stage 2B Initial Options Appraisal; and
- The third, to update on the outcomes of the Stage 2 Design Principle Evaluation and Initial Options Appraisal. We will also provide an overview of our plans for Stage 3 of the ACP process including how we refine our appraisal and there will be an opportunity to feedback on how we consult on the shortlisted options.

The objective of successful stakeholder engagement during Stage 2 is to demonstrate that all viable options are aligned with the design principles and have been adequately considered, there has been no bias in the application of the process, and the outputs are transparent and accessible.

The first round of engagement is scheduled to take place on the 7th of October 2021. The engagement will be conducted as a virtual meeting using the Microsoft Teams application between 14:00 - 16:00.

- **General Aviation and other airspace stakeholder engagement workshop 14:00 to 16:00 on October 7th 2021**

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in this virtual meeting. Some additional briefing information about our proposed methodology and a more detailed agenda will be circulated one week prior to the meetings.

Thank you,

FASI-S Project

Gatwick Airport

From: [DD - Airspace FASI-South Prog External](#)

Bcc:



Subject: FW: FASI ACP Stage 2 Planned Engagement and First Round Meeting Briefing Note and Agenda

Date: 05 October 2021 08:37:00

Attachments: [GAL FASI ACP Workshop Agenda 071021.pdf](#)

[Gatwick Airport FASI South ACP Methodology Briefing Note 071021 v1.2.pdf](#)

Dear stakeholder,

Please receive attached the meeting briefing and the proposed agenda for the Planned GA and other airspace stakeholder engagement workshop, scheduled for **7th October 2021 at 14:00**.

The workshop will be conducted via Teams, with the meeting link being shared by end of working day 6th October 2021 to those who have registered to attend.

Please reply with comments or interest to attend to this email address.

Thank you,
FASI-S Project
Gatwick Airport

From: DD - Airspace FASI-South Prog External

Sent: 22 September 2021 12:55

Subject: FASI ACP Stage 2 Planned Engagement and First Round Meeting Invite

Dear stakeholder,

please receive attached a letter from Gatwick Airport's FASI-S ACP project describing the planned stakeholder engagement process during the Stage 2 of Gatwick's FASI-S ACP.

The first round of engagement with GA and other airspace stakeholders, outlining and offering opportunity for feedback on the proposed methodology to develop and assess airspace design options, is scheduled to take place on the **7th of October 2021 at 14:00**. The engagement will be conducted as a virtual meeting using the Microsoft Teams application.

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate. Some additional briefing information about our proposed methodology and a more detailed agenda will be circulated one week prior to the meetings.

Thank you,
FASI-S Project
Gatwick Airport

Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Stage 2 Engagement Evidence:

IT Issue Note

The following document is not available due to an IT issue with GAL systems at the time of producing.

- C.3. Email Meeting Links
- C.5. Email Post Event



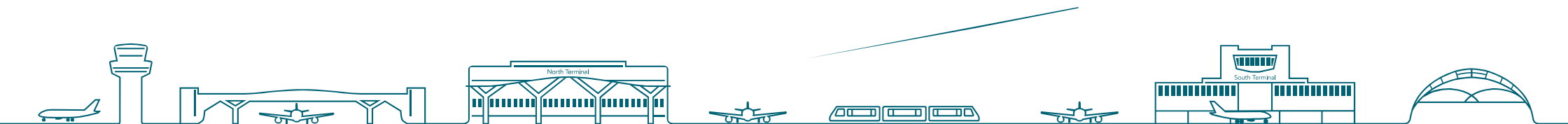
LONDON GATWICK

Gatwick Airport FASI South Airspace Change Proposal

Briefing for GA Stakeholders on the methodology for developing and assessing airspace change design options during Stage 2 of the CAP1616 process

Virtual Workshop Session

Date 7th October 2021



WELCOME & INTRODUCTIONS: AGENDA, 7TH OCTOBER 2021 14:00 – 16:00

- 1. Welcome and Introductions (10 minutes)**
- 2. Overview of CAP1616 Status (5 minutes)**
- 3. Review of Stage 1 GA stakeholder feedback (10 minutes)**
- 4. Methodology Objectives and Overview (10 minutes)**
- 5. Developing an Airspace Design Database (10 minutes)**
- 6. Defining the Do-Nothing Scenario (10 minutes)**
- 7. Building a Comprehensive List of Options (10 minutes)**
- 8. Conducting the Design Principle Evaluation (10 minutes)**
- 9. Producing the Initial Options Appraisal (10 minutes)**
- 10. Methodology for the Full Options Appraisal (5 minutes)**
- 11. General Aviation: Opportunity to feedback (30 mins)**

Discussion, Feedback, Next steps and close

Gatwick Airport FASI-S Airspace Change Proposal

Pre-briefing on the methodology for developing and assessing airspace change design options during Stage 2 of the CAP1616 process

In preparation for the October 7th virtual workshop session

Version 1.2

Introduction

This note provides a short summary of the information that will be discussed with stakeholders during the October 7th virtual workshop session. The note is intended as optional pre-reading for stakeholders planning to attend the session.

The purpose of the virtual workshop session is to brief stakeholders and gather feedback on the methodology that Gatwick Airport Limited (GAL or we) intend to follow to develop and assess options for our airspace change proposal (ACP) 2018-60 – the redesign of departure and arrival routes as part of the FASI-S (Future Airspace Strategy Implementation South) Programme.¹ The methodology is designed to meet the requirements laid out in Stage 2 of the Civil Aviation Authority's (CAA's) guidance on the regulatory process for changing the airspace design (known as CAP1616).² The virtual workshop sessions in October 2021 are the first of three rounds of engagement with stakeholders during Stage 2.

The overriding objective of Stage 2 is for all viable options to be developed and assessed in a manner that is consistent, repeatable, objective and transparent. The main output of Stage 2 is a shortlist of the most appropriate and effective design options that are then taken forward to the full appraisal phase in Stage 3. In this context, options are considered appropriate in the sense that they are aligned to the Design Principles developed with stakeholders in Stage 1, and effective in the sense that they achieve the overall objectives of the ACP as set out in the Statement of Need.³

The methodology that we intend to follow to complete Stage 2 aims to:

- Adequately consider, in a consistent manner, all viable options.
- Enable the CAA to re-run aspects of the appraisal to validate the outputs.
- Demonstrate clear objectivity in the option assessment process.
- Enable stakeholders and the public to understand the rationale behind our assessment.

¹ Future Airspace Strategy Implementation South (FASI-S) is one of 15 key initiatives set out in the Airspace Modernisation Strategy (AMS – CAA CAP1711) that are considered necessary to fundamentally redesign and upgrade the UK's airspace structure and air transport route network. The AMS is co-sponsored by the Department for Transport and Civil Aviation Authority.

² CAA CAP1616, Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information, fourth edition, published March 2021.

³ The Statement of Need, Design Principles and all other publicly available information related to ACP-2018-60 can be accessed from the CAA's Airspace Change Portal [here](#).

Background

The Department for Transport (DfT) and CAA published the UK's Airspace Modernisation Strategy (AMS) in December 2018. The strategy describes how the airspace above Southern England is reaching capacity and contains design features that restrict the aviation industry's ability to improve its operational and environmental performance. Without a fundamental redesign of the airspace structure and route network, the industry will increasingly struggle to meet the future demand for air transport in a sustainable and resilient way.

The redesign of the airspace in Southern England is being delivered as a single coordinated programme known as FASI-S. The DfT asked all affected airports, and NATS En route Limited (NERL), to develop ACPs as part of the programme. The ACPs are separated into local and network airspace components using Flight Level 70 (approximately 7000ft), as the dividing boundary. Under these arrangements, NERL is leading the ACPs required to upgrade the airspace structure and route network above c.7000ft. The airports, including Gatwick, are leading a set of interdependent ACPs to redesign their respective local arrival and departure routes below c.7000ft. The interdependencies between the ACPs must be carefully coordinated to ensure that the options developed by the individual proposals can be integrated effectively and optimise the overall airspace design.

The Airspace Change Organising Group (ACOG) was established by the DfT and CAA to coordinate the FASI-S Programme and manage the interdependencies through the development of an Airspace Masterplan. A high-level draft of the Masterplan (known as Iteration 1) was developed in 2020, before the Programme was paused because of the extraordinary impact of the COVID-19 pandemic. In March 2021, the Government made funding available to restart the Programme and help the airports to develop their initial options appraisal in order for ACOG to produce the next iteration of the Masterplan (known as Iteration 2). We are working with ACOG, NERL and the airport ACP sponsors to ensure that our methodology for developing and assessing options is aligned with the wider programme and generates the information required to support the development of the Masterplan.

Summary of the methodology

Stage 2 includes two steps:

- In Step 2A we will develop a Comprehensive List of Options that address the objectives outlined in the ACP Statement of Need and evaluate them against the Design Principles to identify a shortlist of options.
- In Step 2B we will conduct an Initial Appraisal of the shortlist of options. This is the first of three iterative phases of appraisal that are used to refine the options and introduce progressively more detail to the analysis of costs and benefits during Stages 3 and 4.

Our methodology to develop and assess options in line with the Stage 2 requirements and produce the information needed to support the development of the Masterplan is organised into six parts, as summarised in table 1.

TABLE 1: SIX PARTS OF THE STAGE 2 DEVELOP AND ASSESS METHODOLOGY

Part	Scope
1. Develop an Airspace Design Database	Define sections of airspace where a flight path could conceivably be positioned within the scope of the ACP.
2. Define the Do Nothing scenario that will be used as a baseline	Describe the 'Do Nothing' option as a baseline to compare to and a 'Do Minimum' option if the 'Do Nothing' is not viable.
3. Build the Comprehensive List of Options	Set out all viable options that address the scope of the ACP as described in the Statement of Need.
4. Conduct the Design Principle Evaluation	Examine how well each option aligns with the Design Principles and shortlist the options to progress to the Initial Options Appraisal.
5. Produce the Initial Options Appraisal	Conduct a largely qualitative assessment of the impacts, both positive and negative, of the shortlisted options.
6. Set out the Full Options Appraisal Methodology	Describe the methodology (an update of this document) for producing a quantitative appraisal with monetised costs and benefits in Stage 3.

The six parts of the methodology are presented in broadly the order that they will be conducted, although in practice the timelines for some of the activities may overlap. Some of the parts may be revisited more than once during the course of Stage 2. For example, if the analysis produced during Part 5 gives rise to a materially different option that was not originally identified in Part 3, then aspects of the Comprehensive List of Options and Design Principle Evaluation may be revisited to ensure that the additional information is accounted for transparently and treated consistently as part of the overall methodology.

The scope of each part of the methodology is explained in further detail in the sections below.

Part 1: Develop an Airspace Design Database

An Airspace Design Database of core information is needed to support the development of airspace change design options for the ACP in a manner that clearly demonstrates how the features of each specific option have been identified and why the options list produced in Part 3 of the methodology is considered to be comprehensive.

The database will provide a consistent set of core information about all geographical sections of airspace where a flight path may conceivably be positioned within the scope of the ACP. For each section of airspace, we intend to define the broad range of notional flight paths that are technically possible. The definition of the notional flight paths assumes a blank-sheet approach that is not constrained by any existing airspace restrictions, for example the interactions with traffic to and from neighbouring airports. These kind of constraints and their impact on the airspace design will be introduced during the Initial Options Appraisal in Part 5 of the methodology.

The core set of information for the database will be produced through a preliminary assessment of the performance of each individual notional flight path. It is important to note that the notional flight paths defined during part 1 of the methodology are not airspace change design options. They are a feature of the Airspace Design Database that will be used during part 3 of the methodology to build a Comprehensive List of Options.

Part 2: Define the Do Nothing and Do Minimum Options

A consistent baseline is required for the options development and assessment methodology, to compare potential designs with the current circumstances and illustrate the differences. The baseline that will be applied as part of this methodology is a 'Do Nothing' scenario that reflects the current airspace design for all arrival and departure routes and the prevailing air traffic situation for operations to and from Gatwick Airport.

The Do Nothing scenario concentrates on the baseline circumstances that are likely to exist in the proposed year of implementation for the ACP and for 10 years thereafter. As a result we must consider anticipated factors that may affect the baseline in future years, in particular:

- Planned housing developments beneath the sections of airspace that are considered within the scope of the ACP.
- Planned infrastructure developments at Gatwick Airport, specifically the Northern Runway Project.
- The forecast growth in air traffic up to the planned implementation date for the ACP and for ten years thereafter.
- Expected changes in the airlines' fleet mix up to the planned implementation date for the ACP and for ten years thereafter, taking into account the impacts of the COVID-19 pandemic on fleet investment plans.

In the context of the Gatwick FASI-S ACP, the Do Nothing option that serves as the baseline for the appraisal is a theoretical scenario; i.e. the option to do nothing is not in itself a viable consideration in reality for several reasons that will be described as part of the ACP, including the following:

- The UK AMS identifies that the Gatwick ACP is necessary to support the goals of airspace modernisation in Southern England, by participating in a programme with neighbouring airports to optimise the use of airspace and generate significant benefits from the implementation of a coordinated Masterplan.
- NERL is changing the airspace structure and route network above c.7000ft that serves commercial air transport in Southern England and requires the current system of airport arrival and departure routes below c.7000ft to be redesigned so that they integrate effectively with the network above.
- Most of the existing airport arrival and departure routes in Southern England are defined with reference to ground-based navigation aids that NERL is decommissioning because they are out-of-date. The airports are required to redesign the arrival and departure routes with reference to an internationally recognised set of satellite-based navigation standards known as PBN (Performance-based Navigation).

During Part 2 of the methodology, we will set out our view of the minimum changes required to address the reasons described above and meet the objectives of the ACP in the form of a Do Minimum option. During part 5 of the methodology (the Initial Options Appraisal) we will assess the Do Minimum option against the Do Nothing baseline to offer stakeholders a clear understanding of the impacts of the Do Minimum in relation to current circumstances.

Part 3: Build a Comprehensive List of Options

The CAP1616 process at Step 2A requires us to develop a first Comprehensive List of Options for the ACP. We must demonstrate how each option addresses the scope of the ACP as outlined in the Statement of Need. The options for inclusion on the Comprehensive List should be aligned with the Design Principles from Stage 1, compliant with the relevant technical criteria set out by the CAA in Appendix F of CAP1616 and compatible with the other interdependent FASI-S ACPs.

The information that we use to create our Comprehensive List of Options will be made available to ACOG for inclusion in the Masterplan development process. The Masterplan will examine the interdependencies between the FASI-S ACPs to assess potential design option conflicts and make recommendations about the approach to further refining the options when the relevant proposals reach Stage 3.

We will create airspace change design options for the Comprehensive List using the core information collated in the database produced during Part 1. Each option will include a unique combination of the notional flight paths for arrivals and departures, which address the scope of the ACP and can be deployed together as a technically feasible system. We will continue to build different combinations of arrivals and departures until each new system is indistinguishable from another option that has already been created in terms of its configuration, key attributes and performance. The list of options is considered comprehensive when no new combination of notional flight paths creates a system of arrivals and departures that is materially different to one that is already defined.

The Comprehensive List of Options will be presented to stakeholders in the second round of engagement during December 2021 to gather feedback on the list of options developed. The December 2021 engagement sessions will also set out our proposed approach to conducting the Design Principle Evaluation in Part 4 of the methodology.

Part 4: Conduct the Design Principle Evaluation

The Design Principle Evaluation examines how well each option on the Comprehensive List align with the Design Principles defined in Stage 1, with the objective being to identify those that demonstrate strong alignment. The output of the evaluation is a shortlist of viable options to be assessed in further detail as part of the Initial Options Appraisal in part 5 of the methodology.

The Design Principle Evaluation will provide the following information for each airspace change design option included on the Comprehensive List:

- A qualitative evaluation of the option's performance against each individual Design Principle, when considered in isolation, which includes a description of how the option has either; 'Met', 'Partially Met', or 'Not Met' each principle.

- A description of any quantitative information that is used to support the qualitative evaluation.
- A summary of our overall assessment of each option against the Design Principles, when considered as a set, and the rationale for either: Accepting the option for inclusion in the Initial Options Appraisal; or, Rejecting the option and adding it to the archive.

We will publish the Comprehensive List of Options and Design Principle Evaluation on the Airspace Change Portal as part of the Step 2A submission so that the CAA and our stakeholders can review how our options have responded to the Design Principles.

Part 5: Produce the Initial Options Appraisal for the shortlisted options

Step 2B of the process requires us to conduct an ‘Initial’ appraisal of the impacts of each of the options that were accepted as viable following the Design Principle Evaluation. The goal of the Initial Options Appraisal is to highlight the relative impacts, both positive and negative, of each option. To achieve this, the appraisal will consistently compare the impacts of the individual options against each other and the Do Nothing scenario defined in part 2 of this methodology.

The Initial Options Appraisal is the first of three iterative phases of appraisal that builds the evidence base for the ACP as the proposal matures in response to engagement and consultation. A ‘Full’ appraisal of the options is required in Stage 3 prior to the public consultation and a ‘Final’ appraisal is required to accompany the ACP submission in Stage 4.

The phased approach to appraisal is intended to be more informative for stakeholders. A reasonable evidence base is made available to stakeholders early on in the process and the analysis of impacts increases in detail as the proposal matures. Thus less detail is required for the initial phase of the appraisal and it will be based mostly on qualitative information. Some of the specific assessment criteria regarding the potential impacts of aircraft noise will be based on quantitative information to ensure this aspect of the analysis is consistent across all the options. More quantitative information will be used to conduct the Full Options Appraisal in Stage 3, including the work required to monetise impacts – adopting the rigour, structure and approach of a cost-benefit analysis.

The Initial Options Appraisal will set out the data and analysis that informs how the ACP has moved from the Statement of Need, via a Comprehensive List of Options, to a comparable shortlist of viable design options. In this capacity the Initial Options Appraisal will include as a minimum:

- The Do Nothing scenario, which is the baseline for the analysis, and the Do Minimum option.
- The Comprehensive List of Options and the Design Principle Evaluation for each option.
- The shortlist of viable options accepted as part of the Design Principle Evaluation.
- The criteria for consistently and objectively appraising each option on the shortlist and details of the evidence that we will gather to support specific criteria.
- The application of each criteria (and associated evidence) to each option on the shortlist and a summary of the outcomes to aid comparisons.

The development of appropriate criteria against which the options are assessed during the initial appraisal will be guided by Appendix E of CAP1616, in conjunction with the Treasury's Green Book guidance⁴ and the DfT's web-based Transport Analysis Guidance (WebTAG)⁵. Options will be assessed using a 10-year period from the date of implementation. The criteria will include an initial indication of the safety implications of each option and an explanation of how the safety assessment will develop further as the proposal matures. A detailed safety assessment will be conducted as part of the Final Options Appraisal in Stage 4.

The Initial Options Appraisal will be presented to stakeholders in the third round of Stage 2 engagement during April / May 2022 to gather feedback on how we should refine the appraisal during Stage 3 and consult on the options Publicly. We will provide the output of the Initial Options Appraisal in our submission for the Stage 2 Gateway that will be published on the Airspace Change Portal. To demonstrate the objective and repeatable nature of our analysis, the CAA may prepare its own assessment of the Initial Options Appraisal as part of the Stage 2 Gateway Assessment and publish its conclusions on the Airspace Change Portal.

Part 6: Set out the Full Options Appraisal Methodology for Stage 3

In addition to the Initial Options Appraisal outputs, our Stage 2 gateway submission will set out the methodology for the Full Options Appraisal in Stage 3, highlighting what gaps in evidence will need to be filled and broadly how.

For the Full appraisal in Stage 3, the Initial appraisal will be developed into a more detailed quantitative assessment. The Full appraisal will include each shortlisted option fully developed, including a commensurate level of detail for the Do Nothing scenario and Do Minimum option to enable effective comparison. At the Full appraisal stage we are required to describe as many costs and benefits as possible in monetary terms. More information about the methodology for producing a quantitative appraisal of the options will be provided in an updated version of this document prior to the third round of Stage 2 engagement during April / May 2022.

Feedback

If you have any questions or comments regarding the content of this briefing note please email:

LGWairspace.FASIS@gatwickairport.com

Thankyou

FASI-S Project

Gatwick Airport

⁴ The Green Book: Central Government Guidance on Appraisal and Evaluation, HM Treasury, 2020.

⁵ Transport Analysis Guidance, DfT, last updated July 2021.

Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Stage 2 Engagement Evidence:

IT Issue Note

The following document is not available due to an IT issue with GAL systems at the time of producing.

- C.3. Email Meeting Links
- C.5. Email Post Event



LONDON GATWICK

Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Examples of the stakeholder engagement material presented throughout Stage 2 of GAL's FASI-S ACP have been compiled into the following document:

Stage 2 Annex A: Evolution of the Options Design

This is published on the CAA's Airspace Change Portal and can be publicly accessed via the direct link below:

[CAA Airspace Change Portal ACP-2018-60](https://airspacechange.caa.co.uk/PublicProposalArea?plD=54)

<https://airspacechange.caa.co.uk/PublicProposalArea?plD=54>



LONDON GATWICK

Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Stage 2 Engagement Evidence:

Event D Round 1 Airline and ANSP (Q3 2021)

Contents:

1. D.1. Email Invitation (2 emails) and Engagement Letter
2. D.2. Email Agenda and Briefing Note
3. D.3. Email Meeting Links (No BCC IT Issue Statement)
4. D.4. Briefing Note and Agenda
5. D.5. Email Post Event (IT Issue Statement)
6. D.6. Meeting Presentation Cover
7. D.7. Meeting Notes and Q&A
8. D.9. Email Follow-Up



LONDON GATWICK

From: [DD - Airspace FASI-South Prog External](#)

Bcc:



Subject: FASI ACP Stage 2 Planned Engagement and First Round Meeting Invite

Date: 22 September 2021 12:54:00

Attachments: [FASI ACP Stage 2 Engagement Letter Airline v2.0.pdf](#)

Dear stakeholder,

please receive attached a letter from Gatwick Airport's FASI-S ACP project describing the planned stakeholder engagement process during the Stage 2 of Gatwick's FASI-S ACP.

The first round of engagement with airline and ANSP stakeholders, outlining and offering opportunity for feedback on the proposed methodology to develop and assess airspace design options, is scheduled to take place on the **8th of October 2021 at 10:30**. The engagement will be conducted as a virtual meeting using the Microsoft Teams application.

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate. Some additional briefing information about our proposed methodology and a more detailed agenda will be circulated one week prior to the meetings.

Thank you,
FASI-S Project
Gatwick Airport

Gatwick Airport FASI South Airspace Change Proposal

Update for Stakeholders with an interest in Gatwick Airport's Redesign of Arrival and Departure Procedures (ACP-2018-60, FASI South).

20th September 2021

Dear stakeholder,

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. The ACP is following the regulatory process for changes to the airspace design known as CAP1616. This letter provides an update on Stage 2 of the process, where stakeholders will be invited to engage in the development and assessment of airspace design options for the ACP. This proposal's unique ID is ACP-2018-60. All documents produced as part of the proposal can be viewed online on the CAA's Airspace Change Portal [here](#).

Background

Gatwick's ACP was launched in 2018 at the request of the Department for Transport to support the implementation of the UK's Airspace Modernisation Strategy (AMS). The Strategy describes how the airspace above Southern England is reaching capacity and contains design features that limit the ability to improve aviation's operational and environmental performance. Without a fundamental redesign of the airspace structure, the aviation sector will struggle to meet future demand for air transport in a sustainable and resilient way. Gatwick's ACP is one of several proposals led by the airports in Southern England and NATS that are that are being developed as a single coordinated programme known as FASI (Future Airspace Strategy Implementation) South. The interdependencies between the proposals must be carefully managed so they can be integrated effectively as part of an overall Airspace Masterplan.

ACP pause and restart

During Stage 1, Gatwick developed an agreed set of Airspace Design Principles that were influenced through our engagement with stakeholders and approved by the CAA in July 2019. Following the completion of Stage 1 and approval of the Design Principles, the Gatwick ACP was paused in the early part of Stage 2 due to the extraordinary impact of COVID-19. Following the announcement in March 2021 by the DfT and CAA of financial support for the FASI Programme, Gatwick requested to restart the ACP at the beginning of Stage 2 in May 2021 following the CAA's ACP restart guidance.

Stakeholder engagement during Stage 2

Stakeholders will be invited to participate in three rounds of engagement during Stage 2:

- The first, at the outset to offer feedback on the methodology that we propose to follow to develop and assess airspace design options;
- The second, to offer feedback on the development of a Comprehensive List of Options for the ACP. We will also provide an overview of the next steps to evaluate the performance of the Comprehensive List of Options against the Design Principles as part of the Stage 2A Design Principle Evaluation and the Stage 2B Initial Options Appraisal; and
- The third, to update on the outcomes of the Stage 2 Design Principle Evaluation and Initial Options Appraisal. We will also provide an overview of our plans for Stage 3 of the ACP process including how we refine our appraisal and there will be an opportunity to feedback on how we consult on the shortlisted options.

The objective of successful stakeholder engagement during Stage 2 is to demonstrate that all viable options are aligned with the design principles and have been adequately considered, there has been no bias in the application of the process, and the outputs are transparent and accessible.

The first round of engagement for airlines and ANSP stakeholders is scheduled to take place on the 8th of October 2021. The engagement will be conducted as a virtual meeting using the Microsoft Teams application between 10:30 - 12:30.

- **Airline and ANSP stakeholder engagement workshop 10:30 to 12:30 on October 8th 2021**

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in this virtual meeting. Some additional briefing information about our proposed methodology and a more detailed agenda will be circulated one week prior to the meetings.

Thank you,

FASI-S Project

Gatwick Airport

From: [DD - Airspace FASI-South Prog External](#)
To: [REDACTED]
Subject: FW: FASI ACP Stage 2 Planned Engagement and First Round Meeting Invite
Date: 22 September 2021 12:59:00
Attachments: [FASI ACP Stage 2 Engagement Letter Airline v2.0.pdf](#)

Hi both,

FYI

From: DD - Airspace FASI-South Prog External
Sent: 22 September 2021 12:55
Subject: FASI ACP Stage 2 Planned Engagement and First Round Meeting Invite

Dear stakeholder,

please receive attached a letter from Gatwick Airport's FASI-S ACP project describing the planned stakeholder engagement process during the Stage 2 of Gatwick's FASI-S ACP.

The first round of engagement with airline and ANSP stakeholders, outlining and offering opportunity for feedback on the proposed methodology to develop and assess airspace design options, is scheduled to take place on the **8th of October 2021 at 10:30**. The engagement will be conducted as a virtual meeting using the Microsoft Teams application.

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate. Some additional briefing information about our proposed methodology and a more detailed agenda will be circulated one week prior to the meetings.

Thank you,
FASI-S Project
Gatwick Airport

From: [DD - Airspace FASI-South Prog External](#)

Bcc:



Subject: FW: FASI ACP Stage 2 Planned Engagement and First Round Meeting Briefing Note and Agenda

Date: 05 October 2021 08:29:00

Attachments: [Gatwick Airport FASI South ACP Methodology Briefing Note 081021 v1.2.pdf](#)
[GAL FASI ACP Workshop Agenda 081021.pdf](#)

Dear stakeholder,

Please receive attached the meeting briefing and the proposed agenda for the Planned airline engagement workshop, scheduled for **8th October 2021 at 10:30**.

The workshop will be conducted via Teams, with the meeting link being shared by end of working day 7th October 2021 to those who have registered to attend.

Please reply with comments or interest to attend to this email address.

Thank you,
FASI-S Project
Gatwick Airport

From: DD - Airspace FASI-South Prog External

Sent: 22 September 2021 12:55

Subject: FASI ACP Stage 2 Planned Engagement and First Round Meeting Invite

Dear stakeholder,

please receive attached a letter from Gatwick Airport's FASI-S ACP project describing the planned stakeholder engagement process during the Stage 2 of Gatwick's FASI-S ACP.

The first round of engagement with airline and ANSP stakeholders, outlining and offering opportunity for feedback on the proposed methodology to develop and assess airspace design options, is scheduled to take place on the **8th of October 2021 at 10:30**. The engagement will be conducted as a virtual meeting using the Microsoft Teams application.

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate. Some additional briefing information about our proposed methodology and a more detailed agenda will be circulated one week prior to the meetings.

Thank you,
FASI-S Project
Gatwick Airport

Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Stage 2 Engagement Evidence:

IT Issue Note

The following document contains no Blind Carbon Copy (BCC) data due to an IT Issue with GAL systems at the time of producing.

D.3. Email Meeting Links



LONDON GATWICK

From: [REDACTED]
To: Undisclosed recipients:
Subject: FW: FASI ACP Stage 2 Planned Engagement and First Round Meeting link
Date: 07 October 2021 14:26:35

Dear stakeholder,

Please see attached the Teams link to Gatwick's FASI ACP Stage 2GA and other airspace stakeholder workshop:

[Gatwick FASI-S Airline and ATC Engagement Workshop](#)

Thank you,

FASI-S Project

Gatwick Airport

From: DD - Airspace FASI-South Prog External

Sent: 22 September 2021 12:55

Subject: FASI ACP Stage 2 Planned Engagement and First Round Meeting Invite

Dear stakeholder,

please receive attached a letter from Gatwick Airport's FASI-S ACP project describing the planned stakeholder engagement process during the Stage 2 of Gatwick's FASI-S ACP.

The first round of engagement with airline and ANSP stakeholders, outlining and offering opportunity for feedback on the proposed methodology to develop and assess airspace design options, is scheduled to take place on the **8th of October 2021 at 10:30**. The engagement will be conducted as a virtual meeting using the Microsoft Teams application.

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate.

Some additional briefing information about our proposed methodology and a more detailed agenda will be circulated one week prior to the meetings.

Thank you,

FASI-S Project

Gatwick Airport

**

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Gatwick Airport FASI-S Airspace Change Proposal

Pre-briefing on the methodology for developing and assessing airspace change design options during Stage 2 of the CAP1616 process

In preparation for the October 8th virtual workshop session

Version 1.2

Introduction

This note provides a short summary of the information that will be discussed with stakeholders during the October 8th virtual workshop session. The note is intended as optional pre-reading for stakeholders planning to attend the session.

The purpose of the virtual workshop session is to brief stakeholders and gather feedback on the methodology that Gatwick Airport Limited (GAL or we) intend to follow to develop and assess options for our airspace change proposal (ACP) 2018-60 – the redesign of departure and arrival routes as part of the FASI-S (Future Airspace Strategy Implementation South) Programme.¹ The methodology is designed to meet the requirements laid out in Stage 2 of the Civil Aviation Authority's (CAA's) guidance on the regulatory process for changing the airspace design (known as CAP1616).² The virtual workshop sessions in October 2021 are the first of three rounds of engagement with stakeholders during Stage 2.

The overriding objective of Stage 2 is for all viable options to be developed and assessed in a manner that is consistent, repeatable, objective and transparent. The main output of Stage 2 is a shortlist of the most appropriate and effective design options that are then taken forward to the full appraisal phase in Stage 3. In this context, options are considered appropriate in the sense that they are aligned to the Design Principles developed with stakeholders in Stage 1, and effective in the sense that they achieve the overall objectives of the ACP as set out in the Statement of Need.³

The methodology that we intend to follow to complete Stage 2 aims to:

- Adequately consider, in a consistent manner, all viable options.
- Enable the CAA to re-run aspects of the appraisal to validate the outputs.
- Demonstrate clear objectivity in the option assessment process.
- Enable stakeholders and the public to understand the rationale behind our assessment.

¹ Future Airspace Strategy Implementation South (FASI-S) is one of 15 key initiatives set out in the Airspace Modernisation Strategy (AMS – CAA CAP1711) that are considered necessary to fundamentally redesign and upgrade the UK's airspace structure and air transport route network. The AMS is co-sponsored by the Department for Transport and Civil Aviation Authority.

² CAA CAP1616, Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information, fourth edition, published March 2021.

³ The Statement of Need, Design Principles and all other publicly available information related to ACP-2018-60 can be accessed from the CAA's Airspace Change Portal [here](#).

Background

The Department for Transport (DfT) and CAA published the UK's Airspace Modernisation Strategy (AMS) in December 2018. The strategy describes how the airspace above Southern England is reaching capacity and contains design features that restrict the aviation industry's ability to improve its operational and environmental performance. Without a fundamental redesign of the airspace structure and route network, the industry will increasingly struggle to meet the future demand for air transport in a sustainable and resilient way.

The redesign of the airspace in Southern England is being delivered as a single coordinated programme known as FASI-S. The DfT asked all affected airports, and NATS En route Limited (NERL), to develop ACPs as part of the programme. The ACPs are separated into local and network airspace components using Flight Level 70 (approximately 7000ft), as the dividing boundary. Under these arrangements, NERL is leading the ACPs required to upgrade the airspace structure and route network above c.7000ft. The airports, including Gatwick, are leading a set of interdependent ACPs to redesign their respective local arrival and departure routes below c.7000ft. The interdependencies between the ACPs must be carefully coordinated to ensure that the options developed by the individual proposals can be integrated effectively and optimise the overall airspace design.

The Airspace Change Organising Group (ACOG) was established by the DfT and CAA to coordinate the FASI-S Programme and manage the interdependencies through the development of an Airspace Masterplan. A high-level draft of the Masterplan (known as Iteration 1) was developed in 2020, before the Programme was paused because of the extraordinary impact of the COVID-19 pandemic. In March 2021, the Government made funding available to restart the Programme and help the airports to develop their initial options appraisal in order for ACOG to produce the next iteration of the Masterplan (known as Iteration 2). We are working with ACOG, NERL and the airport ACP sponsors to ensure that our methodology for developing and assessing options is aligned with the wider programme and generates the information required to support the development of the Masterplan.

Summary of the methodology

Stage 2 includes two steps:

- In Step 2A we will develop a Comprehensive List of Options that address the objectives outlined in the ACP Statement of Need and evaluate them against the Design Principles to identify a shortlist of options.
- In Step 2B we will conduct an Initial Appraisal of the shortlist of options. This is the first of three iterative phases of appraisal that are used to refine the options and introduce progressively more detail to the analysis of costs and benefits during Stages 3 and 4.

Our methodology to develop and assess options in line with the Stage 2 requirements and produce the information needed to support the development of the Masterplan is organised into six parts, as summarised in table 1.

TABLE 1: SIX PARTS OF THE STAGE 2 DEVELOP AND ASSESS METHODOLOGY

Part	Scope
1. Develop an Airspace Design Database	Define sections of airspace where a flight path could conceivably be positioned within the scope of the ACP.
2. Define the Do Nothing scenario that will be used as a baseline	Describe the 'Do Nothing' option as a baseline to compare to and a 'Do Minimum' option if the 'Do Nothing' is not viable.
3. Build the Comprehensive List of Options	Set out all viable options that address the scope of the ACP as described in the Statement of Need.
4. Conduct the Design Principle Evaluation	Examine how well each option aligns with the Design Principles and shortlist the options to progress to the Initial Options Appraisal.
5. Produce the Initial Options Appraisal	Conduct a largely qualitative assessment of the impacts, both positive and negative, of the shortlisted options.
6. Set out the Full Options Appraisal Methodology	Describe the methodology (an update of this document) for producing a quantitative appraisal with monetised costs and benefits in Stage 3.

The six parts of the methodology are presented in broadly the order that they will be conducted, although in practice the timelines for some of the activities may overlap. Some of the parts may be revisited more than once during the course of Stage 2. For example, if the analysis produced during Part 5 gives rise to a materially different option that was not originally identified in Part 3, then aspects of the Comprehensive List of Options and Design Principle Evaluation may be revisited to ensure that the additional information is accounted for transparently and treated consistently as part of the overall methodology.

The scope of each part of the methodology is explained in further detail in the sections below.

Part 1: Develop an Airspace Design Database

An Airspace Design Database of core information is needed to support the development of airspace change design options for the ACP in a manner that clearly demonstrates how the features of each specific option have been identified and why the options list produced in Part 3 of the methodology is considered to be comprehensive.

The database will provide a consistent set of core information about all geographical sections of airspace where a flight path may conceivably be positioned within the scope of the ACP. For each section of airspace, we intend to define the broad range of notional flight paths that are technically possible. The definition of the notional flight paths assumes a blank-sheet approach that is not constrained by any existing airspace restrictions, for example the interactions with traffic to and from neighbouring airports. These kind of constraints and their impact on the airspace design will be introduced during the Initial Options Appraisal in Part 5 of the methodology.

The core set of information for the database will be produced through a preliminary assessment of the performance of each individual notional flight path. It is important to note that the notional flight paths defined during part 1 of the methodology are not airspace change design options. They are a feature of the Airspace Design Database that will be used during part 3 of the methodology to build a Comprehensive List of Options.

Part 2: Define the Do Nothing and Do Minimum Options

A consistent baseline is required for the options development and assessment methodology, to compare potential designs with the current circumstances and illustrate the differences. The baseline that will be applied as part of this methodology is a 'Do Nothing' scenario that reflects the current airspace design for all arrival and departure routes and the prevailing air traffic situation for operations to and from Gatwick Airport.

The Do Nothing scenario concentrates on the baseline circumstances that are likely to exist in the proposed year of implementation for the ACP and for 10 years thereafter. As a result we must consider anticipated factors that may affect the baseline in future years, in particular:

- Planned housing developments beneath the sections of airspace that are considered within the scope of the ACP.
- Planned infrastructure developments at Gatwick Airport, specifically the Northern Runway Project.
- The forecast growth in air traffic up to the planned implementation date for the ACP and for ten years thereafter.
- Expected changes in the airlines' fleet mix up to the planned implementation date for the ACP and for ten years thereafter, taking into account the impacts of the COVID-19 pandemic on fleet investment plans.

In the context of the Gatwick FASI-S ACP, the Do Nothing option that serves as the baseline for the appraisal is a theoretical scenario; i.e. the option to do nothing is not in itself a viable consideration in reality for several reasons that will be described as part of the ACP, including the following:

- The UK AMS identifies that the Gatwick ACP is necessary to support the goals of airspace modernisation in Southern England, by participating in a programme with neighbouring airports to optimise the use of airspace and generate significant benefits from the implementation of a coordinated Masterplan.
- NERL is changing the airspace structure and route network above c.7000ft that serves commercial air transport in Southern England and requires the current system of airport arrival and departure routes below c.7000ft to be redesigned so that they integrate effectively with the network above.
- Most of the existing airport arrival and departure routes in Southern England are defined with reference to ground-based navigation aids that NERL is decommissioning because they are out-of-date. The airports are required to redesign the arrival and departure routes with reference to an internationally recognised set of satellite-based navigation standards known as PBN (Performance-based Navigation).

During Part 2 of the methodology, we will set out our view of the minimum changes required to address the reasons described above and meet the objectives of the ACP in the form of a Do Minimum option. During part 5 of the methodology (the Initial Options Appraisal) we will assess the Do Minimum option against the Do Nothing baseline to offer stakeholders a clear understanding of the impacts of the Do Minimum in relation to current circumstances.

Part 3: Build a Comprehensive List of Options

The CAP1616 process at Step 2A requires us to develop a first Comprehensive List of Options for the ACP. We must demonstrate how each option addresses the scope of the ACP as outlined in the Statement of Need. The options for inclusion on the Comprehensive List should be aligned with the Design Principles from Stage 1, compliant with the relevant technical criteria set out by the CAA in Appendix F of CAP1616 and compatible with the other interdependent FASI-S ACPs.

The information that we use to create our Comprehensive List of Options will be made available to ACOG for inclusion in the Masterplan development process. The Masterplan will examine the interdependencies between the FASI-S ACPs to assess potential design option conflicts and make recommendations about the approach to further refining the options when the relevant proposals reach Stage 3.

We will create airspace change design options for the Comprehensive List using the core information collated in the database produced during Part 1. Each option will include a unique combination of the notional flight paths for arrivals and departures, which address the scope of the ACP and can be deployed together as a technically feasible system. We will continue to build different combinations of arrivals and departures until each new system is indistinguishable from another option that has already been created in terms of its configuration, key attributes and performance. The list of options is considered comprehensive when no new combination of notional flight paths creates a system of arrivals and departures that is materially different to one that is already defined.

The Comprehensive List of Options will be presented to stakeholders in the second round of engagement during December 2021 to gather feedback on the list of options developed. The December 2021 engagement sessions will also set out our proposed approach to conducting the Design Principle Evaluation in Part 4 of the methodology.

Part 4: Conduct the Design Principle Evaluation

The Design Principle Evaluation examines how well each option on the Comprehensive List align with the Design Principles defined in Stage 1, with the objective being to identify those that demonstrate strong alignment. The output of the evaluation is a shortlist of viable options to be assessed in further detail as part of the Initial Options Appraisal in part 5 of the methodology.

The Design Principle Evaluation will provide the following information for each airspace change design option included on the Comprehensive List:

- A qualitative evaluation of the option's performance against each individual Design Principle, when considered in isolation, which includes a description of how the option has either; 'Met', 'Partially Met', or 'Not Met' each principle.

- A description of any quantitative information that is used to support the qualitative evaluation.
- A summary of our overall assessment of each option against the Design Principles, when considered as a set, and the rationale for either: Accepting the option for inclusion in the Initial Options Appraisal; or, Rejecting the option and adding it to the archive.

We will publish the Comprehensive List of Options and Design Principle Evaluation on the Airspace Change Portal as part of the Step 2A submission so that the CAA and our stakeholders can review how our options have responded to the Design Principles.

Part 5: Produce the Initial Options Appraisal for the shortlisted options

Step 2B of the process requires us to conduct an ‘Initial’ appraisal of the impacts of each of the options that were accepted as viable following the Design Principle Evaluation. The goal of the Initial Options Appraisal is to highlight the relative impacts, both positive and negative, of each option. To achieve this, the appraisal will consistently compare the impacts of the individual options against each other and the Do Nothing scenario defined in part 2 of this methodology.

The Initial Options Appraisal is the first of three iterative phases of appraisal that builds the evidence base for the ACP as the proposal matures in response to engagement and consultation. A ‘Full’ appraisal of the options is required in Stage 3 prior to the public consultation and a ‘Final’ appraisal is required to accompany the ACP submission in Stage 4.

The phased approach to appraisal is intended to be more informative for stakeholders. A reasonable evidence base is made available to stakeholders early on in the process and the analysis of impacts increases in detail as the proposal matures. Thus less detail is required for the initial phase of the appraisal and it will be based mostly on qualitative information. Some of the specific assessment criteria regarding the potential impacts of aircraft noise will be based on quantitative information to ensure this aspect of the analysis is consistent across all the options. More quantitative information will be used to conduct the Full Options Appraisal in Stage 3, including the work required to monetise impacts – adopting the rigour, structure and approach of a cost-benefit analysis.

The Initial Options Appraisal will set out the data and analysis that informs how the ACP has moved from the Statement of Need, via a Comprehensive List of Options, to a comparable shortlist of viable design options. In this capacity the Initial Options Appraisal will include as a minimum:

- The Do Nothing scenario, which is the baseline for the analysis, and the Do Minimum option.
- The Comprehensive List of Options and the Design Principle Evaluation for each option.
- The shortlist of viable options accepted as part of the Design Principle Evaluation.
- The criteria for consistently and objectively appraising each option on the shortlist and details of the evidence that we will gather to support specific criteria.
- The application of each criteria (and associated evidence) to each option on the shortlist and a summary of the outcomes to aid comparisons.

The development of appropriate criteria against which the options are assessed during the initial appraisal will be guided by Appendix E of CAP1616, in conjunction with the Treasury's Green Book guidance⁴ and the DfT's web-based Transport Analysis Guidance (WebTAG)⁵. Options will be assessed using a 10-year period from the date of implementation. The criteria will include an initial indication of the safety implications of each option and an explanation of how the safety assessment will develop further as the proposal matures. A detailed safety assessment will be conducted as part of the Final Options Appraisal in Stage 4.

The Initial Options Appraisal will be presented to stakeholders in the third round of Stage 2 engagement during April / May 2022 to gather feedback on how we should refine the appraisal during Stage 3 and consult on the options Publicly. We will provide the output of the Initial Options Appraisal in our submission for the Stage 2 Gateway that will be published on the Airspace Change Portal. To demonstrate the objective and repeatable nature of our analysis, the CAA may prepare its own assessment of the Initial Options Appraisal as part of the Stage 2 Gateway Assessment and publish its conclusions on the Airspace Change Portal.

Part 6: Set out the Full Options Appraisal Methodology for Stage 3

In addition to the Initial Options Appraisal outputs, our Stage 2 gateway submission will set out the methodology for the Full Options Appraisal in Stage 3, highlighting what gaps in evidence will need to be filled and broadly how.

For the Full appraisal in Stage 3, the Initial appraisal will be developed into a more detailed quantitative assessment. The Full appraisal will include each shortlisted option fully developed, including a commensurate level of detail for the Do Nothing scenario and Do Minimum option to enable effective comparison. At the Full appraisal stage we are required to describe as many costs and benefits as possible in monetary terms. More information about the methodology for producing a quantitative appraisal of the options will be provided in an updated version of this document prior to the third round of Stage 2 engagement during April / May 2022.

Feedback

If you have any questions or comments regarding the content of this briefing note please email:

LGWairspace.FASIS@gatwickairport.com

Thankyou

FASI-S Project

Gatwick Airport

⁴ The Green Book: Central Government Guidance on Appraisal and Evaluation, HM Treasury, 2020.

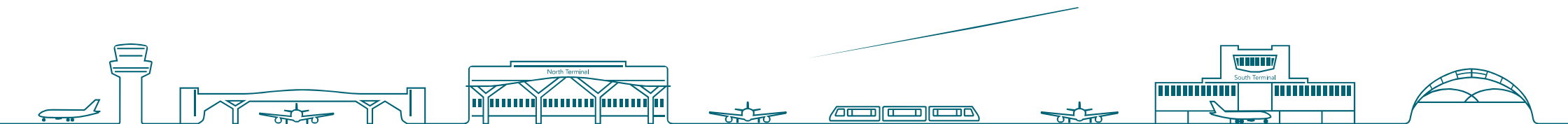
⁵ Transport Analysis Guidance, DfT, last updated July 2021.

Gatwick Airport FASI South Airspace Change Proposal

Briefing for Industry Stakeholders on the methodology for developing and assessing airspace change design options during Stage 2 of the CAP1616 process

Virtual Workshop Session

Date 8th October 2021



WELCOME & INTRODUCTIONS: AGENDA, 8TH OCTOBER 2021 10:30 – 12:30

- 1. Welcome and Introductions (10 minutes)**
- 2. Overview of CAP1616 Status (5 minutes)**
- 3. Methodology Objectives and Overview (10 minutes)**
- 4. Developing an Airspace Design Database (10 minutes)**
- 5. Defining the Do-Nothing Scenario (10 minutes)**
- 6. Building a Comprehensive List of Options (15 minutes)**
- 7. Conducting the Design Principle Evaluation (10 minutes)**
- 8. Producing the Initial Options Appraisal (10 minutes)**
- 9. Methodology for the Full Options Appraisal (5 minutes)**
- 10. Industry stakeholders: Opportunity to feedback (30 mins)**

Discussion, Feedback, Next steps and close

Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Stage 2 Engagement Evidence:

IT Issue Note

The following document is not available due to an IT issue with GAL systems at the time of producing.

D.5. Email Post Event



LONDON GATWICK

Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Examples of the stakeholder engagement material presented throughout Stage 2 of GAL's FASI-S ACP have been compiled into the following document:

Stage 2 Annex A: Evolution of the Options Design

This is published on the CAA's Airspace Change Portal and can be publicly accessed via the direct link below:

[CAA Airspace Change Portal ACP-2018-60](https://airspacechange.caa.co.uk/PublicProposalArea?plD=54)

<https://airspacechange.caa.co.uk/PublicProposalArea?plD=54>



LONDON GATWICK

Gatwick FASI-S Airspace Change Proposal

Summary of feedback gathered from stakeholders on the proposed methodology for developing and assessing airspace change design options.

Version 1.0, November 2021

Introduction

This document summarises the feedback gathered during the virtual workshop meeting held on October 8th 2021 to discuss the methodology that Gatwick Airport Limited (GAL or we) intend to follow to develop and assess options for our airspace change proposal (ACP) 2018-60 – the redesign of departure and arrival procedures as part of the FASI (Future Airspace Strategy Implementation) South Programme¹. The methodology is designed to meet the requirements laid out in Stage 2 of the Civil Aviation Authority's (CAA's) guidance on the regulatory process for changing the airspace design (known as CAP1616 or the process)². This summary document should be read alongside the methodology briefing note that was circulated to stakeholders in advance of the meetings and the slide presentation that we delivered during the session.

The October 2021 virtual workshop meeting was the first of several rounds of stakeholder engagement that are planned for Stage 2 to help develop and assess options. The meeting was attended by a mix of ANSPs and Airlines who were engaged previously during Step 1B of the process to agree Airspace Design Principles for the ACP. The GAL FASI-S Project team briefed stakeholders on the methodology that we intend to follow to develop a Comprehensive List of Options, evaluate them against the Design Principles and begin to refine the options by conducting an Initial Appraisal of the positive and negative impacts. Stakeholders were invited to ask questions to test that our methodology is sufficiently robust and transparent and to ensure that we understand and account for any concerns raised at this stage in the process.

Table 1 sets out the questions posed by stakeholders during the meeting and the associated responses provided by our team. Please email LGWairspace.FASIS@gatwickairport.com with any further comments, suggestions or follow-up questions **by Friday December 17th, 2021**.

We will update this document with the additional feedback provided and a description of how we intend to address each of the points raised as the ACP progresses. All material generated as part of our Stage 2 engagement activities will be uploaded to the CAA's Airspace Change Portal when Step 2A of the ACP is completed in Q1-2022.

¹ Future Airspace Strategy Implementation (FASI) South is one of 15 key initiatives set out in the Airspace Modernisation Strategy (AMS – CAA CAP1711) that are considered necessary to fundamentally redesign and upgrade the UK's airspace structure and air transport route network. The AMS is co-sponsored by the Department for Transport and Civil Aviation Authority.

² CAA CAP1616, Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information, fourth edition, published March 2021.

Table 1: Summary of the questions posed by stakeholders and responses provided

#	Stakeholder question	GAL team response
	<p>The design principles do not include airspace capacity? How will Gatwick ensure its ACP meets the demand for additional airspace capacity?</p>	<p>Gatwick’s FASI ACP is part of a wider programme centred around the UK’s Airspace Modernisation Strategy (AMS). The AMS aims to meet the demand for air transport in a sustainable and resilient way and therefore the Gatwick ACP, and its associated Statement of Need, include the requirement to deliver additional airspace capacity needed by Gatwick Airport in the context of the wider airspace upgrades planned for the London TMA (Terminal Manoeuvring Area). Options developed at Stage 2 are designed to meet the Statement of Need, and the Design Principles and therefore the requirements around capacity will be considered as part of our airspace change options development.</p>
	<p>How are you going to assess the integration with other airport’s in the London TMA and how much collaboration is there with other airports in the TMA?</p>	<p>There is ongoing collaboration with neighbouring airports, many of which are sponsoring interdependent ACPs, and the NERL team working on changes to the airspace above 7000ft, that forms part of our overall engagement process. CAP1616 places importance on ensuring sponsors follow a clear and transparent engagement process and therefore all our engagement activities are recorded and included in our ACP submission documents.</p> <p>One of the main challenges facing effective collaboration with the other London TMA airports and NERL is the coordination of timelines. In some cases we will need to wait for other ACPs to catch up in order to have informed discussions about the integration of potential design options.</p>
	<p>By the consultation at Stage 3 will the options work with other neighbouring airports?</p>	<p>Yes, The CAA has made clear that Gatwick (and all other FASI-S ACP sponsors) will be unable to progress through Stage 3 of the CAP1616 process until the potential interdependencies with other FASI-S ACPs are identified and appraised as part of the Full Options Appraisal and in line with the accompanying Airspace Change Masterplan that is led by the Airspace Change Organising Group (ACOG).</p>
	<p>When is Gatwick’s Stage 2 submission Gateway scheduled?</p>	<p>July 2022</p>

#	Stakeholder question	GAL team response
	Other FASI Airports have asked us to sign a NDA, will we have to do the same with Gatwick to have discussions?	The CAP1616 process requires open engagement and therefore a Non Disclosure Agreement (NDA) will not be required. The information presented in each engagement meeting during Stage 2 is the same for all stakeholder groups. In some meetings we may ask specific questions dependent on the stakeholder group.
	What stage will Safety assessments take place and what detail level be required?	<p>The Design Principle Evaluation will involve a high-level qualitative evaluation of the Comprehensive List of Options against Design Principle 1: Safety by design (Airspace design must at least maintain, and ideally enhance, aviation safety, by reducing or removing safety risk factors, provided enhancement does not have a disproportionately detrimental impact on other benefits).</p> <p>Following the Design Principle Evaluation, a more detailed qualitative assessment will be undertaken on the shortlist of options as part of the Initial Options Appraisal. This detail level is then built upon in the Full Options and Final Options Appraisal, as options are developed in further detail.</p>
	How many options will be on the long list and is there a limit to the number of options?	There is no minimum or maximum limit applied to the options development activity at any phase in the process. At this stage we do not know how many options might form our Comprehensive List.
	How many options will be on the short list?	At this stage we do not know how many options might form the shortlist as this will be dependent on the development of the Comprehensive List and how the options perform in the Design Principle Evaluation. Given the requirements of the Initial Options Appraisal, the number will be balanced with workload, practicality and the overall performance of each option.
	Are Gatwick considering the deployment of the Airspace Change in phases?	Gatwick are in the process of considering phased deployments. In the first instance Gatwick are engaging with potentially affected parties, particularly NATS, through bi-lateral engagement to understand what might be possible. Alongside this, Gatwick will look to the Airspace Change Masterplan at a programme level around the robust reasoning for considering a split deployment.

From: [DD - Airspace FASI-South Prog External](#)

Bcc:



Subject: Gatwick Airport FASI-S Airport Operator Aircraft Capability Study

Date: 06 January 2022 09:38:00

Dear Stakeholder,

Following our email sent in November 2021, please could we request that all airline stakeholders fill out the following online survey [Gatwick Airport Operator Aircraft Capability Survey](#). This information is being requested as part of our data gathering process to support the development of airspace change options. We have extended the deadline for this survey until Friday 14th of January and we politely request this is filled out as soon as possible.

If you have any questions, or if you have any problems accessing the survey form, then please do not hesitate to get in touch with us.

Best wishes

Gatwick FASI-S Project Team

Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Stage 2 Engagement Evidence:

Event E December 2021 briefing sessions

Contents:

1. E.1. Email Meeting Invitation and Engagement Letter
2. E.2. Email Agenda and Briefing
3. E.i.3. Email Meeting Link (3 emails)
4. E.ii.3. Email Meeting Link
5. E.4. Agenda and Briefing
6. E.5. Email Post Event
7. E.6. Meeting Presentation Cover
8. E.7. Meeting Notes and Q&A
9. E.8. Stakeholder Feedback
10. E.9. Email Follow-Up



LONDON GATWICK

From: [DD - Airspace FASI-South Prog External](#)

Bcc:



Subject: FASI-S ACP Project Stakeholder Briefing Meeting Dec 2021

Date: 17 November 2021 12:32:00

Attachments: [FASI ACP Stage 2 Engagement Letter Dec 21 v0.1.docx](#)

Dear Stakeholder

please receive attached a letter from Gatwick Airport's FASI-S ACP project describing the planned stakeholder briefing meeting for the Stage 2 of Gatwick's FASI-S ACP.

In September and October of 2021, Stakeholders were invited to participate in the first of three rounds of engagement during Stage 2. This is where we presented the methodology we propose to follow as we develop our comprehensive list of options, and where stakeholders had an opportunity to then feedback on the methodology.

As part of these sessions, we committed to holding further stakeholder engagement in December 2021. This was originally planned to be our second formal round of engagement however this engagement will now take place in Q1 of 2022.

We would like to invite you to join one of two Stakeholder briefing sessions where we will provide further information around this and update on progress with developing our Comprehensive List of Options.

The briefings will be conducted as a virtual meeting using the Microsoft Teams application. Two virtual meetings are planned for:

- 14:00 to 15:30 on December 7th 2021
- 10:00 to 11:30 on December 9th 2021

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the two virtual meetings by 5th December 2021. An agenda will be circulated one week prior to the meetings and the link to join the online briefing will be circulated the day prior to the meeting to all registered attendees.

Thank you,

FASI-S Project

Gatwick Airport

Gatwick Airport FASI South Airspace Change Proposal

Update for Stakeholders with an interest in Gatwick Airport's Redesign of Arrival and Departure Procedures (ACP-2018-60, FASI South).

3rd November 2021

Dear stakeholder,

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. The ACP is following the regulatory process for changes to the airspace design known as CAP1616. This letter provides an update on Stage 2 of the process, where stakeholders will be invited to engage in the development and assessment of airspace design options for the ACP. This proposal's unique ID is ACP-2018-60. All documents produced as part of the proposal can be viewed online on the CAA's Airspace Change Portal [here](#).

Background

Gatwick's ACP was launched in 2018 at the request of the Department for Transport to support the implementation of the UK's Airspace Modernisation Strategy (AMS). The Strategy describes how the airspace above Southern England is reaching capacity and contains design features that limit the ability to improve aviation's operational and environmental performance. Without a fundamental redesign of the airspace structure, the aviation sector will struggle to meet future demand for air transport in a sustainable and resilient way. Gatwick's ACP is one of several proposals led by the airports in Southern England and NATS that are being developed as a single coordinated programme known as FASI (Future Airspace Strategy Implementation) South. The interdependencies between the proposals must be carefully managed so they can be integrated effectively as part of an overall Airspace Masterplan.

ACP pause and restart

During Stage 1, Gatwick developed an agreed set of Airspace Design Principles that were influenced through our engagement with stakeholders and approved by the CAA in July 2019. Following the completion of Stage 1 and approval of the Design Principles, the Gatwick ACP was paused in the early part of Stage 2 due to the extraordinary impact of COVID-19. Following the announcement in March 2021 by the DfT and CAA of financial support for the FASI Programme, Gatwick requested to restart the ACP at the beginning of Stage 2 in May 2021 following the CAA's ACP restart guidance.

Stakeholder engagement during Stage 2

In September and October of 2021, Stakeholders were invited to participate in the first of three rounds of engagement during Stage 2. This is where we presented the methodology we propose to follow as we develop our comprehensive list of options, and where stakeholders had an opportunity to then feedback on the methodology.

As part of these sessions, we committed to holding further stakeholder engagement in December 2021. This was originally planned to be our second formal round of engagement however this engagement will now take place in Q1 of 2022.

We would like to invite you to join one of two Stakeholder briefing sessions where we will provide further information around this and update on progress with developing our Comprehensive List of Options.

The briefings will be conducted as a virtual meeting using the Microsoft Teams application. Two virtual meetings are planned for:

- 14:00 to 15:30 on December 7th 2021
- 10:00 to 11:30 on December 9th 2021

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the two virtual meetings by 5th December 2021. An agenda will be circulated one week prior to the meetings and the link to join the online briefing will be circulated the day prior to the meeting to all registered attendees.

Thank you,

FASI-S Project

Gatwick Airport

From: [DD - Airspace FASI-South Prog External](#)

Bcc:



Subject: RE: FASI-S ACP Project Stakeholder Briefing Meeting Agenda Dec 2021

Date: 06 December 2021 12:38:00

Attachments: [FASI ACP Stage 2 Engagement Agenda Dec 21 v0.2.docx](#)

Dear stakeholder,

Please receive attached the proposed agenda for the stakeholder engagement briefing,

scheduled for **7th December 2021 at 14:00** and **9th December 2021 at 10:00**.

The briefing will be conducted via Teams, with the meeting link being shared by end of working day 6th December 2021 to those who have registered to attend.

Thank you,

FASI-S Project
Gatwick Airport

From: DD - Airspace FASI-South Prog External

Sent: 17 November 2021 12:33

Subject: FASI-S ACP Project Stakeholder Briefing Meeting Dec 2021

Dear Stakeholder

please receive attached a letter from Gatwick Airport's FASI-S ACP project describing the planned stakeholder briefing meeting for the Stage 2 of Gatwick's FASI-S ACP.

In September and October of 2021, Stakeholders were invited to participate in the first of three rounds of engagement during Stage 2. This is where we presented the methodology we propose to follow as we develop our comprehensive list of options, and where stakeholders had an opportunity to then feedback on the methodology.

As part of these sessions, we committed to holding further stakeholder engagement in December 2021. This was originally planned to be our second formal round of engagement however this engagement will now take place in Q1 of 2022.

We would like to invite you to join one of two Stakeholder briefing sessions where we will provide further information around this and update on progress with developing our Comprehensive List of Options.

The briefings will be conducted as a virtual meeting using the Microsoft Teams application. Two virtual meetings are planned for:

- 14:00 to 15:30 on December 7th 2021
- 10:00 to 11:30 on December 9th 2021

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the two virtual meetings by 5th December 2021. An agenda will be circulated one week prior to the meetings and the link to join the online briefing will be circulated the day prior to the meeting to all registered attendees.

Thank you,

FASI-S Project
Gatwick Airport

From: [DD - Airspace FASI-South Prog External](#)
Bcc: [REDACTED]
Subject: FASI-S Airspace Change Briefing MEETING LINK
Date: 07 December 2021 10:38:00

Dear stakeholder,

Thank you for registering to attend the Gatwick FASI-S Airspace Change briefing on **Tuesday 7th December 14:00 – 15:30**, which will be held virtually using the Microsoft Teams platform. Please find an agenda for the session attached, and a link to access the meeting below.

Link to the briefing:

[FASI-South Stakeholder Briefing Tuesday 7th December 14:00 – 15:30](#)

We look forward to welcoming you on the day.

Kind regards,

FASI-S Project
Gatwick Airport

From: [DD - Airspace FASI-South Prog External](#)
Bcc: [REDACTED]
Subject: FW: FASI-S Airspace Change Briefing MEETING LINK
Date: 07 December 2021 10:39:00

Dear stakeholder,

Thank you for registering to attend the Gatwick FASI-S Airspace Change briefing on **Tuesday 7th December 14:00 – 15:30**, which will be held virtually using the Microsoft Teams platform. Please find an agenda for the session attached, and a link to access the meeting below.

Link to the briefing:

[FASI-South Stakeholder Briefing Tuesday 7th December 14:00 – 15:30](#)

We look forward to welcoming you on the day.

Kind regards,

FASI-S Project

Gatwick Airport

From: [DD - Airspace FASI-South Prog External](#)
Bcc: [REDACTED]
Subject: FW: FASI-S Airspace Change Briefing MEETING LINK
Date: 07 December 2021 10:40:00

Dear stakeholder,

Thank you for registering to attend the Gatwick FASI-S Airspace Change briefing on **Tuesday 7th December 14:00 – 15:30**, which will be held virtually using the Microsoft Teams platform. Please find an agenda for the session attached, and a link to access the meeting below.

Link to the briefing:

[FASI-South Stakeholder Briefing Tuesday 7th December 14:00 – 15:30](#)

We look forward to welcoming you on the day.

Kind regards,

FASI-S Project

Gatwick Airport

From: [DD - Airspace FASI-South Prog External](#)

Bcc:



Subject: Gatwick FASI-S Airspace Change Briefing Thursday meeting link

Date: 07 December 2021 10:43:00

Dear stakeholder,

Thank you for registering to attend the Gatwick FASI-S Airspace Change briefing on **Thursday 9th December 10:00 – 11:30**, which will be held virtually using the Microsoft Teams platform. Please find an agenda for the session attached, and a link to access the meeting below.

Link to the briefing:

[FASI-South Stakeholder Briefing Thursday 9th December 10:00 – 11:30](#)

We look forward to welcoming you on the day.

Kind regards,

FASI-S Project

Gatwick Airport

Gatwick Airport FASI South Airspace Change Proposal

Update for Stakeholders with an interest in the Gatwick Airport Limited (GAL) Redesign of Arrival and Departure Procedures (ACP-2018-60, FASI South).

In preparation for the Stakeholder briefings on 7th and 9th December 2021

26th November 2021

Dear stakeholder,

This note summarises the agenda for the GAL FASI ACP update sessions that will be held on December 7th and 9th 2021. The purpose of the sessions is to update stakeholders on the progress we have made during September, October and November to develop a comprehensive list of airspace design options for the ACP. We will also provide an update on the integration of the GAL FASI ACP with the wider Airspace Change Masterplan that is being developed by ACOG (the Airspace Change Organising Group), the overall timelines for the ACP, and our latest views on the introduction of new technologies and operational concepts that can support airspace modernisation. The sessions will conclude with a discussion about the effectiveness of our engagement activities so far and an opportunity to ask questions. The sessions will be conducted as a virtual meeting using the Microsoft Teams application. Two virtual meetings are planned for:

- 14:00 – 15:30 on December 7th 2021
- 10:00 to 11:30 on December 9th 2021

The link to join the online briefing will be circulated the day prior to the meeting to all registered attendees.

Agenda

#	Agenda Item	Time
1	Welcome and introduction	5 mins
2	Update on the UK Airspace Change Masterplan	10 mins
3	Update on the overall timelines for the GAL FASI ACP	10 mins
4	Update on the development of the Comprehensive List of Options	20 mins
5	Briefing on the technology options and operational concepts that support airspace modernisation	15 mins
6	Feedback on the effectiveness of our engagement so far	15 mins
7	Questions and answers	15 mins

Thank you,

FASI-S Project, Gatwick Airport

From: [DD - Airspace FASI-South Prog External](#)

Bcc:



Subject: FASI-S ACP Project Stakeholder Update Meeting Dec 2021 Slides and Minutes

Date: 13 January 2022 10:47:00

Attachments: [GAL FASI ACP S2 December 2021 Stakeholder Update.pdf](#)
[GAL FASI ACP Stakeholder Briefing Record December 2021 v1.0.pdf](#)

Dear Stakeholder,
Following the Stakeholder briefing sessions held on the 7th and 9th of December, please

find attached the question and answer document and a copy of the slides. Please accept our apologies for the small delay in sending these across.

As part of these briefing sessions, we are asking for your feedback on our engagement process to date. **Please provide any feedback to the following question by Friday 2nd February 2022.**

Please outline what is working well in the engagement process and how Gatwick Airport can improve its engagement in the future? When providing feedback, please consider the format, content, number of engagement sessions, and any other improvements we could make.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you have any questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team

Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Examples of the stakeholder engagement material presented throughout Stage 2 of GAL's FASI-S ACP have been compiled into the following document:

Stage 2 Annex A: Evolution of the Options Design

This is published on the CAA's Airspace Change Portal and can be publicly accessed via the direct link below:

[CAA Airspace Change Portal ACP-2018-60](https://airspacechange.caa.co.uk/PublicProposalArea?plD=54)

<https://airspacechange.caa.co.uk/PublicProposalArea?plD=54>



LONDON GATWICK

Gatwick FASI-S Airspace Change Proposal

Summary of questions and answers from stakeholders participating in the FASI-South update briefings held on the 7th and 9th December 2021.

Version v1.0 20/12/2021

Introduction

This document summarises the questions and answers discussed during the stakeholder update briefings held on the 7th and 9th of December 2021 to discuss the progress made by Gatwick Airport Limited (GAL or we) to develop and assess options for our airspace change proposal (ACP) 2018-60 – the redesign of departure and arrival procedures as part of the FASI (Future Airspace Strategy Implementation) South Programme¹. The methodology we are following to develop and assess options is designed to meet the requirements laid out in Stage 2 of the Civil Aviation Authority's (CAA's) guidance on the regulatory process for changing the airspace design (known as CAP1616 or the process)².

The December 2021 update briefings were the second of four rounds of stakeholder engagement that are planned for Stage 2 to support the development and assessment of airspace change options. The meetings were attended by a mix of stakeholder representatives who have been engaged previously during Steps 1B and Step 2A of the process. The briefings provided an update on:

- Development of the UK Airspace Change Masterplan,
- Our latest expectations about the timelines for the GAL FASI-S ACP,
- The development of the Comprehensive List of Options, and
- Technology options and operational concepts that support airspace modernisation

We also asked Stakeholders for feedback on our engagement approach to date, and what we could do to improve our engagement in the future.

Table 1 sets out the questions posed by stakeholders during the update briefings and the responses provided by our team. Table 2 sets out the initial feedback that we received during the sessions in response to the materials presented and the questions we asked about our engagement approach to date.

Please email LGWairspace.FASIS@gatwickairport.com with any further feedback, comments, suggestions and follow-up questions **by Friday February 2nd 2022**.

All material generated as part of our Stage 2 engagement activities will be uploaded to the CAA's Airspace Change Portal when Step 2A of the ACP is completed in 2022.

¹ Future Airspace Strategy Implementation (FASI) South is one of 15 key initiatives set out in the Airspace Modernisation Strategy (AMS – CAA CAP1711) that are considered necessary to fundamentally redesign and upgrade the UK's airspace structure and air transport route network. The AMS is co-sponsored by the Department for Transport and Civil Aviation Authority.

² CAA CAP1616, Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information, fourth edition, published March 2021.

Table 1: Summary of the questions posed by stakeholders and responses provided

Briefing session #1: December 7th 2021

#	Stakeholder question	GAL team response
1	<p>Gatwick is currently undertaking the Fair and Equitable Distribution (FED) study, and a night time ILS joining point study, at what point in the ACP process will the outputs of these studies be taken into account?</p>	<p>The outputs of the FED and ILS Joining Point studies will be incorporated into Step 2B of the ACP process during the development of the Initial Options Appraisal.</p> <p>The ACP is currently in Step 2A of the process that concentrates on the development of a comprehensive list of airspace design options for the proposal. The options should address the issues and opportunities set out in the Statement of Need and align to the design principles developed during Step 1B of the process. Step 2A concludes with a design principle evaluation where each option is evaluated against each design principle. The outcome of the design principle evaluation may be a shorter list of options that progress to the Initial Options Appraisal (IOA) in Step 2B. It is at Step 2B where we expect the outputs of the FED and ILS Joining Point studies to become available and inform the analysis that is conducted to support the IOA.</p> <p>As we progress through the process the options will be further developed and refined. This means that we may go back to the comprehensive list of options and bring forward additional options in response to the analysis and engagement we have conducted so far. When we do this, we will always explain and document what information has influenced the refinement, why the options has been developed and what (if any) additional options have been brought forward.</p>
2	<p>At what stage in the ACP process will Gatwick have to wait for other ACP sponsors, who share interdependencies with Gatwick, to catch up?</p>	<p>Based on the current information we have from the Airspace Change Organising Group (ACOG) and the CAA, we will most likely be unable to progress beyond Stage 3A of the CAP1616 process until we can quantitatively assess the interdependencies with the other ACP sponsors participating in the FASI-South programme. We know that the GAL FASI ACP will be share significant interdependencies with the (amongst others) the Heathrow and NATS led ACPs.</p>

3	Are the notional flight paths contained within existing Controlled Airspace?	The notional flight paths we have developed are not constrained by the existing CAS structure. We will assess the impact to controlled airspace as part of the Initial Options Appraisal.
4	Are the 60dB and 65dB L _{AMax} contours shown in the Airspace Design Database, the same as N60 and N65 contours?	Yes, 60dB and 65dB L _{AMax} contours are sometimes referred to as N ₆₀ and N ₆₅ contours.
5	Do the noise assessments in the Airspace Design Database consider ground height?	Yes, the database takes into account ground height and profiles of aircraft operating from Gatwick.
6	Does Performance Based Navigation result in concentration?	Performance-based Navigation (PBN) tends to concentrate the flow of traffic around the route centreline because aircraft follow exactly the same coordinates with greater precision and air traffic controllers are not routinely required to vector flights.
7	Are you reviewing the boundaries, bases and classification of Controlled Airspace as part of this Airspace Change?	<p>We will be reviewing all aspects of the existing controlled airspace arrangements as part of this ACP. Improvements in the average climb performance of the aircraft fleet operating from Gatwick may result in opportunities to raise the base of controlled airspace where it is possible to do so.</p> <p>As part of the information produced for the initial options appraisal, we will provide a qualitative assessment of the benefits and impacts to Controlled Airspace for each airspace change option. We will then quantify this information during the Full Options Appraisal in Step 3A.</p>
8	As part of your evaluation and appraisal, will you look at noise sensitive buildings such as schools and hospitals?	<p>As part of our Initial Options Appraisal and Full Options Appraisal, we will include information about schools, hospitals and places of worship that may be affected by each airspace change option.</p> <p>At Step 2A, as part of the design database used to create the comprehensive list of options, we haven't included specific analysis of noise sensitive buildings to keep the methodology proportionate. There is typically a correlation between the density of</p>

		population and the location of these buildings so we've therefore chosen to use some of the existing metrics as an indicator of impacts.
9	If we have further questions following review of the presentation, how do we contact Gatwick?	If you have any questions throughout the Airspace Change Process please contact the team at LGWairspace.FASIS@gatwickairport.com

Briefing Session #2: December 9th 2021

#	Stakeholder question	GAL team response
10	Heathrow's ACP is behind in the airspace change timeline compared to other FASI-S ACP sponsors. When are they expected to catch up to the level that Gatwick are at?	<p>Heathrow are currently at Stage 1 of their ACP, developing airspace design principles with representative stakeholders.</p> <p>Based on the current information we have from the Airspace Change Organising Group (ACOG) and the CAA, we will most likely be unable to progress beyond Stage 3A of the CAP1616 process until we can quantitatively assess the interdependencies with other ACP sponsors.</p> <p>We are formally engaging with Heathrow Airport and all other interdependent ACP sponsors throughout Stage 2 in preparation for the cumulative impact assessment work that will need to be conducted collaboratively in Stage 3. Details of our engagement with the other interdependent FASI-S ACP sponsors and the outcomes arising will be set out in our Stage 2 submission.</p> <p>We expect to learn more about Heathrow's proposals and timelines over the next 12 months and we will update stakeholders on timelines following this.</p>
11	How do communities monitor other ACPs that may also impact them and how will Gatwick ensure communities see the overall picture?	Iteration 2 of the UK Airspace Change Masterplan, produced by ACOG, is expected to be published in January and is intended to identify all the areas where potential interdependencies between FASI-S ACPs may arise. Stakeholders will be able to use this document to identify the overlaps with other ACP, as well as understand the risks and how these could be managed.

		<p>At Step 2B of the Airspace Change Process, Gatwick will start to identify interdependencies and we will share information about how other proposals may interact with ours. This will be an ongoing process as we receive further information from other airspace change sponsors. We will use the engagement sessions planned to keep our Stakeholders updated on information as and when it becomes available.</p>
<p>12</p>	<p>Have you got a central portal which publishes information about Gatwick (and other) ACPs and provides an audit trail for the stages?</p>	<p>The CAP1616 process requires us to use the CAA ACP Portal (https://airspacechange.caa.co.uk/).</p> <p>On the portal, all documentation associated with each gateway submission for Gatwick's ACP is saved. Documents are typically uploaded when we progress through a process gateway. In addition, following all engagement sessions, we circulate the slides and a question and answer document to stakeholders.</p> <p>We've previously fed back to the CAA about the ease of use of the portal and we're aware that they're working on improvements.</p>
<p>13</p>	<p>What are the shadings showing on the map taken from the UK Airspace Change Masterplan? [Slide 10]</p>	<p>The shaded areas show the number of other proposals the Gatwick ACP shares interdependencies with below 7000ft. The shaded areas do not necessarily mean that options have been developed in those areas however it is an area where it's technically feasible for a flight path to be positioned and therefore an interdependency to arise.</p>
<p>14</p>	<p>How do the areas of interdependencies shown on the UK Airspace Change Masterplan map [Slide 10] get prioritised if multiple airports want to position a flight path in the area?</p>	<p>At Stage 3A airspace change sponsors are required to identify the potential interdependencies between the options included in their respective ACPs and undertake detailed quantitative assessments of the cumulative impacts that they may create. The outputs of the cumulative impact assessments will be used to inform trade-off decisions between route options that may be in conflict with one another. Conflicts between route options may be resolved in several ways, for example:</p> <ul style="list-style-type: none"> • The route options could be deconflicted laterally, • The routes options could be deconflicted vertically, • The routes options could be deconflicted through ATC procedure, or • One or both of the route options could be removed.

		<p>The way that sponsors make these trade-offs is going to be one of the largest challenges when developing the FASI-S airspace change proposals. Stakeholders will be able to influence trade of decisions during the Stage 3 Public Consultations on the ACPs. For this reason, ACPs that share interdependencies are expected to conduct their Stage 3 Public Consultation in a coordinated way.</p>
15	<p>Why does the UK Airspace Change Masterplan map [Slide 10] not specify Farnborough Airport and is there any priority between Gatwick serving the general public vs private airports like Farnborough?</p>	<p>Farnborough isn't included on UK Airspace Change Masterplan map because the airport operator is not currently sponsoring an Airspace Change Proposal. The Gatwick FASI ACP will have to manage the interdependencies associated with Farnborough's existing airspace arrangements. The policies and regulations that underpin the airspace change process treat all proposals equally – there is no prioritisation applied to larger commercial air transport airports such as Gatwick over smaller airports with more business jet and charter traffic.</p>
16	<p>Will Gatwick show their chosen airspace change routes in the engagement sessions in February 2022 and what mechanism will stakeholders have to appeal those chosen routes?</p>	<p>As part of the stakeholder workshops, currently scheduled for February 2022, we will share our comprehensive list of options.</p> <p>Our comprehensive list of options will include a wide range of workable systems (groups of arrivals or departure routes that are operationally compatible) and aim to address the Statement of Need and align with the Design Principles from Stage 1. When we present our comprehensive list options, we will not yet have evaluated or appraised the routes they contain in detail. This appraisal will take place in Step 2B and Step 3A.</p> <p>Following the stakeholder engagement sessions planned for February 2022, we will refine the options and potentially develop additional options as a result of the feedback received, before taking the updated list through to our Design Principle Evaluation. At this stage, we may shortlist options depending on their performance in the Design Principle Evaluation.</p> <p>The shortlist of options will then proceed to the Initial Options Appraisal where we will undertake a more detailed analysis of the potential impacts. The outcomes of the Initial Options Appraisal may lead to a further refinement to shortlist of options that proceed to the Full Options Appraisal in Stage 3.</p> <p>At Stage 3 we will undertake a full quantitative appraisal of the shortlisted airspace change options. Following this appraisal, we will prepare consultation material and hold a public</p>

		consultation where there will be the opportunity for all stakeholders and the public to comment on the proposed options.
17	The CAA’s airspace change portal is difficult to find when searching the CAA website and it is hard to find out information about the ACP, please could you feedback to the CAA and ask them to improve this?	<p>Gatwick’s ACP is available on the airspace change portal here. The portal home page (to access all ACPs) is available at https://airspacechange.caa.co.uk/</p> <p>Gatwick Airport’s website also has a link to Airspace Change Portal and we will raise again with the CAA around improving the visibility of the portal within online search results.</p>
18	Will you be removing the Noise Preferential Routes?	<p>As part of the Airspace Design Database that we are using to develop the comprehensive list of options we have included notional flight paths that align laterally to the existing NPRs, however we have also developed a broad range of other notional flight paths that are not constrained by the existing NPRs.</p> <p>When we build our comprehensive list of options, we will aim to develop options that minimise population newly overflowed, and it is likely these options will follow the existing NPRs. We will also develop options that minimise total population overflowed, and these may not follow the existing NPRs. We’ll also use the information in the database to try to develop options that achieve a balance between total population overflowed and newly overflowed.</p> <p>The NPRs are treated as part of a suite of Noise Abatement Procedures that are covered under a separate policy and process, which is overseen by the Department for Transport (DfT). As Gatwick progresses through the CAP1616 process we will develop our understanding of the benefits and potential impacts of different airspace design options through the appraisal process. The potential impact of changes to the existing NPRs would be considered as part of this appraisal. If the preferred options arising from the appraisal process involve changes to the existing NPRs, evidence will need to be presented to the DfT for the Government to make a decision on whether to approve the changes.</p>
19	What population information does the Design Database use, and does it take into account local development plans?	The Airspace Design Database uses 2021 population postcode data provided by an organisation called CACI for the preliminary assessment of the performance of the notional flight paths. As the proposal progresses to the Initial Options Appraisal and Full Options Appraisal stages of the process the preliminary assessment data will be supplemented with additional information including planned developments and local plans.

	Does the Airspace Design Database take into account the areas of AONB currently under consultation?	The airspace design database includes the current AONBs and we are aware of the ongoing consultation. The Initial Options Appraisal will take into account any changes as a result of the AONB consultation.
20	Are you considering the altitude of aircraft as part of the assessment?	The altitude of aircraft is taken into account when we are assessing the noise impacts of each option that is considered for inclusion on the comprehensive list. This ACP covers changes between 0 – 7000ft; changes above 7000ft are covered as part of the NATS-led FASI South ACPs.
21	In the slides, you've said that the newly overflowed metric uses 2019 data however since 2019 Route 4 has changed; how have you considered this within the airspace design database?	We've used 2019 data about traffic volumes that broadly represent a busy operation, reflecting the recovery from the impact of the Covid-19 pandemic. However, for Route 4 we have adjusted the information in the database to reflect the extant Route 4 procedure.
22	The example of the functionality of the airspace design database looks at population density, however when prioritising this, it is at the disadvantage of communities living within villages and rural areas. How is this being considered as part of the ACP?	<p>Gatwick, as part of the Noise Management Board (NMB) workplan, is currently undertaking a Fair and Equitable Distribution (FED) study, which aims to define and quantify fair and equitable distribution of noise. The outcomes of the study will be used at Step 2B to assess the airspace change options as part of the Initial Options Appraisal.</p> <p>Throughout the ACP process, as and when new information becomes available which is pertinent to our ACP, we may develop and refine options supported by the quantitative information contained within the Airspace Design Database. We will communicate the evolution of our options with stakeholders within our submission documents and, where possible, within our stakeholder engagement sessions.</p>
23	The treatment of Route 4 within the database doesn't reflect the Route 4 ACP and the ongoing events with the extant Route 4.	<p>Based on the timelines and the status of the Route 4 ACP, for the purposes of this preliminary assessment as part of the Airspace Design Database, we have used what is currently being flown.</p> <p>At the Initial Options Appraisal stage, we will consider the Route 4 ACP and the current status of the extant Route 4 procedure and we will consider how this is incorporated into the baseline scenario.</p>
24	Why are the dB levels within the Airspace Design Database set so high? The World Health Organisation guideline values states 55dB $L_{Aeq16hr}$ for daytime serious annoyance and 45dB L_{Aeq8hr} sleep disturbance.	The noise analysis within the airspace design database is based on single aircraft event data whereas the World Health Organisation values stated are average exposure across a 16hr day and 8hr night period. This single aircraft event data, such as the 70dB and 80db Sound Exposure Levels (SEL), are part of the calculations for the average exposure

		measures across the day and night time periods. In order to calculate L_{Aeq} average exposure metrics, we need to define full systems of arrivals and departure routes. At this stage, while we are focusing on notional flight paths we use the single event metrics as indicators of the likely impacts/benefits of the L_{Aeq} metrics.
25	Your Stage 1B Design Principles were not agreed with Stakeholders, they were only agreed with the CAA.	During Stage 1B, the airspace design principles that guide our proposal were developed with stakeholder representatives as part of our engagement activity. We then submitted our Stage 1B Design Principle documentation to the CAA where we outlined the evolution of our Design Principles, and the CAA validated the engagement activities undertaken and passed the proposal through the Stage 1B gateway.
26	How do you use the database to build overall systems rather than just to find high performing paths?	<p>The information about the Airspace Design Database, provided within the workshops, was a simplified example of some of the functionality of the database. Within the database we are able to filter data to enable us to identify higher performing flight paths that work together to form workable systems of arrivals and departures. When we present our options at the next round of engagement, planned for February 2022 we will include an overview of the information we have used within the database to develop the systems.</p> <p>The database provides us information on noise impacts and will eventually also have track length (which is a high-level indication of fuel burn and CO₂ emissions) however we also have other design principles that we need to consider. Many of these are considered at the point of developing the system options and therefore we will also outline how these have influenced the development of the comprehensive list.</p>
27	How will you consider the northern runway DCO as part of your options appraisal and how will you examine options that may perform well at lower traffic levels?	As part of our Full Options Appraisal at Stage 3, we are required to quantitatively define the scenarios we will use to assess our Airspace Change Options for the planned year of implementation and 10 years following implementation. We expect this to include scenarios with and without the northern runway DCO project as well as with and without the Airspace Change. Subsequently, a range of traffic forecasts based on these scenarios will be used which will enable stakeholders to understand the overall performance of the different airspace design options with different traffic levels.
28	Will you be engaging with a broader mix of stakeholders at Stage 2?	Our stakeholder engagement activities that support the Stage 2 options development and assessment tasks must involve the same mix of representatives that helped us to develop the airspace design principles during Stage 1. A full list of these stakeholders is set out the CAA's Airspace Change Portal.

		We will undertake engagement activities with a wider mix of stakeholders as the ACP progresses and the potential impacts of the various airspace design options becomes clearer. In particular more people will be drawn into the process at Stage 3, when we will hold a full public consultation.
29	Has Gatwick considered Monte Carlo simulation to develop the comprehensive list of options?	When building the Airspace Design Database, we have ensured that it is underpinned by data science principles, however we have balanced this with the ability to combine the data with professional judgement regarding the operational compatibility of the systems. We feel the approach that we are following is proportionate for this stage of the process but do not rule out the use of other techniques, if required, as the appraisal progresses.
30	As part of the technology section of the presentation, you referenced greater precision in turns, however this is not necessarily an asset as it may increase concentration. Will this be taken into account so that more dispersal can be achieved where fairness demands it?	<p>The information shown in the technology section are the cornerstones for the network as a whole and there are many situations where aspects such as concentration are not desirable. Currently the technology outlined is largely untested at scale and this is something being considered by the CAA and DfT.</p> <p>There may be opportunities for the precise turns enabled by PBN to include a form of dispersion using particular waypoints. An example of this is the turn designed for Route 4. When we develop options as part of our ACP we will take this into account. We will also incorporate the outcomes of the Fair and Equitable Distribution (of noise) study and all other relevant technological and process developments.</p>
31	How does CAP1498 factor into this process?	Our Airspace Design Database includes metrics which use the CAA's definition of overflight as outlined in CAP1498. Within the database, we have used the 48.5° overflight cone.
32	Currently holding stacks are no lower than 7000ft so will new routes over these areas be below 7000ft?	<p>Within our Airspace Design Database, we have taken a 'blank sheet' approach to developing options that focus on minimising the adverse impacts of aircraft noise. This means that we have not been constrained by the existing location of holds or network entry/exit points. The notional flight paths developed all achieve continuous climb and descent and therefore, particularly for departures, routes would reach 7000ft earlier than they do today.</p> <p>At this stage, we are in the process of developing our comprehensive list of options, and we will have further information about the route positioning at the next engagement session in February 2022. The upper airspace above 7000ft will be covered under a separate ACP which is lead by NATS NERL.</p>
33	What does the technology update translate into for people on the ground, will this result in multiple routes, and is there a risk that the	As part of our comprehensive list of options we will develop options that have multiple route configurations that are intended to meet our design principles regarding respite. At this stage, although we are aware of the technological developments and their potential, more

	benefits aren't possible because the technology isn't available?	information is needed about how they will be integrated into the operation in practice and the associated timelines before we can be certain how and when they will be effective. When we present our comprehensive list of options, we will provide a qualitative statement alongside each option that indicates whether the option is dependent on future technology and broadly how. This statement will also describe how the option may be operated whilst this technology is unavailable.
34	How does 3Di factor into your airspace change?	As part of our full options appraisal we will quantify track length, fuel efficiency and CO ₂ benefits and impacts however we won't use the 3Di tool to undertake this analysis.

Table 2: Feedback provided by stakeholders during meetings around Gatwick's approach to Stakeholder Engagement

#	Initial Feedback/Comments
1	Council meetings take place on a number of evenings in the week
2	Thanks [REDACTED]. Level of detail is good. Timing with the DCO going on at the same time is not helpful given the amount of work that is needed to consider both proposals in detailed proposals.
3	Imagine during face to face there is richer interactions however the virtual engagement is extremely convenient. It enables more people to join. Ideally a combination of the two – where possible, critical engagement face to face and then periodic virtual engagement would be really helpful.
4	I'd echo comments on today's presentation: it has been very clear and helpful - a massive thanks to you all.
5	Me too - thank you! (In response to comment above)
6	Thank you GAL, complex subjects relating to CAP1616 ACP process, air traffic control and airspace design all superbly articulated throughout. Thanks for inviting NATS today.
7	Agree what we've seen today is very good technically and encouraging. Don't mind continuing in this format.
8	Teams is excellent, working really well

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] FASIS feedback
Date: 02 February 2022 21:21:24

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Engagement feedback.

- The virtual format works well especially considering that many of the stakeholder representatives are vulnerable.
- More notice of meetings would be appreciated as most representatives are volunteers.
- I am not sure that enough stakeholders are involved given the wide ranging impact this ACP could have on all areas around Gatwick.
- Where there are several meetings available having a daytime and evening option is a good idea
- The detail in presentations has been good.

Feedback on FASI presentation

- We do not believe that just a 2019 snapshot is a fair way to define “Previously Overflown”. Whilst many routes have remained constant for many years other routes (3 and 4) have moved around considerably.
- We do not believe that anywhere within an NPR boundary should be classified as “not previously overflow”. To do so would unreasonably restrain the options for dispersal. By definition areas within the NPRs, that have remained unchanged since the 1960s, should expect overflights.
- Whilst prioritising the avoidance of “not previously overflown” areas with current levels of traffic is reasonable, to do so in the longer term with huge increases in traffic would place an intolerable burden on the currently overflown areas.
- We would like to see the ability to facilitate Continuous Climb operations a high priority in deciding departure route options.

Best Regards,

[REDACTED]
Chairman,
Plane Wrong

From: [CAGNE NMB](#)
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] Feedback on the Gatwick FASIS process
Date: 21 December 2021 15:54:43
Attachments: [Ltr re NEX appointments 8.12.21.pdf](#)
[Plane Wrong re \[REDACTED\].png](#)
[Screenshot 2021-12-08 at 15.11.06.png](#)

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CAGNE

Communities Against Gatwick Noise and Emissions

The umbrella aviation community and
environment group for Sussex, Surrey and Kent

12th December 2021
Rt Hon Grant Shapps MP
Secretary of State for Transport
House of Commons
London

Dear Secretary of State for Transport

Having participated in the Gatwick FASIS meeting this week, CAGNE raise concern again with the CAA and DfT to the narrowness of Gatwick's engagement with residents and elected members.

We appreciate that we have stated this from the outset, but there is a serious lack of transparency to allow residents to know what is being put forward by noise groups that seem to have little, if any, electoral credibility to who they are representing.

This is being allowed to continue with one noise group continuing to have the monopoly at Gatwick on statutory bodies as well as noise forums by block voting and fixed airspace criteria ensuring that all communities do not have a fair or balanced voice.

Recent studies brought by these noise groups is an example of how they continue to seek to move noise over others closer to the runway or that suffer multiple routes to and from Gatwick airport with little respite currently at much lower heights.

Please see our letter to the chair of the Gatwick NEX. Prior to this the voting was fixed to ensure the GACC noise group had both seats, the latest vote simply replaced two members of GACC. (With the recent block voting orchestrated by your DfT representative).

By contrast CAGNE has provided a nomination supported by 31 elected councils and has been totally transparent to how we engage with residents with support in Kent, Sussex, and Surrey.

Allowing sponsors to continue in this format and having the CAA, an industry body, to approve such gateways would seem unsafe as it leaves a huge number of residents unaware, uninformed, and vulnerable to the sponsors and government actions.

We accept that our correspondence on this subject may be frustrating to your department, but it would be unacceptable for CAGNE, as the umbrella aviation community and environment group for Sussex, Surrey, and Kent, not to continue

to raise these concerns about monopoly and lack of full and transparent engagement with all.

Yours sincerely

CAGNE committee

Cc CAA

Gatwick Airport MPs and councillors of GATCOM

Est Feb 2014

www.cagne.org


#pledgetoflyless

www.cagnepcforum.org.uk

Twitter @cagne_gatwick

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Re: Plane Wrong AGM



 **Plane Wrong** <lgw.planewrong@gmail.com>

Fri, 8 Oct, 14:32

to me 

Hi

Thanks for the e mail and your offer to hand out leaflets at our AGM.

We do have a quantity of GACC leaflets relating to airport expansion that we propose to hand out on the night.

However if CAGNE would also like to attend and had out leaflets that is also fine with us.

Let me know what you would like to do

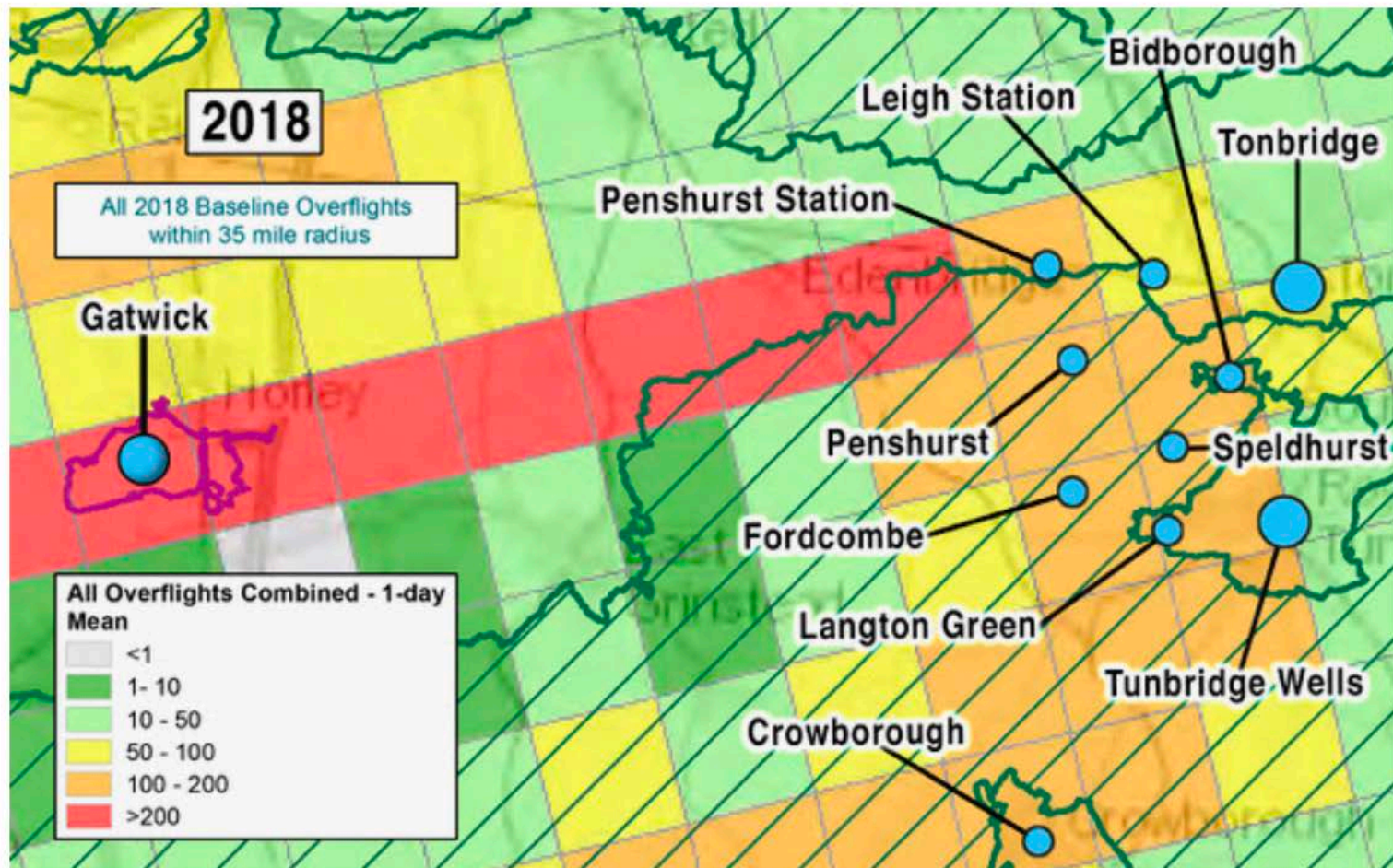
Note also that  no longer on the Plane Wrong committee (I noticed she was copied in to the mail).

Many thanks



Plane Wrong

Seeing red? You'll be hearing it too...spot the difference...



From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] RE: FASI-S ACP Project - stakeholder engagement feedback
Date: 11 February 2022 14:27:48

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To the Gatwick FASI-S Project Team,

Thank you for the opportunity to feed back regarding the stakeholder engagement process so far for the FASI-S ACP Project.

I apologise for not having sent this by your deadline of last Friday, but there is just one point it would be useful to make, though this may already have been raised.

This project is running alongside the Gatwick NRP DCO, and also that for the proposed Route 4. Therefore to allow time for officers under pressure from various other workstreams to provide considered responses it is important that consultation timings for this project are mindful of the timescales for the other projects.

With kind regards,

[REDACTED]
[REDACTED]
[REDACTED]

Reigate & Banstead Borough Council, Town Hall, Castlefield Road, Reigate. RH2 0SH

HANDS • FACE • SPACE • FRESH AIR

Access **symptomatic** and **symptom-free** COVID-19 testing: www.nhs.uk/gettested

For help, info and advice, visit: www.reigate-banstead.gov.uk/coronavirus

Chat with us on [Twitter](#) and [Facebook](#) or follow the council on [LinkedIn](#) and [Instagram](#)

Have you heard about our self and custom house build register? The Government wants to enable more people to build or commission their own home and Local Authorities are required to maintain a register of people who are seeking to acquire land to build a home themselves. Find out more at <http://www.reigate-banstead.gov.uk/selfbuildregister>

From: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>

Sent: 13 January 2022 10:48

Subject: FASI-S ACP Project Stakeholder Update Meeting Dec 2021 Slides and Minutes

Dear Stakeholder,

Following the Stakeholder briefing sessions held on the 7th and 9th of December, please find attached the question and answer document and a copy of the slides. Please accept our apologies for the small delay in sending these across.

As part of these briefing sessions, we are asking for your feedback on our engagement process to date. **Please provide any feedback to the following question by Friday 2nd February 2022.**

Please outline what is working well in the engagement process and how Gatwick Airport can improve its engagement in the future? When providing feedback, please consider the format, content, number of engagement sessions, and any other improvements we could make.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you have any questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further

information to this email address.
Best wishes,
Gatwick FASI-S Project Team

**

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Reigate & Banstead Borough Council

Reigate Town Hall, Castlefield Road, Reigate, Surrey RH2 0SH
Telephone : +44 (0)1737 276000
Website : <http://www.reigate-banstead.gov.uk>

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] RE: FASI-S ACP Project Stakeholder engagement- Feedback
Date: 24 January 2022 14:21:08

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Dear Sir/Madam,

Thank you for providing the notes/slides from the sessions in December.

Regarding your request for feedback, we welcome the level and type of engagement that has taken place to date. The process of airspace modernisation and airspace change is complex, therefore it is imperative that the level of engagement continues throughout. Meaningful consultation materials and information should be produced in such a way that those without technical knowledge can understand the airspace change process, any options/proposals, and the likely effects of those proposals. The publication of a comprehensive list of options may create considerable concern to communities, therefore thought should be given to providing some weighting or scoring to the options, so that there is some indication of what is probable and possible. The modernisation of Gatwick and Heathrow airspace simultaneously may have cumulative effects on communities, therefore information should be provided to make clear where this may occur.

Kind regards,

[REDACTED]
[REDACTED]
West Sussex County Council, Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH
[REDACTED]

Web: www.westsussex.gov.uk

From: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>

Sent: 13 January 2022 10:48

Subject: FASI-S ACP Project Stakeholder Update Meeting Dec 2021 Slides and Minutes

Dear Stakeholder,

Following the Stakeholder briefing sessions held on the 7th and 9th of December, please find attached the question and answer document and a copy of the slides. Please accept our apologies for the small delay in sending these across.

As part of these briefing sessions, we are asking for your feedback on our engagement process to date. **Please provide any feedback to the following question by Friday 2nd February 2022.**

Please outline what is working well in the engagement process and how Gatwick Airport can improve its engagement in the future? When providing feedback, please consider the format, content, number of engagement sessions, and any other improvements we could make.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you have any questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] RE: FASI-S ACP Project Stakeholder Update Meeting Dec 2021 Slides and Minutes
Date: 21 January 2022 12:51:01
Attachments: [image003.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)

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Good afternoon,
I am happy to be able to provide you with the following feedback on the GAL engagement process to date:
NATS welcomes the constructive and open dialogue and feedback opportunities provided through the series of GAL informative and professionally presented webinars. These have shown the desire to introduce an optimal, modernised airspace solution which will benefit all stakeholders taking into account the GAL original Statement of Need and Design Principles. We look forward to continuing to work with you.
Best regards



NATS Corporate & Technical Centre,
4000 Parkway,
Whiteley, Fareham,
Hants, PO15 7FL.
www.nats.co.uk



NATS PRIVATE

From: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Sent: 13 January 2022 10:48
Subject: FASI-S ACP Project Stakeholder Update Meeting Dec 2021 Slides and Minutes
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Dear Stakeholder,
Following the Stakeholder briefing sessions held on the 7th and 9th of December, please find attached the question and answer document and a copy of the slides. Please accept our apologies for the small delay in sending these across.
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Please outline what is working well in the engagement process and how Gatwick Airport can improve its engagement in the future? When providing feedback, please consider the format, content, number of engagement sessions, and any other improvements we could make.

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] Re: FASI-S ACP Project Stakeholder Update Meeting Dec 2021 Slides and Minutes
Date: 18 January 2022 14:53:19

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Hi,

Sorry I have not been able to attend your meetings so far.

I have found the information supplied to be clear and acceptable.

Please continue to keep me informed.

Thanking you.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

Rochester Airport Limited

Maidstone Road

Chatham

Kent

ME5 9SD

[REDACTED]

Company Registration Number 381565

Rochester Airport Limited, Maidstone Road, Chatham, Kent. ME5 9SD.

From: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>

Sent: 13 January 2022 10:47

To: [REDACTED]

Subject: FASI-S ACP Project Stakeholder Update Meeting Dec 2021 Slides and Minutes

Dear Stakeholder,

Following the Stakeholder briefing sessions held on the 7th and 9th of December, please find attached the question and answer document and a copy of the slides. Please accept our apologies for the small delay in sending these across.

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Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you have any questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] RE: FASI-S ACP Project Stakeholder Update Meeting Dec 2021 Slides and Minutes
Date: 17 January 2022 16:37:09

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Gatwick team,

Thank you for the resources from the last stakeholder engagement sessions. I have been happy with the frequency and content of engagement so far, though there is obviously a large amount of repetition across the project (I attend all of the different airports' sessions). Online delivery has been very useful given the WFH posture that continues and I would prefer that option in future even if restrictions are reduced. The main impact on Defence aviation is likely to be by changes to controlled airspace, so I will be involving a wider MOD stakeholder base at that stage and online delivery would lend itself better to involving those personnel (should they need to attend rather than me back-brief them). RAF Northolt input is all managed separately by their FASI team.

Kind regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] [k](#)

From: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Sent: 13 January 2022 10:48
Subject: FASI-S ACP Project Stakeholder Update Meeting Dec 2021 Slides and Minutes

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Best wishes,

Gatwick FASI-S Project Team

**

From: [CAGNE NMB](#)
To: [REDACTED]
Subject: [EXTERNAL SENDER] Re: FASI-S ACP Project Stakeholder Update Meeting Dec 2021 Slides and Minutes
Date: 16 January 2022 11:48:32
Attachments: [Ltr to SoS re FASIS.docx](#)

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CAGNE

Communities Against Gatwick Noise and Emissions

The umbrella aviation community and
environment group for Sussex, Surrey and Kent

16th January 2022

CAGNE has provided the letter, as attached, previously in our feedback on the lack of full and transparent engagement to date by Gatwick Airport.

The CAGNE committee re-iterate -

Having participated in the Gatwick FASIS meetings, CAGNE continues to raise concern about the narrowness of Gatwick's engagement with residents and elected members.

There is a serious lack of transparency to allow residents to know what is being put forward by noise groups that seem to have little, if any, electoral credibility to who they are representing.

As such CAGNE has asked the chairs of the NEX and NCF for an independent review of the noise groups on the NCF that Gatwick continues to use to engage with. Gatwick uses these forums to push forward FASIS with little concern, if any, to those that could be newly overflowed or that do not have fair and balanced representation on these noise forums or within the Gatwick statutory consultative committees.

This is particularly of concern as much of the NMB workplan has been brought by the noise groups that seek to move noise over those closer to the runway via studies (ILS NAP and FED) ignoring the government's view of TAG to give greater weighting to those already significantly affected by aircraft noise closer to the runway.

At this time we reiterate our request (sent to [REDACTED] - no reply received) for details of how the new routes are to be released, as stated in December, in February to residents?

Thank you

CAGNE committee

cc CAA

Est Feb 2014

www.cagne.org

[REDACTED]
#pledgetoflyless

www.cagnepcforum.org.uk

Twitter @cagne_gatwick

Facebook CAGNE

Instagram @CAGNE

On Thu, 13 Jan 2022 at 10:50, DD - Airspace FASI-South Prog External
<LGWairspace.FASIS@gatwickairport.com> wrote:

Dear Stakeholder,

Following the Stakeholder briefing sessions held on the 7th and 9th of December, please find attached the question and answer document and a copy of the slides. Please accept our apologies for the small delay in sending these across.

As part of these briefing sessions, we are asking for your feedback on our engagement process to date. **Please provide any feedback to the following question by Friday 2nd February 2022.**

Please outline what is working well in the engagement process and how Gatwick Airport can improve its engagement in the future? When providing feedback, please consider the format, content, number of engagement sessions, and any other improvements we could make.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you have any questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team

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CAGNE
Communities Against Gatwick
Noise and Emissions
The umbrella aviation community and
environment group for Sussex, Surrey and Kent

12th December 2021

Rt Hon Grant Shapps MP
Secretary of State for Transport
House of Commons
London

Dear Secretary of State for Transport

Having participated in the Gatwick FASIS meeting this week, CAGNE raise concern again with the CAA and DfT to the narrowness of Gatwick's engagement with residents and elected members.

We appreciate that we have stated this from the outset, but there is a serious lack of transparency to allow residents to know what is being put forward by noise groups that seem to have little, if any, electoral credibility to who they are representing.

This is being allowed to continue with one noise group continuing to have the monopoly at Gatwick on statutory bodies as well as noise forums by block voting and fixed airspace criteria ensuring that all communities do not have a fair or balanced voice.

Recent studies brought by these noise groups is an example of how they continue to seek to move noise over others closer to the runway or that suffer multiple routes to and from Gatwick airport with little respite currently at much lower heights.

Please see our letter to the chair of the Gatwick NEX. Prior to this the voting was fixed to ensure the GACC noise group had both seats, the latest vote simply replaced two members of GACC. (With the recent block voting orchestrated by your DfT representative).

By contrast CAGNE has provided a nomination supported by 31 elected councils and has been totally transparent to how we engage with residents with support in Kent, Sussex, and Surrey.

Allowing sponsors to continue in this format and having the CAA, an industry body, to approve such gateways would seem unsafe as it leaves a huge number of residents unaware, uninformed, and vulnerable to the sponsors and government actions.

We accept that our correspondence on this subject may be frustrating to your department, but it would be unacceptable for CAGNE, as the umbrella aviation community and environment group for Sussex, Surrey, and Kent, not to continue to raise these concerns about monopoly and lack of full and transparent engagement with all.

Yours sincerely

CAGNE committee

Cc CAA
Gatwick Airport MPs and councillors of GATCOM

Est Feb 2014

www.cagne.org

[REDACTED]

#pledgetoflyless

www.cagnepcforum.org.uk

Twitter @cagne_gatwick

Facebook CAGNE

Instagram @CAGNE

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] Re: FASI-S ACP Project Stakeholder Update Meeting Dec 2021 Slides and Minutes
Date: 24 January 2022 16:50:10

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Many thanks for the Dec Stakeholder Meeting slides and Q and A document. Regarding your request for feedback on the engagement process I feel it is going well. The briefing is good as are the discussions.

I have a couple of questions following on from the last Meeting and I would appreciate a response if possible.

1. How have you determined the latest joining point on the ILS and what is it? Will it be the same for day and night time?
2. Why are you using 2019 Overflight detail and not the pre 2013 detail?
3. Can you confirm that the design intention is NOT to favour positioning the new routes over those previously overflown and that routes over those not previously overflown will be equally considered.

Kind regards
[REDACTED]

Sent from my iPad

On 13 Jan 2022, at 10:50, DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com> wrote:

Dear Stakeholder,

Following the Stakeholder briefing sessions held on the 7th and 9th of December, please find attached the question and answer document and a copy of the slides.

Please accept our apologies for the small delay in sending these across.

As part of these briefing sessions, we are asking for your feedback on our engagement process to date. **Please provide any feedback to the following**

question by Friday 2nd February 2022.

Please outline what is working well in the engagement process and how Gatwick

Airport can improve its engagement in the future? When providing feedback, please consider the format, content, number of engagement sessions, and any other improvements we could make.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you have any questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team

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From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] RE: FASI-S Consultation Response
Date: 01 February 2022 11:22:07
Attachments: [image001.png](#)
[Gatwick Airport Consultation Response.pdf](#)

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Dear Sir/Madam,
Please find attached the Council's response to the current consultation.

Regards,

[REDACTED]
[REDACTED]
[REDACTED]

Waverley Borough Council

[REDACTED]

www.waverley.gov.uk

From: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Sent: Monday 24 January 2022 10:26
Subject: FASI-S Feedback reminder
[This email originates from an external source **]**

Dear Stakeholder,

This is a polite reminder that following the briefing sessions held on the 7th and 9th of December, the deadline for providing feedback around our engagement process is

Friday 2nd February 2022.

If you have not already done so, please provide any feedback to the following question:

Please outline what is working well in the engagement process and how Gatwick Airport can improve its engagement in the future? When providing feedback, please consider the format, content, number of engagement sessions, and any other improvements we could make.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you have any questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team

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**

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LGWairspace.FASIS@gatwickairport.c
om

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Calls may be recorded for training or monitoring
Date: 01/02/2022

Dear Sir/Madam,

Gatwick Airport FASI South – Consultation Regarding the Approach to Public Engagement

Thank you for contacting us about Gatwick Airport’s consultation about public engagement. We have the following comments to make.

Whilst we welcome the opportunity to comment on the proposals for Gatwick Airport, we would recommend future consultation questions are open ended to allow for a wider range of views to be expressed.

Waverley Borough Council declared a Climate Change Emergency in September 2019 and support the reduction in carbon emissions including through the aviation industry.

Yours faithfully

[REDACTED]
[REDACTED]

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] Re: FASIS feedback
Date: 02 February 2022 22:35:29

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We have one further comment that was omitted from the previous email.

A key principle should be to avoid any one community suffering noise from more than one airport or route. Any one community, except those on the runway extended centre line, should not suffer noise from both Easterly and Westerly operations. Also, Heathrow departures and arrivals should not overfly communities already affected by Gatwick routes.

Best regards

[REDACTED]
[REDACTED]

Plane Wrong

On 2 Feb 2022, at 21:21, [REDACTED] wrote:

Engagement feedback.

- The virtual format works well especially considering that many of the stakeholder representatives are vulnerable.
- More notice of meetings would be appreciated as most representatives are volunteers.
- I am not sure that enough stakeholders are involved given the wide ranging impact this ACP could have on all areas around Gatwick.
- Where there are several meetings available having a daytime and evening option is a good idea
- The detail in presentations has been good.

Feedback on FASI presentation

- We do not believe that just a 2019 snapshot is a fair way to define “Previously Overflown”. Whilst many routes have remained constant for many years other routes (3 and 4) have moved around considerably.
- We do not believe that anywhere within an NPR boundary should be classified as “not previously overflow”. To do so would unreasonably restrain the options for dispersal. By definition areas within the NPRs, that have remained unchanged since the 1960s, should expect overflights.
- Whilst prioritising the avoidance of “not previously overflown” areas with current levels of traffic is reasonable, to do so in the longer term with huge increases in traffic would place an intolerable burden on the currently overflown areas.
- We would like to see the ability to facilitate Continuous Climb operations a high priority in deciding departure route options.

Best Regards,



Plane Wrong

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] Stakeholder feedback from the British Gliding Association representative.
Date: 01 February 2022 13:20:11

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Dear LGW airspace,

The text below represents the feedback from both the first round of the stakeholder meeting that I attended, and also the attached PowerPoint presentation of the meetings on the 7th/9th of December 2021 that was sent out to all stakeholders

Almost all of the questions that I would have raised have been answered in the **Summary of questions and answers from stakeholders participating in the FASI-South update briefings held on the 7th and 9th December 2021. Version v1.0 20/12/2021.**

Question 1.

Stakeholder engagement.

On the CAA's ACP website I have found the document that list the initial group of stakeholders that would be involved in the Gatwick ACP Step 2 engagement. On the first Teams meeting that I attended there was only one other stakeholder present and it was noted by the Gatwick ACP team that they would need to ensure better engagement with other stakeholders. **My question is "Are the presentation of these stakeholder meetings going to be published on the CAA ACP portal with a list of stakeholders who attend?"**

This would ensure that the engagement process in step 2a has some visibility and it is not just a tick box exercise when the CAA come to sign off on this gateway.

Question 2.

Airspace Modernisation Strategy.

On slide 24 of the presentation it introduces the Airspace Modernisation Strategy and how the ACP will follow the principles. It references CAP 1711 in the GAL FASI-South ACP Stakeholder Briefing Record, December 2021. The CAA have brought out CAP 2298 which is intended to replace CAP 1711. **My question is "Once CAP 2298 has gone through the consultation process and been adopted will Gatwick then follow this document and all of the recommendation within it as part of their ACP process?"**

Best Regards.

[REDACTED]
British Gliding Association Airspace Representative.

[REDACTED]
Lasham Gliding Society.

www.lashamgliding.com

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] RE: FASI-S Feedback reminder
Date: 03 February 2022 18:17:25
Attachments: [image002.jpg](#)
[image003.png](#)

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Dear Team,

Apologies for the delay in responding to this email but I hope you can still take into account this feedback, a point I raised with GAL a while ago, back in August 2021.

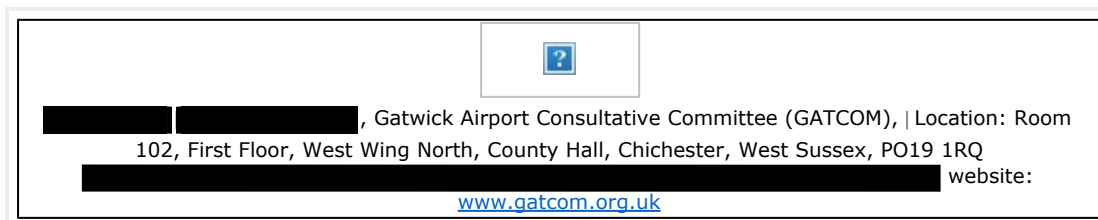
Whilst I note that GAL is planning to expand the stakeholder engagement list to include potentially affected parish councils at the initial options appraisal stage, likely around mid-2022, there appears to be a gap in current parish council engagement. Not all the parish councils that are members of GATCOM are included. For example Horley Town Council and Burstow Parish Council representatives are currently engaged but I believe Charlwood and Rusper Parish Councils are not invited to participate. Is it possible to include these two parish councils in the engagement sessions sooner rather than later please?

Best regards

[REDACTED]

NB: Please note I work part time and my usual working days are Monday, Tuesday and Thursday.

Advance notice of Annual Leave – I am away from 10-21 February 2022



From: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>

Sent: 24 January 2022 10:26

Subject: FASI-S Feedback reminder

Dear Stakeholder,

This is a polite reminder that following the briefing sessions held on the 7th and 9th of December, the deadline for providing feedback around our engagement process is

Friday 2nd February 2022.

If you have not already done so, please provide any feedback to the following question:

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Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you have any questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative

contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team

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From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] Re: FASI-S Feedback reminder
Date: 24 January 2022 16:18:47

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In our view the FASI engagement process itself has been relatively good so far. The sessions have been useful and have provided a good update on where the project is, how it fits into the FASI work taking place at other airports and how it's being directed by the airspace master plan under the direction of ACOG. However, we would suggest a degree of caution in that, to date, we haven't seen any route options and it's only at that point that effective engagement will become more challenging.

Although there has been good engagement so far, we think this could be improved by invitees receiving presentation materials in advance of each meeting. In so doing, it would allow invitees to prepare in advance, ask better questions, allowing the sessions to be more interactive thereby making the overall engagement more effective. I'd also say that, to date, the sharing of the presentation materials and the questions and answers after each session has been far too slow. We are also aware that on occasion the post meeting response to questions asked, but not fully answered, has been very slow. To ensure that there is a good degree of continuity and to ensure that issues don't get "lost" along the way, I think it's important that such responses are expeditiously provided.

I hope our feedback is helpful and that the suggestions made are implemented as we move through the remainder of the project.

Kind regards

[REDACTED]
PAGNE

On 24 Jan 2022, at 10:26, DD - Airspace FASI-South Prog External
<LGWairspace.FASIS@gatwickairport.com> wrote:

Dear Stakeholder,

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alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team

<image001.png>

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From: [DD - Airspace FASI-South Prog External](#)

Bcc:



Subject: FASI-S Feedback reminder

Date: 24 January 2022 10:26:00

Attachments: [image001.png](#)

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Best wishes,

Gatwick FASI-S Project Team

gatwick logo new



Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Stage 2 Engagement Evidence:

Event F Round 2 Comprehensive List Of Options (Q1 2022)

Contents:

1. F.i.ii.iii.1. Email Invitation
2. F.iv.vi.1. Email Invitation
3. F.v.1. Email Invitation
4. F.i.ii.iii.2. Email Agenda and Briefing
5. F.i.3. Email Meeting Link (2 emails)
6. F.ii.3. Email Meeting Link
7. F.iii.3. Email Meeting Link
8. F.iv.3. Email Meeting Link
9. F.v.3. Email Meeting Link
10. F.vi.3. Email Meeting Link (2 emails)

Continued...



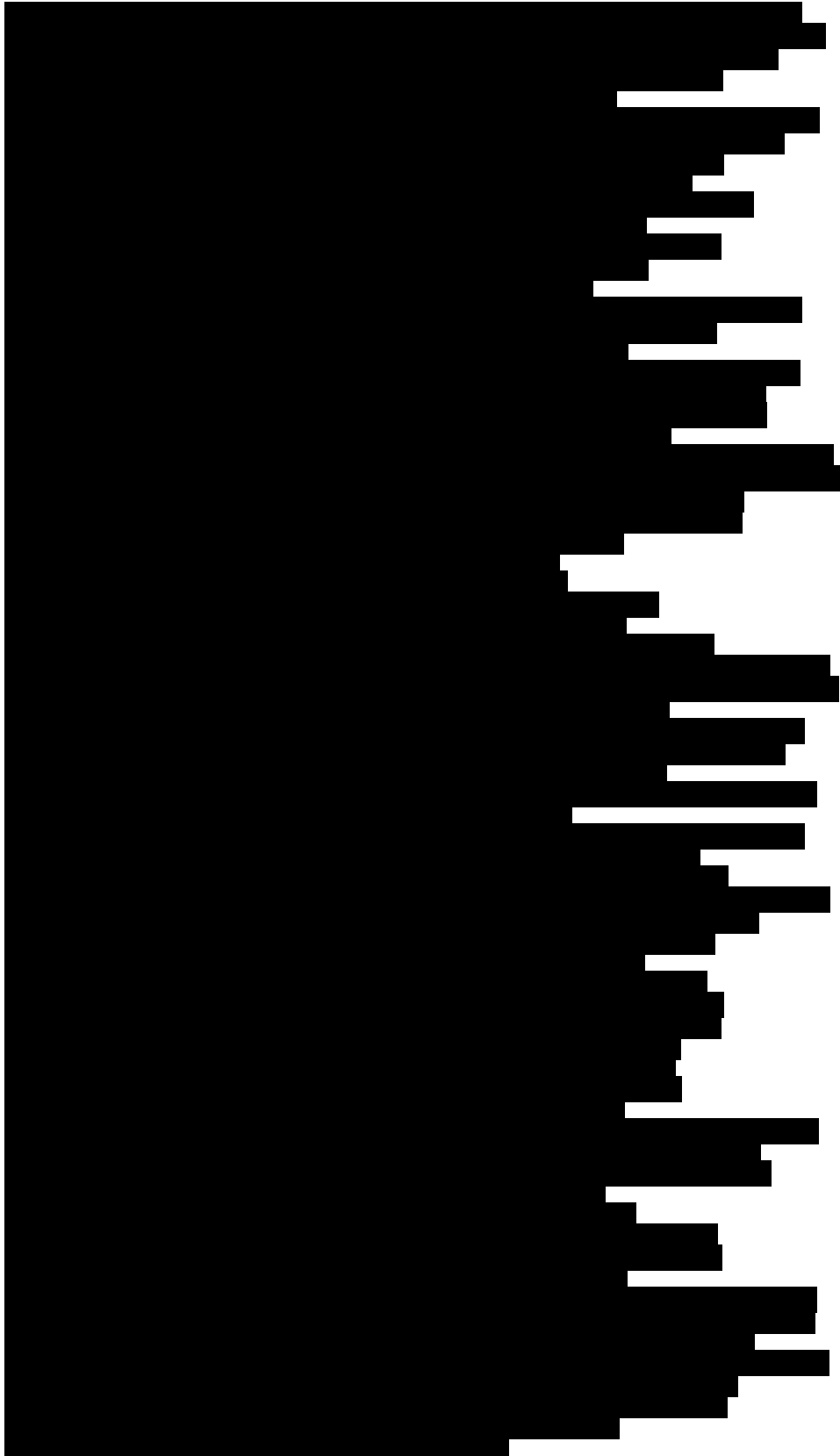
LONDON GATWICK

Contents continued...

11. F.4. Briefing Document and Engagement Report
12. F.i.ii.iii.5. Email Post Event (2 emails)
13. F.6. Meeting Presentation Cover Note
14. F.7. Notes and Q&A
15. F.8. Stakeholder Feedback (28 emails / documents)
16. F.9. Email Follow Up Extended Deadline

From: [DD - Airspace FASI-South Prog External](#)

Bcc:



Subject: Gatwick Airport FASI update and engagement meeting invite Feb 2022

Date: 19 January 2022 09:49:00

Attachments: [FASI ACP Stage 2 Engagement Letter Feb 21 v1.0.pdf](#)

Dear Stakeholder

Thank you for participating in Gatwick's FASI South Airspace Change Proposal (ACP). Please receive attached a letter from Gatwick's FASI project providing a summary of progress to date and

detailing upcoming stakeholder engagement meetings.

In December 2021, we provided a briefing to Stakeholders on the progress with the development of our comprehensive list of options. As part of these sessions we updated stakeholders that the next round of engagement, where we will present our comprehensive list of options, would take place in February of 2022.

We would like to invite you to join one of three Stakeholder workshop sessions where we will present our comprehensive list of options for this ACP and seek your feedback on the development of a Comprehensive List of Options. We will also provide an overview of the next steps to evaluate the Comprehensive List of Options against the Design Principles as part of the Stage 2A Design Principle Evaluation and the Stage 2B Initial Options Appraisal.

The workshops will be conducted as a virtual meeting using the Microsoft Teams application. Three virtual meetings are planned for:

- 10:00 to 12:30 on February 15th 2022
- 18:00 to 20:30 on February 17th 2022
- 14:00 to 16:30 on February 23rd 2022

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by Friday 11th February 2022. An agenda, briefing note, and the round 1 Stakeholder engagement report, will be circulated two weeks prior to the meetings and the link to join the online workshop will be circulated the day prior to the meeting to all registered attendees.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you are not the relevant contact within your organisation, please respond with an alternative contact.

Kind regards,



FASI-S Project

Gatwick Airport

Gatwick Airport FASI South Airspace Change Proposal

Update for Stakeholders with an interest in Gatwick Airport's Redesign of Arrival and Departure Procedures (ACP-2018-60, FASI South).

14th January 2022

Dear stakeholder,

Thank you for participating in Gatwick's FASI South Airspace Change Proposal (ACP). The ACP is following the regulatory process for changes to the airspace design known as CAP1616. This letter provides an update on Stage 2 of the process, where stakeholders will be invited to engage in the development and assessment of airspace design options for the ACP. This proposal's unique ID is ACP-2018-60. All documents produced as part of the proposal can be viewed online on the CAA's Airspace Change Portal [here](#).

Background

Gatwick's ACP was launched in 2018 at the request of the Department for Transport to support the implementation of the UK's Airspace Modernisation Strategy (AMS). The Strategy describes how the airspace above Southern England is reaching capacity and contains design features that limit the ability to improve aviation's operational and environmental performance. Without a fundamental redesign of the airspace structure, the aviation sector will struggle to meet future demand for air transport in a sustainable and resilient way. Gatwick's ACP is one of several proposals led by the airports in Southern England and NATS that are being developed as a single coordinated programme known as FASI (Future Airspace Strategy Implementation) South. The interdependencies between the proposals must be carefully managed so they can be integrated effectively as part of an overall Airspace Masterplan.

ACP pause and restart

During Stage 1, Gatwick developed an agreed set of Airspace Design Principles that were influenced through our engagement with stakeholders and approved by the CAA in July 2019. Following the completion of Stage 1 and approval of the Design Principles, the Gatwick ACP was paused in the early part of Stage 2 due to the extraordinary impact of COVID-19. Following the announcement in March 2021 by the DfT and CAA of financial support for the FASI Programme, Gatwick requested to restart the ACP at the beginning of Stage 2 in May 2021 following the CAA's ACP restart guidance.

Stakeholder engagement during Stage 2

In September and October of 2021, Stakeholders were invited to participate in the first round of engagement during Stage 2. This is where we presented the methodology to follow as we develop our comprehensive list of options, and where stakeholders had an opportunity to provide feedback on the methodology.

In December 2021, we provided another briefing to Stakeholders on the progress with the development of our comprehensive list of options. At these sessions we updated stakeholders that the next round of engagement, where we will present our comprehensive list of options, would take place in February of 2022.

We would like to invite you to join one of three Stakeholder workshop sessions in February where we will present our comprehensive list of options for this ACP. These sessions will provide the opportunity for you to offer feedback on the development of a Comprehensive List of Options. We will also provide an overview of the next steps to evaluate the performance of the Comprehensive List of Options against

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Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by Friday 11th February 2022. An agenda, briefing note, and the round 1 Stakeholder engagement report, will be circulated two weeks prior to the meetings and the link to join the online workshop will be circulated the day prior to the meeting to all registered attendees.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you are not the relevant contact within your organisation, please respond with an alternative contact.

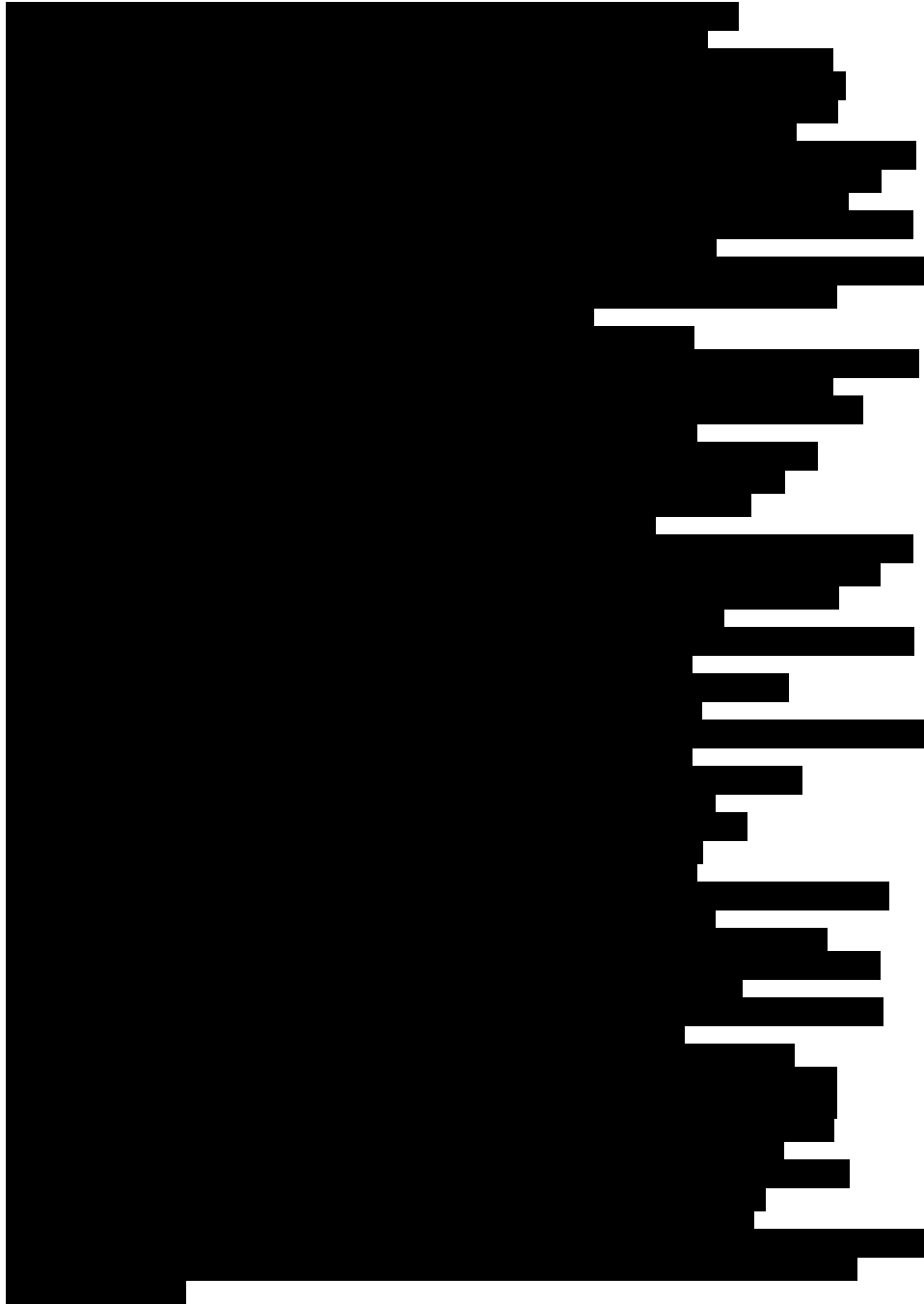
Thank you,

FASI-S Project

Gatwick Airport

From: [DD - Airspace FASI-South Prog External](#)

Bcc:



Subject: RE: Gatwick FASI-S ACP Comprehensive List of Options Engagement Drop-in Q&A sessions

Date: 10 March 2022 10:15:00

Attachments: [image001.png](#)

Dear Stakeholder,

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Following our email 4th of March where we shared the [Comprehensive List of Options presentation and feedback form](#) please find below details of two drop-in question and answer sessions. These sessions are open to all stakeholder however it is important to note that no new material will be presented at these sessions; the purpose is for stakeholders to have an opportunity to ask questions about the presentation and the Comprehensive List of Options.

The two sessions will be held on Microsoft Teams on:

- Thursday 17th March 10:00 – 11:00

- Wednesday 23rd March 15:00 – 16:00

If you would like to attend these, please respond to this email at least two working days prior to your chosen session (by Tuesday 15th March, or Monday 21st March). The link to the meeting will be shared the day before the meeting to all registered attendees.

Thank you again for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you have any questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team

From: DD - Airspace FASI-South Prog External

Sent: 04 March 2022 12:27

Subject: Gatwick FASI-S ACP Comprehensive List of Options Engagement Presentation and Feedback Form Update

Dear Stakeholder,

Following the workshops held on the 15th, 17th and 23rd of February, please find below a link to a folder which contains the comprehensive list of options presentation and a feedback form for Gatwick FASI-S Airspace Change Proposal Stage 2.

[Feedback form and Comprehensive List of Options Presentation](#)

Please download the feedback form, and **send the completed form to this email address by Friday 25th March 2022.**

Additional Workshop

We're aware there are a small number of stakeholders who were unable to attend the workshops due to an error when sending out the meeting link. We are therefore planning to hold an additional workshop on the **18th March between 1330 and 1630** which will be open to all stakeholders who have not yet attended a workshop. The material presented at this session will be the same as the previous workshops. If you would like to attend this, please respond to this email by Wednesday 16th March.

Drop in questions and answer sessions

As mentioned during the workshops, we will also be holding two question and answer sessions on Microsoft Teams. These will be open to all stakeholders. It's important to note that no new material will be presented at these sessions; the purpose is for stakeholders to have an opportunity to ask questions. We will send out details of these sessions separately.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you have any questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team

From: [DD - Airspace FASI-South Prog External](#)
Bcc: [REDACTED]
Subject: Comprehensive List of Options Engagement
Date: 04 March 2022 12:15:00
Attachments: [image001.png](#)

Dear Stakeholder

Thank you for your email.

Please accept our sincere apologies that you did not receive the meeting invite link for the stakeholder engagement workshop. This error has impacted a small number of stakeholders and we plan to hold an extra session on Microsoft Teams on **Friday 18th March between 1330 and 1600** that we would like to invite you to attend.

We will shortly be emailing all stakeholders to make them aware of this additional session, so that others also have an opportunity to listen to the presentation if they have not already done so.

If you have any questions please do not hesitate to get in contact with us and please do let us know if you're able to attend the workshop.

Best wishes,

[REDACTED]
[REDACTED]

Gatwick Airport Ltd

[REDACTED]

gatwick logo new



From: [DD - Airspace FASI-South Prog External](#)
To: [DD - Airspace FASI-South Prog External](#)
Bcc:



Subject: RE: Gatwick Airport FASI-South Engagement Meeting Feb 2022 Briefing and Report
Date: 09 February 2022 13:14:00
Attachments: [GAL FASI S ACP Comp List Engagement Briefing v1.0.pdf](#)
[Gatwick FASI-S ACP Round 1 Engagement Report v1.0.pdf](#)
[image001.png](#)

Dear Stakeholder

Thank you for participating in Gatwick's FASI South Airspace Change Proposal (ACP). Please receive attached a letter from Gatwick's FASI project providing a summary of progress to date and detailing upcoming stakeholder engagement meetings.

Please see attached the engagement meeting briefing note and the round 1 Stakeholder engagement report. The link to join the online workshop will be circulated the day prior to the meeting to all registered attendees.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you are not the relevant contact within your organisation, please respond with an alternative contact.

Kind regards,

[Redacted]

[Redacted]

Gatwick Airport Ltd

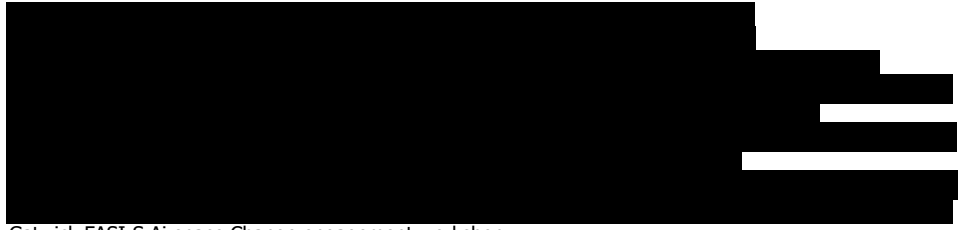
[Redacted]

gatwick logo new



From: [DD - Airspace FASI-South Prog External](#)

Bcc:



Subject: Gatwick FASI-S Airspace Change engagement workshop

Date: 14 February 2022 16:05:00

Dear stakeholder,

Thank you for registering to attend the Gatwick FASI-S Airspace Change engagement workshop on **Tuesday 15th February 10:00 – 12:30**, which will be held virtually using the Microsoft Teams platform. Please find a link to access the meeting below.

Link to the briefing:

[Gatwick FASI-S Engagement Workshop 10:00 to 12:30 on February 15th 2022](#)

We look forward to welcoming you on the day.

Kind regards,

FASI-S Project

Gatwick Airport

From: [DD - Airspace FASI-South Prog External](#)
Bcc: [REDACTED]
Subject: FW: Gatwick FASI-S Airspace Change engagement workshop
Date: 15 February 2022 09:51:00

Dear stakeholder,

Thank you for registering to attend the Gatwick FASI-S Airspace Change engagement workshop on **Tuesday 15th February 10:00 – 12:30**, which will be held virtually using the Microsoft Teams platform. Please find a link to access the meeting below.

Link to the briefing:

[Gatwick FASI-S Engagement Workshop 10:00 to 12:30 on February 15th 2022](#)

We look forward to welcoming you on the day.

Kind regards,

FASI-S Project

Gatwick Airport

From: [DD - Airspace FASI-South Prog External](#)

Bcc: [REDACTED]

Subject: FW: Gatwick FASI-S Airspace Change engagement workshop link

Date: 16 February 2022 17:18:00

Attachments: [image001.png](#)

Dear stakeholder,

Thank you for registering to attend the Gatwick FASI-S Airspace Change engagement workshop on **Thursday 17th February 18:00 – 20:30**, which will be held virtually using the Microsoft Teams platform. Please find a link to access the meeting below.

Link to the briefing:

[Gatwick FASI-S Engagement Workshop 18:00 to 20:30 on February 17th 2022](#)

We look forward to welcoming you on the day.

Kind regards,

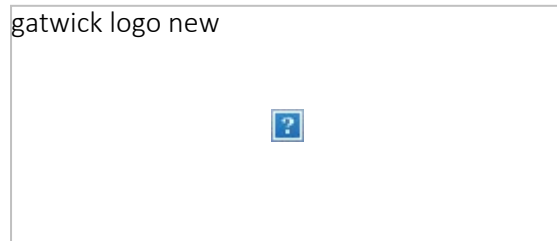
[REDACTED]

[REDACTED]

Gatwick Airport Ltd

[REDACTED]

gatwick logo new



FASI-S Project

Gatwick Airport

From:
To:
Bcc:

[Redacted]

Subject: FASI-S Engagement Workshop - Link to today's meeting
Date: 23 February 2022 10:08:00
Attachments: [image001.png](#)

Dear stakeholder,

Thank you for registering to attend today's Gatwick FASI-S Airspace Change engagement workshop due to take place between **14:00 – 16:30**, which will be held virtually using the Microsoft Teams platform.

Please accept our apologies for the delay in sending across the link due to some technical difficulties. Please find a link to access the meeting below.

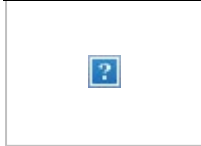
Link to the briefing:

[Gatwick FASI-S Engagement Workshop 14:00 to 16:30 on February 23rd 2022](#)

We look forward to welcoming you later today.

Sent on behalf of the FASI-S Project Team, Gatwick Airport

[Redacted]



From: [DD - Airspace FASI-South Prog External](#)
To: [DD - Airspace FASI-South Prog External](#)
Bcc: [REDACTED]
Subject: RE: Gatwick FASI-S ACP Comprehensive List of Options Engagement Drop-in Q&A sessions
Date: 16 March 2022 12:44:00
Attachments: [image001.png](#)

Dear stakeholder,
Thank you for registering to attend the Gatwick FASI-S Airspace Change engagement workshop on **Thursday 17th March 10:00 – 11:00**, which will be held virtually using the Microsoft Teams platform. Please find a link to access the meeting below.

Link to the briefing:

[Question and answer session Thursday 17th March 10:00 – 11:00](#)

We look forward to seeing you on the day.

Kind regards

Gatwick FASI ACP Team

From: DD - Airspace FASI-South Prog External
Sent: 10 March 2022 10:15
Subject: RE: Gatwick FASI-S ACP Comprehensive List of Options Engagement Drop-in Q&A sessions

Dear Stakeholder,

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Following our email 4th of March where we shared the [Comprehensive List of Options presentation and feedback form](#) please find below details of two drop-in question and answer sessions. These sessions are open to all stakeholder however it is important to note that no new material will be presented at these sessions; the purpose is for stakeholders to have an opportunity to ask questions about the presentation and the Comprehensive List of Options. The two sessions will be held on Microsoft Teams on:

- Thursday 17th March 10:00 – 11:00
- Wednesday 23rd March 15:00 – 16:00

If you would like to attend these, please respond to this email at least two working days prior to your chosen session (by Tuesday 15th March, or Monday 21st March). The link to the meeting will be shared the day before the meeting to all registered attendees.

Thank you again for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you have any questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team

From: DD - Airspace FASI-South Prog External
Sent: 04 March 2022 12:27
Subject: Gatwick FASI-S ACP Comprehensive List of Options Engagement Presentation and Feedback Form Update

Dear Stakeholder,

Following the workshops held on the 15th, 17th and 23rd of February, please find below a

link to a folder which contains the comprehensive list of options presentation and a feedback form for Gatwick FASI-S Airspace Change Proposal Stage 2.

[Feedback form and Comprehensive List of Options Presentation](#)

Please download the feedback form, and **send the completed form to this email address by Friday 25th March 2022.**

Additional Workshop

We're aware there are a small number of stakeholders who were unable to attend the workshops due to an error when sending out the meeting link. We are therefore planning to hold an additional workshop on the **18th March between 1330 and 1630** which will be open to all stakeholders who have not yet attended a workshop. The material presented at this session will be the same as the previous workshops. If you would like to attend this, please respond to this email by Wednesday 16th March.

Drop in questions and answer sessions

As mentioned during the workshops, we will also be holding two question and answer sessions on Microsoft Teams. These will be open to all stakeholders. It's important to note that no new material will be presented at these sessions; the purpose is for stakeholders to have an opportunity to ask questions. We will send out details of these sessions separately.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you have any questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team

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From: [DD - Airspace FASI-South Prog External](#)
To: [DD - Airspace FASI-South Prog External](#)
Bcc: [Redacted]
Subject: RE: Comprehensive List of Options Engagement
Date: 16 March 2022 12:50:00
Attachments: [image001.png](#)

Dear stakeholder,

Thank you for registering to attend the extra Gatwick FASI-S Airspace Change engagement workshop session on **Friday 18th March 13:30 – 16:00**, which will be held virtually using the Microsoft Teams platform. Please find a link to access the meeting below.

Link to the briefing:

[FASI-S Engagement Workshop Friday 18th March 13:30-16:00](#)

We look forward to seeing you on the day.

Kind regards

Gatwick FASI ACP Team

From: DD - Airspace FASI-South Prog External
Sent: 04 March 2022 12:15
Subject: Comprehensive List of Options Engagement

Dear Stakeholder

Thank you for your email.

Please accept our sincere apologies that you did not receive the meeting invite link for the stakeholder engagement workshop. This error has impacted a small number of stakeholders and we plan to hold an extra session on Microsoft Teams on **Friday 18th March between 1330 and 1600** that we would like to invite you to attend.

We will shortly be emailing all stakeholders to make them aware of this additional session, so that others also have an opportunity to listen to the presentation if they have not already done so.

If you have any questions please do not hesitate to get in contact with us and please do let us know if you're able to attend the workshop.

Best wishes,

[Redacted]
[Redacted]

Gatwick Airport Ltd

[Redacted]

gatwick logo new



From: [DD - Airspace FASI-South Prog External](#)
Bcc: [REDACTED]
Subject: Comprehensive List of Options Engagement Q&A session 23 Mar 22
Date: 23 March 2022 10:49:00
Attachments: [image001.png](#)

Dear stakeholder,

Thank you for registering to attend the extra Gatwick FASI-S Airspace Change engagement workshop session on **Wednesday 23rd March 15:00 – 16:00**, which will be held virtually using the Microsoft Teams platform. Please find a link to access the meeting below.

Link to the briefing:

[Question and answer session Wednesday 23rd March 15:00 – 16:00](#)

We look forward to seeing you on the day.

Kind regards

Gatwick FASI ACP Team

From: DD - Airspace FASI-South Prog External

Sent: 04 March 2022 12:15

Subject: Comprehensive List of Options Engagement

Dear Stakeholder

Thank you for your email.

Please accept our sincere apologies that you did not receive the meeting invite link for the stakeholder engagement workshop. This error has impacted a small number of stakeholders and we plan to hold an extra session on Microsoft Teams on **Friday 18th March between 1330 and 1600** that we would like to invite you to attend.

We will shortly be emailing all stakeholders to make them aware of this additional session, so that others also have an opportunity to listen to the presentation if they have not already done so.

If you have any questions please do not hesitate to get in contact with us and please do let us know if you're able to attend the workshop.

Best wishes,

[REDACTED]
[REDACTED]
Gatwick Airport Ltd
[REDACTED]

gatwick logo new



From: [DD - Airspace FASI-South Prog External](#)
Bcc: [REDACTED]
Subject: FW: Comprehensive List of Options Engagement Q&A session 23 Mar 22
Date: 23 March 2022 10:55:00
Attachments: [image001.png](#)

Dear stakeholder,

Thank you for registering to attend the extra Gatwick FASI-S Airspace Change engagement workshop session on **Wednesday 23rd March 15:00 – 16:00**, which will be held virtually using the Microsoft Teams platform. Please find a link to access the meeting below.

Link to the briefing:

[Question and answer session Wednesday 23rd March 15:00 – 16:00](#)

We look forward to seeing you on the day.

Kind regards

Gatwick FASI ACP Team

From: DD - Airspace FASI-South Prog External

Sent: 04 March 2022 12:15

Subject: Comprehensive List of Options Engagement

Dear Stakeholder

Thank you for your email.

Please accept our sincere apologies that you did not receive the meeting invite link for the stakeholder engagement workshop. This error has impacted a small number of stakeholders and we plan to hold an extra session on Microsoft Teams on **Friday 18th March between 1330 and 1600** that we would like to invite you to attend.

We will shortly be emailing all stakeholders to make them aware of this additional session, so that others also have an opportunity to listen to the presentation if they have not already done so.

If you have any questions please do not hesitate to get in contact with us and please do let us know if you're able to attend the workshop.

Best wishes,

[REDACTED]
[REDACTED]
Gatwick Airport Ltd
[REDACTED]

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Gatwick FASI South Airspace Change Proposal

Briefing on the comprehensive list of options stakeholder engagement sessions planned for February 2022.

Version v1.0 01/02/2022

Introduction

This briefing summarises the information that will be discussed with stakeholders during the virtual engagement sessions planned for February the 15th, 17th and 23rd, 2022. The briefing is provided as optional pre-reading for stakeholders that are planning to attend one of the sessions. The purpose of the engagement sessions is to gather feedback on the comprehensive list of options that Gatwick Airport Limited (GAL or we) has developed for Airspace Change Proposal (ACP) 2018-60 – the redesign of departure and arrival procedures as part of the FASI (Future Airspace Strategy Implementation) South Programme.¹

Background

The methodology GAL is following to develop and assess options for the ACP is designed to meet the requirements laid out in Stage 2 of the Civil Aviation Authority's (CAA's) guidance on the regulatory process for changing the airspace design (known as CAP1616).² The objective of Stage 2 is for all viable options to be developed and assessed in a manner that is consistent, repeatable, objective and transparent. As part of Stage 2, we are required to test the comprehensive list of options identified for the GAL FASI-S ACP with the same targeted group of stakeholders that were engaged during Stage 1 of the process to support the development of airspace design principles.

Engagement Approach

The February 2022 engagement sessions will provide a brief recap on the methodology that we are following to develop and assess airspace design options during Stage 2. We will then present an overview of the comprehensive list of options and examine some examples in greater detail to explain how the standard information accompanying each option is laid out. The comprehensive list of options will be circulated to all stakeholders after the sessions. Stakeholders are requested to review the information, raise questions and provide feedback within four weeks.

A report summarising the information generated by the engagement sessions and the steps that we are taking to address the outputs will be circulated to stakeholders after the four week feedback period has closed.

¹ Future Airspace Strategy Implementation (FASI) South is one of 15 key initiatives set out in the Airspace Modernisation Strategy (AMS – CAA CAP1711) that are considered necessary to fundamentally redesign and upgrade the UK's airspace structure and airtransport route network. The AMS is co-sponsored by the Department for Transport and Civil Aviation Authority.

² CAA CAP1616, Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information, fourth edition, published March 2021.

Developing the comprehensive list of options

Our airspace design database provides a consistent set of core information about all the geographical sections of airspace where a flight path may conceivably be positioned within the scope of the GAL FASI ACP. For each section of airspace, we have defined the broad range of notional flight paths that are technically possible. The definition of the notional flight paths assumes a blank-sheet approach that is not constrained by any existing airspace restrictions, for example the interactions with traffic to and from neighbouring airports. These kind of constraints and their impact on the airspace design will be introduced during the Initial Options Appraisal in Stage 3 of the CAP1616 process.

Using the information in the database we have conducted a preliminary assessment of the performance of each individual notional flight path. It is important to note that the notional flight paths are not airspace change design options. They are features of the database that we have used to build the comprehensive list of options.

We have created airspace change design options for the comprehensive list using the core information collated in the database. Each option includes a unique combination of the notional flight paths for arrivals and departures, which address the scope of the ACP, align with the design principles and can be deployed together as a technically feasible system. We have continued to build different combinations of arrivals and departures until each new system is indistinguishable from another option that is already created in terms of its configuration, key attributes and performance. The list of options is considered comprehensive when no new combination of notional flight paths creates a system of arrivals and departures that is materially different to one that is already defined.

Feedback

If you have any questions or comments regarding the content of this briefing prior to the February engagement sessions please email:

LGWairspace.FASIS@gatwickairport.com

Thankyou

FASI-S Project

Gatwick Airport

Airspace Modernisation Gatwick Airport

Stakeholder Engagement Report

Version 1.0

January 2022

DOCUMENT CONTROL

Document Reference	GAL FASI ACP Round 1 Stakeholder Engagement Report
Version	1.0
Date	January 2022
Status	Public
Classification	Public
Authors	GAL FASI ACP team
Reviewers	Internal review amongst the GAL FASI ACP team
Approvals	Andy Sinclair, Head of Airspace Strategy and Engagement

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1. Introduction

Purpose of this report

This document provides a detailed overview of how Gatwick Airport Limited (GAL, our or we) have engaged with Stakeholders during Stage 2 our airspace change proposal (ACP) 2018-60 – the redesign of departure and arrival routes as part of the FASI (Future Airspace Strategy Implementation) South Programme. The stakeholder engagement is designed to meet the requirements laid out in the fourth edition of the Civil Aviation Authority’s (CAA’s) guidance on the regulatory process for changing the airspace design (known as CAP1616).

In the context of this report, the phrase stakeholder engagement is used in general terms to mean developing relationships with third parties that may be affected by the GAL FASI South ACP. Stakeholder engagement covers a variety of activities, including regular and one-off briefing sessions, workshops, focus groups, bilateral meetings with individual stakeholders, digital channels, online surveys, communications materials and all related documentation. Consultation, a formal notified period seeking structured inputs from stakeholders on specific proposals, is one aspect of the engagement activities required by CAP1616 process during Stage 3 of the seven stage process.

This stakeholder engagement report is provided to stakeholders to document the engagement conducted during Step 2A of the CAP1616 process. It is intended that this document will be updated as the ACP progresses through Stage 2, before eventually forming part of the material provided to the CAA as part of our regulatory submission for the Develop and Assess gateway at the end of Stage 2.

CAP1616 guidance on changing the notified airspace design

Airspace changes, including changes to the arrival and departure routes that serve airports, are governed by the CAA’s Airspace Change Process, [CAP 1616](#) which is split into 7 Stages as illustrated in Figure 1 opposite.

The GAL FASI ACP is currently in Step 2A where we are developing a comprehensive list of options that address the Statement of Need and align with the design principles established during Step 1B. Step 2A of the CAP1616 process requires that we test our comprehensive list of options with the same group of representative stakeholders that we engaged during Step 1B to ensure that the options align with the design principles and we have satisfactorily accounted for stakeholder concerns. We will refine the options where necessary, using the feedback offered by stakeholders, before moving onto the Design Principle Evaluation.

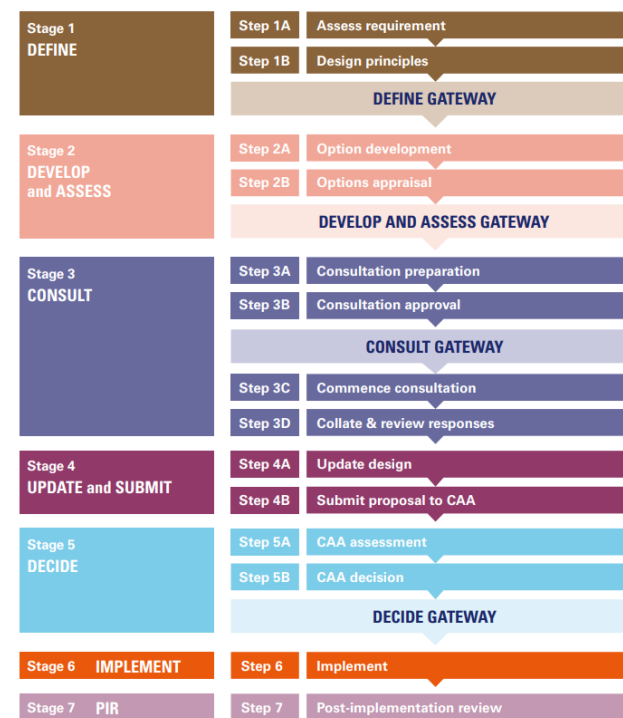


Figure 1 Overview of the CAP1616 Airspace Change Process

Structure of this document

This document is structured into the following sections set out in table 1.

Table 1: Structure of the round 1 stakeholder engagement report

Section Name	Description
1. Introduction	An overview of the purpose of this document and how it fits within the CAP1616 process
2. Summary of Step 1B Engagement	Summary of the activities and stakeholders engaged during Step 1B of the ACP
3. Stakeholder Engagement Strategy	Summary of our stakeholder engagement strategy for Stage 2 of this ACP
4. Stakeholder Engagement to date	An overview of the stakeholder engagement undertaken to date
5. Airspace Awareness	Details of the kick-off engagement event to restart the ACP following the COVID-19 related pause
6. Stage 2A Round 1 Workshops	Details of the first round of engagement workshops focusing on the methodology that we propose to follow to develop and assess options for the ACP. The stakeholders invited to these workshops were separated into three groups: 1) Communities and local Government, 2) Airlines and ANSPs, and 3) General Aviation and other airspace users
7. Stage 2A Round 2 Stakeholder Update Briefing	Details of the second round of engagement undertaken in December 2022 to update Stakeholders on progress of the ACP
8. Summary of Actions	A summary of follow up actions arising from the engagement conduct to date
9. Future Stakeholder Engagement	An overview of the remaining rounds of engagement that are planned for Stage 2 of the ACP and a description of how we are considering stakeholder feedback to refine our engagement approach
Appendix A - Stakeholder List and Engagement Log	

Background

The Department for Transport (DfT) and CAA published the UK's Airspace Modernisation Strategy (AMS) in December 2018. The strategy describes how the airspace above Southern England is reaching capacity and contains design features that restrict the aviation industry's ability to improve its operational and environmental performance. Without a fundamental redesign of the airspace structure and route network, the industry will increasingly struggle to meet the future demand for air transport in a sustainable and resilient way.

The redesign of the airspace in Southern England is being delivered as a single coordinated programme known as FASI (Future Airspace Strategy Implementation) South. The DfT asked all affected airports, and NATS En route Limited (NERL), to develop ACPs as part of the programme. The ACPs are separated into local and network airspace components using approximately 7000ft as the dividing boundary. Under these arrangements, NERL is leading the ACPs required to upgrade the airspace structure and route network above c.7000ft. The airports, including Gatwick, are leading a set of interdependent ACPs to redesign their respective local arrival and departure routes below c.7000ft. The interdependencies between the ACPs must be carefully coordinated to ensure that the options developed by the individual proposals can be integrated effectively and optimise the overall system-wide airspace design.

The Airspace Change Organising Group (ACOG) was established by the DfT and CAA to coordinate the FASI-S Programme and manage the interdependencies through the development of an Airspace Change Masterplan (the Masterplan). A high-level draft of the Masterplan (known as Iteration 1) was developed in 2020, before the programme was paused because of the extraordinary impact of the COVID-19 pandemic. In March 2021, the Government made funding available to restart the programme and help the airports to develop and assess airspace design options for their ACPs, enabling ACOG to produce the next iteration of the Masterplan (known as Iteration 2). We are working with ACOG, NERL and other airport ACP sponsors to ensure that our approach to developing and assessing options for the GAL FASI South ACP is aligned with the wider programme and generates the information required to support the further development of the Masterplan.

Note on pausing and restarting the ACP due to the COVID-19 pandemic

Given the uncertainty surrounding the extraordinary impact of the COVID-19 pandemic, the GAL FASI South ACP was paused in April 2020 whilst we, and our stakeholders, considered the effects on the industry and the public, and adapted our plans accordingly. In October 2020 the CAA released a policy statement providing guidance to sponsors currently progressing through the CAP1616 process about restarting ACPs that were paused due to the pandemic. For an ACP to restart, the CAA must understand if there have been changes to a number of contextual considerations, including; any changes to the issue or opportunity in the Statement of Need, the operating environment or geographical area in which the ACP is being developed; changes to law, government policy or CAA requirements that would affect the development of the ACP, or parts of an ACP; and changes to the identified stakeholder groups.

Following the announcement in March 2021 by the DfT and the CAA of Government financial support for the FASI programme, we requested to restart the GAL FASI South ACP in May 2021 and confirmed to the CAA that there had been no changes to any of the above contextual considerations. However, GAL did identify that it would be prudent to undertake some additional re-engagement with community stakeholders in preparation for the ACP restarting.

2. Summary of engagement conducted during Step 1B of the ACP

In our view, a comprehensive approach to early engagement in the FASI ACP is crucial to encourage a broad mix of stakeholder participation and establish an open and transparent environment for dialogue about the development of the proposal.

In Step 1B of the CAP1616 process, GAL focused its engagement activities on a representative mix of key stakeholder organisations and groups to support the development of a set of airspace design principles that will be used as a qualitative framework for developing and assessing options during Stage 2. The Step 1B engagement activities aimed to create an effective two-way conversation with stakeholders about the principles that should be adopted to guide options development. We uploaded all materials used to support the Step 1B stakeholder engagement activities on the CAA's Airspace Change portal.

The main output from Step 1B is the [Airspace Modernisation Gatwick Airport Design Principles document](#) (submitted to the CAA for review in June 2019 and endorsed following a regulatory gateway assessment on July 2nd, 2019). The Design Principles document sets out our approach to stakeholder engagement for Step 1B, including details on stakeholders engaged, explanations of the engagement methods used and a chronology of engagement activities conducted. An overview of the stakeholder engagement activities is summarised below, along with links to all engagement evidence uploaded to the CAA's portal.

Our aim throughout Step 1B was to encourage an open and straightforward dialogue, and to ensure that all stakeholder groups involved were given a reasonable opportunity to provide inputs on issues that are important to their organisations.

Audience

We invited a wide range of organisations and groups to gather a broad spectrum of views that were used to help develop the design principles. These organisations were grouped in three key stakeholder categories:

- a. Airspace users and other aviation stakeholders
- b. Councils and public officials
- c. Local community, environmental and special interest groups

As part of the formal engagement activity, we identified 81 organisations and groups that were invited to participate in the design principle development. A full stakeholder list is available in [Annex B of the Design Principles Document](#) and summarised below:

- a. 24 County and Borough Councils
- b. 3 National Parks and Areas of Outstanding Natural Beauty (AONBs)
- c. 13 Community Noise/Action/Environmental Groups, some of whom were members of the Gatwick Noise Management Board (NMB)

- d. 9 local civilian airfields of significance and 5 large commercial air transport airports
- e. 22 Airlines that conduct more than 1000 flights per year into and out of Gatwick Airport.
- f. 10 Airspace managers and users including: Emergency helicopter services, the Ministry of Defence, representatives of the General Aviation community, helicopter operators and airline industry representatives.

In addition to the 81 organisations above, we also wrote to 30 MPs, council leaders, selected town councils and a range of business groups to inform them of the ACP and the Step 1B engagement activities.

A full explanation of the method by which GAL identified the representative stakeholder groups to support Step 1B is detailed in [Section 2 of the Design Principles Document](#).

Approach

Our stakeholder engagement strategy for Step 1B considered a range of issues and challenges, concentrating on ensuring an effective approach to two conversations and an appropriate level of participation. The strategy is set out in full in [Section 2 of the Design Principles Document](#).

Accordingly, the strategy our Step 1B stakeholder engagement was conducted in two phases:

a) Early Informal Engagement Phase:

1. Gatwick developed its initial approach to stakeholder engagement through informal discussions with a wide selection of the key stakeholder groups in 2018 and early 2019, as well as with Gatwick Airport Community Group (GATCOM), the Noise and Track Monitoring Advisory Group (NATMAG) and other airports who had recently completed, or were undertaking, Stage 1B of an ACP.
2. Following this informal engagement, letters of invitation were sent to the 81 organisations which we decided to actively engage in formal development of design principles, and advisory letters were sent to MPs, Council leaders and other groups, to notify them of our intent and how they could be kept informed of progress

b) Formal Engagement Phase:

1. Part 1: Introduction to Design Principles - Stakeholder Briefing Sessions

- GAL's initial engagement document '[Introduction to Design Principle Development](#)' was distributed on March 19, 2021 to all organisations whom we sought participation from.
- Three introductory briefings were presented to mixed audiences of stakeholders between March 22nd and 28th, 2019. A set of questions to the key stakeholders were included in [briefings slides](#).

- GAL requested that stakeholders respond to the questions by April 5th, 2019.

2. Part 2: Outline Design Principles

- Following analysis of feedback arising from Part 1, an [Outline Design Principle document](#) was distributed to all stakeholders on April 27th, 2019.
- Feedback was requested by May 17th, 2019.

Materials

GAL identified that a number of stakeholders with whom Gatwick will ultimately need to engage with are unlikely to have a working knowledge of airspace design and the application of the CAP1616 airspace change process. Accordingly, we ensured that all materials produced to support the engagement were drafted for the layperson, assuming almost no prior knowledge of airspace design and/or the airspace design process.

All of the documents and materials we used to engage stakeholders during the formal engagement phase were published on the CAA's Airspace Change portal. The materials are described in more detail in table 2 below.

Table 2: Step 1B stakeholder engagement materials

Activity	Stakeholder Engagement Materials
<p>Part 1 Stakeholder Briefing Session Introduction to Design Principles</p>	<p>Introduction to Design Principles Briefing Slides Issued and Uploaded (Key Stakeholder Engagement Materials) – March 19, 2019</p> <ul style="list-style-type: none"> • Engagement evidence: Introduction to Design Principle Development – slides distributed to all key stakeholders ahead of the engagement sessions • The purpose of this document is to introduce the stakeholders to the programme and the process of airspace change required by CAP1616, as well as to provide an introduction to the concept of airspace design principles. • GAL requested that key stakeholders provide their ideas, feedback and questions by email by April 5th, 2019. <p>An Introduction to Design Principles Briefing (Key Stakeholder Engagement Session) – March 22 to 28, 2019</p>

Activity	Stakeholder Engagement Materials
	<ul style="list-style-type: none"> Engagement evidence: An Introduction to Design Principle Development – slides presented to key stakeholders at the briefing sessions. The purpose of this document was to introduce key stakeholders to the process and material we will use to develop the design principles for the GAL FASI ACP. The slides also contain a summary of questions posed by GAL to key stakeholders and a request to provide feedback by email before April 5th, 2019. <p>Record of Q&A from key stakeholder engagement sessions held between March 22 to 28, 2019</p> <ul style="list-style-type: none"> Engagement evidence: Introductory DP Briefing Consolidated Q&A This document summarises the questions raised at the Part 1 stakeholder engagement sessions.
<p>Part 2 Stakeholder Briefing Session Outline Design Principles Development</p>	<p>Outline Design Principles – Development Part 2</p> <ul style="list-style-type: none"> Engagement evidence: Outline Design Principles – Development Part 2 document distributed to key stakeholders. This document continued our engagement with key stakeholders on the development of the design principles and provides a summary of the feedback received from ‘Introduction to Design Principle Development’ sessions. We outlined how we have reflected on feedback received during Part 1 and set out an outline proposal of the design principles, including seeking further feedback on each principle and setting out the next steps (Annex B in the document outlines our responses to the design principle suggestions made by organisations in response to Q.14 of ‘Introduction to Design Principle Development’ stakeholder session). We requested that stakeholders provide feedback by May 17th, 2019

The following materials were also made available by GAL during Step 1B via the CAA Airspace Change Portal, which evidence GAL’s consideration and inclusion of feedback from engagement with stakeholders to develop GAL’s FASI ACP Design Principles:

Table 3: Additional Step 1B stakeholder engagement materials

Other Engagement Evidence Materials
<p>Record of Q&A from key stakeholder engagement sessions held between March 22 to 28, 2019</p> <ul style="list-style-type: none"> • Engagement evidence: Introductory DP Briefing Consolidated Q&A • This document summarises the questions raised at stakeholder engagement sessions held to support the development of airspace design principles for Gatwick's FASI-South ACP
<p>Consolidated Stakeholder Feedback Evidence:</p> <ul style="list-style-type: none"> • Appendix 1-1 Stakeholder Feedback DPv0-1 • Appendix 1-2 Stakeholder Feedback DPv0-1 • Appendix 1-3 Stakeholder Feedback DPv0-1 • Appendix 1-4 Stakeholder Feedback DPv0-1 • Appendix 2-1 Stakeholder Feedback DPv0-2 • Appendix 2-2 Stakeholder Feedback DPv0-2 • Appendix 2-3 Stakeholder Feedback DPv0-2 • Appendix 2-4 Stakeholder Feedback DPv0-2

Length

- 1.1.1. We conducted the formal part of the Step 1B engagement over a 14 week period, including two phases of stakeholder engagement, each lasting 3 weeks.
- 1.1.2. The formal engagement period started on March 6th, 2019 (when invitations were sent) and concluded on May 17, 2019 (once the deadline for feedback on Outline Design Principles was reached).
- 1.1.3. The establishment of the length and timing of this engagement period was informed by the following considerations:
- Policy alignment and sponsor communications:** Gatwick delayed the start of its engagement to align with the Secretary of State speech on Airspace Modernisation on 5 March 2019; and

- b) **Local elections:** The timing of local elections in May 2019 could limit the availability of locally elected councillors, and so all Step 1B engagement activities were concluded by May 17, 2019.

Conclusion of Stage 1 Engagement Activity

- 1.1.4. Levels of participation were high from this stage of consultation. [Annex B of the Design Principles Document](#) records stakeholder participation in the various activities across all key stakeholder organisations. In summary, in terms of active 2-way engagement, GAL achieved a response rate of over 70% from stakeholders.
- 1.1.5. Following CAA's endorsement of GAL's Design Principles Development, GAL passed Stage 1B Gateway on July 2, 2021.

3. Stage 2 Stakeholder Engagement Strategy

Engagement objectives and principles

The CAP1616 guidance lays out detailed process steps for the development of an ACP. The GAL FASI South ACP is currently in Stage 2 of the process. The overriding objective of Stage 2 is for all viable airspace design options to be developed and assessed in a manner that is consistent, repeatable, objective and transparent; specifically to:

- Adequately consider, in a consistent manner, all viable options.
- Enable the CAA to re-run aspects of the appraisal to validate the outputs.
- Demonstrate clear objectivity in the option assessment process.
- Enable stakeholders to understand the rationale behind our assessment.

The main output of Stage 2 is a shortlist of the most appropriate and effective design options that are then taken forward to the Full Appraisal and Consultation phase in Stage 3 of the process. Airspace design options are considered appropriate in the sense that they are aligned to the Design Principles developed with stakeholder representatives in Step 1B, and effective in the sense that they achieve the overall objectives of the ACP as set out in the Statement of Need.

One of the main goals of the CAP1616 process is that ACPs are developed openly through regular engagement with the affected stakeholders. Throughout the process, the ACP sponsor is required to demonstrate that effective engagement has provided the stakeholders with a reasonable understanding of the current situation, clear information about what is being proposed and the assurance that their inputs will be conscientiously taken into account. It is clear from the CAP1616 guidance and our experience of other airspace changes that for the process to function correctly the engagement must be conducted in an open, fair, transparent and effective way. These objectives will underpin our approach to stakeholder engagement during all stages of the GAL FASI South ACP in the following ways:

- **Open:** Stakeholders will be assured that the airspace change process is not a foregone conclusion, their feedback is valued and they can influence the final design.
- **Fair:** Stakeholders will have advanced notice of the engagement activities to plan their contribution and adequate time and information to form meaningful inputs.
- **Transparent:** Stakeholders will be presented with information to help them understand the impacts of the proposed changes on them. All information will be clear and accessible. Although the concepts included may be complex the language used to communicate them will not be.

- **Effective:** Stakeholders will be provided with a complete and accurate set of information that does not require technical knowledge to understand and respond. The engagement information will focus on the factors that are decisive and of substantial importance to the development and assessment of airspace design options, and not drift into related topics.

In addition to the objectives above, we have developed three key goals to help ensure that our engagement activities are effective. These are to:

- **Engage early and often.** Engaging with stakeholders at formative points in each stage of the CAP1616 process will help to establish a transparent and effective environment, as well as set an appropriate tone for ongoing engagement.
- **All materials developed must be simple and tailored.** This is to ensure that all stakeholders receive a transparent and focused engagement approach, allowing them to base their views on a reasonable understanding of the situation. The use of technical jargon and industry-specific acronyms will be managed carefully.
- **All feedback must be easy to provide and taken into consideration.** Stakeholders must be able to express their views in an easy manner and have confidence that GAL will take them into consideration and offer feedback.

Stage 2 Engagement Requirements

Table 4 below summarises our planned engagement activity for Stage 2 of the ACP process. This aligns with and goes above the stakeholder engagement requirements set out in the CAP1616 guidance associated with Steps 1B, 2A, 2B and 3A of the CAP1616 process.

Table 4: Summary of CAP1616 stakeholder engagement requirements for Step 1B, Step 2A, Step 2B and Step 3A

CAP1616 Step	Description	Summary of planned engagement activity
Stage 1 Step 1B (Complete)	Development of Airspace Design Principles	<ul style="list-style-type: none"> • Demonstrate how the airspace design principles were reached through two-way conversation with a representative mix of stakeholders. • Explain how the design principles were influenced by the engagement. • If there are any design principles that could not be fully agreed with all stakeholders, explain how and why the final set was reached.
Stage 2 Step 2A	Development of Airspace Design Options	<ul style="list-style-type: none"> • Test the methodology used to develop a Comprehensive List of all viable options for the ACP with the same representative stakeholders engaged in Step 1B. • Engage the representative stakeholders on the Comprehensive List to ensure they are satisfied that the options are aligned to the design principles and the sponsor has understood and accounted for any concerns.
		<ul style="list-style-type: none"> • Update representative stakeholders on the outcomes of the Design Principle Evaluation that examines how well each option meets the Design Principles to narrow down to a shortlist of viable options.
Stage 2 Step 2B	Initial Options Appraisal	<ul style="list-style-type: none"> • Update representative stakeholders on the development of the Initial Options Appraisal to capture views from the representative stakeholders. This will <u>not</u> include detailed discussions on the pluses and minuses of each specific option because this takes place during Stage 3.
Stage 3 Step 3A	Full Options Appraisal and Consultation Strategy	<ul style="list-style-type: none"> • Engage with representative stakeholders on the development of the Full Options Appraisal with a particular focus on airspace design trade-offs and the assessment of cumulative impacts with other interdependent ACPs (for example those being developed by Heathrow and NERL).
Stage 3	Ful public consultation	<ul style="list-style-type: none"> • Consult with the public on GAL's Airspace Change Proposal

Step 1B, the development of airspace design principles with a targeted group of stakeholder representatives, was completed in 2019. Our strategy for meeting the Stage 2 stakeholder engagement requirements associated with Steps 2A and 2B is organised into three parts:

- Round 1: Kick-off Stage 2 stakeholder engagement and gather feedback to test the options development and assessment methodology that we plan to follow.
- Round 2: Engagement on the comprehensive list of options to provide assurance that the options are aligned to the design principles and identify stakeholder concerns.
- Round 3: Engagement on the outcomes of the design principle evaluation and the approach to developing the initial options appraisal.

Contingency Planning

As we progress through the ACP process, it is possible that our timelines may change which may then have an impact on when important stakeholder engagement activities are conducted. In the event that we are unable to go ahead with planned engagement activities in the timelines that were originally envisaged and communicated, we will ensure that a progress update session is conducted instead to keep all stakeholders informed about the progress of the ACP, the reasons for the delay and the new engagement timelines.

Stage 2A Engagement Rounds

5.1. Table 5 sets out the audience, approach, materials and timelines for round 1 – the kick-off to Stage 2 stakeholder engagement:

Table 5: Summary of the round 1 stakeholder engagement audience, approach, materials and timelines

Audience	<p>The same group of stakeholder representatives that participated in the design principle engagement during Stage 1 were invited to contribute to each round of the Stage 2 engagement activities. These stakeholder representatives are organised into three categories:</p> <ol style="list-style-type: none"> 1. Airspace users and other aviation stakeholders 2. Councils and public officials 3. Local community, environmental and special interest groups <p>During Stage 1 we identified 81 stakeholder representatives across these three categories that were invited to participate in the development of the design principles. Round 1 of the Stage 2 stakeholder engagement will focus on the same representatives, specifically:</p> <ul style="list-style-type: none"> • 24 County and Borough Councils • 3 National Parks and AONBs • 13 Community Noise/Action/Environmental Groups, some of whom were members of the Gatwick Noise Management Board • 9 local civilian airfields of significance and 5 airports within the geographic footprint • 22 Airlines that typically conduct more than 1000 air traffic movements per year in/out of Gatwick. • 10 Airspace managers and users including: Emergency helicopter services, Ministry of Defence, representatives of general aviation, helicopter operators, air navigation service providers and other aviation stakeholders. <p>A full list of the stakeholder representatives invited to participate in the Stage 1 and Stage 2 engagement activities is set out in Appendix A.</p>
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Approach**Airspace Awareness (Pre Round 1 Engagement)**

Following the COVID-19 related pause we identified that it would be prudent to undertake some additional engagement with key community stakeholders in preparation for the ACP restarting. This engagement took place with Gatwick's Noise Management Board (NMB) and Noise and Track Monitoring Advisory Group (NATMAG) via a virtual Teams meeting held on June 24th 2021. The sessions provided stakeholders with an update on:

- Airspace Modernisation, including the Airspace Modernisation Strategy, the drivers, benefits and impacts of airspace change and the roles and responsibilities of the organisations and stakeholder groups that are participating in the process.
- The Regulatory Process for Airspace Change, including an outline of the CAP1616 guidance, the role of the UK Airspace Change Masterplan and an overview of the FASI South Initiative and the position of the GAL FASI South ACP.
- The GAL FASI South ACP, including a reminder of the airspace design principles developed with stakeholders in Stage 1, the approach to Stage 2 and the associated engagement strategy and plan.

The sessions were conducted as online video conferences. An agenda for the sessions was circulated to stakeholders in advance. The information was presented to stakeholders by GAL and our key suppliers. The sessions paused regularly to invite questions and feedback from stakeholders and encourage discussion on the points that were raised. A record of the questions and feedback provided by stakeholders and our responses during the discussion was circulated in draft following the sessions.

Round 1 - Options development and assessment methodology engagement

Workshops were conducted on 03/09/21 & 03/09/21 (Communities), 07/10/21 (General aviation and other airspace users), and 08/10/21 (Airlines and Air Navigation Service Providers (ANSPs) to reengage the targeted group of stakeholder representatives that participated in stage 1 and brief the stakeholder representatives on our proposed methodology for developing and assessing airspace design options during Stage 2. The information presented at the sessions was identical, however some additional feedback questions were asked depending on the stakeholder group. Stakeholders were invited to participate in either, but not both. The sessions briefed stakeholders on:

- The development of an airspace design database with information about the relative performance of all notional flight paths that could conceivably be positioned within the scope of the ACP.
- The approach to defining a Do Nothing Scenario that will serve as the baseline for the ACP and the use of a Do Minimum Scenario if required.
- The approach to the development of a comprehensive list of all viable options that should be considered within the scope of the ACP.

	<ul style="list-style-type: none"> • How we propose that the options included on the comprehensive list will be refined through the design principle evaluation and options appraisal. <p>An overview document that described our proposed methodology in full was circulated before the briefing sessions to allow stakeholders to familiarise themselves with some of the more complex and technical aspects of the material. Although some of the information included in the overview document is complex, the language used to explain the main features of our proposed methodology is intended to be simple and accessible. Stakeholders were invited to submit questions to GAL via email that may be prompted by the methodology overview document. All questions received were addressed during the sessions and captured in the record.</p> <p>The methodology workshops were conducted as online video conferences, with a detailed agenda circulated in advance. A record of the questions and feedback provided by stakeholders and our responses were circulated following the sessions.</p>
Materials	<p>We used the following materials to support the Stage 2 kick off sessions and methodology briefings:</p> <ul style="list-style-type: none"> • Detailed agendas • Methodology overview document (briefing note) • Slide presentations • Records of questions, feedback and GAL responses for each session • A consolidated round 1 stakeholder engagement report following the engagement (this document)
Length	<p>Agenda's and pre-reading materials for all sessions were circulated to stakeholders 1 week in advance.</p> <ul style="list-style-type: none"> • The Round 1 methodology workshop ran for 2 hours. • Stakeholders participating in each session were offered four weeks to provide further questions and feedback.

Table 6 below sets out the audience, approach, materials and timelines for round 2 of the Stage 2 stakeholder engagement activities on the comprehensive list of options to provide assurance that the options are aligned to the design principles and identify stakeholder concerns.

Table 6: Summary of the round 2 stakeholder engagement audience, approach, materials and timelines

Audience	<p>The same group of stakeholder representatives that participated in the design principle engagement during Step 1B, the Stage 2 Round 1 methodology briefings will be invited to contribute to the second round of the Stage 2 activities.</p>
Approach	<p>Comprehensive List of Options engagement sessions</p> <p>A set of Comprehensive List of Options engagement sessions will form the core of the round 2 activities. It is envisaged that three sessions will be held over a two week period on the 15th, 17th and 23rd of February 2022. One of the three sessions will be held during the evening to accommodate stakeholders that are not available during office hours.</p> <p>The Comprehensive List of Options engagement sessions aim to generate assurance that the key stakeholder representatives are satisfied the airspace design options included on the comprehensive list are aligned to the design principles and that we have adequately captured and accounted for all reasonable concerns that are relevant to Step 2A of the CAP1616 process.</p> <p>The Comprehensive List of Options engagement sessions will cover:</p> <ul style="list-style-type: none"> • The definition of an airspace design option in the context of the GAL FASI South ACP • A description of the information drawn from the Airspace Design Database that has been used to develop each airspace design options and how stakeholders should interpret the information in order to provide meaningful feedback. • An explanation of how each option addresses the scope of the ACP (set out in the Statement of Need) and aligns to the design principles. • The management of data and information that supports each option, including an overview of the arrangements for tracking changes as new information arises. • The approach and timelines for gathering feedback from stakeholders on the comprehensive list of options and an explanation of how the feedback will be categorised and used. <p>The Comprehensive List of Options engagement sessions will be conducted as online video conferences. A detailed agenda for the sessions will be circulated to stakeholders in advance. The information will be presented to stakeholders by GAL and our key suppliers. The sessions will pause regularly to invite questions and feedback from stakeholders and encourage discussion on the points that have been raised. A detailed summary of the information presented and a record of the</p>

	<p>questions and feedback provided by stakeholders will be circulated in draft following the sessions. A final report, summarising the questions, feedback and outcomes from the sessions will be circulated to stakeholders prior to round 3.</p>
<p>Materials</p>	<p>The following materials will be used to support the Comprehensive List of Options Engagement Sessions.</p> <ul style="list-style-type: none"> • Detailed agendas • Slide presentations • A summary of the Comprehensive List of Options for stakeholders to review in the four weeks following the engagement sessions • Records of questions, feedback and GAL responses for each session • A consolidated Comprehensive List of Options engagement report that combines the feedback gathered during each session and in the following four weeks. The report will include a summary of how the feedback received has influenced the options included on the Comprehensive List
<p>Length</p>	<p>Agenda's and pre-reading materials for the Comprehensive List of Options engagement will be circulated to stakeholders 2 weeks in advance.</p> <ul style="list-style-type: none"> • The engagement sessions will run for approximately 2.5 hours. • Stakeholders participating in each session will be offered four weeks to provide further questions and feedback. • The consolidated Comprehensive List of Options engagement report will be circulated to stakeholders before the third round of engagement.

Table 7 below sets out the audience, approach, materials and timelines for round 3 of the Stage 2 stakeholder engagement activities on the outcomes of the design principle evaluation and the approach to developing the initial options appraisal.

Table 7: Summary of the round 3 stakeholder engagement audience, approach, materials and timelines

<p>Audience</p>	<p>The same group of stakeholder representatives that participated in rounds 1 and 2 of the Stage 2 engagement activities will be invited to contribute to round 3.</p> <p>In addition, Parish Council representatives will be invited to participate in the round 3 engagement activities. The engagement with Parish Councils will be guided by our understanding of the potential impacts of the airspace design options.</p>
<p>Approach</p>	<p>Design Principle Evaluation engagement</p> <p>A set of Design Principle Evaluation engagement briefings will be conducted at the beginning of round 3. The objective of these briefings is to explain to stakeholders how well the options included on the comprehensive list have performed against each of the design principles. The briefings will also set out the comparatively higher performing airspace design options that have been identified to progress to a more detailed assessment as part of the Initial Options Appraisal.</p> <p>It is envisaged that three Design Principle Evaluation engagement briefings will be held over a two week period. The information presented at the briefings will be identical. Stakeholders will be invited to participate in one briefing only.</p> <p>The Design Principle Evaluation engagement briefings will cover:</p> <ul style="list-style-type: none"> • The approach we have followed to conduct a qualitative evaluation of each option’s performance against each individual design principle, when considered in isolation, which includes a description of how the option has either; Met, Partially Met, or Not Met each principle. • How we have conducted an assessment of each option against the Design Principles, when considered as a set, and if appropriate the rationale for taking forward an option for further assessment as part of the Initial Options Appraisal. • The approach and timelines for gathering feedback from stakeholders. <p>Similar to the round 2 engagement sessions, the Design Principle Evaluation briefings will be conducted as online video conferences, with a detailed agenda circulated in advance. A record of the questions and feedback provided by stakeholders and our responses will be circulated in draft following the briefings.</p> <p>Initial Options Appraisal engagement sessions</p> <p>Two engagement workshop sessions will be conducted after the Design Principle Evaluation briefings, to discuss the development of the Initial Options Appraisal and capture views from the representative stakeholders, including Parish</p>

	<p>Councils. The workshop sessions will <u>not</u> include detailed discussions on the pluses and minuses of each specific option. The information presented at the sessions will be identical. Stakeholders will be invited to participate in one session only. The Initial Options Appraisal engagement workshops will cover:</p> <ul style="list-style-type: none"> • An overview of the specific assessment criteria regarding the potential impacts associated with the options and the quantitative and qualitative information used to conduct the appraisal. • A summary of the relative impacts, both positive and negative, of the options. • Details about the preferred option(s) and the reasons for the preference, if a preferred option can be clearly identified. • The proposed approach to refining the assessment during the Full Options Appraisal phase in Step 3A, including any gaps in the data required and how we propose to address them. • The approach and timelines for gathering feedback from stakeholders. <p>An overview document that describes the development of the Initial Options Appraisal will be circulated before the engagement workshop sessions to allow stakeholders to familiarise themselves with some of the more complex and technical aspects of the material. Although some of the information included in the overview document will be complex, the language used to explain assessment approach and the initial outcomes will be simple and accessible. Stakeholders will be invited to submit questions to GAL via email that may be prompted by the Initial Options Appraisal overview document. Any questions received will be addressed during the sessions and captured in the record.</p> <p>The sessions will be conducted as online video conferences, with a detailed agenda circulated in advance. A record of the questions and feedback provided by stakeholders and our responses will be circulated in draft following the sessions. A final report, summarising the questions, feedback and outcomes of the round 3 engagement activities will be circulated to stakeholders prior to the Stage 2 regulatory gateway submission.</p>
Materials	<p>The following materials will be used to support the round 3 engagement activities.</p> <ul style="list-style-type: none"> • Detailed agendas • Slide presentations • Records of questions, feedback and GAL responses for each briefing/session • A consolidated round 3 engagement report that combines the outputs gathered during each session and in the feedback period thereafter. The report will include a summary of how the feedback received has influenced the Stage 2 regulatory gateway submission.
Length	<p>Agenda's and pre-reading materials for the Design Principle Evaluation briefings and Initial Options Appraisal engagement workshop sessions will be circulated to stakeholders at least 2 weeks in advance.</p>

- The Design Principle Evaluation briefings will run for approximately 2 hours.
- The Initial Options Appraisal engagement workshops will run for approximately 2 hours.
- Stakeholders participating in each briefing/session will be offered four weeks to provide further questions and feedback.
- The consolidated round 3 stakeholder engagement report will be circulated to stakeholders approximately six weeks after the final round 3 engagement session.

4. Stakeholder Engagement to date

Following the announcement in March 2021 by the DfT and the CAA of Government financial support for the FASI programme, we requested to restart the GAL FASI South ACP in May 2021. Table 8 shows the stakeholder engagement timeline since this restart.

Table 8: Summary timeline of stakeholder engagement activities conducted since the ACP restart

Timeline	Activity	Link to more details
June 2021	<p>Airspace Awareness (Pre Round 1 Engagement)</p> <p>GAL identified that it would be prudent to undertake some additional re-engagement with community stakeholders in preparation for the programme restarting. This engagement took place with Gatwick's Noise Management Board (NMB) and Noise and Track Monitoring Advisory Group. Although this engagement was outside of the formal rounds for Stage 2, we have included the information here as there were useful questions raised around the Airspace Change Process and it also enables us to record and track actions from the meeting.</p>	Section 5
September 2021 & October 2021	<p>Stage 2A Round 1 Workshops</p> <p>In September and October we held the first round of stakeholder engagement workshops. These were split into three groups; local communities and council stakeholders, airlines and ANSPs, and General Aviation and other airspace users.</p>	Section 6
December 2021	<p>Stage 2A Stakeholder Update Briefing</p> <p>Originally, as part of the round 1 events, we had planned to hold round 2 workshops in December 2022 however due to changes to the ACP timeline, this round of engagement was postponed until February 2022. As explained within the contingency planning section of our stakeholder engagement strategy, in the event of a delay with engagement, we held a stakeholder update briefing.</p>	Section 7
February 2022	<p>Stage 2A Round 2 Workshops</p> <p>These workshops are planned for February 2022.</p>	Section 9

Stakeholder Identification

Stage 2A of the CAP1616 Process requires us to engage with the same Stakeholders engaged at Stage 1B. Throughout the Stage 2 activity to date, we have reviewed our stakeholder list and updated stakeholders as and when appropriate. We have introduced some additional stakeholders compared to Stage 1B and we have also removed some stakeholders; details of both can be found in the tables below.

Additional Stakeholders

Table 9: Additional stakeholders included in the Stage 2 stakeholder engagement activities

Stakeholder	Rationale
Speldhurst Parish Council	These stakeholders were invited to the Airspace Awareness events in their capacity as members of Gatwick’s Noise Management Board and Noise and Track Monitoring Advisory Group.
TWANSG	
Burstow Parish Council	
Horley Town	
General Aviation Awareness Council (GAAC)	Following the Stakeholder Engagement undertaken at Stage 1 we reviewed the engagement undertaken with General Aviation stakeholder representatives and we also looked at best practice across other FASI-S ACPs. We decided to broaden the stakeholder engagement in Stage 2 to include those who represent General Aviation pilots rather than just General Aviation Aerodromes and therefore the GAAC were added to our stakeholder list, as well as representatives from the National Air Traffic Management Advisory Committee detailed below.
National Air Traffic Management Advisory Committee (NATMAC) Airspace4All, Aircraft Owners and Pilots Association (AOPA), Airspace Change Organising Group (ACOG),	Following the Stakeholder Engagement undertaken at Stage 1 we reviewed the engagement undertaken with stakeholder representatives and we also looked at best practice across other FASI-S ACPs.

Stakeholder	Rationale
Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK), British Airways (BA), British Airline Pilots Association (BALPA), British Airline Pilots Association (BALPA), British Balloon and Airship Club, British Business and General Aviation Association (BBGA), British Gliding Association (BGA) (NATMAC), British Helicopter Association (BHA) (NATMAC), British Hang Gliding and Paragliding Association (BHPA) (NATMAC), British Microlight Aircraft Association (BMAA) / General Aviation Safety Council (GASCo) (NATMAC), British Model Flying Association (BMFA) (NATMAC), British Skydiving, Drone Major, General Aviation Alliance (GAA), Guild of Air Traffic Control Officers (GATCO), Honourable Company of Air Pilots (HCAP), Helicopter Club of Great Britain (HCGB), Heavy Airlines, Light Aircraft Association (LAA), Low Fare Airlines, Military Aviation Authority (MAA), NATS, Navy Command HQ, PPL/IR (Europe), PPL/IR (Europe), United States Air Force Europe (3rd Air Force-Directorate of Flying (USAFE (3rd AF-DOF), NATS, CAA Stakeholder Engagement	We noted that engaging with selected members of the National Air Traffic Management Committee (NATMAC), would enable us to broaden our stakeholders who represent the interests of General Aviation, operators from Gatwick, and other airspace users. We therefore added representatives from NATMAC to our stakeholder list for Stage 2.

Removed Stakeholders

Flybe, Virgin Airlines and Thomas Cook no longer operate out of Gatwick Airport and they have therefore been removed as stakeholders from our engagement list. The Independent Commission on Civil Aviation Noise (ICANN) ceased operating on the 30th September 2021 and therefore the ICANN representatives have been removed from our stakeholder list for the December update briefings and any future engagement activity.

CAA and Department for Transport

We have invited representatives from the CAA and the Department for Transport to participate in our sessions where appropriate. This is in the capacity of observation and providing input into some stakeholder questions.

5. Airspace Awareness (Pre Round 1 Engagement)

As described above, following the COVID-19 related pause we identified that it would be prudent to undertake some additional engagement with key community stakeholders in preparation for the ACP restarting. This engagement took place with Gatwick’s Noise Management Board (NMB) and Noise and Track Monitoring Advisory Group (NATMAG) via a virtual Teams meeting held on June 24th 2021. The presentation was split into three sections:

Part 1: Airspace Modernisation

Part 2: The CAP1616 Regulatory Airspace Change Process

Part 3: Gatwick’s FASI-South ACP

Throughout the presentation, there were opportunities for stakeholders to ask questions. The follow sections outline the questions and answers arising during the presentation and post meeting feedback received from attendees. Details of the stakeholders who were invited and attended the workshop are shown in [Appendix A](#).

Questions and Answers arising during the Pre-Round 1 Airspace Awareness Engagement

Table 10 documents the questions and answers recorded during the meeting.

Table 10: Questions, answers and follow up actions arising from the pre-round 1 awareness engagement

Question (You Said)	Answer (We did)	Follow up actions (We did)
Is the FASI-S Airspace Change Proposal (ACP) looking to change the airspace for one, two or three runways?	The FASI-S ACP would be looking to accommodate future traffic levels at Gatwick – and across the UK more broadly – and therefore would incorporate traffic levels consistent with Gatwick’s future growth plans including the Northern Runway project which is being taken forward through a Development Consent Order. The ACP is therefore based on a two-runway scenario.	n/a
Who is responsible for airspace design between	Airports are responsible for maintaining and upgrading their arrival and departure routes up to 7000ft. NATS are responsible for maintaining and upgrading the network of routes above	n/a

Question (You Said)	Answer (We did)	Follow up actions (We did)
the airport led ACPs and the NATS-led network ACPs?	7000ft. In practice, when looking at how to integrate the arrival and departure routes at lower altitudes with the network changes above, the airport-led ACPs may design routes above 7000ft in close collaboration with NATS.	
Will the Gatwick FASI-S ACP take into account the 23 recommendations arising from the 2016 Gatwick Independent Arrivals Review?	Some of the specific recommendations of the Independent Arrivals Review are not relevant to the FASI-S ACP process however those that are will be drawn into the FASI-S ACP options development and assessment process during Stages 2 and 3.	n/a
How does the current Route 4 ACP link into the wider FASI ACP process?	Route 4 ACP is being taken forward independently but cognisant of FASI-S. The FASI-S ACP will consider all departure routes including Route 4.	n/a
How can all needs be accommodated fairly in the ACP process when the Statement of Need is based only on the sponsors needs rather than the needs of all Stakeholders?	<p>A sponsor takes forward an airspace change driven by the issues and opportunities it identifies in its Statement of Need (SoN), but that is not without regard for numerous other factors and affected Stakeholders that are key to the process from Stage 1.</p> <p>The SoN is the tool to initiate the ACP and the contents of the SoN are the responsibility of the change sponsor. The CAA determines if the SoN is appropriate to be addressed through the ACP process at Stage 1A. At Stage 1B there are then opportunities for engagement with Stakeholders and their representatives during the development of the Design Principles and it is these Design Principles that form the framework when sponsors are developing airspace change options.</p>	n/a

Question (You Said)	Answer (We did)	Follow up actions (We did)
<p>What funding will be available to community groups, parish councils et al. in order for them to support and respond to the ACP process?</p>	<p>Gatwick have asked the DfT to respond to this question and we will update stakeholder groups when information is available.</p>	<p>Yes – see section 8</p>
<p>Please could you provide more information on Initiatives 7 & 8: PBN Route Replication, and PBN Route Redesign</p>	<p>There are potential benefits that can be generated from introducing new routes that are designed to satellite navigation standards (also known as Performance-based Navigation or PBN routes) rather than relying on conventional ground-based navigation beacons.</p> <p>The current route structure is designed around the fixed locations of ground navigation beacons that constrain how and where aircraft fly. Satellite-based PBN routes can be designed with greater flexibility and precision that offers the opportunity to redesign the airspace without these constraints. The widespread deployment of PBN routes is a key component of Airspace Modernisation that must be managed with care because of the potential for the transition to satellite navigation standards to change the distribution and concentration of aircraft noise.</p>	<p>n/a</p>
<p>How do I find out more about the Airspace Strategy Board meeting?</p>	<p>The DfT Aviation Minister chairs an Airspace Strategy Board meeting which is attended by a range of aviation stakeholders to discuss the policy and objectives of airspace modernisation. The Airspace Strategy Board meeting minutes and announcements are published on the government website: https://www.gov.uk/government/groups/airspace-strategy-board.</p>	<p>n/a</p>
<p>Government policy requires the CAA to balance all relevant factors in decisions on airspace changes,</p>	<p>The Department for Transport (DfT) are undertaking external workshops to consider this matter with key stakeholders. The aim is to follow a balanced approach through the ACOG Masterplan process and the development of airspace design options within each of the FASI-S ACPs.</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
<p>therefore why does the Airspace Modernisation Strategy set out that noise improvements should be explored where they are not in conflict with growth?</p>		
<p>Will the ACP consider multiple route options for respite and will this include Arrivals and Departures?</p>	<p>The airspace design options development and appraisal activities conducted during Stage 2 of the CAP1616 process must include a consideration of the potential to deploy multiple route options that offer noise respite. The requirement covers all airspace design options considered as part of the ACP, therefore arrivals and departures.</p>	<p>n/a</p>
<p>What is the Government's definition of total adverse noise effects?</p>	<p>The Department for Transport (DfT) have confirmed that a full definition of the term is not set out in the Airspace Modernisation Strategy however information on assessing noise impacts is set out in paragraphs 3.4 to 3.12 and Annex C of the Air Navigation Guidance 2017 (ANG). The latest Transport Analysis Guidance (referred to within the ANG as "WebTAG") can be found here.</p>	<p>n/a</p>
<p>Will the analysis of airspace design options consider multiple route configurations for noise respite and will the cumulative impacts of the overall system design and options associated with</p>	<p>It is a requirement of the CAP1616 process to examine both single route and multiple route configurations. The issue of cumulative impacts associated with other interdependent ACPs will be addressed as part of the ACOG Airspace Change Masterplan as well as Gatwick's FASI-S ACP. At Stage 3 of the CAP1616 process there is the requirement to comprehensively assess the cumulative impact of the options proposed to be taken to consultation including the impacts linked to other interdependent ACPs.</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
<p>other interdependent ACPs be included in the appraisal?</p>		
<p>What content of the Airspace Modernisation Strategy (AMS) relates to the potential concentration of aircraft noise impacts that may arise following the introduction of PBN routes?</p>	<p>Currently noise impacts are subject to a degree of natural dispersion that is caused because all aircraft fly the existing procedures slightly differently and air traffic control often vector aircraft during the arrival and departure phases of flight.</p> <p>Airspace modernisation will introduce greater systemisation of the route network and deconflict the main arrival and departure flows by design rather than tactical intervention from Air Traffic Controllers. This can be desirable if it allows traffic to be concentrated away from noise sensitive areas, however undesirable if the concentration of noise creates disproportionately negative effects on a minority of stakeholders. The Gatwick Noise Management Board (NMB) work programme includes a study into the fair and equitable distribution of noise impacts that will inform the Gatwick FASI ACP.</p> <p>The AMS acknowledges the issue of concentration vs dispersal of noise impacts but doesn't provide any specific solutions. The focus of CAP1616 is on demonstrating that we have sought to minimise the total adverse effects of aircraft noise. There are several ways to do this including, but not limited to, using multiple route options that might offer stakeholders with predictable relief or respite from noise, or designing single routes away from noise sensitive areas; these opportunities will be examined in further detail as Gatwick progresses through stages 2 and 3 the ACP process.</p>	<p>n/a</p>
<p>Is Gatwick seeking to remove the Noise Preferential Routes (NPRs)?</p>	<p>NPRs are treated as part of a suite of Noise Abatement Procedures that are covered under a separate policy and process with the Department for Transport (DfT). The process through which the DfT manage noise abatement procedures are separate and distinct, with dedicated stakeholder consultation requirements and the Airspace Modernisation initiatives cannot bypass this.</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
	<p>As Gatwick progresses through the CAP1616 Airspace Change Process we will develop our understanding of the benefits and potential impacts of different airspace design options through the appraisal process. The potential impact of changes to the existing NPRs would be considered as part of this appraisal. If the preferred options arising from the appraisal process involve changes to the existing NPRs, evidence will need to be presented to the DfT for the Government to make a decision on whether to approve the changes. At this early stage we cannot determine if there are changes to the NPRs.</p>	
<p>Why are you making decisions about the removal of NPRs before the public consultation at Stage 3C?</p>	<p>A decision on the location of NPRs cannot be made at this early stage. The NPRs are not being excluded from the airspace change process and if changes to NPRs become necessary as a result of the airspace modernisation they will be covered under a parallel DfT process.</p>	<p>n/a</p>
<p>Will details of the discussions between the CAA and DfT with regards to the treatment of ACPs that result in changes to the existing NPRs be made public?</p>	<p>The CAA have confirmed they raised this matter with the DfT in 2018 and a policy has been drafted. The related finalised policy will be published in due course and if attendees wish to approach the CAA directly about this matter, then please contact the team via airspace.policy@caa.co.uk.</p>	<p>n/a</p>
<p>What compensation will be available to those affected by overflights?</p>	<p>There are established government policies in place regarding compensation and it is the responsibility of the ACP sponsor to ensure there are appropriate compensation structures in line with those in place policies.</p>	<p>n/a</p>
<p>How will success be determined with regards</p>	<p>The ambition of the ACP is to minimise the overall adverse effects of aircraft noise in accordance with government policy. The DfT WebTAG methodology will be used to aggregate</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
to the expected noise benefits of Gatwick's FASI-S ACP? For example will success be judged by reductions in the number of people impacted or by reducing a measure of the total adverse effects on health and quality of life.	noise changes for every population point within the assessment area and this considers adverse health effect.	
Will Gatwick hold a community focused workshop to explain the WebTAG methodology?	Gatwick will consider this suggestion and look to ensure that an explanation of the WebTAG methodology is provided at the appropriate stage of the CAP1616 process.	Yes – see section 8
How will helicopters be captured as part of ACPs?	Helicopter operators and rotary wing operations are usually included as part of the General Aviation stakeholder category.	n/a
Will detailed slides be circulated to stakeholders prior to engagement workshops?	Where possible materials to be used as part of future Gatwick FASI ACP stakeholder engagement activities will be circulated to participants in advance of the sessions.	Yes – see section 8
Will Gatwick be revisiting the Design Principles and	Stage 1 was completed in July 2019 when the CAA validated the engagement activities undertaken and passed the proposal through the Stage 1 Gateway. There are no plans to revisit the Design Principles established through targeted engagement during Stage 1.	n/a

Question (You Said)	Answer (We did)	Follow up actions (We did)
the stakeholders engaged during this process?	At Stage 2, Gatwick has to be consistent with the Stakeholders engaged at Stage 1 and these stakeholders are all listed on the CAA Airspace Change Portal within Gatwick's Stage 1B submission document page 55-61 . Attendees at our Stage 2 engagement workshops are representatives of the local communities and the public. Wider engagement will take place as the ACP progresses and more people will be drawn in at the appropriate stage in the ACP process.	
How will Gatwick communicate about progress on the ACP to stakeholders, I have found registering for updates via the CAA's airspace portal unreliable.	<p>Airspace Change Sponsors are required to use the CAA's Airspace Change Portal and the CAA are currently updating the portal so that notifications are sent whenever a sponsor progresses through an ACP stage.</p> <p>Throughout Stage 2 Gatwick will email attendees following events to share notes and slides.</p>	n/a
Will Gatwick Airport Limited (GAL) seek views of other organisations on the consultation plan? How will GAL look to engage with all those communities around the airport, including the hard to reach groups? Virtual consultation is one communication channel, but it is such a technical and complex area that	<p>At Stage 2 of the ACP process, there is a requirement to engage with the Stakeholders engaged at Stage 1B of the process. We intend to hold three rounds of stakeholder engagement as we progress through Stage 2. A stakeholder engagement strategy has been developed for Stage 2A and this will be published on the Airspace Change Portal in due course.</p> <p>At Stage 3, GAL will be required to submit and publish a Consultation Strategy which explains our plans for a targeted airspace change consultation. This strategy will include;</p> <ul style="list-style-type: none"> • Who we will be targeting within the consultation and how we have identified the stakeholder groups, • How we will consult with hard to reach stakeholder groups, • What consultation materials will be available and how we will share the information to enable stakeholders to provide an informed response, 	Yes – see section 8

Question (You Said)	Answer (We did)	Follow up actions (We did)
<p>other and more traditional forms of consultation/exhibitions may be needed. Will this feature as part of the plan and does GAL have the resource to cover such a wide area overflowed now and in the future?</p>	<ul style="list-style-type: none"> • When the consultation and any associated events will occur. • Towards the end of Stage 2, we plan to engage with stakeholder groups to help develop this strategy in preparation for Stage 3. 	
<p>How can GAL help inform all interested parties of implications of other airports' airspace design proposals which may have a negative impact on GAL's work, or may reduce scope for GAL to achieve greater noise improvements?</p>	<p>At Stage 3 of the Airspace Change Process, GAL will be required to undertake a Full Options Appraisal which identifies the cumulative impacts of other airport's ACPs and considers these as part of the appraisal of airspace change options. The Full Options Appraisal will be published as part of a suite of documents that form the consultation material that will be available to all stakeholders.</p> <p>GAL is working closely with the Sponsors of all other related ACPs through a Masterplanning process that is independently coordinated by the UK Airspace Change Organising Group (ACOG). More information about the work of ACOG and the development of the UK Airspace Change Masterplan can be found here. The next iteration of the Masterplan is expected to be published in Q1-2022 and will set out the interdependencies between specific ACPs and the approach to ensuring the overall programme of airspace change is optimised.</p>	<p>n/a</p>
<p>As ACOG is an industry body, does it mean their focus is on what is best for aviation rather than residents?</p>	<p>All stakeholders that are potentially affected by airspace modernisation will have the opportunity to engage in the development of the Masterplan. The Masterplan is intended to describe the network wide proposal and to coordinate interactions across the interdependent ACPs.</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
	The CAA's role is to assess the Masterplan and only to use it as part of the decision-making process for airspace changes when they are satisfied that sufficient consultation and engagement has been undertaken with <u>all</u> stakeholders.	
Will the Masterplan be taking each of the 21 ACPs into consideration and will any of the proposals will be prioritised over others?	The Masterplan must take into account all 21 airport-led ACPs that make up the FASI initiatives, along with the NATS led airspace modernisation programme above 7000ft. ACOG is established to be impartial and therefore there will be no prioritisation of the ACPs.	n/a
Is there prioritisation of airports within FASI-South and the airports in the London Terminal Area specifically?	There is no prioritisation of airports. The ambition of the network level airspace modernisation programme (above 7000ft) is that it offers sufficient capacity, flexibility and resilience to accommodate all the airport's requirements for the lower altitude airspace without the need for prioritisation. One of the roles of ACOG is to ensure there is a balanced approach to the integration of airspace designs across sponsors to protect this ambition.	n/a
What about the implications for the Masterplan process if one or more of the airports are forced to close following the impacts of COVID-19?	This is something that ACOG will need to consider and this will include the smaller airports alongside the 21 ACPs to ensure the airspace design can accommodate these.	n/a
Why is Manston listed as a neighbouring Airport when it is closed?	Manston are developing proposals to reopen and they have an ACP underway.	n/a

Question (You Said)	Answer (We did)	Follow up actions (We did)
<p>What is meant by a sufficiently broad list of options and will there be an opportunity to look at new options after consultation?</p>	<p>For an ACP of this size and scope the comprehensive list of options becomes very large very quickly and furthermore we need to articulate what is an option as it could be a single route option or a system. Gatwick will try to provide systemised/groups of options that are supported by the data taken from the development of many possible flight paths that are subject to environmental impact analysis.</p> <p>The intention of stakeholder engagement during Stage 2 and the public consultation at Stage 3 is to gather as much new information as possible about the airspace design options. If this information leads to the formation of new options then the ACP will return to the short listed options and re-assess the impacts on the proposal accordingly. If significant changes are made after the consultation at Stage 3, then there is specific guidance in CAP1616 at Stage 4A regarding the requirements to reconsult.</p>	<p>n/a</p>
<p>Options in the Route 4 ACP were discounted due to some solutions only being available through a more comprehensive FASI-S ACP, how will this be addressed?</p>	<p>There may be a solution delivered through the, in progress, Route 4 ACP that is not able to take advantage of some of the opportunities likely to be presented through FASI-S (for example an uninterrupted climb profile), and this may mean a solution delivered through the Route 4 ACP may be replaced by an optimal, compatible solution through FASI-S.</p>	<p>n/a</p>
<p>When is the Stage 2 Gateway for the Gatwick FASI-S ACP?</p>	<p>The stage 2 Gateway is scheduled for July 2022. After July 2022 there is only an indicative schedule due to the Masterplan process and the requirement for a coordinated approach between ACP sponsors.</p>	<p>n/a</p>
<p>Will the Fair and Equitable Distribution (FED) Study</p>	<p>The NMB work plan contains an activity to undertake an independent assessment of fair and equitable distribution concepts to help inform stakeholder discussions. Departures and arrivals have different flight profiles and the study will consider both arrivals and departures.</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
look at arrivals and departures?		
What are the Independent Commission on Civil Aviation Noise (ICCAN) doing to protect all new people who will be impacted by noise?	ICCAN have provided links to the ICCAN Toolkit and Engagement best practice: https://consultation-toolkit.iccan.gov.uk/ and https://iccan.gov.uk/engagement-best-practice/ .	n/a

Feedback received post meeting

As this was an introductory airspace workshop that did not form part of our formal rounds of engagement, we did not ask stakeholders any specific questions at this stage however we did give participants the opportunity to provide any general feedback or ask questions. The following table summarises the feedback that was received from stakeholders:

Table 11: Questions, answers and follow up actions arising from the pre-round 1 awareness engagement (post meeting)

Feedback received post workshop (You Said)	Our response (We did)	Follow up actions (We did)
GACC had 4 seats at this meeting with TWANSG with 3 and Plane Wrong with 2 committee members. CAGNE would like to have the same opportunity of inviting more committee members to future events. Can you confirm this is possible in view of the number permitted to the GACC noise group?	If you would like additional committee members to attend future meetings then please send your request to the organiser at the time of invitation. Depending on the nature of the event, there may sometimes be the requirement to limit numbers of representatives per organisation, however we will endeavour to accommodate any requests fairly.	n/a

Feedback received post workshop (You Said)	Our response (We did)	Follow up actions (We did)
<p>██████████ (Plane Wrong) asked whether details of the discussions between the CAA and DfT with regards to the treatment of ACPs that result in changes to the existing NPRs be made public. ██████████ (CAA) agreed to take this question away and will update group. We would ask that these details be made available to CAGNE as our group covers all airspace of Gatwick Airport and beyond and not just to Plane Wrong.</p>	<p>Any information provided by organisations such as the CAA or DfT following the meeting will be shared with all attendees. We have added a post meeting note to the final meeting minutes with an update from the CAA (Para 27)</p>	<p>n/a</p>
<p>Plane Wrong also mentioned the 'totality' of what is suffered by route 4 due to Heathrow traffic. We would like to repeat our request that all airspace operations caused by Gatwick be considered and not in isolation as is currently the case as many communities suffer multiple departure routes as well as all arrivals.</p>	<p>As explained at the meeting (para 26 of the minutes), there is a requirement within the CAP1616 process to examine both single route and multiple route configurations. At Stage 3 of the Airspace change process there is the requirement to comprehensively assess the cumulative impact of the options proposed to be taken to consultation.</p>	<p>n/a</p>
<p>There would seem to be a contradiction of facts. It is suggested that the DfT and CAA will consider NPRs and yet it states that NPRs are not to be removed by AS. Can you please clarify if it is DfT and CAA that will remove NPRs due to GAL's FASIS process or policy for resilience and efficiency of airspace?</p>	<p>Within the meeting, ██████████ explained that NPRs are not to be excluded as part of the Airspace Change Process and if changes to NPRs become necessary as a result of the airspace modernisation they will be covered under a parallel process. Earlier in the meeting, (para 19 and 20) ██████████ ██████████ (DfT) explained that the NPRs are treated as part of a suite of Noise Abatement Procedures that are covered under a separate policy and process with the DfT. The process through which the DfT manage noise abatement procedures are separate and distinct, with dedicated stakeholder consultation</p>	<p>n/a</p>

Feedback received post workshop (You Said)	Our response (We did)	Follow up actions (We did)
	<p>requirements and the Airspace Modernisation initiatives cannot bypass this.</p> <p>As Gatwick progresses through the CAP1616 process we will develop our understanding of the benefits and potential impacts of different airspace design options through the appraisal process. The potential impact of changes to the existing NPRs would be considered as part of this appraisal. If the preferred options arising from the appraisal process involve changes to the existing NPRs, evidence will need to be presented to the DfT for the Government to make a decision on whether to approve the changes. At this early stage we cannot determine if there are changes to the NPRs.</p>	
<p>Under Compensation we believe we detailed and ask for correction - CAGNE stated that as FASIS will not be a new runway residents would not be entitled to compensation for loss of house value and would end up with negative mortgages as a result of new flight paths over new areas. Would there be compensation in the form of full house devaluation?</p>	<p>We have amended paragraph 35 of the minutes to reflect this statement and also added a question about compensation to the circulated question and answer document.</p>	<p>n/a</p>
<p>CAGNE has already approached GAL for funding in relation to G2 and has been declined. If funding is to be provided to assist with FASIS we would ask that CAGNE be given funding as we have held workshops before to explain airspace to residents of Kent, Sussex and Surrey. as the</p>	<p>As explained at the meeting (para 73), this question has been asked of the DfT and we will circulate any outcomes when available.</p>	<p>n/a.</p>

Feedback received post workshop (You Said)	Our response (We did)	Follow up actions (We did)
<p>umbrella aviation community and environment group. Please confirm this?</p>		
<p>Attendance list – I note you’ve referenced GATCOM in a number of places. The invitation to the event was only to NMB and NATMAG members (it was only those GATCOM members who hold a seat on NATMAG that received the invitation to attend and [REDACTED] as GATCOM’s rep on NMB). As currently drafted it seems that GATCOM was invited to the event but there was no formal invitation to GATCOM to attend. That’s one of the reasons why I asked to attend as an observer as GATCOM Secretariat. Should GATCOM therefore be referenced in the way currently given in the draft minutes? There might be questions from other GATCOM members that they were not aware of the event – e.g. Ruser Parish Council, Charlwood Parish Council.</p>	<p>The final meeting minutes were updated to remove reference to some attendees also sitting on GATCOM</p>	<p>n/a</p>
<p>[REDACTED] is not listed correctly. He is a member of NATMAG but holds a seat on NATMAG as an EHO representing Mid Sussex DC. He is not one of GATCOM’s appointees to NATMAG. He should be referenced in the same way as [REDACTED].</p>	<p>Final meeting minutes updated to reflect this correction.</p>	<p>n/a</p>
<p>Typo para 64 “traditional”</p>	<p>Meeting minutes updated.</p>	<p>n/a</p>

6. Stage 2A Round 1 Workshops (September and October 2021)

In September and October 2021 we held the first round of stakeholder engagement workshops. Stakeholders previously engaged at Stage 1 and some additional stakeholders were invited to the virtual sessions. These were split into three groups;

- Local communities and council stakeholders (Held on 2nd and 3rd September 2021)
- General Aviation and other airspace users (Held on 7th October 2021) and,
- Airlines and Air Navigation Service Providers (ANSPs) (Held on 8th October 2021).

The purpose of these workshops was to brief stakeholders and gather feedback on the methodology that we intend to follow to develop and assess options for our airspace change proposal. The workshops were split into the following agenda sections:

- Methodology objectives and overview
- Developing an Airspace Design Database
- Defining the do-nothing scenario
- Building a comprehensive list of options
- Conducting a design principle evaluation
- Producing an initial options appraisal
- Setting out the methodology for the Full Options Appraisal

Throughout the workshop, there were opportunities for stakeholders to ask questions and the following section outlines the questions and answers from the workshops. Stakeholders also had the opportunity to feedback on the methodology that we plan to follow to develop our airspace change options; details of this are also shown in the table below.

Appendix A contains a record of the stakeholders who were invited and attended the workshops.

Questions and Answers during workshops

Table 12: Questions, answers and follow up actions arising from the round 1 engagement with communities

Question (You Said)	Answer (We did)	Follow up actions (We did)
<p>At what stage in the CAP1616 process are airspace change design options assessed?</p>	<p>Airspace change design options are developed and assessed during Stages 2, 3 and 4 of the CAP1616 process.</p> <p>We will develop our Comprehensive List of Options during Step 2A and conduct an Initial Appraisal of the shortlist of options that perform best against the Design Principles in Step 2B.</p> <p>The shortlist of options will be subject to a more robust and quantitative Full Options Appraisal at the beginning of Stage 3 (Step 3A) in preparation for a Public Consultation.</p> <p>The Final Options Appraisal, incorporating the feedback gathered during the Public Consultation, will be conducted in Stage 4 in preparation for when the ACP is submitted to the CAA for a decision.</p>	<p>n/a</p>
<p>At what stage in the process is an environmental impact assessment undertaken?</p>	<p>Environmental considerations are initially made at Stage 2A when we are developing airspace change options to meet our Statement of Need and the Design Principles. As part of Stage 2A, we then evaluate these options against the Design Principles. As Gatwick has some Design Principles that are based around noise and the environment, this will be the first opportunity for environmental assessment although at this stage the assessment will be high level and qualitative.</p> <p>A more detailed environmental assessment of options begins in Step 2B as part of the Initial Options Appraisal and is expanded on, with progressively more quantitative detail about the environmental costs and benefits during the Full and Final phases of options appraisal.</p> <p>The Initial Options Appraisal requires a largely qualitative assessment of the environmental impacts, both positive and negative, of each option included on the shortlist. (Some of the specific assessment criteria regarding the potential impacts of aircraft noise will be based on quantitative information during the Initial Options Appraisal).</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
	<p>The Full Options Appraisal in Step 3A requires a more detailed quantitative assessment of the environmental impacts, including all costs and benefits evaluated in monetary terms where possible, following the Department for Transport (DfT) WebTAG guidance.</p>	
<p>At what point in the process will the potential for cumulative noise impacts associated with Heathrow's ACP be considered?</p>	<p>The potential for cumulative noise impacts, where routes proposed as part of Gatwick's ACP may be positioned in the same volumes of airspace as those included in other interdependent proposals is an important consideration.</p> <p>At Stage 3 (Step 3A) of the process there is a requirement to examine the cumulative impact of the options that are proposed to be taken to Public Consultation, including a detailed evaluation of the impacts related to the potential interactions with other interdependent ACPs (such as the FASI-S proposal sponsored by Heathrow Airport).</p> <p>We are formally engaging with Heathrow Airport and all other interdependent ACP sponsors throughout Stage 2 in preparation for the cumulative impact assessment work that will need to be conducted collaboratively in Stage 3. Details of our engagement with the other interdependent FASI-S ACP sponsors and the outcomes arising will be set out in our Stage 2 submission.</p> <p>The CAA has made clear that Gatwick (and all other FASI-S ACP sponsors) will be unable to progress through Stage 3 of the process until the potential cumulative impacts of the interdependencies with other FASI-S ACPs are identified and appraised as part of the Full Options Appraisal and in line with the accompanying Airspace Masterplan process that is led by the Airspace Change Organising Group (ACOG).</p> <p>At present, ACOG is developing Iteration 2 of the Airspace Masterplan which is due to be submitted to the CAA in December 2021. Iteration 2 will outline the interdependencies between the FASI ACPs and identify the areas where cumulative impacts may arise. ACOG will start to develop Iteration 3 of the Masterplan in 2022, examining the interdependencies between proposals in more detail and reviewing ways to refine options to manage the interactions effectively and optimise the overall airspace design. In addition to the analysis that we will</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
	<p>conduct collaboratively as part of the CAP1616 process, we expect the potential cumulative noise impacts generated by the interactions between Gatwick and other FASI sponsors to feature prominently in Iterations 2 and 3 of the Masterplan.</p>	
<p>How will Gatwick's methodology ensure that there is a fair approach for determining where new flight paths are positioned?</p>	<p>Gatwick's methodology follows a data driven approach that aims to demonstrate how all viable flight path options for the ACP have been adequately considered in an objective and transparent manner. Decisions about the development of airspace change design options are informed by a comparative analysis of the environmental performance of a broad range of notional flight paths.</p> <p>The methodology relies on the Design Principles agreed in Stage 1 and regular engagement with stakeholder representatives during Stage 2 to guide how the options are refined and appraised.</p> <p>The data, guidance and analysis used to conduct the options appraisals will be made transparent and provided to the CAA in a machine readable format so that the Regulator can rerun aspects of our assessment and independently validate the results.</p>	<p>n/a</p>
<p>Does the methodology to develop and assess options consider a 1 or 2 runway operation?</p>	<p>Both. The baseline against which the options will be appraised is a Do Nothing scenario that includes assumptions about traffic levels, airspace structures and the prevailing air traffic situation with and without the deployment of the Northern Runway Project.</p>	<p>n/a</p>
<p>How are the connecting points between the routes below 7000ft. and the airspace network above 7000ft. (that</p>	<p>At this early stage in the process, the connecting points between routes below 7000ft. that Gatwick is responsible for and the airspace network above 7000ft. that NATS is responsible for (in a separate but interdependent FASI-S ACP) have not been fixed.</p> <p>The sections of airspace that we are examining to support our options development during Stage 2 are based on conservative assumptions that retain the greatest possible flexibility regarding how and where the lower altitude routes will connect with the network.</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
NATS is responsible for determined?	We are engaging regularly with the NATS ACP Team to understand the options being developed for the network above 7000ft. and to refine our options accordingly to ensure that the proposals integrate efficiently.	
How have the maximum and minimum joining points for the notional flight paths that may be included in the arrivals component of an option been defined? Could there be an opportunity to develop an approach path closer in or further away?	<p>When determining the maximum and minimum joining points for the arrival options, we examined a large body of existing operational data and the current distributions of traffic to understand the likely maximum and minimum points that air traffic control currently direct aircraft to join the ILS. This was determined to be from around 2000ft (minimum) to 5000ft (maximum).</p> <p>The minimum final approach distance allowable by technical airspace design criteria is 3 nautical miles (NM), with an accompanying intermediate approach segment of between 3 to 5NM. Given this, it would not be possible to get materially closer than the 2000ft point applied in the methodology.</p> <p>The maximum distance is based on current flight information. We will consider options for a joining point that is further away in greater detail during the next phase of work and report back in the second round of Stage 2 engagement in December.</p>	n/a
Does the preliminary assessment of the notional flight paths defined to support the options development include a measure of population overflight?	Yes. The methodology uses the CAA's definition of an overflight contour to evaluate the number of people affected by each notional flight path. The preliminary assessment also considers measures of newly overflown (including rate of overflight) and event level metrics such as the number of people exposed above N65 Lmax.	n/a
Does the methodology consider the relative impacts of departure	This level of refinement will be considered during the detailed quantitative assessment of the flight paths conducted as part of the Full Options Appraisal in Stage 3 (Step 3A).	n/a

Question (You Said)	Answer (We did)	Follow up actions (We did)
routes turning at different altitudes?		
Does the methodology consider the configuration of the existing Noise Preferential Routes currently in place at Gatwick?	<p>Yes. The process requires that we compare options against a Do Nothing scenario that serves as a baseline for the appraisal. The Do Nothing scenario will be based on the existing airspace design and air traffic management arrangements (including the existing configuration of NPRs). We are also required to set out the minimum level of change that we consider necessary to deliver the scope of the ACP (referred to as the Do Minimum Option) that will also consider the treatment of the existing NPRs.</p> <p>As part of the Airspace Design Database we will include notional flight paths that align to the existing NPRs. This will allow us to compare these against all other notional flight paths to understand how they perform.</p>	n/a
How do Gatwick determine which metrics to use to assess the impact of aircraft noise and will this be shared with stakeholders?	We will provide details of all noise metrics used throughout the options development and assessment process in line with Appendix B of CAP1616.	n/a
Will you have to consider any wake turbulence issues when designing for routine operations from two runways?	The management of wake turbulence on successive departures will be considered as part of the Full Options Appraisal in Stage 3 (Step 3A). The issue will also be examined in detail as part of the Safety Assessment produced during Stages 3 and 4 to accompany the appraisal.	n/a

Question (You Said)	Answer (We did)	Follow up actions (We did)
<p>How do you intend to incorporate the Route 4 ACP into the Do Nothing Scenario?</p>	<p>We are currently examining how best to incorporate Route 4 operations within the Do Nothing scenario and Do Minimum Option for the wider FASI ACP. We will provide an update on how this issue has been addressed during the second round of Stage 2 stakeholder engagement planned for December 2022.</p>	<p>Yes – see section 8</p>
<p>If the Do Nothing scenario that is used as the baseline for options appraisal includes the traffic growth enabled by the Northern Runway Project, is there a risk that airspace design options that may otherwise have performed well at lower traffic levels are excluded?</p>	<p>We will develop the Do Nothing scenario to be used as the baseline for options appraisal during October 2021. As part of the work we will consider this feedback, regarding the appraisal of options against lower traffic forecasts and an assessment of the impact of different growth profiles on the overall performance of different airspace design options.</p> <p>We will provide an update on how this feedback has been addressed during the second round of Stage 2 stakeholder engagement planned for December 2021.</p>	<p>Yes – see section 8</p>
<p>Will the outputs generated by WebTAG be the determining factor in decisions made between different options or will other factors outside of the monetary values of costs and benefits be incorporated?</p>	<p>A detailed quantitative assessment of the positive and negative impacts of each shortlisted option is conducted as part of the Full Options Appraisal in Stage 3. The CAP1616 process requires us to examine the 10 year net present value for each shortlisted option based on an approach to monetising costs and benefits using the WebTAG guidance. However, the CAA recognises that as part of the options appraisal, decisions cannot be reduced to an entirely numerical exercise. The qualitative aspects of the assessment of airspace design options is first informed by the Design Principles, and then by incorporating feedback from successive rounds of stakeholder engagement and consultation that are intended to build the overall rationale for why the preferred option(s) may, <u>or may not</u>, perform best when evaluated purely in monetary terms.</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
<p>How does the methodology treat difficult trade-off decisions for example between minimising the total numbers of people overflown and protecting areas like AONBs that are prized for their tranquillity?</p>	<p>The treatment of airspace design trade-offs, where an option that may generate benefits in one area is preferred at the expense of other options that may deliver improvements elsewhere, is one of the most challenging aspects of the appraisal process.</p> <p>The Initial Options Appraisal will identify the areas where trade-offs may arise (within the Gatwick ACP and in relation to other interdependent FASI proposals). The size and nature of the conflicts between options and the data that may be needed to inform decisions on trade-offs will also be examined as part of the Initial Appraisal.</p> <p>The detailed quantitative analysis of options conducted during the Full Options Appraisal in Stage 3 will be used as evidence to support trade-off decisions and ensure alignment with Government Policy. However, there is no firm rule-set regarding the weighting of competing impacts so the final decisions on appropriate trade-offs must be guided by stakeholder engagement and consultation.</p>	<p>n/a</p>
<p>Natural England have commenced a review of some AONB boundaries (although it may not be approved for another couple of years). Could this be considered as part of the appraisal at future stages?</p>	<p>Yes. We will make a note of this feedback and review the details as we develop our approach to the Initial Options Appraisal during Q1-2022.</p>	<p>Yes – see section 8</p>
<p>What type of assessment is conducted as part of the Design Principle</p>	<p>The Design Principle Evaluation examines how well each option on the Comprehensive List meets the Design Principles defined in Stage 1, with the aim of narrowing down the list.</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
Evaluation - is it a qualitative exercise?	The evaluation is a largely qualitative exercise that applies a general set of criteria drawn from the Design Principles (although some criteria associated with the impact of aircraft noise drawn from the Airspace Design Database may be quantitative).	
The methodology refers to options being developed that address the Statement of Need, which is a predominantly airport centric view of the requirements for airspace modernisation and was not subject to stakeholder consultation. How are the options going to be evaluated to ensure fairness and meet the needs across all Stakeholders?	<p>As part of the CAP1616 process at Stage 2, airspace change design options are developed and assessed with reference to the Design Principles developed with stakeholders at Stage 1.</p> <p>Whilst the issues and opportunities laid out in the Statement of Need are considered throughout the options development process, it is the Design Principles (and the criteria drawn from them) that are used as the basis for evaluation and the decisions about the shortlist of options to take forward to the Initial Options Appraisal.</p>	n/a
How will you capture all future residential developments as part of your appraisals?	As part of the work undertaken in relation to the Development Consent Order submission for the Northern Runway Project, Gatwick has compiled a database that includes information regarding potential residential developments arising from district and local plans. In addition, we will use data sourced from CACI, which focuses on expected population changes overtime linked to long term economic growth.	n/a
Is there a minimum or maximum number of	No. There is no minimum or maximum limit applied to the options development activity at any phase in the appraisal process.	n/a

Question (You Said)	Answer (We did)	Follow up actions (We did)
viable options to be considered in each phase of the appraisal process?		
Are the notional flight paths developed using Performance-based Navigation (PBN) criteria?	Yes. All the notional flight paths included in the Airspace Design Database and used to build options for inclusion in the Comprehensive List are designed using PBN criteria.	n/a
At what stage in the process will the methodology begin to consider noise respite routes?	We will begin to consider options with multiple route configurations that offer the potential to support noise respite arrangements when building the Comprehensive List of Options during Step 2A. These options will be considered as part of the Design Principle Evaluation alongside all the other viable options for the ACP.	n/a
The Noise Management Board is conducting a study into the Fair and Equitable Distribution (FED) of aircraft noise. Will the outputs of the FED study be incorporated into the methodology?	Yes. The FED study is expected to make recommendations about the approach and metrics that may be used to quantify and track the fair and equitable distribution of aircraft noise impacts in different circumstances. We plan to incorporate the output of the FED study into the Initial Options Appraisal during Q1-2022 (and into the Full Options Appraisal in due course).	n/a
Is Gatwick required to provide a rationale behind their preferred option?	Yes. If we have a clear preference regarding the airspace change design options considered, following the analysis and engagement activities conducted during Stage 2, we will set out the supporting rationale in full as part of the Stage 2 regulatory submission.	n/a

Question (You Said)	Answer (We did)	Follow up actions (We did)
	We may be in a position where we do not have a preferred option at the end of Stage 2 and in that case, we will explain why and outline the information we intend to gather in Stage 3 to determine a preference.	
Is it possible to have the mapping of the airspace change options above 7,000ft that has already been completed?	<p>All available information regarding the progress of the NATS En route Limited (NERL) ACP to change the airspace design above 7000ft across the South of the UK is published on the CAA's Airspace Change Portal.</p> <p>A more detailed mapping of the interdependencies between the NERL ACP and airport-led FASI-S ACPs below 7000ft. is expected in the next iteration of the Airspace Masterplan that is currently being developed by ACOG for submission to the CAA in December 2021.</p>	n/a
Can we see the Design Principles that were agreed in Stage 1?	Our Design Principle submission document is published on the airspace change portal . The final agreed Design Principles are set out on page 50.	n/a
How long will stakeholders have to respond to the second round of Stage 2 engagement in December 2021?	A minimum of four weeks, excluding the two week period in which Christmas Day and New Year's Day fall.	n/a

Table 13: Questions, answers and follow up actions arising from the round 1 engagement with airlines and ANSPs

Question (You Said)	Answer (We did)	Follow up actions (We did)
<p>The design principles do not include airspace capacity? How will Gatwick ensure its ACP meets the demand for additional airspace capacity?</p>	<p>Gatwick’s FASI ACP is part of a wider programme centred around the UK’s Airspace Modernisation Strategy (AMS). The AMS aims to meet the demand for air transport in a sustainable and resilient way and therefore the Gatwick ACP, and its associated Statement of Need, include the requirement to deliver additional airspace capacity needed by Gatwick Airport in the context of the wider airspace upgrades planned for the London TMA (Terminal Manoeuvring Area). Options developed at Stage 2 are designed to meet the Statement of Need, and the Design Principles and therefore the requirements around capacity will be considered as part of our airspace change options development.</p>	<p>n/a</p>
<p>How are you going to assess the integration with other airport’s in the London TMA and how much collaboration is there with other airports in the TMA?</p>	<p>There is ongoing collaboration with neighbouring airports, many of which are sponsoring interdependent ACPs, and the NERL team working on changes to the airspace above 7000ft, that forms part of our overall engagement process. CAP1616 places importance on ensuring sponsors follow a clear and transparent engagement process and therefore all our engagement activities are recorded and included in our ACP submission documents. One of the main challenges facing effective collaboration with the other London TMA airports and NERL is the coordination of timelines. In some cases we will need to wait for other ACPs to catch up in order to have informed discussions about the integration of potential design options.</p>	<p>n/a</p>
<p>By the consultation at Stage 3 will the options work with other neighbouring airports?</p>	<p>Yes, The CAA has made clear that Gatwick (and all other FASI-S ACP sponsors) will be unable to progress through Stage 3 of the CAP1616 process until the potential interdependencies with other FASI-S ACPs are identified and appraised as part of the Full Options Appraisal and in line with the accompanying Airspace Change Masterplan that is led by the Airspace Change Organising Group (ACOG).</p>	<p>n/a</p>
<p>When is Gatwick’s Stage 2 submission Gateway scheduled?</p>	<p>July 2022</p>	<p>n/a</p>
<p>Other FASI Airports have asked us to sign a NDA, will we have to do the</p>	<p>The CAP1616 process requires open engagement and therefore a Non Disclosure Agreement (NDA) will not be required. The information presented in each engagement meeting during Stage 2 is the same for all stakeholder groups. In some meetings we may ask specific questions dependent on the stakeholder group.</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
same with Gatwick to have discussions?		
What stage will Safety assessments take place and what detail level be required?	The Design Principle Evaluation will involve a high-level qualitative evaluation of the Comprehensive List of Options against Design Principle 1: Safety by design (Airspace design must at least maintain, and ideally enhance, aviation safety, by reducing or removing safety risk factors, provided enhancement does not have a disproportionately detrimental impact on other benefits). Following the Design Principle Evaluation, a more detailed qualitative assessment will be undertaken on the shortlist of options as part of the Initial Options Appraisal. This detail level is then built upon in the Full Options and Final Options Appraisal, as options are developed in further detail.	n/a
How many options will be on the long list and is there a limit to the number of options?	There is no minimum or maximum limit applied to the options development activity at any phase in the process. At this stage we do not know how many options might form our Comprehensive List.	n/a
How many options will be on the short list?	At this stage we do not know how many options might form the shortlist as this will be dependent on the development of the Comprehensive List and how the options perform in the Design Principle Evaluation. Given the requirements of the Initial Options Appraisal, the number will be balanced with workload, practicality and the overall performance of each option.	n/a
Are Gatwick considering the deployment of the Airspace Change in phases?	Gatwick are in the process of considering phased deployments. In the first instance Gatwick are engaging with potentially affected parties, particularly NATS, through bi-lateral engagement to understand what might be possible. Alongside this, Gatwick will look to the Airspace Change Masterplan at a programme level around the robust reasoning for considering a split deployment.	n/a

General Aviation and other Airspace User Workshop

Owing to the low attendance and the nature of the question, a formal Q&A document was not circulated following the General Aviation and other Airspace user engagement session, however one question was recorded as part of the workshop:

Table 14: Questions, answers and follow up actions arising from the round 1 engagement with General Aviation and other airspace users

Question (You Said)	Answer (We did)	Follow up actions (We did)
Were any other non GA representatives invited to this engagement session?	Yes, this session covers General Aviation and other airspace users, and as part of this, we invited representatives from local air ambulances and other emergency services, as well as representatives of airspace users that form NATMAC. Airlines and ANSPs will be captured in a separate workshop.	n/a

Feedback

As part of the workshops, we asked stakeholders for feedback on the methodology presented and encouraged participants to ask any questions via email following the sessions. A minimum of a four-week feedback period was given following each workshop to respond. The following feedback was received from Stakeholders. Please note that these responses were received from 2 stakeholders however the feedback has been broken down onto separate rows in the table to aid with answering the points made.

Table 15: Questions, answers and follow up actions arising during the four-week feedback period following the round 1 engagement

You Said	Answer (We did)	Follow up actions (We did)
We reiterate that Gatwick states that the CAA have not approved stage 2 and that Heathrow is behind the timeline only on stage 1 as such Gatwick will have to pause.	During Stage 1B, the airspace design principles that guide our proposal were developed with stakeholder representatives as part of our engagement activity. We then submitted our Stage 1B Design Principle documentation to the CAA where we outlined the evolution of our Design Principles, and the CAA validated the engagement activities undertaken and passed the proposal through the Stage 1B gateway.	n/a

You Said	Answer (We did)	Follow up actions (We did)
	<p>Gatwick have not yet submitted any material to the CAA with regards to Stage 2 of this Airspace Change. Our Stage 2 gateway is currently planned for July 2022. Subject to CAA approval of the Gateway, we will then progress into Stage 3.</p> <p>Based on the current information we have from the Airspace Change Organising Group (ACOG) and the CAA, we will most likely be unable to progress beyond Stage 3A of the CAP1616 process until we can quantitatively assess the interdependencies with the other ACP sponsors participating in the FASI-South programme. We know that the GAL FASI ACP will be share significant interdependencies with the (amongst others) the Heathrow and NATS led ACPs.</p>	
<p>The airspace will be a blank sheet of paper with multiple routes to be considered, so no one is safe. Gatwick says the process is transparent but how many residents are aware of what is taking place now or of the CAA portal process? We are concerned that this process will end as LAMP did with the formation of many noise groups due to seeking to move noise over others/ new areas. (ADNID)</p>	<p>Our stakeholder engagement activities that support the Stage 2 options development and assessment tasks must involve the same mix of representatives that helped us to develop the airspace design principles during Stage 1. Stage 1 was completed in July 2019 when the CAA validated the engagement activities undertaken and passed the proposal through the Stage 1 Gateway. A full list of these stakeholders is set out in Appendix A of this document.</p> <p>Attendees at our Stage 2 engagement workshops are representatives of the local communities and the public. We will undertake engagement activities with a wider mix of stakeholders as the ACP progresses and the potential impacts of the various airspace design options becomes clearer. In particular more people will be drawn into the process at Stage 3, when we will hold a full public consultation and all local residents will have the opportunity to feedback on our proposals.</p>	<p>n/a</p>

You Said	Answer (We did)	Follow up actions (We did)
<p>In view of the removal of ICCAN by the Aviation Minister CAGNE is very concerned that noise will now be ignored as the minister seems to believe that noise is no longer an issue due to the pandemic. This is not the case and as the CAA have acted as judge and jury in the past there is little confidence that they will not be biased towards aviation going forward at the expense of residents, newly overflowed or currently overflowed with the FASI-S process.</p>	<p>At this stage in the ACP process, we are developing an initial comprehensive list of options that aim to align with the design principles and statement of need. Gatwick has three design principles that focus on the impacts of noise and therefore this will be a significant consideration when developing our options.</p> <p>Following engagement with stakeholders on our comprehensive list, we will then begin a series of evaluation and appraisal of these options. The full options appraisal at Stage 3, is a robust quantitative appraisal that will report the noise benefits and impacts of each airspace change option. This information will be presented to the CAA and all stakeholders as part of the Stage 3 public consultation material.</p>	<p>n/a</p>
<p>We request mapping of airspace redesign above 7,000ft.</p>	<p>All available information regarding the progress of the NATS En route Limited (NERL) ACP to change the airspace design above 7000ft across the South of the UK is published on the CAA’s Airspace Change Portal.</p> <p>A more detailed mapping of the interdependencies between the NERL ACP and airport-led FASI-S ACPs below 7000ft. is expected in the next iteration of the Airspace Masterplan that is currently being developed by ACOG for submission to the CAA in December 2021.</p>	<p>n/a</p>
<p>We are very concerned using WebTag as greater value cannot be placed on AONB over a person’s garden, great value cannot be afforded urban areas vs rural in population count as suggested.</p>	<p>The use of WebTag is a requirement of the CAP1616 process and therefore GAL are required to include this quantitative monetary analysis as part of our appraisals. Any outputs of WebTag however will be presented alongside other quantitative information and a qualitative conclusion, when determining the benefits and impacts of each airspace change option.</p>	<p>n/a</p>

You Said	Answer (We did)	Follow up actions (We did)
<p>We are not convinced by the geographical database of sections of airspace that is to be formed as to date the engagement has been dominated by set sectors of airspace further out from the runway. No engagement has been undertaken with residents that could be affected apart from CAGNE.</p>	<p>The Airspace Design Database collates a core set of information needed to clearly demonstrate how each option has been identified and why the first list is considered sufficiently comprehensive. It gives us a data-based approach to developing airspace change options.</p> <p>At this stage, the geographical sections (sections of airspace where a flight path may conceivably be positioned within the scope of the ACP) have only been constrained by the basic principles of regulatory airspace design criteria. Following the flooding exercise, where we define the broad range of notional flight paths that are technically possible within each section of airspace, we then undertake the preliminary evaluation which gives us the data to start developing airspace change options.</p> <p>Once we have our comprehensive list, we then test these with our stakeholder representatives, before refining and developing further and undertaking evaluation and appraisal.</p> <p>There will be the opportunity for all residents to comment on the airspace change proposals at Stage 3 of the Airspace Change Process when we hold a full public consultation.</p>	<p>n/a</p>
<p>The profile of aircraft in flight must have a value, as the frame of a plane on take-off or arrivals at 14nm+ from the runway is very different to 8nm from the runway, this must be factored in.</p>	<p>The altitude and profiles of aircraft are considered when undertaking noise and environmental analysis.</p>	<p>n/a</p>
<p>Historic value (protected by NPRs) must be included in the methodology as well as the totality of noise endured by multiple routes experienced.</p>	<p>As part of our methodology we have committed to looking at options that minimise the total number of population overflown <u>and</u> options which</p>	<p>n/a</p>

You Said	Answer (We did)	Follow up actions (We did)
	<p>minimise the number of population newly overflown. We expect the options that minimise newly overflown to follow the existing NPRs.</p> <p>The cumulative impact of noise through multiple routes will be included as part of our appraisals.</p>	
<p>Continuous Climb Operations are already causing issues for residents believing they are newly overflown by the noise shadow CAP 1498. It is therefore disappointing that you push ahead with CCO at 6% and that routings will not be considered with noise shadows to show impact of multiple routes as well as overflight of new areas with noise impact.</p>	<p>Our airspace design database includes overflight metrics, amongst others, which are based on the CAA's definition of overflight outlined in CAP1498. We will use these metrics when developing our comprehensive list of options.</p>	<p>n/a</p>
<p>If all airspace is to be considered then overflight of areas that are currently not permitted to be overflown such as Horley, Crawley, Horsham, must be included in the mix otherwise you will be targeting rural areas through unfair population count.</p>	<p>Our airspace design database includes notional flight paths that flood the geographic sections of airspace; there are no constraints based on existing areas of high population. As part of our methodology we have committed to looking at options that minimise the total number of population overflown <u>and</u> options which minimise the number of population newly overflown. The options that minimise newly overflown would naturally look to avoid new overflight in all areas rural or urban.</p>	<p>n/a</p>
<p>Although SoNA results were inconclusive it is clear to residents that there is far greater ambient noise in an urban setting to a rural one as such both should be treated equally and not subject to population count which will target rural areas with intent.</p>	<p>The balance of overflight of rural areas with overflight of areas of high population also forms part of the Fair and Equitable Distribution (FED) study. Gatwick, as part of the Noise Management Board (NMB) workplan, is currently undertaking a Fair and Equitable Distribution (FED) study, which aims to define and quantify fair and equitable distribution of noise.</p>	<p>n/a</p>

You Said	Answer (We did)	Follow up actions (We did)
	<p>The outcomes of the study will be used at Step 2B to assess the airspace change options as part of the Initial Options Appraisal.</p> <p>Throughout the ACP process, as and when new information becomes available which is pertinent to our ACP, we may develop and refine options supported by the quantitative information contained within the Airspace Design Database. We will communicate the evolution of our options with stakeholders within our submission documents and, where possible, within our stakeholder engagement sessions.</p>	
<p>You've invited ██████████, Kent CC - he's no longer a county councillor. ██████████ was appointed to represent Kent CC on GATCOM and we've appointed her to serve on NATMAG. I believe she is also the Kent representative on the NMB. Should the invitation be sent to her?</p>	<p>Thank you for making us aware; we immediately updated our stakeholder contact list and invited ██████████ to the workshops.</p>	<p>n/a</p>
<p>I've noticed that a x4 Parish and Town Councils have been invited to participate - Slinfold, Salford and Sidlow, Burstow and Horley (or have ██████████ and ██████████ been invited due to their role as GATCOM's Lead/Deputy Lead Member for noise?). Should the invitation be extended to other interested parish and town councils - particularly those on GATCOM - Charlwood & Rusper? Noting that Rusper PC's representative on GATCOM is also now a NATMAG member (all the other GATCOM NATMAG members have been invited). Is there a need for consistency in</p>	<p>At Stage 2 we are required to engage with the same stakeholders we engaged with during the development of the Design Principles (Stage 1B). Our stakeholder database contains all Stakeholders engaged at Stage 1 and this includes NATMAG and NMB members</p> <p>Mike George, Horley sits on NATMAG, and Alan Jones also sits on NATMAG hence their invitations. Representatives from Slinfold and Salford and Sidlow parish Councils were invited in their capacity as members of the CAGNE Town and Aviation Parish Council Forum.</p> <p>GATCOM invitees only include the chair and secretary (as per Stage 1)</p>	<p>n/a</p>

You Said	Answer (We did)	Follow up actions (We did)
<p>approach to which Town and Parish Councils are invited to participate at this stage? East Grinstead, Dormansland and Warnham also spring to mind</p>	<p>During Stage 1, based on stakeholder feedback, Gatwick committed to broadening stakeholder engagement to Parish Councils during Stage 2 where and when appropriate. This is beyond the CAP1616 requirements but we recognise the importance for local parish councils to be involved in the ACP process.</p> <p>We plan to do this during the third round of stakeholder engagement when we have our shortlist of options and pertinent Parish Councils can be identified. It is planned that separate sessions will be held for these stakeholders so that we can explain the overall ACP process and our methodology, as well as present our shortlist of options.</p> <p>The third round of engagement has been identified as the most appropriate point in Stage 2 to engage these additional stakeholders as we will have a shortlist that will enable us to undertake targeted engagement; any earlier in the process and the number of parish councils, and the scale of the engagement activity, would be disproportionate to the ACP requirements for engagement.</p> <p>At Stage 3 of the process, we will undertake a full public consultation.</p>	
<p>Do you need to think about blind copying invitees as personal email addresses have been disclosed?</p>	<p>Thank you for making us aware of this which was unfortunately sent in error. All future emails sent have been blind copied.</p>	

7. Stage 2A Stakeholder Update Briefing (December 2021)

When the ACP restarted, we had planned to hold the second round of stakeholder events in December 2022 however due to changes in the overall Stage 2 timeline, this round of engagement was postponed until February 2022. As explained within the [contingency planning section](#) of our stakeholder engagement strategy, in the event of a delay with engagement, we decided to conduct a stakeholder update briefing instead, to share the progress made so far, explain the reasons for the delay and set out the new timeline.

Two virtual briefing sessions were held on the 7th and 9th of December, The purpose of these briefings was to update stakeholders on the development of the comprehensive list of options and the project timeline. We also gave stakeholders the opportunity to feedback on our engagement approach to date (considering that all engagement activities have so far been conducted virtually because of COVID-19 restrictions). The workshops were split into the following agenda sections:

- Update on the UK Airspace Change Masterplan
- Update on the overall timeline for the GAL FASI ACP
- Update on the development of the Comprehensive List of Options
- Briefing on technology options / operational concepts
- Feedback on the effectiveness of our engagement

Appendix A contains a record of the stakeholders who were invited and attended the workshops.

Table 16: Questions, answers and follow up actions arising from the December 2021 stakeholder update

Question (You Said)	Answer (We did)	Follow up actions (We did)
Gatwick is currently undertaking the Fair and Equitable Distribution (FED) study, and a night time ILS joining point study, at what point in the ACP process will the	<p>The outputs of the FED and ILS Joining Point studies will be incorporated into Step 2B of the ACP process during the development of the Initial Options Appraisal.</p> <p>The ACP is currently in Step 2A of the process that concentrates on the development of a comprehensive list of airspace design options for the proposal. The options should address the issues and opportunities set out in the Statement of Need and align to the design principles developed during Step 1B of the process. Step 2A concludes with a design principle evaluation where each option is evaluated against each design principle. The outcome of the design</p>	n/a

Question (You Said)	Answer (We did)	Follow up actions (We did)
<p>outputs of these studies be taken into account?</p>	<p>principle evaluation may be a shorter list of options that progress to the Initial Options Appraisal (IOA) in Step 2B. It is at Step 2B where we expect the outputs of the FED and ILS Joining Point studies to become available and inform the analysis that is conducted to support the IOA.</p> <p>As we progress through the process the options will be further developed and refined. This means that we may go back to the comprehensive list of options and bring forward additional options in response to the analysis and engagement we have conducted so far. When we do this, we will always explain and document what information has influenced the refinement, why the options has been developed and what (if any) additional options have been brought forward.</p>	
<p>At what stage in the ACP process will Gatwick have to wait for other ACP sponsors, who share interdependencies with Gatwick, to catch up?</p>	<p>Based on the current information we have from the Airspace Change Organising Group (ACOG) and the CAA, we will most likely be unable to progress beyond Stage 3A of the CAP1616 process until we can quantitatively assess the interdependencies with the other ACP sponsors participating in the FASI-South programme. We know that the GAL FASI ACP will be share significant interdependencies with the (amongst others) the Heathrow and NATS led ACPs.</p>	<p>n/a</p>
<p>Are the notional flight paths contained within existing Controlled Airspace?</p>	<p>The notional flight paths we have developed are not constrained by the existing CAS structure. We will assess the impact to controlled airspace as part of the Initial Options Appraisal.</p>	<p>n/a</p>
<p>Are the 60dB and 65dB LAMax contours shown in the Airspace Design Database, the same as N60 and N65 contours?</p>	<p>Yes, 60dB and 65dB LAMax contours are sometimes referred to as N60 and N65 contours.</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
Do the noise assessments in the Airspace Design Database consider ground height?	Yes, the database takes into account ground height and profiles of aircraft operating from Gatwick.	n/a
Does Performance Based Navigation result in concentration?	Performance-based Navigation (PBN) tends to concentrate the flow of traffic around the route centreline because aircraft follow exactly the same coordinates with greater precision and air traffic controllers are not routinely required to vector flights.	n/a
Are you reviewing the boundaries, bases and classification of Controlled Airspace as part of this Airspace Change?	<p>We will be reviewing all aspects of the existing controlled airspace arrangements as part of this ACP. Improvements in the average climb performance of the aircraft fleet operating from Gatwick may result in opportunities to raise the base of controlled airspace where it is possible to do so.</p> <p>As part of the information produced for the initial options appraisal, we will provide a qualitative assessment of the benefits and impacts to Controlled Airspace for each airspace change option. We will then quantify this information during the Full Options Appraisal in Step 3A.</p>	n/a
As part of your evaluation and appraisal, will you look at noise sensitive buildings such as schools and hospitals?	<p>As part of our Initial Options Appraisal and Full Options Appraisal, we will include information about schools, hospitals and places of worship that may be affected by each airspace change option.</p> <p>At Step 2A, as part of the design database used to create the comprehensive list of options, we haven't included specific analysis of noise sensitive buildings to keep the methodology proportionate. There is typically a correlation between the density of population and the location of these buildings so we've therefore chosen to use some of the existing metrics as an indicator of impacts.</p>	n/a

Question (You Said)	Answer (We did)	Follow up actions (We did)
<p>If we have further questions following review of the presentation, how do we contact Gatwick?</p>	<p>If you have any questions throughout the Airspace Change Process please contact the team at LGWairspace.FASIS@gatwickairport.com</p>	<p>n/a</p>
<p>Workshop 2</p>		
<p>Heathrow’s ACP is behind in the airspace change timeline compared to other FASI-S ACP sponsors. When are they expected to catch up to the level that Gatwick are at?</p>	<p>Heathrow are currently at Stage 1 of their ACP, developing airspace design principles with representative stakeholders.</p> <p>Based on the current information we have from the Airspace Change Organising Group (ACOG) and the CAA, we will most likely be unable to progress beyond Stage 3A of the CAP1616 process until we can quantitatively assess the interdependencies with other ACP sponsors.</p> <p>We are formally engaging with Heathrow Airport and all other interdependent ACP sponsors throughout Stage 2 in preparation for the cumulative impact assessment work that will need to be conducted collaboratively in Stage 3. Details of our engagement with the other interdependent FASI-S ACP sponsors and the outcomes arising will be set out in our Stage 2 submission.</p> <p>We expect to learn more about Heathrow’s proposals and timelines over the next 12 months and we will update stakeholders on timelines following this.</p>	<p>n/a</p>
<p>How do communities monitor other ACPs that may also impact them and how will Gatwick ensure</p>	<p>Iteration 2 of the UK Airspace Change Masterplan, produced by ACOG, is expected to be published in January and is intended to identify all the areas where potential interdependencies between FASI-S ACPs may arise. Stakeholders will be able to use this document to identify the overlaps with other ACP, as well as understand the risks and how these could be managed.</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
<p>communities see the overall picture?</p>	<p>At Step 2B of the Airspace Change Process, Gatwick will start to identify interdependencies and we will share information about how other proposals may interact with ours. This will be an ongoing process as we receive further information from other airspace change sponsors. We will use the engagement sessions planned to keep our Stakeholders updated on information as and when it becomes available.</p>	
<p>Have you got a central portal which publishes information about Gatwick (and other) ACPs and provides an audit trail for the stages?</p>	<p>The CAP1616 process requires us to use the CAA ACP Portal (https://airspacechange.caa.co.uk/).</p> <p>On the portal, all documentation associated with each gateway submission for Gatwick's ACP is saved. Documents are typically uploaded when we progress through a process gateway. In addition, following all engagement sessions, we circulate the slides and a question and answer document to stakeholders.</p> <p>We've previously fed back to the CAA about the ease of use of the portal and we're aware that they're working on improvements.</p>	<p>n/a</p>
<p>What are the shadings showing on the map taken from the UK Airspace Change Masterplan? [Slide 10]</p>	<p>The shaded areas show the number of other proposals the Gatwick ACP shares interdependencies with below 7000ft. The shaded areas do not necessarily mean that options have been developed in those areas however it is an area where it's technically feasible for a flight path to be positioned and therefore an interdependency to arise.</p>	<p>n/a</p>
<p>How do the areas of interdependencies shown on the UK Airspace Change Masterplan map [Slide 10] get prioritised if multiple airports want to</p>	<p>At Stage 3A airspace change sponsors are required to identify the potential interdependencies between the options included in their respective ACPs and undertake detailed quantitative assessments of the cumulative impacts that they may create. The outputs of the cumulative impact assessments will be used to inform trade-off decisions between route options that may be in conflict with one another. Conflicts between route options may be resolved in several ways, for example:</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
<p>position a flight path in the area?</p>	<ul style="list-style-type: none"> • The route options could be deconflicted laterally, • The routes options could be deconflicted vertically, • The routes options could be deconflicted through ATC procedure, or • One or both of the route options could be removed. <p>The way that sponsors make these trade-offs is going to be one of the largest challenges when developing the FASI-S airspace change proposals. Stakeholders will be able to influence trade of decisions during the Stage 3 Public Consultations on the ACPs. For this reason, ACPs that share interdependencies are expected to conduct their Stage 3 Public Consultation in a coordinated way.</p>	
<p>Why does the UK Airspace Change Masterplan map [Slide 10] not specify Farnborough Airport and is there any priority between Gatwick serving the general public vs private airports like Farnborough?</p>	<p>Farnborough isn't included on UK Airspace Change Masterplan map because the airport operator is not currently sponsoring an Airspace Change Proposal. The Gatwick FASI ACP will have to manage the interdependencies associated with Farnborough's existing airspace arrangements. The policies and regulations that underpin the airspace change process treat all proposals equally – there is no prioritisation applied to larger commercial air transport airports such as Gatwick over smaller airports with more business jet and charter traffic.</p>	<p>n/a</p>
<p>Will Gatwick show their chosen airspace change routes in the engagement sessions in February 2022 and what mechanism will stakeholders have to</p>	<p>As part of the stakeholder workshops, currently scheduled for February 2022, we will share our comprehensive list of options.</p> <p>Our comprehensive list of options will include a wide range of workable systems (groups of arrivals or departure routes that are operationally compatible) and aim to address the Statement of Need and align with the Design Principles from Stage 1. When we present our comprehensive list options, we will not yet have evaluated or appraised the routes they contain in detail. This appraisal will take place in Step 2B and Step 3A.</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
<p>appeal those chosen routes?</p>	<p>Following the stakeholder engagement sessions planned for February 2022, we will refine the options and potentially develop additional options as a result of the feedback received, before taking the updated list through to our Design Principle Evaluation. At this stage, we may shortlist options depending on their performance in the Design Principle Evaluation.</p> <p>The shortlist of options will then proceed to the Initial Options Appraisal where we will undertake a more detailed analysis of the potential impacts. The outcomes of the Initial Options Appraisal may lead to a further refinement to shortlist of options that proceed to the Full Options Appraisal in Stage 3.</p> <p>At Stage 3 we will undertake a full quantitative appraisal of the shortlisted airspace change options. Following this appraisal, we will prepare consultation material and hold a public consultation where there will be the opportunity for all stakeholders and the public to comment on the proposed options.</p>	
<p>The CAA's airspace change portal is difficult to find when searching the CAA website and it is hard to find out information about the ACP, please could you feedback to the CAA and ask them to improve this?</p>	<p>Gatwick's ACP is available on the airspace change portal here. The portal home page (to access all ACPs) is available at https://airspacechange.caa.co.uk/</p> <p>Gatwick Airport's website also has a link to Airspace Change Portal and we will raise again with the CAA around improving the visibility of the portal within online search results.</p>	<p>Yes – see section 8</p>
<p>Will you be removing the Noise Preferential Routes?</p>	<p>As part of the Airspace Design Database that we are using to develop the comprehensive list of options we have included notional flight paths that align laterally to the existing NPRs, however we have also developed a broad range of other notional flight paths that are not constrained by the existing NPRs.</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
	<p>When we build our comprehensive list of options, we will aim to develop options that minimise population newly overflown, and it is likely these options will follow the existing NPRs. We will also develop options that minimise total population overflown, and these may not follow the existing NPRs. We'll also use the information in the database to try to develop options that achieve a balance between total population overflown and newly overflown.</p> <p>The NPRs are treated as part of a suite of Noise Abatement Procedures that are covered under a separate policy and process, which is overseen by the Department for Transport (DfT). As Gatwick progresses through the CAP1616 process we will develop our understanding of the benefits and potential impacts of different airspace design options through the appraisal process. The potential impact of changes to the existing NPRs would be considered as part of this appraisal. If the preferred options arising from the appraisal process involve changes to the existing NPRs, evidence will need to be presented to the DfT for the Government to make a decision on whether to approve the changes.</p>	
<p>What population information does the Design Database use, and does it take into account local development plans?</p>	<p>The Airspace Design Database uses 2021 population postcode data provided by an organisation called CACI for the preliminary assessment of the performance of the notional flight paths. As the proposal progresses to the Initial Options Appraisal and Full Options Appraisal stages of the process the preliminary assessment data will be supplemented with additional information including planned developments and local plans.</p>	<p>n/a</p>
<p>Does the Airspace Design Database take into account the areas of AONB currently under consultation?</p>	<p>The airspace design database includes the current AONBs and we are aware of the ongoing consultation. The Initial Options Appraisal will take into account any changes as a result of the AONB consultation.</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
<p>Are you considering the altitude of aircraft as part of the assessment?</p>	<p>The altitude of aircraft is taken into account when we are assessing the noise impacts of each option that is considered for inclusion on the comprehensive list. This ACP covers changes between 0 – 7000ft; changes above 7000ft are covered as part of the NATS-led FASI South ACPs.</p>	<p>n/a</p>
<p>In the slides, you've said that the newly overflown metric uses 2019 data however since 2019 Route 4 has changed; how have you considered this within the airspace design database?</p>	<p>We've used 2019 data about traffic volumes that broadly represent a busy operation, reflecting the recovery from the impact of the Covid-19 pandemic. However, for Route 4 we have adjusted the information in the database to reflect the extant Route 4 procedure.</p>	<p>n/a</p>
<p>The example of the functionality of the airspace design database looks at population density, however when prioritising this, it is at the disadvantage of communities living within villages and rural areas. How is this being considered as part of the ACP?</p>	<p>Gatwick, as part of the Noise Management Board (NMB) workplan, is currently undertaking a Fair and Equitable Distribution (FED) study, which aims to define and quantify fair and equitable distribution of noise. The outcomes of the study will be used at Step 2B to assess the airspace change options as part of the Initial Options Appraisal.</p> <p>Throughout the ACP process, as and when new information becomes available which is pertinent to our ACP, we may develop and refine options supported by the quantitative information contained within the Airspace Design Database. We will communicate the evolution of our options with stakeholders within our submission documents and, where possible, within our stakeholder engagement sessions.</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
<p>The treatment of Route 4 within the database doesn't reflect the Route 4 ACP and the ongoing events with the extant Route 4.</p>	<p>Based on the timelines and the status of the Route 4 ACP, for the purposes of this preliminary assessment as part of the Airspace Design Database, we have used what is currently being flown.</p> <p>At the Initial Options Appraisal stage, we will consider the Route 4 ACP and the current status of the extant Route 4 procedure and we will consider how this is incorporated into the baseline scenario.</p>	<p>n/a</p>
<p>Why are the dB levels within the Airspace Design Database set so high? The World Health Organisation guideline values states 55dB LAeq16hr for daytime serious annoyance and 45dB LAeq8hr sleep disturbance.</p>	<p>The noise analysis within the airspace design database is based on single aircraft event data whereas the World Health Organisation values stated are average exposure across a 16hr day and 8hr night period. This single aircraft event data, such as the 70dB and 80db Sound Exposure Levels (SEL), are part of the calculations for the average exposure measures across the day and night time periods. In order to calculate LAeq average exposure metrics, we need to define full systems of arrivals and departure routes. At this stage, while we are focusing on notional flight paths we use the single event metrics as indicators of the likely impacts/benefits of the LAeq metrics.</p>	<p>n/a</p>
<p>Your Stage 1B Design Principles were not agreed with Stakeholders, they were only agreed with the CAA.</p>	<p>During Stage 1B, the airspace design principles that guide our proposal were developed with stakeholder representatives as part of our engagement activity. We then submitted our Stage 1B Design Principle documentation to the CAA where we outlined the evolution of our Design Principles, and the CAA validated the engagement activities undertaken and passed the proposal through the Stage 1B gateway.</p>	<p>n/a</p>
<p>How do you use the database to build overall systems rather than just to</p>	<p>The information about the Airspace Design Database, provided within the workshops, was a simplified example of some of the functionality of the database. Within the database we are able to filter data to enable us to identify higher performing flight paths that work together to</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
find high performing paths?	<p>form workable systems of arrivals and departures. When we present our options at the next round of engagement, planned for February 2022 we will include an overview of the information we have used within the database to develop the systems.</p> <p>The database provides us information on noise impacts and will eventually also have track length (which is a high-level indication of fuel burn and CO2 emissions) however we also have other design principles that we need to consider. Many of these are considered at the point of developing the system options and therefore we will also outline how these have influenced the development of the comprehensive list.</p>	
How will you consider the northern runway DCO as part of your options appraisal and how will you examine options that may perform well at lower traffic levels?	<p>As part of our Full Options Appraisal at Stage 3, we are required to quantitatively define the scenarios we will use to assess our Airspace Change Options for the planned year of implementation and 10 years following implementation. We expect this to include scenarios with and without the northern runway DCO project as well as with and without the Airspace Change. Subsequently, a range of traffic forecasts based on these scenarios will be used which will enable stakeholders to understand the overall performance of the different airspace design options with different traffic levels.</p>	n/a
Will you be engaging with a broader mix of stakeholders at Stage 2?	<p>Our stakeholder engagement activities that support the Stage 2 options development and assessment tasks must involve the same mix of representatives that helped us to develop the airspace design principles during Stage 1. A full list of these stakeholders is set out the CAA's Airspace Change Portal.</p> <p>We will undertake engagement activities with a wider mix of stakeholders as the ACP progresses and the potential impacts of the various airspace design options becomes clearer. In particular more people will be drawn into the process at Stage 3, when we will hold a full public consultation.</p>	n/a

Question (You Said)	Answer (We did)	Follow up actions (We did)
<p>Has Gatwick considered Monte Carlo simulation to develop the comprehensive list of options?</p>	<p>When building the Airspace Design Database, we have ensured that it is underpinned by data science principles, however we have balanced this with the ability to combine the data with professional judgement regarding the operational compatibility of the systems. We feel the approach that we are following is proportionate for this stage of the process but do not rule out the use of other techniques, if required, as the appraisal progresses.</p>	<p>n/a</p>
<p>As part of the technology section of the presentation, you referenced greater precision in turns, however this is not necessarily an asset as it may increase concentration. Will this be taken into account so that more dispersal can be achieved where fairness demands it?</p>	<p>The information shown in the technology section are the cornerstones for the network as a whole and there are many situations where aspects such as concentration are not desirable. Currently the technology outlined is largely untested at scale and this is something being considered by the CAA and DfT.</p> <p>There may be opportunities for the precise turns enabled by PBN to include a form of dispersion using particular waypoints. An example of this is the turn designed for Route 4. When we develop options as part of our ACP we will take this into account. We will also incorporate the outcomes of the Fair and Equitable Distribution (of noise) study and all other relevant technological and process developments.</p>	<p>n/a</p>
<p>How does CAP1498 factor into this process?</p>	<p>Our Airspace Design Database includes metrics which use the CAA's definition of overflight as outlined in CAP1498. Within the database, we have used the 48.5° overflight cone.</p>	<p>n/a</p>
<p>Currently holding stacks are no lower than 7000ft so will new routes over</p>	<p>Within our Airspace Design Database, we have taken a 'blank sheet' approach to developing options that focus on minimising the adverse impacts of aircraft noise. This means that we have not been constrained by the existing location of holds or network entry/exit points. The</p>	<p>n/a</p>

Question (You Said)	Answer (We did)	Follow up actions (We did)
these areas be below 7000ft?	<p>notional flight paths developed all achieve continuous climb and descent and therefore, particularly for departures, routes would reach 7000ft earlier than they do today.</p> <p>At this stage, we are in the process of developing our comprehensive list of options, and we will have further information about the route positioning at the next engagement session in February 2022. The upper airspace above 7000ft will be covered under a separate ACP which is lead by NATS NERL.</p>	
<p>What does the technology update translate into for people on the ground, will this result in multiple routes, and is there a risk that the benefits aren't possible because the technology isn't available?</p>	<p>As part of our comprehensive list of options we will develop options that have multiple route configurations that are intended to meet our design principles regarding respite. At this stage, although we are aware of the technological developments and their potential, more information is needed about how they will be integrated into the operation in practice and the associated timelines before we can be certain how and when they will be effective.</p> <p>When we present our comprehensive list of options, we will provide a qualitative statement alongside each option that indicates whether the option is dependent on future technology and broadly how. This statement will also describe how the option may be operated whilst this technology is unavailable.</p>	n/a
<p>How does 3Di factor into your airspace change?</p>	<p>As part of our full options appraisal we will quantify track length, fuel efficiency and CO₂ benefits and impacts however we won't use the 3Di tool to undertake this analysis.</p>	n/a

Table 17: Stakeholder feedback on our engagement approach so far

You Said
Council meetings take place on a number of evenings in the week
Thanks [REDACTED]. Level of detail is good. Timing with the DCO going on at the same time is not helpful given the amount of work that is needed to consider both proposals in detailed proposals.
Imagine during face to face there is richer interactions however the virtual engagement is extremely convenient. It enables more people to join. Ideally a combination of the two – where possible, critical engagement face to face and then periodic virtual engagement would be really helpful.
I'd echo comments on today's presentation: it has been very clear and helpful - a massive thanks to you all.
Me too - thank you! (In response to comment above)
Thank you GAL, complex subjects relating to CAP1616 ACP process, air traffic control and airspace design all superbly articulated throughout. Thanks for inviting NATS today.
Agree what we've seen today is very good technically and encouraging. Don't mind continuing in this format.
Teams is excellent, working really well

Please note that the feedback period for the December update briefing workshops has not closed at the point of writing this report. As part of the next update of this document we will include a table which shows any written responses following the engagement.

8. Summary of Actions

Table 18: Summary of the actions arising from the engagement conducted so far

Question (You said)	Answer (We did)	Update
<p>What funding will be available to community groups, parish councils et al. in order for them to support and respond to the ACP process?</p>	<p>GAL has asked the DfT to respond to this question and we will update stakeholder groups when information is available.</p>	<p>Awaiting response from the DfT; further details will be circulated to stakeholders when available.</p>
<p>Will Gatwick hold a community focused workshop to explain the WebTAG methodology?</p>	<p>Gatwick will consider this suggestion and look to ensure that an explanation of the WebTAG methodology is provided at the appropriate stage of the CAP1616 process.</p>	<p>As we are still in Step 2A developing our comprehensive list of options, it is not yet the appropriate point to provide an overview of webTAG however we will ensure that an explanation of webTAG is included in our later engagement sessions.</p>
<p>Will detailed slides be circulated to stakeholders prior to engagement workshops?</p>	<p>Where possible materials to be used as part of future Gatwick FASI ACP stakeholder engagement activities will be circulated to participants in advance of the sessions.</p>	<p>Following this feedback, material has been circulated in advance of the engagement workshops and we will continue with this throughout our Stage 2 engagement.</p>
<p>Will Gatwick Airport Limited (GAL) seek views of other organisations on the consultation plan? How will GAL look to engage with all those communities around the airport, including the hard to reach groups? Virtual consultation is one</p>	<p>At Stage 2 of the ACP process, there is a requirement to engage with the representative group of stakeholders engaged at Stage 1B of the process. We intend to hold three rounds of stakeholder engagement as we progress through Stage 2. A stakeholder engagement strategy has been developed for Stage 2A and this will</p>	<p>We have incorporated the stakeholder engagement strategy into this Round 1 Feedback report. We intend for this report to be an evolving document that we will update as and when further engagement takes place with stakeholders. This report, once all rounds of engagement take place, will form our Stakeholder Engagement report for our Stage 2 submission to the CAA and will be published on the ACP portal.</p>

<p>communication channel, but it is such a technical and complex area that other and more traditional forms of consultation/exhibitions may be needed. Will this feature as part of the plan and does GAL have the resource to cover such a wide area overflown now and in the future?</p>	<p>be published on the Airspace Change Portal in due course.</p> <p>At Stage 3, GAL will be required to submit and publish a Consultation Strategy which explains our plans for a public airspace change consultation. This strategy will include;</p> <p>Who we will be targeting within the consultation and how we have identified the stakeholder groups,</p> <p>How we will consult with hard to reach stakeholder groups,</p> <p>What consultation materials will be available and how we will share the information to enable stakeholders to provide an informed response,</p> <p>When the consultation and any associated events will occur.</p> <p>Towards the end of Stage 2, we plan to engage with stakeholder groups to help develop this strategy in preparation for Stage 3.</p>	
<p>How do you intend to incorporate the Route 4 ACP into the Do Nothing Scenario?</p>	<p>We are currently examining how best to incorporate Route 4 operations within the Do Nothing scenario and Do Minimum Option for the wider FASI ACP. We will provide an update on how this issue has</p>	<p>We had originally planned to hold the second round of stakeholder events in December 2022 however due to changes in the overall Stage 2 timeline, this round of engagement was postponed until February 2022. At this round of engagement in February 2022, we plan to focus on the comprehensive list of options; we will therefore</p>

	<p>been addressed during the second round of Stage 2 stakeholder engagement planned for December 2022.</p>	<p>include information about the baseline scenario but we will also provide further details as part of the third round of engagement where we will update on the evaluation of the options including the baseline.</p>
<p>If the Do Nothing scenario that is used as the baseline for options appraisal includes the traffic growth enabled by the Northern Runway Project, is there a risk that airspace design options that may otherwise have performed well at lower traffic levels are excluded?</p>	<p>We will develop the Do Nothing scenario to be used as the baseline for options appraisal during October 2021. As part of the work we will consider this feedback, regarding the appraisal of options against lower traffic forecasts and an assessment of the impact of different growth profiles on the overall performance of different airspace design options.</p> <p>We will provide an update on how this feedback has been addressed during the second round of Stage 2 stakeholder engagement planned for December 2021.</p>	<p>Our baseline ‘do nothing’ will include two scenarios; one with and one without the DCO. This is required as part of the CAP1616 process. We initially anticipate that there would be four scenarios quantitatively assessed as part of our Full Options Appraisal.</p> <ul style="list-style-type: none"> • do nothing • with ACP • do nothing with DCO • with ACP and DCO <p>As per CAP1616 requirements, the quantitative assessment will be for the estimated year of implementation, which we plan to align with the DCO and for 10 years post implementation.</p>
<p>Natural England have commenced a review of some AONB boundaries (although it may not be approved for another couple of years). Could this be considered as part of the appraisal at future stages?</p>	<p>Yes. We will make a note of this feedback and review the details as we develop our approach to the Initial Options Appraisal during Q1-2022.</p>	<p>At the point of developing our Airspace Design Database, the AONB boundaries have not yet been consulted on and therefore we have used the existing boundaries. When we commence our Initial Options Appraisal, we will revisit the progress with the review of the boundaries and will aim to take into account any changes if the information is available.</p>

<p>The CAA's airspace change portal is difficult to find when searching the CAA website and it is hard to find out information about the ACP, please could you feedback to the CAA and ask them to improve this?</p>	<p>Gatwick's ACP is available on the airspace change portal here. The portal home page (to access all ACPs) is available at https://airspacechange.caa.co.uk/</p> <p>Gatwick Airport's website also has a link to Airspace Change Portal and we will raise again with the CAA around improving the visibility of the portal within online search results.</p>	<p>GAL has raised the issues associated with online access to the portal with the Principal Engagement and Consultation Regulator at the CAA.</p>
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9. Future Stakeholder Engagement

Round 3 Engagement in February 2022

The next round of Stakeholder Engagement is due to take place in February 2022. As part of this activity, we will present to stakeholders our Comprehensive List of Options for this ACP, and ask for feedback on the options alignment with the design principles.

Following this engagement and the four week period post meeting for stakeholders to respond, we will collate the feedback from stakeholders and use this to develop and refine our airspace design options. We will then update this report to outline the feedback we have reviewed and how it has shaped the ACP.

Other Airports and NERL

We plan to engage with neighbouring airports and NERL on our comprehensive list as part of bilateral meetings in February and March 2022. These meetings will be documented and added to this stakeholder engagement report. The meetings will include an overview of our methodology, using parts of the engagement material previously presented to other stakeholder groups, followed by the Comprehensive list of Options.

This engagement will provide the opportunity to identify areas of interdependencies and potential conflicts between the GAL FASI ACP options and those developed by other interdependent proposals. We will document the outputs of our engagement with other ACP sponsors as part of this report and our Stage 2 submission documents.

Improvements/Changes for future engagement

Gatwick is committed to improving our stakeholder engagement throughout the Airspace Change Process. We are actively learning as part of each round of engagement and we have also asked stakeholders for their feedback on our engagement approach to date.

Some of the key changes we have made and future improvements we plan to make are set out below:

- **Background material sent out prior to engagement.** As part of the airspace awareness events, some stakeholders raised that a briefing note outlining some background information, would be useful to review prior to the future engagement sessions. We therefore committed to providing a briefing note, where appropriate, prior to each round of stakeholder engagement.

- **More reminder emails.** There was excellent engagement with stakeholders during the workshops held for the first round of engagement however we received little feedback in the following 4 week window. Following the briefing sessions in December we therefore sent out reminder emails prior to the response deadline and we will continue to do this for all future engagement.
- **Offering alternative workshop times.** We recognise that some stakeholders may have difficulties attending workshops during conventional working hours (09.00 to 17.00). Whilst we have not received any specific feedback requesting an evening workshop, as part of round 2 we will hold one evening session. Following this we will review whether to continue offering these for subsequent engagement activities.
- **Targeted GA Engagement.** 35 stakeholders were invited to our round 1 engagement for General Aviation and other Airspace users however only 2 stakeholder representatives were able to attend the workshop. In Q1 2022 we plan to undertake some targeted engagement with the General Aviation stakeholder group to raise the profile of the ACP and determine the most effective engagement mechanisms.

Appendix A - Stakeholder List and Engagement Log

The table below outlines the stakeholder groups engaged on the Gatwick FASI-S ACP to date, and their participation in our workshops. Please note that the feedback period for the December update briefing workshops has not closed at the point of writing this report; this will be populated as part of the next update of this document.

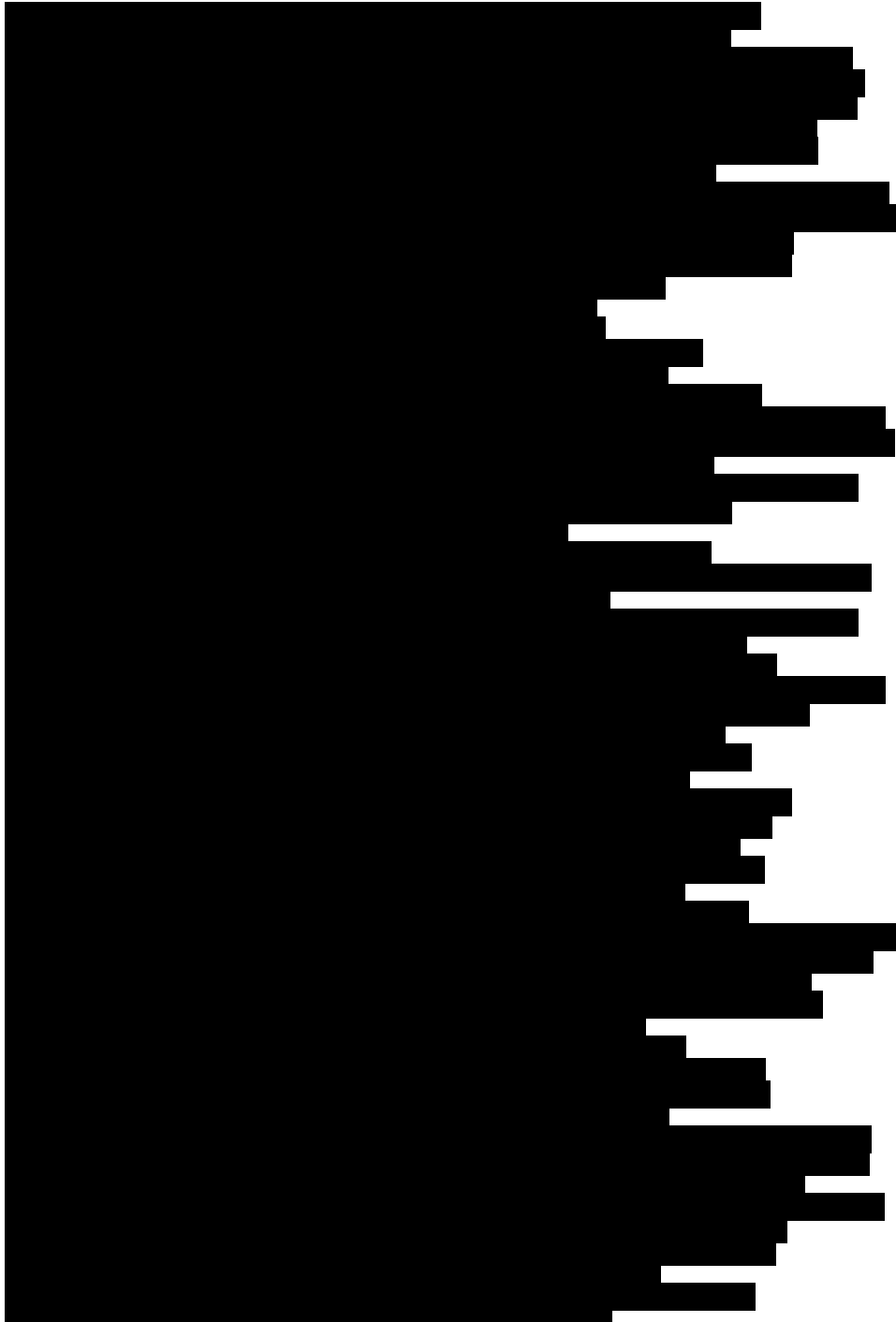
Stakeholder Group	Stage 1B	Airspace Awareness 24/06/21		Stage 2A Community Workshop - 02/09/21 & 09/2021 (Round 1)			Stage 2A General Aviation Workshop - 07/10/2021 (Round 1)			Stage 2A Airline Workshop - 08/10/2021 (Round 1)			Stakeholder Update Briefing 07/12/21 & 09/12/21		
		Engaged at Stage 1B?	Invited	Attended	Invited	Attended	Provided Feedback (Post workshop)	Invited	Attended	Provided Feedback (Post workshop)	Invited	Attended	Provided Feedback (Post workshop)	Invited	Attended
Kenley Aerodrome (Glider)	Yes						Y						Y		
Redhill Aerodrome (GA)	Yes						Y						Y		
Chichester (GA) – Goodwood Flying School	Yes						Y						Y		
Dunsfold (GA-Bus))	Yes						Y						Y		
Fairoaks (GA-Bus)	Yes						Y						Y		
Farnborough (GA-Bus)	Yes						Y			Y	Y		Y		
Lashenden (Para)	Yes						Y						Y		
Rochester Aerodrome (GA)	Yes						Y						Y		
Shoreham (GA) – Brighton City Airport	Yes						Y						Y		
Aer Lingus >4k	Yes									Y			Y		
Air Baltic	Yes									Y			Y		
Air Europa	Yes									Y			Y		
Air Transat	Yes									Y			Y		
Aurigny >4k	Yes									Y			Y		
BA (IAG) >4k	Yes									Y	Y		Y		
Cathay Pacific	Yes									Y			Y		
easyJet >4k	Yes	Y								Y			Y		
Emirates	Yes									Y			Y		
Iberia	Yes									Y			Y		
Norwegian >4k	Yes									Y			Y		
Qatar	Yes									Y			Y		
Ryanair >4k	Yes									Y			Y		
TAP Air Portugal	Yes									Y			Y		
TUI >4k	Yes									Y			Y		
Turkish Airlines	Yes									Y			Y		
Ukraine International	Yes									Y			Y		
Vueling >4k	Yes									Y			Y		
Westjet	Yes									Y			Y		
Biggin Hill Airport	Yes														
City Airport	Yes														
Heathrow Airport	Yes														
Southampton Airport	Yes														
Bournemouth Airport	Yes														
Air Navigation Services	Yes	Y		Y						Y	Y		Y		
NATS En-Route Ltd	Yes	Y		Y	Y					Y	Y		Y	Y	
KSS Air Ambulance	Yes						Y						Y		
Sussex Police Helicopter – NPAS – Redhill	Yes						Y						Y		

Stakeholder Group	Stage 1B	Airspace Awareness 24/06/21		Stage 2A Community Workshop - 02/09/21 & 09/2021 (Round 1)			Stage 2A General Aviation Workshop - 07/10/2021 (Round 1)			Stage 2A Airline Workshop - 08/10/2021 (Round 1)			Stakeholder Update Briefing 07/12/21 & 09/12/21		
		Invited	Attended	Invited	Attended	Provided Feedback (Post workshop)	Invited	Attended	Provided Feedback (Post workshop)	Invited	Attend ed	Provided Feedback (Post workshop)	Invited	Attended	Provided Feedback (Post workshop)
British Helicopter Association (Fairoaks)	Yes						Y					Y			
General Aviation Alliance	Yes						Y					Y			
Gatwick Airline Operators Committee	Yes									Y		Y			
Ministry of Defence - Defence Airspace and Air Traffic Management (MoD DAATM)	Yes						Y	Y				Y			
AOA	Yes											Y			
Airlines UK - Association of UK Airlines	Yes									Y		Y			
Gatwick Airport Consultative Committee (GATCOM)	Yes	Y	Y	Y	Y	Y						Y	Y		
East Sussex County Council	Yes	Y	Y	Y								Y	Y		
Kent County Council	Yes	Y		Y								Y			
Surrey County Council	Yes	Y		Y								Y			
West Sussex County Council	Yes	Y	Y	Y	Y							Y	Y		
Adur & Worthing District Council	Yes	Y		Y								Y			
Arun District Council	Yes											Y			
Brighton & Hove City Council	Yes	Y		Y								Y			
Crawley Borough Council	Yes	Y		Y								Y			
Lewes District & Eastbourne Borough Council	Yes	Y		Y								Y			
Guildford Borough Council	Yes	Y		Y								Y			
Hastings District Council	Yes											Y			
Horsham District Council	Yes	Y	Y	Y								Y	Y		
Maidstone District Council	Yes			Y								Y			
Mid-Sussex District Council	Yes	Y	Y	Y	Y							Y	Y		
Mole Valley District Council	Yes	Y		Y	Y							Y	Y		
Reigate & Banstead Borough Council	Yes	Y	Y	Y	Y							Y	Y		
Rother District Council	Yes			Y								Y			
Sevenoaks District Council	Yes			Y								Y	Y		
Tandridge District Council	Yes	Y	Y	Y	Y							Y			
Tonbridge & Malling District Council	Yes	Y	Y	Y								Y			
Tunbridge Wells District Council	Yes	Y		Y	Y							Y			
Waverly District Council	Yes	Y		Y								Y			
Wealden District Council	Yes	Y		Y								Y			
Tunbridge Wells Anti Aircraft Noise Group (TWAANG)	Yes	Y	Y	Y	Y							Y			
East Sussex Communities for the control of air noise (ESCCAN)	Yes	Y	Y	Y								Y			
Association of Parish Councils Aviation Group (APCAG)	Yes	Y	Y	Y								Y			
High Weald Council Aviation Action Group (HWCAAG)	Yes	Y	Y	Y								Y			
CAGNE	Yes	Y	Y	Y	Y	Y						Y	Y		
PAGNE	Yes	Y	Y	Y	Y							Y	Y		
GON	Yes	Y	Y	Y	Y							Y	Y		
Plane Justice	Yes	Y	Y	Y	Y							Y	Y		
Plane Wrong	Yes	Y	Y	Y	Y							Y	Y		
High Weald AONB	Yes			Y								Y	Y		
Surrey Hills AONB	Yes			Y	Y							Y			

Stakeholder Group	Stage 1B	Airspace Awareness 24/06/21		Stage 2A Community Workshop - 02/09/21 & 09/2021 (Round 1)			Stage 2A General Aviation Workshop - 07/10/2021 (Round 1)			Stage 2A Airline Workshop - 08/10/2021 (Round 1)			Stakeholder Update Briefing 07/12/21 & 09/12/21		
		Invited	Attended	Invited	Attended	Provided Feedback (Post workshop)	Invited	Attended	Provided Feedback (Post workshop)	Invited	Attended	Provided Feedback (Post workshop)	Invited	Attended	Provided Feedback (Post workshop)
Stakeholder Organisation	Engaged at Stage 1B?														
South Downs National Park	Yes			Y											Y
Gatwick Area Conservation Campaign (GACC)	Yes	Y		Y											Y
Chichester District Council		Y		Y											Y
Leader Worthing Borough Council		Y		Y											Y
Speldhurst Parish Council	Unknown	Y	Y	Y									Y	Y	
TWANSG	Unknown	Y	Y	Y	Y										Y
CAA		Y	Y												Y
Department for Transport		Y	Y	Y											Y
NMB Chair / NATMAG		Y	Y	Y	Y										Y
Burstow Parish Council		Y	Y	Y											Y
Horley Town		Y	Y	Y	Y										Y
General Aviation Awareness Council (GAAC)							Y								Y
Airspace4All (NATMAC)							Y								Y
Aircraft Owners and Pilots Association (AOPA) (NATMAC)							Y								Y
Airspace Change Organising Group (ACOG)															Y
Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK) (NATMAC)							Y								Y
British Airways (BA) (NATMAC)										Y	Y				Y
British Airline Pilots Association (BALPA) (NATMAC)										Y					Y
British Balloon and Airship Club (NATMAC)							Y								Y
British Business and General Aviation Association (BBGA) (NATMAC)							Y								Y
British Gliding Association (BGA) (NATMAC)							Y	Y							Y
British Helicopter Association (BHA) (NATMAC)							Y								Y
British Hang Gliding and Paragliding Association (BHPA) (NATMAC)							Y								Y
British Microlight Aircraft Association (BMAA) / General Aviation Safety Council (GASCo) (NATMAC)							Y								Y
British Model Flying Association (BMFA) (NATMAC)							Y								Y
British Skydiving (NATMAC)							Y								Y
Drone Major (NATMAC)							Y								Y
General Aviation Alliance (GAA) (NATMAC)							Y								Y
Guild of Air Traffic Control Officers (GATCO) (NATMAC)										Y					Y
Honourable Company of Air Pilots (HCAP) (NATMAC)										Y					Y
Helicopter Club of Great Britain (HCGB) (NATMAC)							Y								Y
Heavy Airlines (NATMAC)										Y					Y
Light Aircraft Association (LAA) (NATMAC)							Y								Y
Low Fare Airlines (NATMAC)										Y					Y
Military Aviation Authority (MAA) (NATMAC)							Y								Y
NATS (NATMAC)										Y					Y
Navy Command HQ (NATMAC)							Y								Y
PPL/IR (Europe) (NATMAC)							Y								Y
PPL/IR (Europe) (NATMAC)							Y								Y
United States Air Force Europe (3rd Air Force-Directorate of Flying (USAFE (3rd AF-DOF)) (NATMAC)							Y								Y
CAA Stakeholder Engagement (NATMAC)							Y								Y

From: [DD - Airspace FASI-South Prog External](#)

Bcc:



Subject: Gatwick FASI-S ACP Comprehensive List of Options Engagement Presentation and Feedback Form Update

Date: 04 March 2022 12:27:00

Attachments: [image001.png](#)

Dear Stakeholder,

Following the workshops held on the 15th, 17th and 23rd of February, please find below a link to a folder which contains the comprehensive list of options presentation and a feedback form for Gatwick FASI-S Airspace Change Proposal Stage 2.

Feedback form and Comprehensive List of Options Presentation

Please download the feedback form, and send the completed form to this email address by Friday 25th March 2022.

Additional Workshop

We are aware there are a small number of stakeholders who were unable to attend the workshops due to an error when sending out the meeting link. We are therefore planning to hold an additional workshop on the 18th March between 1330 and 1630 which will be open to all stakeholders who have not yet attended a workshop. The material presented at this session will be the same as the previous workshops. If you would like to attend this, please respond to this email by Wednesday 16th March.

Drop in questions and answer sessions

As mentioned during the workshops, we will also be holding two question and answer sessions on Microsoft Teams. These will be open to all stakeholders. It is important to note that no new material will be presented at these sessions; the purpose is for stakeholders to have an opportunity to ask questions. We will send out details of these sessions separately.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you have any questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team

From: [DD - Airspace FASI-South Prog External](#)
Bcc: [REDACTED]
Subject: FW: Gatwick FASI-S ACP Comprehensive List of Options Engagement Presentation and Feedback Form Update
Date: 18 March 2022 13:42:00
Attachments: [image001.png](#)

Dear Stakeholder,

Following the workshops held on the 15th, 17th and 23rd of February, please find below a link to a folder which contains the comprehensive list of options presentation and a feedback form for Gatwick FASI-S Airspace Change Proposal Stage 2.

[Feedback form and Comprehensive List of Options Presentation](#)

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Best wishes,

Gatwick FASI-S Project Team

gatwick logo new



Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Examples of the stakeholder engagement material presented throughout Stage 2 of GAL's FASI-S ACP have been compiled into the following document:

Stage 2 Annex A: Evolution of the Options Design

This is published on the CAA's Airspace Change Portal and can be publicly accessed via the direct link below:

[CAA Airspace Change Portal ACP-2018-60](https://airspacechange.caa.co.uk/PublicProposalArea?plD=54)

<https://airspacechange.caa.co.uk/PublicProposalArea?plD=54>



LONDON GATWICK

Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Stage 2 Engagement Evidence:

Event F Round 2 Comprehensive List Of Options (Q1 2022)

F.7. Notes and Q&A Cover Note

Following the engagement on the Comprehensive List of Options, the resulting Question & Answers detailed below were not circulated to stakeholders. However, Gatwick offered stakeholders an informal drop in Q&A session.



LONDON GATWICK

Question (You Said)	Answer (We did)
<p>The database seems to rely on concentrating paths. How are you considering dispersion?</p>	<p>The Government's Airspace Modernisation Strategy (AMS) requires airports to implement Performance Based Navigation (PBN). All the notional flight paths in the airspace design database are therefore designed to a PBN standard. The Air Navigation Guidance 2017 outlines a requirement to consider potential mitigations for the concentration that may be created by the use of PBN. We're aware of the potential negative effects of concentration, and that's why there are proposed mitigations such as alternative respite configurations included within our Comprehensive List of Options. Design Principle 7 also requires us consider respite arrangements. As part of the next steps in CAP1616 we will evaluate and appraise the benefits and impacts of each option, and this will consider the potential impacts of concentration and dispersion.</p>
<p>You have shown AONBs on the maps and how you have considered them, are you also considering the times in which it might be beneficial to fly over them?</p>	<p>We've used the outputs from the airspace design database to include options on our comprehensive list of options which overfly AONBs at night however the data is only the first step in the process; the ongoing engagement with stakeholders in Step 2B and Step 3A allows us to explore the impacts of operating in areas such as AONBs at different times of the day.</p>
<p>Does the airspace design database consider climb gradients?</p>	<p>Yes, the Airspace Design Database looks at a continuous climb gradient for our most common aircraft type operating at the airport.</p>
<p>What climb gradient does the airspace design database use?</p>	<p>The most common is c.13% but we have also considered lower slower aircraft climbing at 6%.</p>
<p>The displayed route going to the west of the airport looked very similar to a previous trial that Gatwick held and was met with much anger from the Gatwick community. How are you planning on considering past mistakes when doing these systems?</p>	<p>The Airspace Design Database does not consider any previous routes; it takes the thousands of notional flight path and calculates impact data for each so that we're able to identify the comparatively high performing paths. The next steps in the options development process is to consider stakeholders subjective views on the routes.</p>

Question (You Said)	Answer (We did)
------------------------	--------------------

<p>What stage do you account for topography of the ground?</p>	<p>The airspace design database accounts for topography already. All the notional flight paths consider terrain.</p>
--	--

Question (You Said)	Answer (We did)
<p>You could look at larger groups in the departures to create areas that could be used for dispersion.</p>	<p>We're working with NERL, who are responsible for the airspace above 7000ft, to understand the number of departure routes which could potentially be accommodated or may be needed for capacity.</p> <p>There are also ways within Performance Based Navigation (PBN) that we can configure the routes to have some dispersion, particularly in the turns. This would form part of detailed Instrument Flight Procedure (IFP) design and we will explore this in further detail at Stage 3 once we have a shortlist of options.</p>
<p>The SID routes on the comprehensive list look shorter than today?</p>	<p>The routes developed assume continuous climb from 0-7000ft using a conservative 6% climb gradient which means they are shorter than today. Today some aircraft are prevented from continuously climbing and this extends the track length.</p>
<p>You have mentioned reduced departure splits and other users investigating this. Who is currently looking at this?</p>	<p>ACOG are starting work to consider whether it might be possible to use a generic rule for reduced departure splits and what angle of divergence might be more appropriate to the established 45° that is currently required.</p>
<p>Are you seeking to mirror west and east operations?</p>	<p>No. We've looked at easterly and westerly operations separately; the outputs are based on the higher performing tracks for any given area.</p>
<p>How are you planning on linking the current route 4 ACP with this ACP. The routes look considerably different.</p>	<p>The route 4 ACP is a completely separate ACP and it has a different scope compared to the FASI-S project. This is why the options may look different between the two ACPs. The Route 4 project is trying to design a new route based on current restrictions and airspace whereas with this ACP, we are able to take a 'blank sheet' approach to developing options.</p>
<p>Dispersal vs concentration – How are you considering dispersion with PBN tracks?</p>	<p>The current system options feature PBN departure routes which we are required to develop in order to meet the Government's Airspace Modernisation Strategy (AMS). As part of the airspace change, we also need to look at how we potentially mitigate the impacts of the concentration created by PBN and therefore we have included options on our comprehensive list which look to provide respite.</p> <p>There may also be ways within the PBN design criteria that we can configure the routes to have some dispersion, particularly in the turns. This would form part of detailed Instrument Flight</p>

Question (You Said)	Answer (We did)
	Procedure (IFP) design and we will explore this in further detail at Stage 3 once we have a shortlist of options.
If overflown via an approach, will you be considering whether you can also be overflown by a departure?	We will look at potential cumulative impacts from arrivals and departures initially as part of the Design Principle Evaluation, and then in further detail at the Initial Options Appraisal.
How many PBN tracks are airlines willing to accept for Gatwick?	There are ongoing conversations with airlines to understand their requirements/capabilities regarding the use of PBN routes. If any feedback from airlines is used to influence the development of the comprehensive list then we will document this as part of our Stage 2 submission documents.
How are you planning on bringing in different studies that Gatwick are doing into these systems? For example, the FED study.	Where there is data available to aide us in the future development of these system options, we will incorporate it into the process. In the case of FED, if available we will incorporate into the Step 2B Initial Options Appraisal, and the Full Options Appraisal at Step 3A.
Is the radar vectoring areas set as displayed on your images?	No. The image shows an indicative area which we have developed using outputs from the Airspace Design Database. We're working with NERL, who are responsible for the airspace above 7000ft, to understand more about arrivals and information from this will be used when determining detailed designs for any potential vectoring areas. We will also need to engage with airlines and Gatwick ATC to determine an appropriate area.
The radar vectoring area would give dispersion – this is good.	Yes the use of a radar vectoring area would disperse aircraft tracks over the ground when compared to the use of PBN arrival routes.
How would a radar vectoring area cater for CDOs?	Within a radar vectoring area, air traffic controllers (ATC) provide tactical control (vectoring) to aircraft and therefore the controllers are able to direct aircraft in terms of distance, speed and descent; this means that continuous descent could still be achieved.

Question (You Said)	Answer (We did)
In terms of comprehensive list – Has there been a degree of filtering already been applied?	We have created a structure for developing the options based around the design principles and the outputs of the airspace design database; more information will be provided later in the presentation.
How does height over the ground at any given point along the track come into account?	The airspace design database uses a continuous climb profile for the departure tracks based on the most common aircraft type. When we calculate the noise metrics in the database, we take into account this profile. Arrivals assume a continuous descent of 3° from 7000ft and again the noise metrics take into account this profile.
Does the airspace design database consider climb gradients?	Yes, the airspace design database looks at the climb gradient for our most common type operating at the airport, this is around 13% climb but we have also considered lower and slower aircraft with a conservative 6% climb gradient.
Do the notional flight paths take into account existing restrictions?	At this stage we are assuming a blank sheet approach therefore the notional flight paths do not take into account any existing restrictions although there are some paths which are based on today's route centerlines.
Has any impact of ambient noise been taken into account in the construction of these systems? Most example shown only refer to total population overflow.	<p>The system options that refer to minimising newly overflow typically impact more rural areas that often have lower levels of ambient noise.</p> <p>The evaluation of aircraft noise relative to the ambient noise of a particular area is not directly covered in the current airspace change process however GAL has committed to incorporating the outcomes of the Fair and Equitable Distribution (FED) study, which considers the treatment of areas with lower ambient noise.</p>
Do the notional flight paths consider the better fleet mix capable today?	Yes, the airspace design database looks at the climb gradient for our most common type operating at the airport which we expect to remain the majority in future. This is around 13% climb but we have also considered lower and slower aircraft with a conservative 6% climb gradient. When we move to the next steps of the process, particularly at the Step 2B Initial Options Appraisal, we will take into account the full fleet mix at Gatwick, and this will be based on the expected mix at the year of implementation (2026 onwards).

Question (You Said)	Answer (We did)
<p>With better performance, do you envisage that controlled airspace (CAS) might be given back?</p>	<p>Given the number of options within the comprehensive list, and the number of permutations when considering easterlies/westerlies/arrivals and departures, at this stage it is difficult to determine the opportunities regarding the potential release of CAS. As we move to the next steps of the process, we will explore the opportunities to potentially release CAS; this will be documented as part of the Initial Options Appraisal.</p>
<p>How will aircraft be held in future and where will the holding stacks be positioned?</p>	<p>The airspace structures required to support airbourne holding of aircraft on arrival will form part of the NERL ACP for the airspace above 7000ft.</p>
<p>How much influence does Gatwick have over the Transition altitude?</p>	<p>We're aware of the constraints of the current Transition Altitude (TA) and have raised with this NATS. Unfortunately it is outside the scope of Gatwick's ACP to change TA.</p>
<p>Having a simplified Transition Altitude would be beneficial to all airspace users.</p>	<p>Noted</p>
<p>You mentioned that the technology might not be available to allow single PBN tracks for the approaches, What do you mean?</p>	<p>It is in reference to spacing and sequencing of traffic inbound to final approach in order to keep safe separation. We currently have a radar vectoring area that allows controllers to move aircraft into appropriate areas to achieve the required spacing while a single PBN route would take this flexibility away. Future technology will hopefully mean this flexibility is not required and accurate spacing and sequencing can be achieved by advanced ATC systems and aircraft avionics.</p>
<p>Would the sequencing challenge mean we would have a limited amount of PBN routes?</p>	<p>We have created a number of different system options that explore what might be needed to maintain the required levels of runway throughput but also allow for multiple PBN arrival routes that may offer noise respite opportunities.</p> <p>Once more information is known regarding how the network (airspace above 7000ft) will be organised to sequence the approach traffic, we will be able to assess the impacts of the options, from either a single PBN route to multiple PBN routes all the way to the continuation of a radar vectoring area.</p>

Question (You Said)	Answer (We did)
Would this (see question above) create a concentration of the approaches?	The use of PBN routes typically concentrates aircraft tracks over the ground when compared to conventional navigation techniques and ATC vectoring. The comprehensive list includes single and multiple PBN tracks which would concentrate and radar vectoring areas which would disperse.
How are other sponsors progressing with their FASI-S ACPs?	Some FASI-S sponsors are at the same stage as GAL in terms of timelines and some started later than others. Heathrow commenced a new ACP in June 2021 to optimise the airspace that serves the current two runway operation so the development of their proposal is approximately 6-12 months behind the other FASI airports.
How does the comprehensive list take into account population in rural areas – where areas are already quieter, people may notice more noise?	See engagement outcomes section below
How are you weighting / scoring Design Principles as you build the comprehensive list of options	As part of the presentation, we've shown how we have used the Design Principles to build our comprehensive list of options. Some Design Principles such as safety are inherent to all options developed (i.e. we haven't designed specific options to be safe – all options are designed to be safe). Other design principles have been considered as we have built the system options (for example resilience). Finally, as we have explained in the presentation, some design principles have been considered as we have selected notional flight paths.
How are you considering AONBs and is there an opportunity to overfly these at night so to avoid populated areas?	<p>Within the airspace design database we've calculated overflight of AONBs and this data has been used to develop options that aim to avoid AONBs, or minimise overflight, where possible to do so.</p> <p>We've also used the outputs from the airspace design database to include options on our comprehensive list of options which overfly AONBs at night however the data is only the first step in the process; the ongoing engagement with stakeholders allows us to explore the best times to utilise areas such as AONBs.</p>
Why will the procedures be designed to only 7000ft?	Gatwick airport is responsible for maintaining and upgrading the arrival and departure routes that serve its operation between the ground and 7000ft (including the airspace structures required to

Question (You Said)	Answer (We did)
	<p>protect the routes). NERL is responsible for the airspace structures and route network that serve commercial air transport above 7000ft. The scope of Gatwick's ACP is to 7000ft, this is the same as all other airport-led FASI-S ACPs. Above 7000ft, the airspace is being modernised by NERL.</p>
<p>Does the AONB map take into account the new areas currently under consultation?</p>	<p>We are aware of the ongoing consultation regarding the proposed changes to the dimensions of the Surrey Hills AONB. At the time of developing the airspace design database for the GAL FASI ACP the consultation was not underway however we've committed to taking into account any changes to the AONB when we undertake the Initial Options Appraisal at Step 2B and the Full Options Appraisal at Step 3B.</p>
<p>Is the comprehensive list constrained by the existing NPRs?</p>	<p>Some options within the Comprehensive List are based on the existing RNAV1 nominal tracks and therefore follow the existing NPRs. Other options do not follow the NPRs. At this stage, the benefits and impacts of each option haven't been assessed and we will consider impacts associated with the existing NPRs in further detail as part of the Initial Options Appraisal.</p>
<p>Why undertake the Route 4 ACP when you are doing this FASI-S ACP? Do you risk upsetting people twice?</p>	<p>Route 4 ACP is distinct from FASI-S as it works within the scope of the current airspace. Consequently, it is more limited in potential impact. An airspace change is usually a protracted process with the eventual outcome taking some years before implementation. FASI-S is significantly more complex and demanding compared to a usual ACP, thus it will take significantly more time and effort to implement, with the changes not likely before 2026, thus there is a need for an interim solution, given that the RNAV route on Route 4 has been withdrawn with CAP 1912 and the conventional ground navigational aids being slowly taken out of commission.</p>

From: [CAGNE NMB](#)
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] CAGNE response to FASIS
Date: 24 March 2022 16:55:55
Attachments: [GAL FASI ACP Comp List Engagement Feedback Form.pdf](#)

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CAGNE

Communities Against Gatwick Noise and Emissions

The umbrella aviation community and
environment group for Sussex, Surrey and Kent

24th March 2022

CAGNE were unable to fill your question boxes, some fault was found, as such we hope you will accept the below in response to the Gatwick Airport FASIS process as well as the attached form.

To LGWairspace.FASIS@gatwickairport.com

From CAGNE Committee, the umbrella aviation community and environment group for Sussex, Surrey and Kent

CAGNE were unable to ask questions as the future dates provided clashed with other meetings such as ANEG of the DfT.

Form attached, text for boxes below -

Question 1 - Anything lacking

Noise is still the number one consideration up to 7,000ft not saving CO2 with the Air Navigation guidance stating noise comes before saving CO2. In direct contrast to the design principles and the governance of CAA Gatwick/TRAX are seeking to fly over new areas at low heights.

Throughout the process to-date, there has been a very narrow form of engagement, only consulting with unsubstantiated community groups instead of statutory elected consultees, such as town and parish councils. There has also been a geographical imbalance of those consulted by Gatwick and TRAX, due to the monopoly permitted by Gatwick of noise groups from outside LOAEL, mostly concerned with arrivals.

This has led to the TRAX document being biased towards those that seek to move noise and 'share the load' as well as adhering to what would appear to be a direct request to the sponsor that goes against many of the DP (Design Principles), such as the ADNID departure route over new rural communities and moving the arrivals

join to 5nm. This must be seen as appeasement to noise groups (DP1 and DP2) due to only consulting those currently impacted by Gatwick operations.

Going forward, we do not believe that Gatwick should be allowed to continue with CAP1616 until the narrowness of the engagement is addressed. Town and parish councils are democratically elected stakeholders and they have not been consulted, bar the ones that are currently impacted by Gatwick operations, via GATCOM, NCF and NEX.

To go to Stage 3 (the public consultation) without showing the historic routes would be seen as disingenuous to those currently overflowed and those who could be newly overflowed. This will be seen as Gatwick deliberately seeking to confuse residents with the complexity of airspace changes, whilst ignoring historic departure routes and arrival swathes.

Residents will want to see clearly where they live so that they can comment to protect their wellbeing and house value. Without this information, it is difficult to understand how any proposals can be accepted or commented upon. We can see that many more new community groups will be formed to oppose FASIS, due to this lack of transparency.

The TRAX document pays no attention to the fact that residents will receive no compensation for being newly impacted by aircraft noise below 4,000ft.

The TRAX document offers no details about noise envelopes, which Gatwick Airport has used significantly to convince communities to support the DCO (Development Consent Order) to rebuild the emergency runway as a second runway. We must question why they have not been implemented alongside these route proposals as CAP1129 states – *‘There was concern that a noise envelope could be used to push through excessive growth without bringing any real benefits to residents.’* Having studied the mapping provided, we believe this concern raised by the Airports Commission and DfT is true of the TRAX proposals and the sponsor’s desire for growth at any cost to communities, especially those close to the runway.

Question 3 – NO

Noise is the number one consideration up to 4,000ft, not the saving of CO2 or fuel, and yet much of TRAX mapping does not take this into account when it comes to proposals submitted in this document.

Mapping option G would seem to be the routing that minimises those to be newly overflowed.

Mapping option H may avoid newly-overflowed issues if Continuous Climb Operations (CCO) are successful in coming into play at 3,000ft to take the noise away from those to be newly-overflowed.

Westerly Departures - It is clear from mapping option E that Gatwick Airport has

proposed a new departure route (ADNID). The trial departure route in 2014 over new residents and because of this in 2014, CAGNE was formed. The imposition of a new route without any notice caused great anger due to the very low heights of aircraft and the significant noise created over our rural communities and new areas not previously impacted by aircraft noise. We believe ADNID (a westerly departure route that heads straight towards the southwest) would go against all DP as it would impact new communities and populated areas that have not been flown over before.

We do not see why the Noise Preferential Routes (that have served in dictating where departures fly) need to be removed, as homes purchased under NPR are reduced in value compared to those not under flight paths. With no compensation offered, we do not see how residents will accept new routes in giving respite to those currently-overflown.

There is no compensation offered with FASIS for loss of house-value and decline in wellbeing due to new flight paths over our communities.

Predictability is the whole point of an NPR and so these should remain, with dispersed movements.

Easterly Departures – all mapping shows new routes to fly over new communities in the south instead of following the historic route 2 direct to the coast. This routing, and the routing of westerly departures, would ensure that these residents have a substantial increase in totality of noise endured by multiple routes.

Options F and H have some grounds for consideration.

To join arrivals to the ILS at 5nm, is unacceptable as, at present, these residents already suffer the ILS but with reduced noise, as planes are able to glide in at idle power with a 2.5-degree angle because they join further out from the runway.

All efforts such as CAP2302, low noise metrics, aim to benefit those further out. If this proposal to join the ILS at 5nm is considered, we will see this move as a retrograde step in seeking to significantly increase noise for those close to the runway and newly-flying over built-up areas closer to the runway.

All arrival options (east and west) cannot be considered in their current form due to the arrival join to the ILS being brought so close to the runway. This must be seen as a direct request to Gatwick management to appease noise groups that have the monopoly on Gatwick statutory and noise forums.

Arrivals joining at 5nm – 8nm would fly planes over communities at less than 1,500ft whilst vectoring (turning), so increasing noise with flaps down, wheels down, (3-5 decibel increase) speed gear and nose lift to take speed off due to the short distance to go to landing.

The GACC noise groups proposed study to remove the Secretary of State Noise Abatement Procedure (NAP) at night which looked to join the ILS at 6nm and a

50/50 split north and south. Without consulting outside of the noise forums, this study must be seen as flawed due to the monopoly on the noise forums at Gatwick who seek to move noise over those closer to the runway at far lower heights. The higher population count at 8nm illustrates the impact on the ground closer to the runway.

We quote the findings of the NAP removal study –

‘Overall, the study findings have confirmed that changes to the MJP will redistribute the noise generated by arriving aircraft according to the new distribution of flight tracks; reducing noise impacts in one geographic area and transferring noise to new areas.’

What the ILS study missed in its conclusions is that the noise would be moved over new areas at far lower heights, compared to the join further out at 12.5nm, thus ignoring the fact that noise is the number one consideration up to 4,000ft.

The study also missed CAP2302 on low metrics in that it recognised the current inability to monitor LP/LD performance and encourage development of automated systems to monitor landing gear deployment.

Any reference to Fair and Equitable Distribution (FED) would be deemed flawed, as the study has not been FED to those who could be newly impacted by the report and FASIS, i.e. it is not FED to ignore those who could be significantly newly-impacted by Gatwick’s airspace changes.

CAGNE are concerned that key points are based on research conducted at Heathrow, which are not relevant to the rural areas that surround Gatwick.

Respite, as defined by FED based on Heathrow’s findings, is not something CAGNE can condone as there is no full house-value compensation for those to be newly-overflowed.

The TRAX document also ignores the finding of the FED study, we quote below, that some routes would trap new communities between multiple routes, so not providing any respite and not taking into account the low height or totality of impact being created.

3.2 Definition of Overflight

The CAA’s report CAP 149818 defines overflight as ‘An aircraft in flight passing an observer at an elevation angle (approximately the angle between the horizon and the aircraft) that is greater than an agreed threshold, and at an altitude below 7,000 ft.’ This definition is directly related to the experience of residents affected by aircraft flying nearby, and also related to aircraft sound levels. Moreover, it defined the overflight metric as ‘The number of overflights experienced by a ground-borne observer over a given period of time’.

CAA defined overflight in order to aid decision making during airspace change proposals in the UK. This complements the DfT’s Air Navigation Guidance

(ANG)19, which recommends minimising the number of people overflown at low altitudes.

CAA suggests the elevation angle as an appropriate parameter to define an overflight. Elevation angles of 60° and 48.5° are advocated as thresholds for the definition of an overflight (due to the link to noise attenuation). At angles above 60° aircraft noise on the ground is mainly influenced by the propagation distance between the source and the receiver. At angles below 60° other factors related to atmospheric scattering effects, engine shielding, and ground absorption (at very low elevation angles) come into action influencing aircraft noise on the ground.

At an elevation angle of 60°, the sound level from an aircraft will be 1.5 dB lower than an aircraft flying directly overhead at the same height. As a note of reference, it is widely considered that an increase or decrease of 3 dB (twice or half the acoustic energy respectively) is the lowest difference in sound level that the average person can perceive (when the two sounds are not heard directly one after the other). The angle of elevation which results in a decrease in level of 3 dB (compared to an aircraft flying directly overhead) is 48.5°.

This whole process has lacked the input of a broad geographical spectrum of stakeholders and, as such, must be seen to be flawed.

Est Feb 2014

www.cagne.org



#pledgetoflyless

www.cagnepcforum.org.uk

Twitter @cagne_gatwick

Facebook CAGNE

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Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

██████████

Name of Organisation

CAGNE

Did you attend one of the workshop sessions?

15th February

17th February

23rd February

I did not attend a workshop

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

See attached

2. Is the list of options developed in line with the design principles?

Design Principle (DP)		Have we developed the options in alignment with this DP?		If no, please explain your answer
		Yes	No	
1	Safety by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2	Enhanced Navigation Standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Without due consideration to the impact they have on communities on the ground
3	Limit Adverse Noise Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	We believe Gatwick seek to impact more communities especially those that are to be newly overflowed
4	Time Based Arrival Operations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5	Resilience Built In	<input checked="" type="checkbox"/>	<input type="checkbox"/>	to the detriment of communities especially those that could be newly overflowed
6	Optimise use of aircraft capabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7	Long Term Predictability & Adaptability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	By removing Noise Preferential Routes, we see Gatwick seeking to remove the predictability of departures to the detriment of communities below
8	Deconfliction by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9	Locally Tailored Designs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	the tailoring is very much in favour of Gatwick and the noise groups that dominate the Gatwick noise forums and this process to benefit there areas whilst moving noise over new areas without consulting

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?

Yes

No

If yes, please explain your answer:

See attached

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Friday 25th March 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate. We will provide further details around this as part of our next round of engagement due to be held in May 2022.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] CLOO Response
Date: 12 May 2022 08:30:47
Attachments: [image001.png](#)
[GAL FASI ACP Comp List Engagement Feedback Form Bilat HAL Response.pdf](#)

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Classification: Internal

Good morning,
As requested, please find attached Heathrow's response to the engagement on Gatwick's Comprehensive List of Options.

Kind regards



The Compass Centre, Nelson Road
Hounslow, Middlesex, TW6 2GW

[w: heathrow.com](#) [t: twitter.com/heathrowairport](#)
[a: heathrow.com/apps](#)

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Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

In March and April 2022 Gatwick Airport Limited (we or GAL) invited neighbouring airports to attend bilateral meetings where, as part of the session, we presented our methodology and our comprehensive list of options. Following the meeting an information pack including the presentation slides and the comprehensive list was circulated.

Please use the below feedback form to answer our engagement questions by **Wednesday 18th May 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please do not hesitate to get in touch with us.

Feedback Form – Part 1: Stakeholder Details

Name

██████████

Name of Organisation

Heathrow Airport Limited

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

2. Is the list of options developed in line with the design principles?

Design Principle (DP)		Have we developed the options in alignment with this DP?		If no, please explain your answer
		Yes	No	
1	Safety by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2	Enhanced Navigation Standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3	Limit Adverse Noise Effects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4	Time Based Arrival Operations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5	Resilience Built In	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6	Optimise use of aircraft capabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7	Long Term Predictability & Adaptability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8	Deconfliction by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9	Locally Tailored Designs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?

Yes

No

If yes, please explain your answer:

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Wednesday 18th May 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] Comprehensive List of Options Feedback Form
Date: 25 March 2022 16:07:29
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[GAL FASI ACP Comp List Engagement Feedback Form LM 230322.pdf](#)

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Hi Airspace Team

Please see attached feedback form

Regards

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED] [REDACTED]
[REDACTED]



Horsham District Council, Parkside, Chart Way, Horsham, West Sussex RH12 1RL
Telephone: 01403 215100 (calls may be recorded) www.horsham.gov.uk Chief Executive: Glen Chipp

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Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

██████████

Name of Organisation

Horsham District Council

Did you attend one of the workshop sessions?

15th February

17th February

23rd February

I did not attend a workshop

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

- Areas of locally important amenity such as local nature reserves, ancient woodland, outdoor sports facilities should be considered along with AONB's.
- The magnitude of predicted change in the noise climate should be reported. The majority of the areas to be overflowed are rural and characterised by dispersed settlement rather than typically urban settings such as around Heathrow.
- The impacts of concentration of flights along new or established routes should be considered.
- Allocated large scale expansion of settlements and new neighbourhoods as set out in local authority development framework plans should be included in the allocation process. For Horsham District Council the West of Ifield, North Horsham or Billingshurst and Southwater expansions are not shown on the population heat maps.

2. Is the list of options developed in line with the design principles?

Design Principle (DP)		Have we developed the options in alignment with this DP?		If no, please explain your answer
		Yes	No	
1	Safety by Design	<input type="checkbox"/>	<input type="checkbox"/>	No comment
2	Enhanced Navigation Standards	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The impact of concentration along new and established routes with respect to noise
3	Limit Adverse Noise Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	magnitude of change in noise levels should be reported areas of value to community amenity should be identified and considered.
4	Time Based Arrival Operations	<input type="checkbox"/>	<input type="checkbox"/>	No comment
5	Resilience Built In	<input type="checkbox"/>	<input type="checkbox"/>	No comment
6	Optimise use of aircraft capabilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	How is this to be weighted between operational efficiency and environmental performance?
7	Long Term Predictability & Adaptability	<input type="checkbox"/>	<input type="checkbox"/>	No comment
8	Deconfliction by Design	<input type="checkbox"/>	<input type="checkbox"/>	No comment. this will be informed by consultation with airspace users and other airports.

9	Locally Tailored Designs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	unclear what this means and what priority is accorded to this process
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3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?

Yes

No

If yes, please explain your answer:

Please see response to question 1. as this text box does not expand.

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Friday 25th March 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate. We will provide further details around this as part of our next round of engagement due to be held in May 2022.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] Engagement form
Date: 24 March 2022 10:27:28
Attachments: [Warnham PC GAL FASI ACP Comp List Engagement Feedback Form.pdf](#)

CYBER AWARE - *Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments*

[REDACTED]
[REDACTED]
For and on behalf of Warnham Parish Council

Email: [REDACTED]
Website: www.warnham.org.uk
Facebook: [@warnhamparishcouncil](#)

[REDACTED]
Please note that I work 24hrs per week therefore there may be a slight delay in responding to your email.

This email is confidential and intended for the use of intended recipient only. If you have received this email in error, please inform us immediately and then delete it. Any disclosure, copying, distribution or other action taken in reliance on it is unauthorised and may be unlawful. Although this transmission and any attachments are believed to be free of any virus or other defect that might adversely affect any computer system into which it is received and opened, it is the responsibility of the recipient to ensure that it is virus free and no responsibility is accepted by Warnham Parish Council or its associates for any loss or damage arising in any way from its use.

Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name



Name of Organisation

Warnham Parish Council

Did you attend one of the workshop sessions?

- 15th February
- 17th February
- 23rd February
- I did not attend a workshop

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

There is a lack of historic routes shown to enable residents and an elected body to see where the routes currently fly within Noise Preferential Routes and the arrival swathe. Without this information it is difficult to understand how any proposals can be accepted or commented upon.

2. Is the list of options developed in line with the design principles?

Design Principle (DP)		Have we developed the options in alignment with this DP?		If no, please explain your answer
		Yes	No	
1	Safety by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2	Enhanced Navigation Standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3	Limit Adverse Noise Effects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4	Time Based Arrival Operations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5	Resilience Built In	<input type="checkbox"/>	<input checked="" type="checkbox"/>	This is not our concern as an elected body. Resilience is only applicable to the airport's commercial operations. We do not believe any data taken from Heathrow operations to seek to define respite is applicable to Gatwick nor the rural surrounding areas.
6	Optimise use of aircraft capabilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	This is not our concern. As an elected body we are concerned with the impact your route suggestions will have on our parish. We have a duty of care to our parish and not Gatwick Airport's commercial desire for gain.
7	Long Term Predictability & Adaptability	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
8	Deconfliction by Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Lack of detail to the historic routes prohibits this
9	Locally Tailored Designs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

~~3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?~~

~~Yes~~

~~No~~

~~If yes, please explain your answer:~~

It is clear from mapping E that Gatwick Airport has stipulated a departure route (ADNID) that they trialled in 2014 over our parish. This caused great anger due to the lowness of the route and the significant noise created over our rural parish and new areas not previously impacted by aircraft noise before. We do not see why the noise preferential routes, that have served in dictating where departure fly, need to be removed as homes purchased under NPR are reduced in price compared to those not under flight paths. We believe ADNID (westerly departure route that head straight towards the southwest corner) would go against all DP as it would impact new communities that have not been flown over before and populated areas. There is no compensation offered with FASIS to loss of house value and decline in wellbeing due to new flight paths over our parish. To join arrivals to the ILS at 5nm, not 8nm as historically flown, is unacceptable as our parish already feels the full impact of the instrument landing system and three departure routes (four if you include WIZAD as you do in some of your mapping) Our parish would have no respite with any new routes directly over our parish as we are already sandwiched between routings in the west. Arrivals joining at 5nm – 8nm would fly planes over our parish at less than 1,500ft whilst vectoring (turning) so increasing noise with flaps down, wheels down (3-5 decibel increase) and speed gear, nose lift to take speed off due to the short distance to go to landing. This would not only fly over our parish but also significantly increase noise that goes against many of the design principles for newly impacted communities. Noise is the number one consideration and yet much of your mapping does not take this into account when it comes to our parish and your proposals. Mapping G would seem to be the routing that minimises those to be newly overflown. Any reference to Fair and Equitable Distribution would seem flawed as much of the report is based on findings researched at Heathrow as such are not relevant to the rural areas that surround Gatwick. Respite is not something we as a parish can entertain as there is no full house value compensation for those to be newly overflown. We feel that it is fundamentally wrong that Gatwick Airport has not looked to consult our parish directly as we are a democratically elected body, a statutory tier of local government.

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Friday 25th March 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate. We will provide further details around this as part of our next round of engagement due to be held in May 2022.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] FASI Feedback
Date: 12 April 2022 22:49:31
Attachments: [Gatwick FASI Comprehensive List of Options Feedback Form Betchworth Parish Council Final.docx](#)
[GAL FASI ACP Comp List Enqagement Feedback Form final BPC.pdf](#)

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, **do not** click links or open attachments

Please ignore my email of 1915 this evening which had the wrong attachments. I have attached the FASI Feedback Form on behalf of Betchworth Parish Council. The formatting of our responses to Questions 1 and 3 was corrupted when input to your pro forma. I have therefore also attached a word document with our responses.

Best Regards,

[REDACTED]
[REDACTED]

Betchworth Parish Council.

Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

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If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

██████████

Name of Organisation

Betchworth Parish Council

Did you attend one of the workshop sessions?

- 15th February
- 17th February
- 23rd February
- I did not attend a workshop

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

The options have been derived from a very limited set of criteria - total population overflown, number of people newly overflown and overflight of Areas of Outstanding Natural Beauty. There are many other factors that would need to be taken into account to produce a really meaningful set of options. It is also not entirely clear how even these limited criteria have been prioritised against each other. Air Navigation Guidance 2017 places the highest priority on limiting and, where possible, reducing the total adverse effects on people. Although “total adverse effects” is not specifically defined, this cannot credibly be reduced to a simple measure of “total population overflown”. All factors contributing to “total adverse noise effects on people” should have the highest priority. As a second priority it says - where options for route design are similar in terms of the number of people affected by total adverse noise effects, preference should be given to that option which is most consistent with “existing published airspace arrangements” which is not exactly “would have been overflown in 2019 but for the pandemic”. On the question of ANOBs it states - where practicable, it is desirable that airspace routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks. All of the factors contributing to “total adverse noise effects on people” have the highest priority.

To produce a really comprehensive set of options there needs to be a comprehensive set of criteria against which all potential options can be prioritised. Betchworth Parish Council believes that the following issues need to be considered as a part of that process.

1. Health impacts of noise

In October 2018 the World Health Organisation strongly recommended reducing aircraft noise levels to below 45 dB Lden, as aircraft noise above this level is associated with adverse health effects. For night noise exposure, the WHO strongly recommends reducing aircraft noise levels to below 40 dB Lnight, as night-time aircraft noise above this level is associated with adverse effects on sleep. Current Gatwick noise contour maps only show noise contours considerably above these levels. The WHO criteria would cover many more people than the current criteria, and the effects on these people must be taken into account

The recent FED study, whilst not producing the LGW specific framework that was hoped for, did raise many factors that have not been taken into account in this proposal so far. Aircraft noise is associated with many health issues including stress, sleep disturbance, high blood pressure, heart disease, heart attack, stroke, dementia, impairment of learning in children and long-term mental health issues. Additionally the

FED study highlighted that many non-acoustic factors have a detrimental effect on health. All of the issues raised in the FED report should be progressed, with further research to be applied specifically to Gatwick.

The frequency of overflights is a major issue that needs to be captured. Some areas, in particular to the north of Gatwick, suffer noise from more than one route and also from Heathrow aircraft. Whilst residents on the extended runway centre lines will suffer noise from both easterly and westerly operations, there is no reason why any other residents should suffer noise from both directions (for example residents under Routes 3 and 4).

Therefore, in order to get a true measure of “total adverse noise effects” many more factors other than “total population overflown” must clearly be considered.

2. Newly overflown

The current definition being used, modified 2019 flight paths, is far too narrow. Flight paths over the past 10-20 years are totally relevant. Using actual flight paths also captures many flights that deviated from the NPR swathes and to then use those as a baseline legitimises flightpaths outside of the NPR swathes. This would be totally unacceptable. We feel that the definition for “previously overflown” with reference to departures should be the NPRs. Betchworth Parish Council believes that routes should be dispersed within the existing NPRs and based on the NPR centre lines. This particularly applies to Route 4 where over the years the SIDs and actual flight paths, which have often diverged considerably from the SIDs, have affected most residents within the NPR swathe. The NPRs have been unchanged since their introduction over 50 years ago and were therefore in place well before the vast majority of residents. NPRs have dictated where people have bought their homes, and are used to inform planning decisions about location of future homes, hospitals, schools etc.

If FASI eventually creates routes that are different to the NPRs, and therefore by our definition affecting “newly overflown” residents, this will need a totally separate ACP process under the auspices of the Secretary of Transport. To make the FASI process more transparent the existing NPRs should be clearly marked on all charts.

As LGW expands there will be a point where the noise burden on some existing NPRs, even with dispersal, will become untenable and further new routes will need to be explored. The FASI consultation process should also be transparent on this potential requirement.

3. Vertical flight profiles

Departure routes.

The use of Continuous Climb Operations has a huge potential to reduce total adverse noise effects and this must be taken into account in this once in a generation airspace redesign opportunity. CCO is a win/win for residents, airlines, and the environment - less noise, less fuel burn and lower operating costs, and less pollution. With the proximity of Gatwick and Heathrow their route structures need to be developed jointly

to facilitate CCO. The current approach of developing two separate structures and then setting about integration seems certain to generate a sub optimal solution.

A meaningful consultation on vertical profiles needs to contain very detailed information on the noise effects of various profiles.

- The effect of CCO on noise levels due to altitude and engine power setting. Whilst most people will benefit from CCO there will be some residents who will suffer greater noise as aircraft climb through 4,000ft with climb power set. At what altitude does the reduction in noise due to increased altitude balance the increased engine noise.
- The effects of the increased vectoring that will be facilitated by CCO. With all aircraft climbing continuously through 4,000ft vectoring could become almost routine. This will facilitate much greater dispersal but could also effectively create new “routes” between 4000ft and 7,000ft
- The noise effects of potentially higher airspeeds facilitated by CCO.

Aircraft could climb at maximum climb gradient or optimum fuel burn climb speeds. Both could have significant noise effects. An aircraft at higher speed has different aerodynamic and engine acoustic effects. The noise event from a faster aircraft lasts for less time.

Arrival routes.

- Routes should be developed to ensure that 100% of arrivals can utilise Continuous Descent.

The options have been derived from a very limited set of criteria - total population overflowed, number of people newly overflowed and overflight of Areas of Outstanding Natural Beauty. There are many other factors that would need to be taken into account to produce a really meaningful set of options. It is also not entirely clear how even these limited criteria have been prioritised against each other. Air Navigation Guidance 2017 places the highest priority on limiting and, where possible, reducing the total adverse effects on people. Although “total adverse effects” is not specifically defined, this cannot credibly be reduced to a simple measure of “total population overflowed”. All factors contributing to “total adverse noise effects on people” should have the highest priority. As a second priority it says - where options for route design are similar in terms of the number of people affected by total adverse noise effects, preference should be given to that option which is most consistent with “existing published airspace arrangements” which is not exactly “would have been overflowed in 2019 but for the pandemic”. On the question of ANOBs it states - where practicable, it is desirable that airspace routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks. All of the factors contributing to “total adverse noise effects on people” have the highest priority.

To produce a really comprehensive set of options there needs to be a comprehensive set of criteria against which all potential options can be prioritised. Plane Wrong believes that the following issues need to be considered as a part of that process.

1. Health impacts of noise

In October 2018 the World Health Organisation strongly recommended reducing aircraft noise levels to below 45 dB Lden, as aircraft noise above this level is associated with adverse health effects. For night noise exposure, the WHO strongly recommends reducing aircraft noise levels to below 40 dB Lnight, as night-time aircraft noise above this level is associated with adverse effects on sleep. Current Gatwick noise contour maps only show noise contours considerably above these levels. The WHO criteria would cover many more people than the current criteria, and the effects on these people must be taken into account

The recent FED study, whilst not producing the LGW specific framework that was hoped for, did raise many factors that have not been taken into account in this proposal so far. Aircraft noise is associated with many health issues including stress, sleep disturbance, high blood pressure, heart disease, heart attack, stroke, dementia, impairment of learning in children and long-term mental health issues. Additionally the FED study highlighted that many non-acoustic factors have a detrimental effect on health. All of the issues raised in the FED report should be progressed, with further research to be applied specifically to Gatwick.

The frequency of overflights is a major issue that needs to be captured. Some areas, in particular to the north of Gatwick, suffer noise from more than one route and also from Heathrow aircraft. Whilst residents on the extended runway centre lines will suffer noise from both easterly and westerly operations, there is no reason why any other residents should suffer noise from both directions (for example residents under Routes 3 and 4).

Therefore, in order to get a true measure of “total adverse noise effects” many more factors other than “total population overflown” must clearly be considered.

2. Newly overflown

The current definition being used, modified 2019 flight paths, is far too narrow. Flight paths over the past 10-20 years are totally relevant. Using actual flight paths also captures many flights that deviated from the NPR swathes and to then use those as a baseline legitimises flightpaths outside of the NPR swathes. This would be totally unacceptable. We feel that the definition for “previously overflown” with reference to departures should be the NPRs. Plane Wrong believes that routes should be dispersed within the existing NPRs and based on the NPR centre lines. This particularly applies to Route 4 where over the years the SIDs and actual flight paths, which have often diverged considerably from the SIDs, have affected most residents within the NPR swathe. The NPRs have been unchanged since their introduction over 50 years ago and were therefore in place well before the vast majority of residents. NPRs have dictated where people have bought their homes, and are used to inform planning decisions about location of future homes, hospitals, schools etc.

If FASI eventually creates routes that are different to the NPRs, and therefore by our definition affecting “newly overflown” residents, this will need a totally separate ACP process under the auspices of the Secretary of Transport. To make the FASI process more transparent the existing NPRs should be clearly marked on all charts.

As LGW expands there will be a point where the noise burden on some existing NPRs, even with dispersal, will become untenable and further new routes will need to be explored. The FASI consultation process should also be transparent on this potential requirement.

3. Vertical flight profiles

Departure routes.

The use of Continuous Climb Operations has a huge potential to reduce total adverse noise effects and this must be taken into account in this once in a generation airspace redesign opportunity. CCO is a win/win for residents, airlines, and the environment - less noise, less fuel burn and lower operating costs, and less pollution. With the proximity of Gatwick and Heathrow their route structures need to be developed jointly to facilitate CCO. The current approach of developing two separate structures and then setting about integration seems certain to generate a sub optimal solution.

A meaningful consultation on vertical profiles needs to contain very detailed information on the noise effects of various profiles.

- The effect of CCO on noise levels due to altitude and engine power setting. Whilst most people will benefit from CCO there will be some residents who will suffer greater noise as aircraft climb through 4,000ft with climb power set. At what altitude does the reduction in noise due to increased altitude balance the increased engine noise.
- The effects of the increased vectoring that will be facilitated by CCO. With all aircraft climbing continuously through 4,000ft vectoring could become almost routine. This will facilitate much greater dispersal but could also effectively create new “routes” between 4000ft and 7,000ft
- The noise effects of potentially higher airspeeds facilitated by CCO.

Aircraft could climb at maximum climb gradient or optimum fuel burn climb speeds. Both could have significant noise effects. An aircraft at higher speed has different aerodynamic and engine acoustic effects. The noise event from a faster aircraft lasts for less time.

Arrival routes.

- Routes should be developed to ensure that 100% of arrivals can utilise Continuous Descent.

2. Is the list of options developed in line with the design principles?

Design Principle (DP)		Have we developed the options in alignment with this DP?		If no, please explain your answer
		Yes	No	
1	Safety by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

2	Enhanced Navigation Standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3	Limit Adverse Noise Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4	Time Based Arrival Operations	<input type="checkbox"/>	<input type="checkbox"/>	DON'T KNOW There is too little information to agree or disagree
5	Resilience Built In	<input type="checkbox"/>	<input type="checkbox"/>	DON'T KNOW There is too little information to agree or disagree
6	Optimise use of aircraft capabilities	<input type="checkbox"/>	<input type="checkbox"/>	DON'T KNOW There is too little information to agree or disagree
7	Long Term Predictability & Adaptability	<input type="checkbox"/>	<input type="checkbox"/>	DON'T KNOW There is too little information to agree or disagree
8	Deconfliction by Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Many of these proposed options conflict with LHR flight paths. Developing options in isolation will create a sub optimal result.
9	Locally Tailored Designs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP? Yes No

If yes, please explain your answer:

As part of the development of a comprehensive list of FASI options, in addition to the issues raised in Q1 we would like the following comments to be considered.

1. There needs to be a fair balance between the benefits of FASI to the airline industry and to the wider community. Whilst FASI will bring increased capacity to airlines and airports this must be balanced with all practical measures possible to reduce the impact of noise and emissions on the community.
2. With increased capacity, dispersal and respite are essential. There are many ways of delivering both dispersal and respite and consultation with the communities is essential.
3. Flights should be banned at night, for a full eight-hour period. FASI will facilitate increased capacity and predictability during the day and therefore an opportunity for airlines to increase their aircraft utilisation during the day. Any remaining shortfall in utilisation should be seen as a cost of the adverse health effects their industry imposes on residents.
4. Account should be taken of all routes from LGW and LHR and the total aircraft noise that affects an area as opposed to considering individual flight paths separately.
5. Aircraft noise should be measured and reported using metrics that fully reflect their impact on people. Both average noise and noise event frequency (N>) metrics should be used on all occasions and should be assigned equal weight in all circumstances. Noise measurement and reporting should cover all areas with noise levels above the limits recommended by the World Health Organisation.
6. Every opportunity should be taken to provide dispersal and respite.
7. FASI will facilitate very significant increases in ATMs for both LGW and LHR. Even with greater dispersal and respite this could have the effect of creating intolerable adverse noise effects, above those recommended by WHO, on some routes. There needs to be a plan to relieve that burden from those routes.
8. All charts published in relation to this consultation should have sufficient geographical data in order to relate route options and overflown paths accurately to the ground. NPR swathes, which are familiar locators, should also be indicated.

Next Steps

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Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

Betchworth Parish Council

Gatwick FASI Comprehensive List of Options Feedback Form

Q1

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To produce a really comprehensive set of options there needs to be a comprehensive set of criteria against which all potential options can be prioritised. Betchworth Parish Council believes that the following issues need to be considered as a part of that process.

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3. Vertical flight profiles

Departure routes.

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suffer greater noise as aircraft climb through 4,000ft with climb power set. At what altitude does the reduction in noise due to increased altitude balance the increased engine noise.

- The effects of the increased vectoring that will be facilitated by CCO. With all aircraft climbing continuously through 4,000ft vectoring could become almost routine. This will facilitate much greater dispersal but could also effectively create new “routes” between 4000ft and 7,000ft
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Arrival routes.

- Routes should be developed to ensure that 100% of arrivals can utilise Continuous Descent.

Q2 As on feedback form

Q3

As part of the development of a comprehensive list of FASI options, in addition to the issues raised in Q1 we would like the following comments to be considered.

1. There needs to be a fair balance between the benefits of FASI to the airline industry and to the wider community. Whilst FASI will bring increased capacity to airlines and airports this must be balanced with all practical measures possible to reduce the impact of noise and emissions on the community.
2. With increased capacity, dispersal and respite are essential. There are many ways of delivering both dispersal and respite and consultation with the communities is essential.
3. Flights should be banned at night, for a full eight-hour period. FASI will facilitate increased capacity and predictability during the day and therefore an opportunity for airlines to increase their aircraft utilisation during the day. Any remaining shortfall in utilisation should be seen as a cost of the adverse health effects their industry imposes on residents.
4. Account should be taken of all routes from LGW and LHR and the total aircraft noise that affects an area as opposed to considering individual flight paths separately.

5. Aircraft noise should be measured and reported using metrics that fully reflect their impact on people. Both average noise and noise event frequency (N>) metrics should be used on all occasions and should be assigned equal weight in all circumstances. Noise measurement and reporting should cover all areas with noise levels above the limits recommended by the World Health Organisation.
6. Every opportunity should be taken to provide dispersal and respite.
7. FASI will facilitate very significant increases in ATMs for both LGW and LHR. Even with greater dispersal and respite this could have the effect of creating intolerable adverse noise effects, above those recommended by WHO, on some routes. There needs to be a plan to relieve that burden from those routes.
8. All charts published in relation to this consultation should have sufficient geographical data in order to relate route options and overflowed paths accurately to the ground. NPR swathes, which are familiar locators, should also be indicated.

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] FASI South Consultation Response - TWANSG
Date: 14 March 2022 12:11:55
Attachments: [GAL FASI ACP Comp List Engagement Feedback Form - TWANSG.pdf](#)
[TWANSG Response to Stakeholder Consultation - Memorandum.pdf](#)

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Attention [REDACTED]

Please find enclosed the TWANSG response to the FASI South consultation.

We have completed the standard form as requested and have also attached a memorandum which should be treated as an appendix to the form and the two documents regarded as a whole.

Our principal concern is that none of the westerly arrival options would appear to make use of the 8 nm ILS joining point. It was precisely the move from 7 to 10 nautical miles which precipitated the unrest which led to the Arrivals Review, and the restoration of the 8 nm join. It would be extraordinary if the same mistake were to be made again.

Our secondary but related concern is the definition of "newly overflown" and how the tradeoffs are to be made with the overall numbers overflown. The consultation presentation appears to take 2019 as the base year, despite the fact that prior to 2013, aircraft joined at 7 nautical miles. Those that escaped being overflow by the 2013 move to 10 nautical miles, cannot now be said to be "newly overflown". Furthermore the distinction between being overflown 10 or 50 times a day is at best questionable, and it is not clear which criterion has been applied to determine the route designs that are said to minimise those newly overflown.

One small detail: westerly arrival option WAD is described as "avoiding AONBs". This is patently not the case as the map on the same page clearly shows. I know. I live in an ANOB!!

With kind regards

[REDACTED]

Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

[REDACTED]

Name of Organisation

TWANSG - Tunbridge Wells Aircraft Noise Study Group

Did you attend one of the workshop sessions?

15th February

17th February

23rd February

I did not attend a workshop

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

The list of options cannot be said to be COMPREHENSIVE, since no routes that join the ILS between 7 and 9 nm are considered. [see appendix attached]

2. Is the list of options developed in line with the design principles?

Design Principle (DP)		Have we developed the options in alignment with this DP?		If no, please explain your answer
		Yes	No	
1	Safety by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2	Enhanced Navigation Standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3	Limit Adverse Noise Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Many of the options seem to overly relatively large numbers of homes, and significantly more than other potential options which are not listed. The metrics being used need greater scrutiny and modification.
4	Time Based Arrival Operations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Time based arrival technologies and processes should enable aircraft to join the ILS closer to the runway, yet most options have been moved further from the runway.
5	Resilience Built In	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6	Optimise use of aircraft capabilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	PBN allows for much tighter turns onto the ILS than used by most of the options. Options with tighter turns might reduce the numbers of homes overflow. Have such options been explored and rejected?
7	Long Term Predictability & Adaptability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8	Deconfliction by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9	Locally Tailored Designs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The options for providing respite have not taken account of local solutions, in particular James Lee's work on marginal analysis for defining FED.

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?

Yes

No

If yes, please explain your answer:

The definition of "newly overflown" needs to be clarified so that it includes all those that have been overflown in the past ten years. This will reflect the impact of changes before and after the changes made in 2013. As far as westerly arrivals are concerned, any flights joining at more than 7 nautical miles should be not be classified as "newly overflown".

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Friday 25th March 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate. We will provide further details around this as part of our next round of engagement due to be held in May 2022.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

**Response to Stakeholder Consultation
List of Comprehensive Options for FASIs
Tunbridge Wells Aircraft Noise Study Group – TWANSG**

TWANSG offers this detailed memorandum in support of our conclusion that the proposed list of options cannot be described as COMPREHENSIVE.

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

The list of options cannot be said to be COMPREHENSIVE, since no routes that join the ILS between 7 and 9 nm are considered. [see appendix attached]

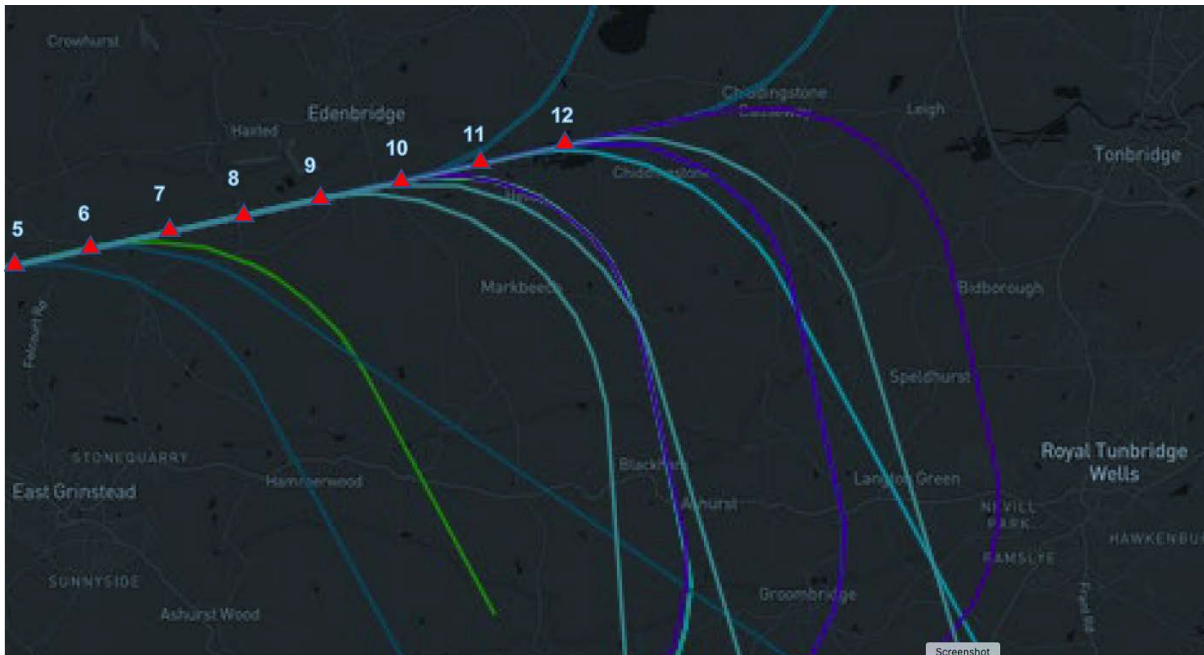
The TWANSG analyses will focus on **westerly arrivals** to demonstrate that:-

1. The list of options fails to consider any routes that join the ILS between 7 and 9 nautical miles.
2. Routes joining the ILS between 7 and 9 nautical miles do not threaten any homes that would be “newly overflowed” and tend to affect relatively fewer homes.
3. During the pandemic, NATS chose to vector most westerly arrivals to join the ILS at points clustered around 8 nautical miles; in ways that are not emulated by any of the options.
4. Most of the multi-track options that are designed to provide respite join the ILS at or beyond 10 nautical miles; and hence tend to affect communities with relatively denser populations.
5. There are [at least] three new options which should be included in the list to make it comprehensive; and these can be additional or replace existing options.

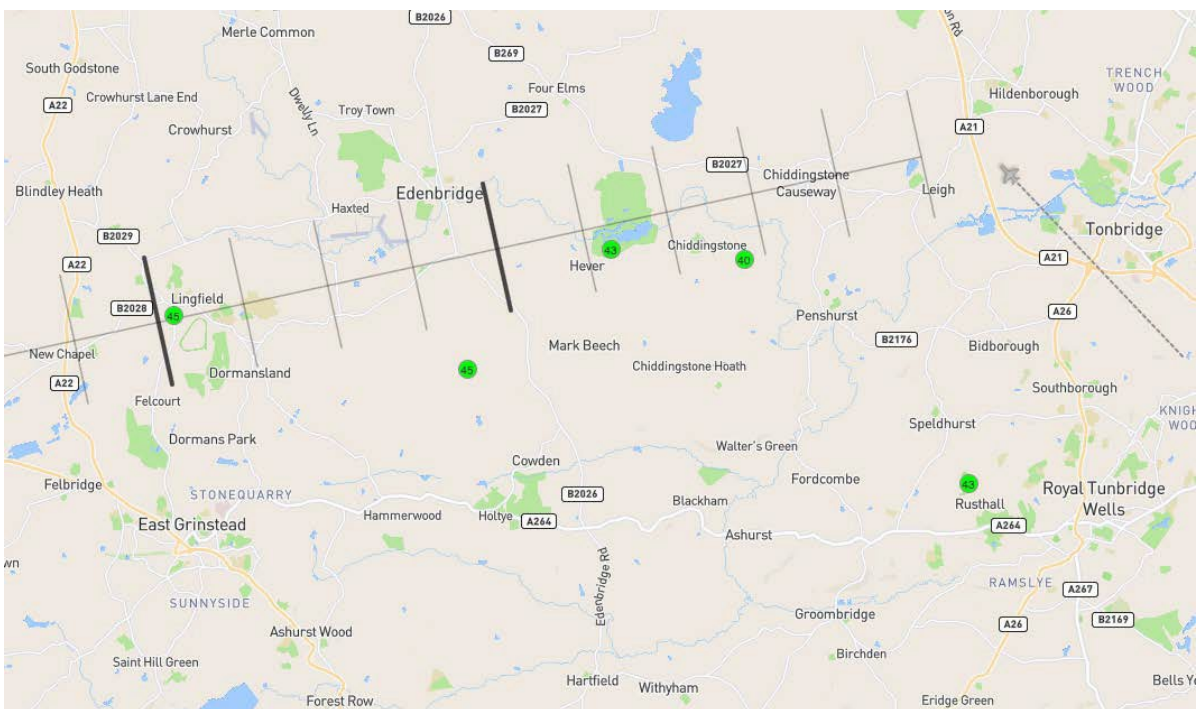
We conclude by defining new options which should be included in the Initial Options Appraisal and assessed in detail using the agreed criteria.

1. The list of options fails to consider any routes that join the ILS between 7 and 9 nautical miles.

The map below is an enlargement of the one on page 88 of the FASIs presentation. It has been magnified significantly to enable better identification of the underlying communities. It clearly identifies the lacuna that exists between 7 and 9 nautical mile ILS joining points!

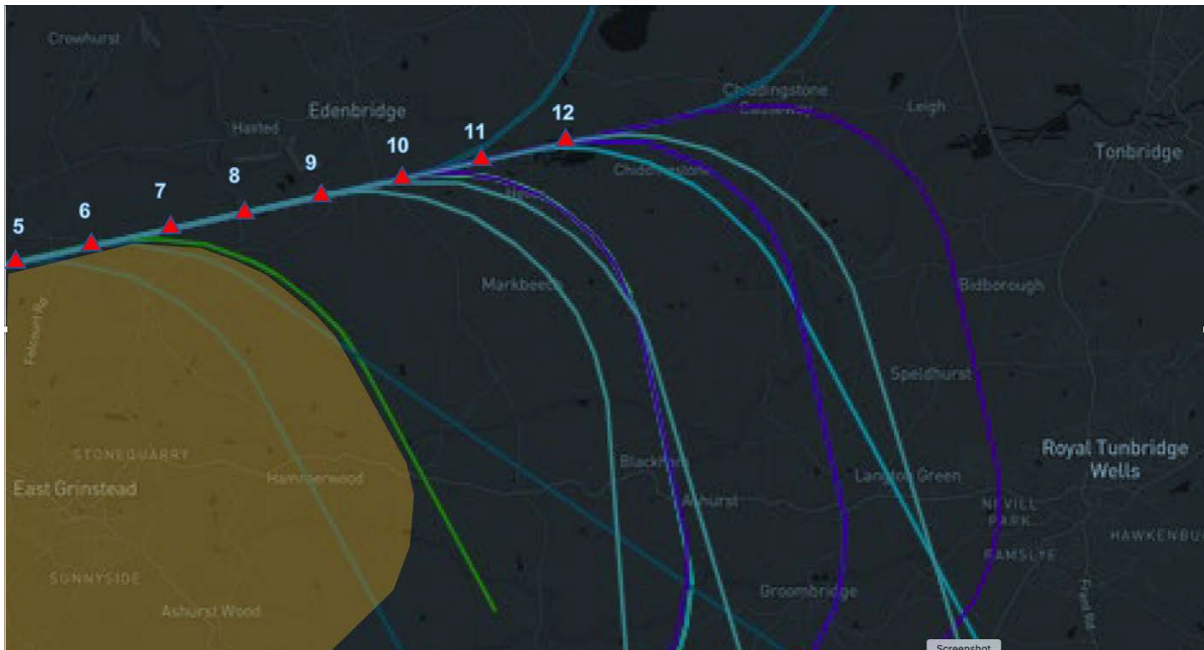


The joining point nodes have been transposed from the Webtrak map that identifies the ILS joining points for runway 26L.



2. Routes joining the ILS between 7 and 9 nautical miles do not threaten any homes that would be “newly overflowed” and tend to affect relatively fewer homes.

Prior to 2013, the minimum ILS joining point was 7 nautical miles. This was changed to 10 nautical miles in 2013, and after vociferous protests, was returned to 8 nautical miles by the Gatwick Arrivals Review. Based on this history, the only geography that could be defined as newly overflowed is the area shaded in yellow below.

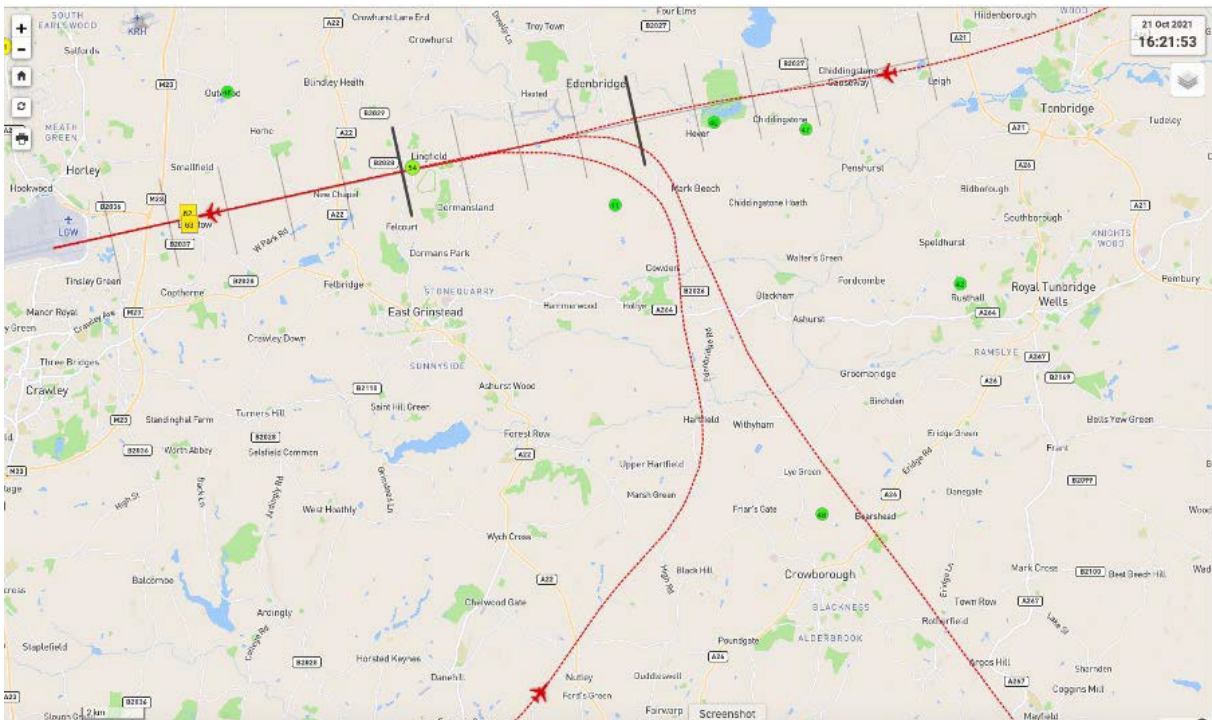


These maps highlight the fact that **none** of the listed route options join at 8 or 9 nm and overfly the geographic area [shaded in green] that has been historically overflowed and tends to have the lowest population density.

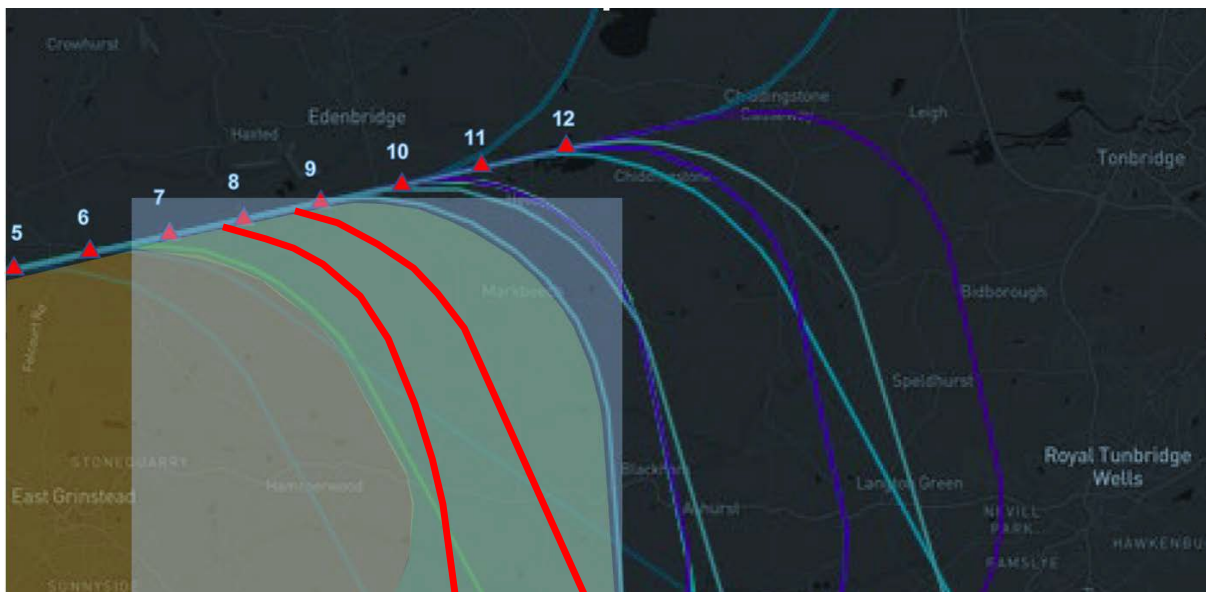


3. During the pandemic, NATS chose to vector most westerly arrivals to join the ILS at points clustered around 8 nautical miles; in ways that are not emulated by any of the listed options.

This is a Webtrak record of three westerly arrivals at 4.21 pm on 21st October, a typical approach to vectoring being used by NATs when separation was not as significant an issue. TWANSG have logged many more examples of similar behaviour, which can be made available.

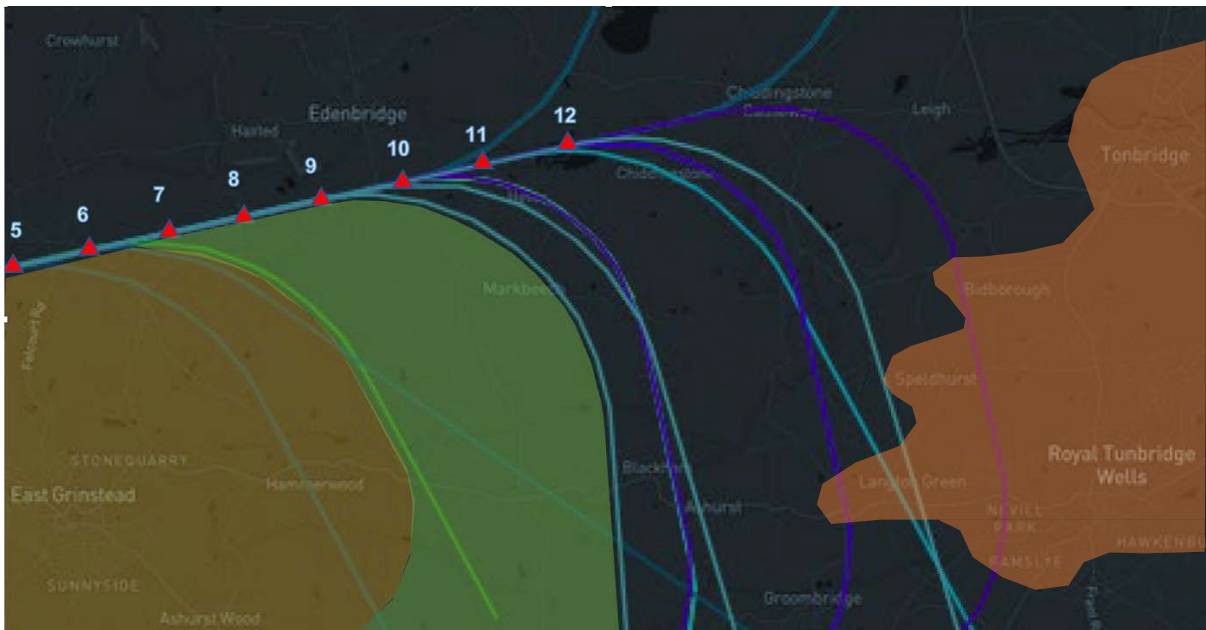


These tracks superimposed in red below, pass directly over the area in question, but are not included in any of the list of so-called comprehensive options. These routes are approximate to the PBN approach, that is already used when radar vectoring is unavailable. It is curious that these routes have not been analysed.



4. Most of the multi-track options that have been selected to provide respite join the ILS at or beyond 10 nautical miles; and hence tend to affect communities with relatively denser populations.

This map demonstrates that the decision to eschew closer ILS joining points has forced many route options over more densely populated areas [shaded orange].



It is difficult to understand why these options have been selected unless the measure used for population overflown has been limited to those under 4,000 feet. By wandering so far east, they tend to maximise, not minimise, the population overflown up to 7,000 feet.

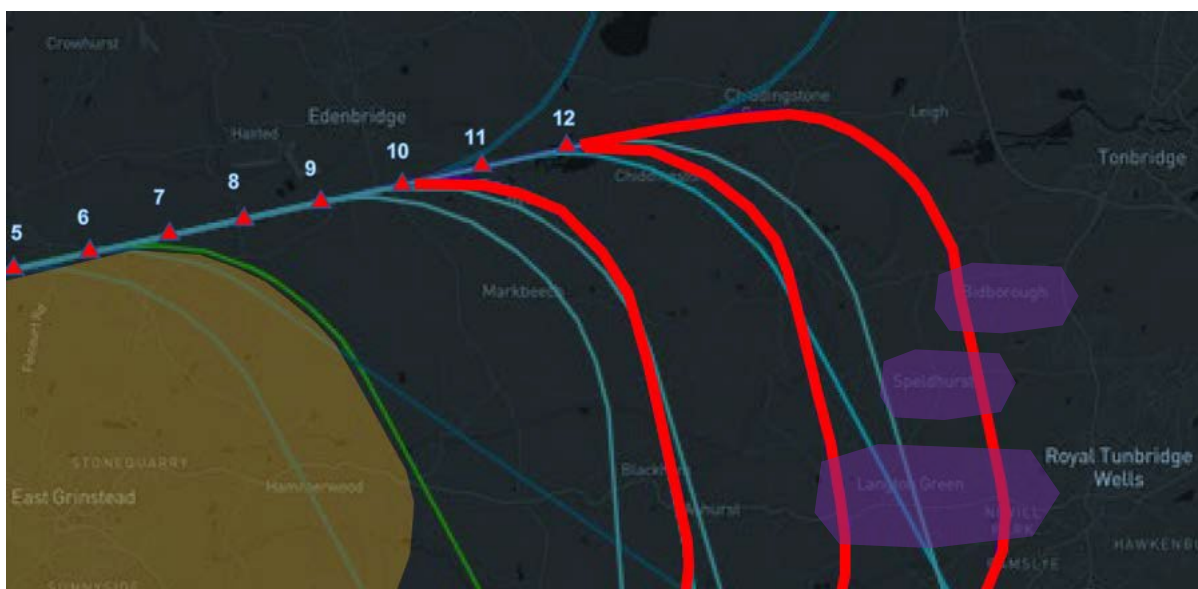
It will be recalled that, in 2013, it was the move of the joining point from from 7 to 10 nautical miles that drove the protest that led to the Gatwick Arrivals Review and the reinstatement of the 8 nautical mile join.

It would be ironic if FASIs intend to repeat the same mistake.

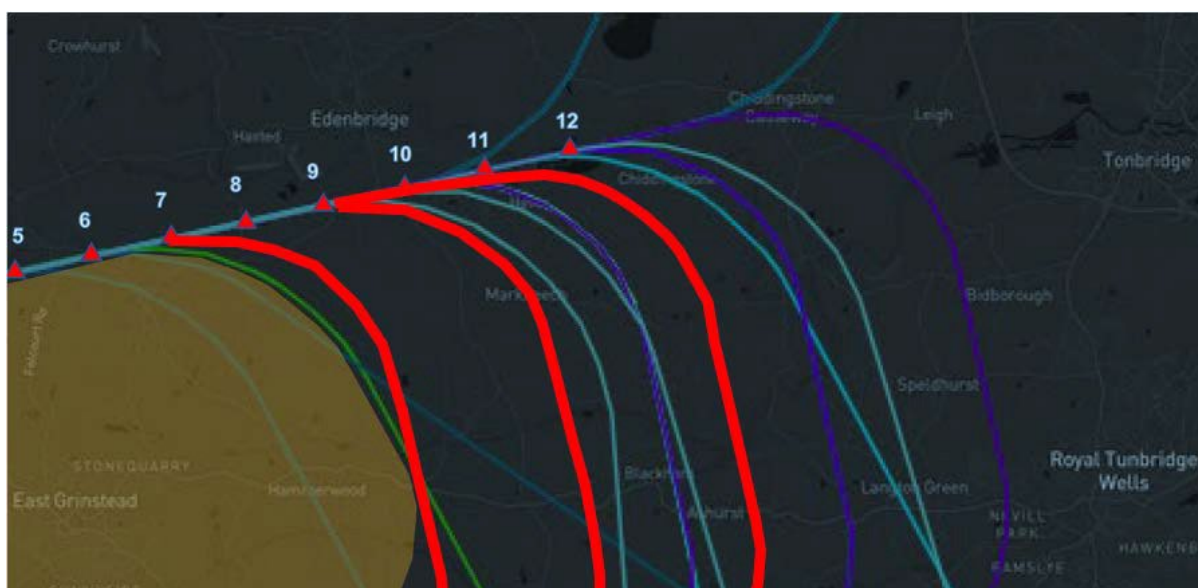
In the following pages TWANSG will argue the case that eschewing the 8 nautical mile joining point may be unnecessary; and could be avoided through the inclusion of other more viable options, which would make the list genuinely COMPREHENSIVE.

5.1 There are [at least] three new options which should be included in the list to make it comprehensive; and these can be additional to or replace others.

This map shows westerly arrivals option WAI highlighted in red. This option appears to have been designed to join the ILS at 10/12/14 nautical miles. As a result, two of the tracks have been forced over relatively densely populated areas [shaded purple].



Whereas, had the designers decided to locate precisely the same three respite route concept to join the ILS at 7/9/11 nautical miles, then it is apparent that the population overflow would have been significantly reduced.



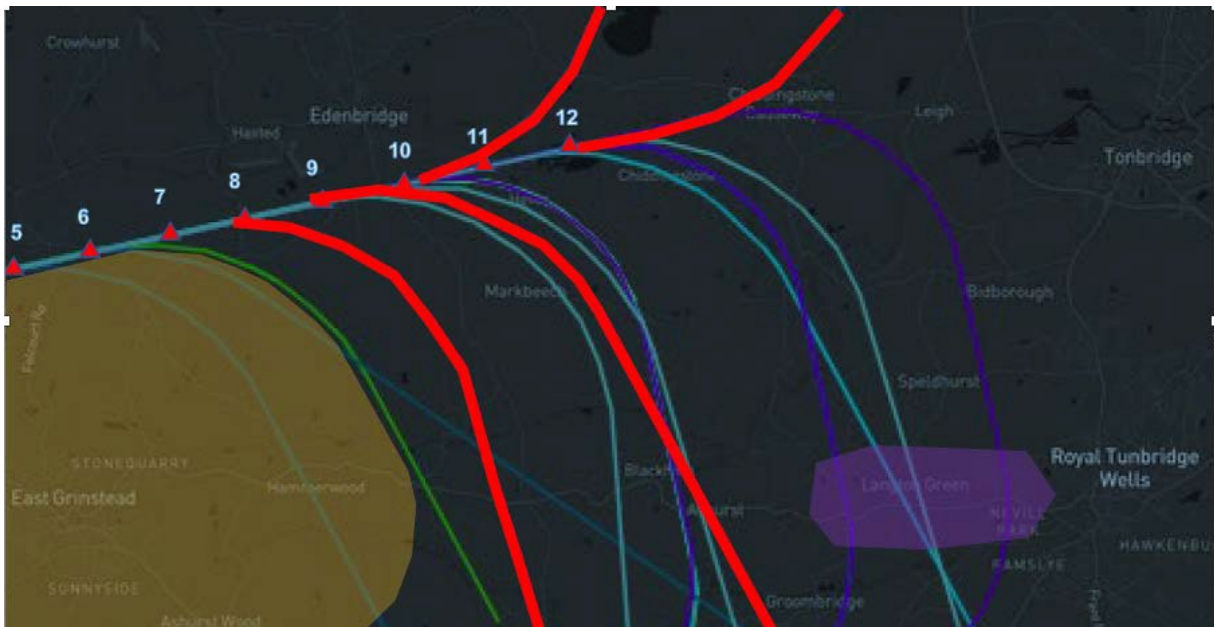
This configuration should therefore be included as a new option and should be subjected to rigorous analysis as part of the Initial Options Appraisal. [This option may be analysed as part of the appraisal of option WAB]

5.2 There are [at least] three new options which should be included in the list to make it comprehensive; and these can be additional to or replace others.

This map shows westerly arrivals option WAD highlighted in red. This option appears to have been designed so that the two southerly tracks join the ILS at 10 and 12 nautical miles. As a result, the most easterly track has been forced over relatively densely populated areas [shaded purple].



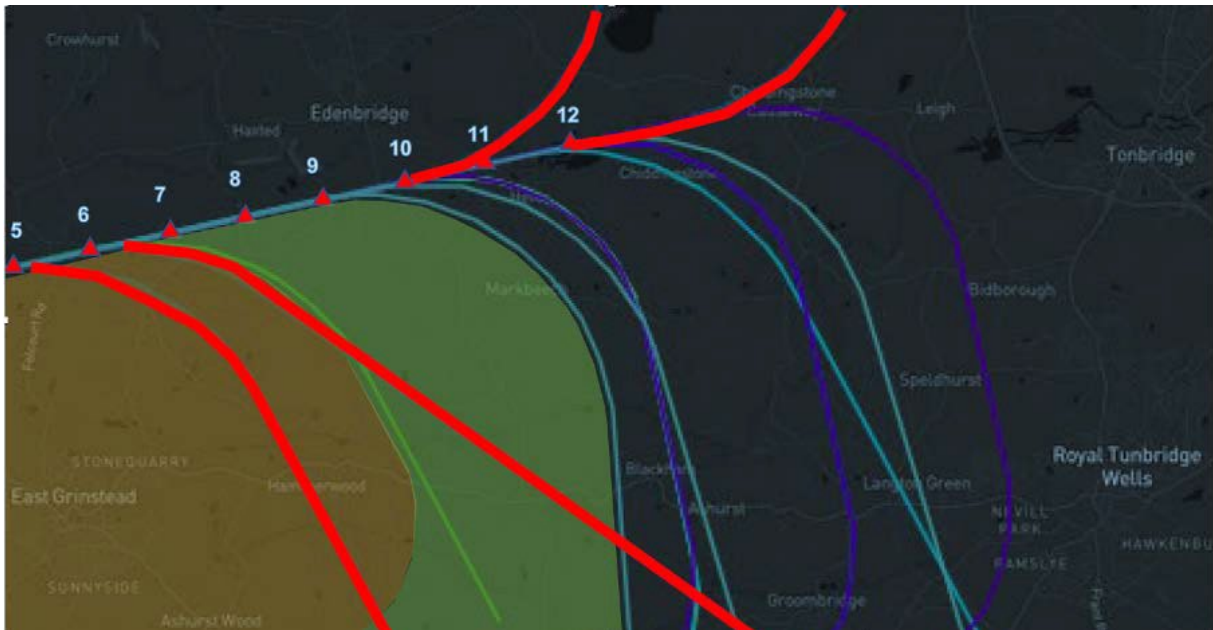
Whereas, had the designers decided to locate the identical two southerly tracks to join the between 8 and 10 nautical miles, then it is apparent that the population overflow would have been significantly reduced.



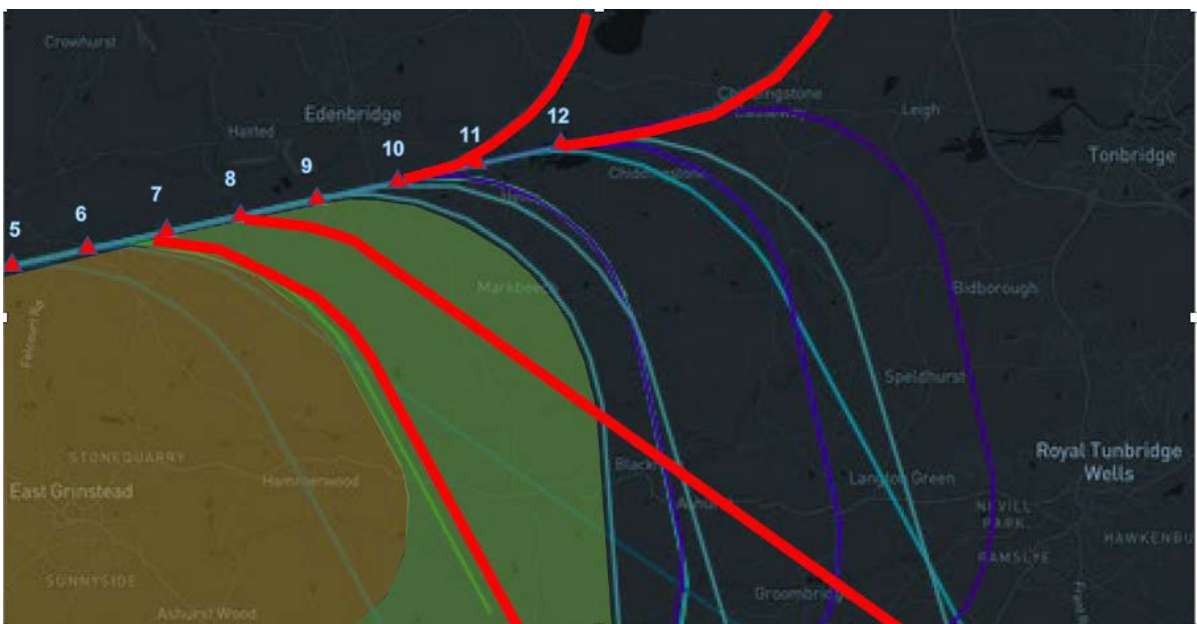
This configuration should therefore be included as a new option and should be subjected to rigorous analysis as part of the Initial Options Appraisal.

5.3 There are [at least] three new options which should be included in the list to make it comprehensive; and these can be additional to or replace others.

This map shows westerly arrivals option WAE highlighted in red. This option appears to have been designed so the two southerly tracks join the ILS at close to 5 and 6 nautical miles. As a result, the most westerly track has been forced over areas that have not been previously overflowed.

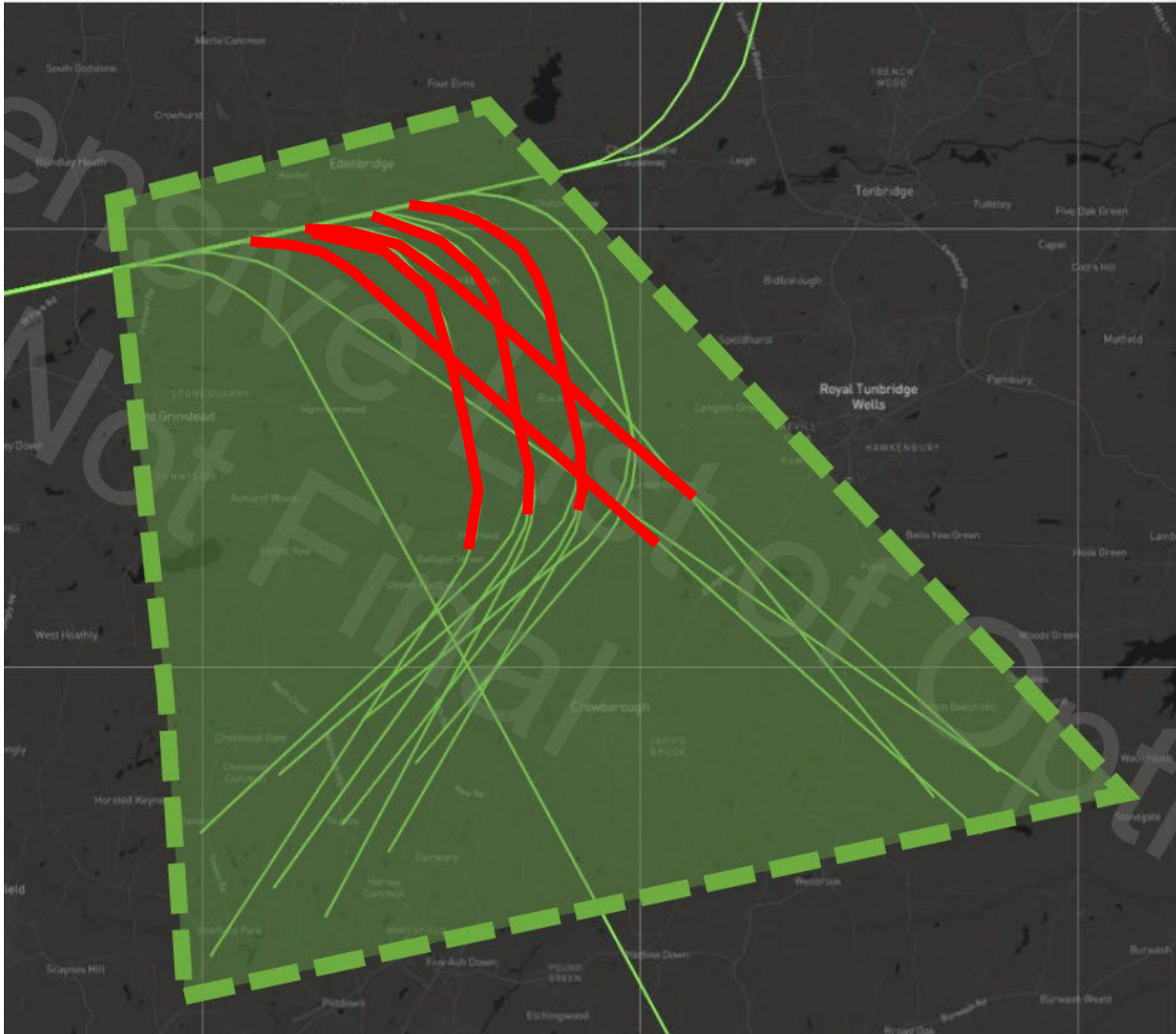


Whereas, had the designers decided to locate an identical four track concept to join the between 7 and 8 nautical miles, then it is apparent that this option would avoid any homes being newly overflowed [shaded brown], and would utilise the area that has been previously overflowed and used most frequently by NATs when separation is not an issue [shaded green]



We have observed that the radar vectoring option WAB does show hypothetical PBN tracks which join the ILS closer than 10 nautical miles.

Many of our proposed alternatives are subsumed by option WAB but for some reason have not been included in the summary map.



TWANSG would like assurance that these WAB options will be fully analysed in the Initial Options Appraisal.

CONCLUSION

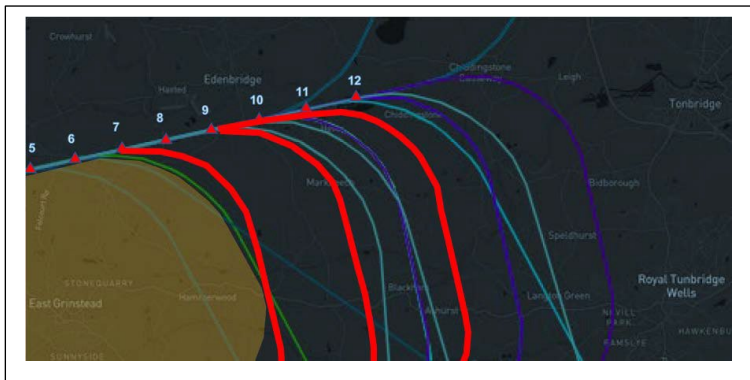
TWANSG recommend that three new options should be included in the list if it is to be truly comprehensive. The new options should be additional to the existing options; but could replace some of them, if there must be a limit to the numbers that can be included.

All three of our new options have been created simply by shifting the ILS joining points marginally to the west, by making use of the 8 nautical mile joining point. They would therefore have precisely the same operational characteristics as the originals.

TWANSG's working hypothesis is that all three options will prove to be superior to their alternatives, when they are subjected to detailed quantitative scrutiny in the Initial Options Appraisal Stage.

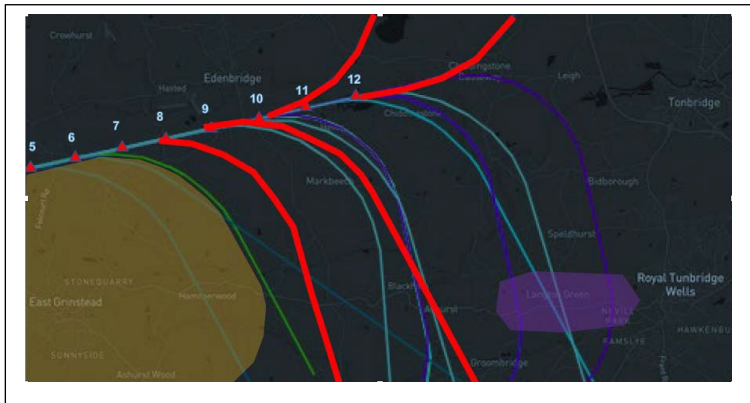
NEW OPTION WAI-2. This new three track concept should be analysed and compared with the existing option WAI.

If options must be limited, it could replace WAI.



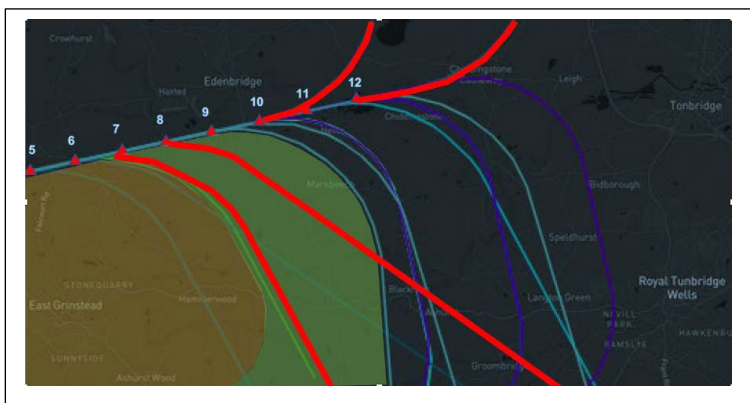
NEW OPTION WAD-2. This new four track concept should be analysed and compared with the existing option WAD.

If options must be limited, it could replace WAD.



NEW OPTION WAE-2. This new four track concept should be analysed and compared with the existing option WAE.

If options must be limited, it could replace WAE.



From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] FASI South GON Airspace Change Proposal Draft Questionnaire Response
Date: 12 April 2022 10:15:35
Attachments: [FASI South GON Airspace Change Proposal Draft Questionnaire Response.pdf](#)

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

With thanks

[REDACTED]

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

Name of Organisation

Gatwick Obviously Not (GON)

Did you attend one of the workshop sessions?

15th February, 2022

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

No, the list is not sufficiently comprehensive and yes, some things are missing.

Some of this response has been taken from GACC's submission. Additionally, some charts have been taken from TWANSG's submission. Both with permission.

1. No reference appears to have been made to the debacle around the introduction of concentrated flight arrival paths in the USA and the now very well known risk of such policies.

NextGen and has caused havoc in & around many Cities across the States. FASI-S needs to acknowledge and understand the risks of designing in concentrated flight paths per se and cannot ignore those risks.

"Nextgen has created a "rail" or concentrated path of flights in cities across the United States. The new paths often reduce the number of people exposed to noise, but those who get noise receive it far more consistently...

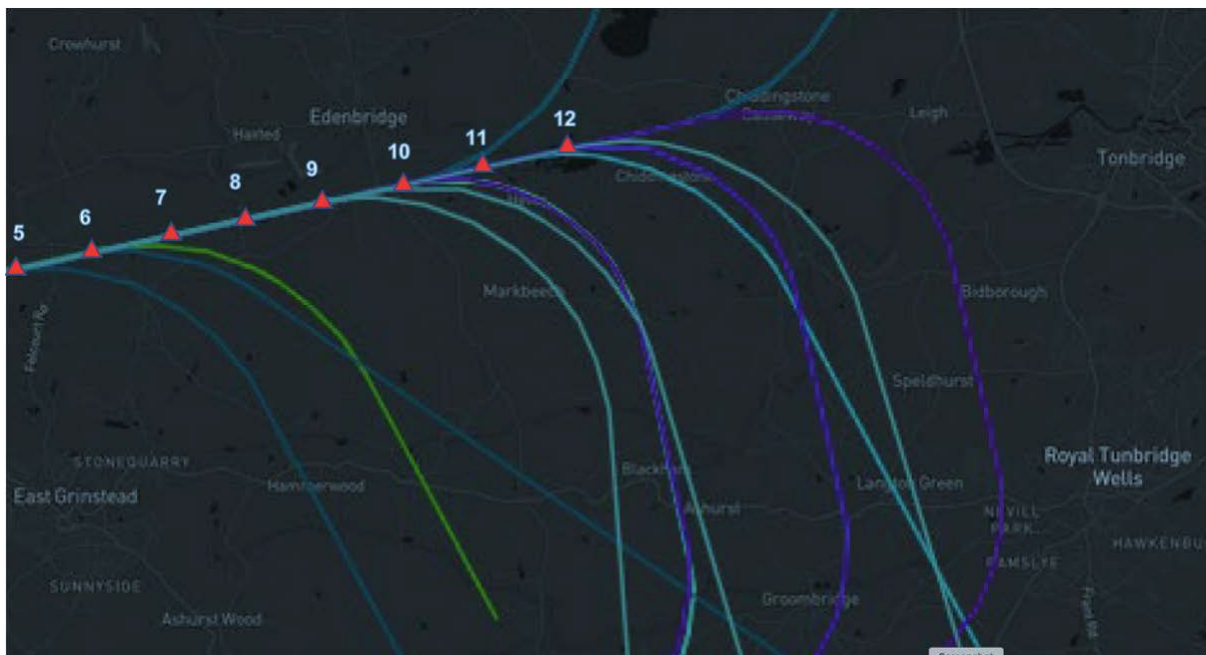
“The result of this change is that many localities experience increases in air traffic over previously quiet areas. Complaints have risen with the added traffic and multiple municipalities already have filed suit, with more considering such a move. Many metropolitan airports have been affected, such as Baltimore, Boston, Charlotte, Los Angeles, Phoenix, San Diego, and Washington, D.C... “Navigation changes have angered residents living with increased noise, and they are pushing back on the FAA

https://en.wikipedia.org/wiki/Next_Generation_Air_Transportation_System

<https://www.nytimes.com/2019/11/18/business/planes-noise-flight-paths.html>

2. Newly overflown/previously overflown. This is an over-simplistic and narrow lever for deciding where these monumental changes might take place. Many areas have been previously & recently overflown east of Gatwick. Who decides when the cut-of date is? 15 years ago? 20 years ago? Is the team behind FASI-S itself to be judge & jury? This needs proper, deep & objective analysis carried out by a professional body not allied to the aviation industry.

3. The designs as laid out here show joining points to the ILS for Westerly approaches from 5-12nm. Given the huge protests around the aviation industry’s decision to move the minimum join point from 7nm to 10nm in 2013 it is interesting to see that joins as close as 5nm are now deemed possible. In the designs there appears to be a void in used airspace between 7-9nm, thereby concentrating flight paths either side of that void. Any design going forward needs to reflect the full flight path dispersal pre-2013



4. We support GACC’s submission, as follows:

As we understand it, the options presented have been driven by a narrow set of factors: total population overflown, number of people newly overflown and overflight of Areas of Outstanding Natural Beauty. In order that we can better understand the team’s methodology it would be helpful if the project team could explain how these factors have been prioritised against each other as we believe the outcomes would vary considerably depending on the prioritisation applied. We would also welcome an insight into what dictated the prioritisation applied – government policy/guidance, project team choice. Although these options may be viable on the basis of the limited analysis carried out to

date, they do not represent a truly “comprehensive” list of options. We would therefore encourage the project team to develop a suite of decision-making factors against which the full universe of route options can be benchmarked thus delivering a truly comprehensive list of viable options for further analysis and optimisation. With that in mind, GON would wish to see the following factors being part of this process:

1. **Historic patterns of dispersal.** As people historically overflown are likely to be more accustomed to aircraft noise and therefore not adversely impacted to the same extent as those newly overflown, we believe that the starting point for determining potential route options should be the historic patterns of dispersal.
2. **Health impacts of noise.** Exposure to aircraft noise is associated with a range of health responses including stress, sleep disturbance and annoyance. Long-term exposure is associated with increased risk of high blood pressure, heart disease, heart attack, stroke, dementia and impairment of learning in children. There is also evidence to suggest that aircraft noise may also lead to long-term mental health issues. A summary of evidence is in the AEF paper here: <https://www.aef.org.uk/uploads/Aircraft-Noise-and-Public-Health-the-evidence-is-loud-and-clear-final-reportONLINE.pdf>.

The World Health Organisation strongly recommends reducing aircraft noise levels to below 45 dB Lden., as aircraft noise above this level is associated with adverse health effects. For night noise exposure, the WHO strongly recommends reducing aircraft noise levels to below 40 dB Lnight., as night-time aircraft noise above this level is associated with adverse effects on sleep. Gatwick does not produce noise contour maps down to these levels, but they extend many miles either side of the airport, covering 100s of sq km and 10s of thousands of people.

As stated above there is a clear and long understood relationship between actual plane noise and health, but it is now acknowledged that health effects are also being determined by non-acoustic factors. Non acoustic factors such as individual perceptions of fairness, individual coping capacities and individual noise sensitivity will all play a key role in determining responses and must therefore be fully considered using appropriate metrics to accurately capture “total adverse effects”.

3. **Number of people impacted.** Different aircraft dispersal options will affect different numbers of people. For example, a flight path over a town would, other things being equal, be likely to impact more people than a flight path over countryside (although perhaps less severely – see below). Some airports (but not Gatwick) are able to route some flights over areas that are entirely uninhabited, for example the sea or a river estuary. There might, of course, be other reasons not to fly over those areas.
4. **Severity of impact.** In addition to the number of people impacted, it is important to consider the severity of impact. In general, ambient noise in cities and large towns is higher than in countryside, meaning that aircraft noise is likely to have less impact in cities/towns. However, there are exceptions to this in both areas. Land height can also have an impact on noise.
5. **“Fairness”:** The Gatwick area community noise groups have historically taken the view that aircraft noise should be dispersed rather than concentrated on the grounds that it is fairer for its impacts to be shared rather than imposed on one group of people. However, we are also mindful that views on what dispersal means in practice, particularly when satellite navigation technology is introduced, are likely to vary.
6. **Frequency of overflight.** With the airport already looking to expand and with the deployment of new technologies almost certainly leading to greater concentration, it is vital that changes to frequency of overflight are fully captured using appropriate metrics (see Point 7 of question 3 below) as part of the wider process to determine the total adverse effects of all potential flight path options.

7. **Vertical profile of aircraft.** Not surprisingly the focus has been on the lateral distribution of flight paths. However, we also feel that as part of this once in a generation airspace modernisation project the vertical profile of aircraft also requires analysis. For departures we would wish to see the likely impact of a Continuous Climb Operations (CCO) protocol being fully considered whilst, from an arrival perspective, we would wish to see flight paths deployed which would facilitate increased arrival altitudes.

2. Is the list of options developed in line with the design principles?

	Design Principle (DP)	Have we developed the options in alignment with this DP?	If no, please explain your answer
1.	Safety by Design	Yes	
2.	Enhanced Navigation Standards	Yes	
3.	Limit Adverse Noise Effects	No	The developed options may be in line with the design principles, however per response to Q1, there are other significant factors which must be considered to create a benchmark fully capable of determining which options best meet the design principles.
4.	Time Based arrival Operations	Yes	
5.	Resilience Built in	Don't Know	Insufficient information to determine whether options will meet this design principle
6.	Optimise use of aircraft capabilities	Don't Know	Insufficient information to determine whether options will meet this design principle
7.	Long Term Predictability & Adaptability	Don't Know	Insufficient information to determine whether options will meet this design principle
8.	Deconfliction by Design	No	As the team have confirmed in their presentation pack "we haven't considered connectivity with the upper airspace network, other airports and how the departure options and arrival options might interact"
9.	Locally Tailored Designs	Yes	

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?

Yes

If yes, please explain your answer:

As part of the FASI team's approach to the development of a comprehensive list of options capable of delivering effective noise dispersal, GON would wish the following general principles adopted:

1. **Noise reduction obligation:** The aviation industry should be required to ensure that all safe and reasonably practical measures to reduce noise emissions, exposure and impacts are expeditiously implemented.
2. **Balance:** A fair balance should be struck between the interests of the aviation industry and people adversely affected by its operations, including that growth is equitably and proportionately balanced by reductions in noise and other environmental impacts.
3. **Capacity/noise trade off:** Reduction in airport capacity should not be a reason to reject dispersal options that would reduce the noise burden imposed on communities.
4. **Night flights:** Flights should be banned at night, for a full eight-hour period.
5. **Areas of Outstanding Natural Beauty:** airspace routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks.
6. **Total impacts:** Account should be taken of all routes and aircraft noise that affects an area (rather than considering individual flight paths separately).
7. **Measurement:** Aircraft noise should be measured and reported using metrics that fully reflect their impact on people. Both average noise and noise event frequency (N>) metrics should be used on all occasions and should be assigned equal weight in all circumstances. We also believe that a pure ATM metric should be used to take full account of the frequency of overflight that's likely to arise as PBN technology is deployed. Likewise, the introduction of complimentary metrics such as Intermittency Ratio, which is of particular relevance for night noise should be considered. Noise measurement and reporting should cover all geographic areas with noise levels above the limits recommended by the World Health Organisation.

We would also suggest that, in most circumstances, noise should be dispersed within areas that have historically been impacted by aircraft and that the target disposition of traffic should take account of historical circumstances, both before and after 2013. Furthermore, new areas should not be overflown and material increases in concentration within areas previously overflown should be avoided.

However, if air traffic is credibly projected to increase both materially and to the point where currently impacted communities would suffer noise above the limits recommended by the WHO (including increases in noise for communities that are already above those limits), other options should be considered. Those options should include flying over new areas. In these circumstances, a full impact assessment should be carried out, there should be full consultation with all impacted and potentially impacted communities and the appropriate statutory airspace change process should be followed.

Given the sensitivities associated with flying over new areas we would also suggest that a clear definition of "newly overflown" is required. With historic dispersal driven by ATC vectoring, with changes to the ILS join (2013 ILS minimum join changed from 7nm to 10nm) and with the drop in volumes due to the pandemic currently allowing aircraft to be routed closer to the runway, it is currently difficult to confirm, with precision, which communities should be considered newly overflown. We would certainly suggest that the project team's decision to use the 2019 overflight data is far too narrow a definition.

Any change to existing routes should require a full CAA Airspace Change process. This should include quantified consideration of all route options (both concentration and dispersal) and consultation with all impacted and potentially impacted communities. Airspace change processes must recognise that significant change to numbers of ATMs and/or fleet mix and/or times of day/night may have significant community impacts. The process should incorporate properly designed and executed baseline noise assessments and regular post implementation reviews (say after 1, 3, 6, and

10 years or until a successor ACP) which assess actual noise reduction outcomes against the baseline, taking account of subsequent technology and other change, with powers to require remedial action, including the implementation of operating restrictions.

Finally, the aviation industry should be required to pay all external costs its activities impose on society at large. This should include compensation for loss of property value caused by airspace changes or increases in the use made of airspace.

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] FASI(S) ACP Options Response Feedback - TWAANG
Date: 11 April 2022 20:41:50
Attachments: [GAL FASI ACP Comp List Engagement Feedback Form Completed.pdf](#)

CYBER AWARE - *Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments*

Thank you for providing the opportunity to comment on the options you are proposing.

Our completed feedback form is attached.

We are not aware of having received an invitation to the workshop sessions.

[REDACTED]
TWAANG

Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

██████████ (██████████, TWAANG)

Name of Organisation

Tunbridge Wells Anti Aircraft Noise Group (TWAANG)

Did you attend one of the workshop sessions?

- 15th February
- 17th February
- 23rd February
- I did not attend a workshop

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

- TWAANG’s concerns are primarily with the impact on Tunbridge Wells and the main source of disturbance comes from Westerly approaches.
- Given the issues of historical and new overflying, the development process needs to be well aware of historical patterns of overflying. In the proposed options for Westerly arrivals, the absence of any track using a joining point between 6 and 9nm is very striking and difficult to understand. The NMB’s recommendation that the minimum joining point should be reduced from 10 to 8nm was an important and welcome step as, in principle at least, it drew arrivals away from the westerly residential areas and town centre; the reservation was that the swathe itself did not follow the Westerly move to any great extent. Moreover, during the pandemic when low traffic levels made it more possible, much greater use was made of the 8nm joining point and with a more westerly swathe. This brought arrivals over less densely populated areas which nonetheless were already very familiar with being overflowed.
- In contrast, the inclusion of many tracks joining the ILS at 10 to 12nm is incomprehensible as this brings arrivals inevitably over the populated western side of the town, overflying outlying suburbs such as Langton Green, Rusthall, Speldhurst and Bidborough. Experience has shown that high arrivals traffic with vector navigation forces arrivals eastwards, and although developments in traffic management may reduce this eventually the basic problem is fixed in some of the proposed options. It is noted that the TN3 postcode, which includes Langton Green, historically produced the highest number of noise complaints to Gatwick.
- From the above comments it is clear that technically possible options have been missed - very odd.
- We wonder if the methodology used has fundamental weakness as a desktop exercise. The initial choice of a route as described in the presentation may inadvertently limit the subsequent choices and a sensitivity analysis needs to be done to ensure that there is not a problem here.
- The presentation also appears to imply that each track analysed is a narrow, PBN-style route. At least until PBN navigation is the norm, arrivals cover a swathe so the area overflowed will be wide - it is far from clear that this is taken into account. The way this is treated needs to be made absolutely clear. Moreover, the presentation accepts that there will be times when PBN cannot be used and NATS will need to revert to its present vectoring methods - with all the implications that carries. The frequency of such events is, of course, not known.

2. Is the list of options developed in line with the design principles?

Design Principle (DP)	Have we developed the options in alignment with this DP?		If no, please explain your answer
	Yes	No	

1	Safety by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2	Enhanced Navigation Standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3	Limit Adverse Noise Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Complex issues to be resolved
4	Time Based Arrival Operations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not enough information, and too many issues remain to be resolved.
5	Resilience Built In	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not enough information, and too many issues remain to be resolved.
6	Optimise use of aircraft capabilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not enough information, and too many issues remain to be resolved.
7	Long Term Predictability & Adaptability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not enough information, and too many issues remain to be resolved.
8	Deconfliction by Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not enough information, and too many issues remain to be resolved.
9	Locally Tailored Designs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Not enough information, and too many issues remain to be resolved.

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP? Yes No

If yes, please explain your answer:

Health impact is especially significant when it comes to numbers overflow, due to the public health implications. The metrics used in the analysis falls far short of the recommendations of the WHO, used elsewhere in the world.

- The analysis acknowledges the impact on AONBs, but there is no mention of sensitive sites such as hospitals and Schools.
- The issue of appropriate metrics needs to be thoroughly explored, present UK standards are out of date and indulgent of the aviation industry. This is a highly significant and sensitive issue, particularly when PBN routes and increasing frequency of disturbance are to be considered.
- We are concerned that arguments are put forward that the severity of impact is less in town than in rural settings. We suggest that many residential areas in towns are suffer no more ambient noise than rural settings, and the noise from fast moving traffic on main roads can carry far over the countryside.
- Tunbridge Wells should be treated on a par with AONBs and National Parks because of its large areas of recreational common land, woods and parkland which are heavily used because they are readily accessible to a large population.
- The optimum height of arrivals needs to be discussed, it is no good encouraging increased altitude when this may require greater use of noisy flaps and spoilers to increase the rate of descent, particularly as newer aircraft are aerodynamically more efficient. It is very noticeable on the ground that high arrivals can be disturbingly noisy, and lower aircraft can be comparatively quiet.
- The presentation needs more and better information to be properly understood. We would include: clearer maps/ contour maps for the various levels of not overflow-ness/ markers on track maps showing where 4,000ft is expected (change of priorities) for a start.
- All options should seek to reduce noise impact, never just mitigate any increase.
- Night flights are a significant issue for the town, especially as the 10nm night-time joining point rule forces night arrivals in the direction of the populated areas.
- The obligation to achieve a balance between the interests of the aviation industry and those adversely affected by its activities should be among the objectives.
- The FASI(S) project should not proceed without WebTrak being brought fully up-to-date. Any changes are likely to have an uneven effect on outcomes which would alter decisions.

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Friday 25th March 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate. We will provide further details around this as part of our next round of engagement due to be held in May 2022.

Classification: Public

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] FASI(S) ACP PROPOSAL
Date: 04 April 2022 22:33:14

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GAL List of Options

Sirs,

I should start by stating that my interest lies solely in Western arrivals. TWAANG represents the conurbation of Tunbridge Wells which has not been subject to significant noise from other Gatwick aircraft movements, at least historically.

In your presentation you talk about 'tracks' but without defining what this means. Are these the centre lines of possible PBN routes, or do they also represent the centre lines of swathes flown as a result of vector navigation, the present navigation method used by NATS?

If you are going to use the 48.5° definition of 'overflowed' then your assessment will need to take into account the width of the track - not great in the case of PBN routes but significant where flights are over a swathe. It would be helpful to know what assumptions you use in the case of a swathe of arrivals flights in making your impact assessments.

Do you have any thoughts on the likely timescale for the introduction of PBN for arrivals, and how this relates to the introduction of FASI(S)?

While writing, I would be grateful if you could remind me of the date and, in the case of TWAANG, email address of the invitation to stakeholders to the February workshops. I seem to have missed them and am disappointed not to have attended.

I would also be interested to know the history of the methodology being used, whether it has been developed for this exercise, or is it well established and in widespread use?

Regards,

[REDACTED]
[REDACTED], TWAANG
(Tunbridge Wells Anti Aircraft Noise Group)

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] FASI-S ACP comprehensive list of options
Date: 04 April 2022 14:51:15
Attachments: [GAL FASI ACP Comp List Engagement Feedback Form - WSCC.pdf](#)

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Dear Sir/Madam,

I note that the date for feedback on the comprehensive list of options (25 March) has passed. Apologies for missing this date. Please see attached a completed feedback form.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]
West Sussex County Council, Ground Floor, Northleigh, County Hall, Chichester, PO19 1RH

[REDACTED] | Web: www.westsussex.gov.uk

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Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

██████████

Name of Organisation

West Sussex County Council

Did you attend one of the workshop sessions?

15th February

17th February

23rd February

I did not attend a workshop

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

2. Is the list of options developed in line with the design principles?

Design Principle (DP)		Have we developed the options in alignment with this DP?		If no, please explain your answer
		Yes	No	
1	Safety by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2	Enhanced Navigation Standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3	Limit Adverse Noise Effects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4	Time Based Arrival Operations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5	Resilience Built In	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6	Optimise use of aircraft capabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7	Long Term Predictability & Adaptability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8	Deconfliction by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9	Locally Tailored Designs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?

Yes

No

If yes, please explain your answer:

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Friday 25th March 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate. We will provide further details around this as part of our next round of engagement due to be held in May 2022.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] FASIS response - Salfords and Sidlow Parish Council comment
Date: 12 April 2022 21:49:17
Attachments: [image001.jpg](#)
[GAL FASI ACP Comp List Engagement Feedback Form-2 completed.pdf](#)

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Please find attached the completed feedback to the Gatwick Airport FASI South ACP. I hope all the comments are shown but in case the content of box is not fully included I confirm it says:-

As explained in 1 above Salfords & Sidlow Parish Council strongly hold the view that flight paths within the NPRs must not be moved, even if this means fewer people are overflowed, because this makes new people overflowed. Existing and new people who have moved under an existing flight path have made this choice and they can't be counted as newly overflowed. We recognise that once aircraft are outside the NPRs, either by distance or altitude, they can be vectored. The original review made it clear the 2012 flight paths should be respected. Salfords & Sidlow Parish Council accepted this so made no comment. When it transpired Route 4 was moved, and people who were not overflowed in 2012 became overflowed, the parish council decided this was unacceptable. (Much of the straight section of Route 4, ie after the 180 degree turn, is over the area represented by Salfords & Sidlow Parish Council.) This move led us and others to support Plane Justice, in their successful legal action to have the CAA's 2017 Post Implementation route quashed and the legacy route reinstated. FASIS must recognise 'the value of preserving the existing pattern of traffic in 2012' when designing future routes for Gatwick and that FASIS and Route 4 are interconnected.

[REDACTED]
[REDACTED]
[REDACTED] **Salfords and Sidlow Parish Council**
Tel: 01737 780339



Salfords Village Hall, 5 Honeycrook Lane, Salfords. Redhill, Surrey, RH1 5DG

www.salfordsandsidlowpc.org.uk Office Hours 09:00 to 12:00 *Look for us on Facebook*

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Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

██████████

Name of Organisation

Salfords & Sidlow Parish Council

Did you attend one of the workshop sessions?

15th February

17th February

23rd February

I did not attend a workshop

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

It does not include the very important question of newly overflown people.

We strongly hold the view flight paths within the NPRs must not be moved, even if this means fewer people are overflown, because this makes new people overflown. Existing and new people who have moved under an existing flight path have made this choice and they can't be counted as newly overflown. We recognise that once aircraft are outside the NPRs, either by distance or altitude, they can be vectored.

2. Is the list of options developed in line with the design principles?

Design Principle (DP)		Have we developed the options in alignment with this DP?		If no, please explain your answer
		Yes	No	
1	Safety by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This must apply to any routing
2	Enhanced Navigation Standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	This must apply to any routing
3	Limit Adverse Noise Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	see 1 above
4	Time Based Arrival Operations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Depends on what other, possible negative, effects this may have
5	Resilience Built In	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Depends on what other, possible negative, effects this may have
6	Optimise use of aircraft capabilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Depends on what other, possible negative, effects this may have
7	Long Term Predictability & Adaptability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Depends on what other, possible negative, effects this may have
8	Deconfliction by Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Depends on what other, possible negative, effects this may have
9	Locally Tailored Designs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Depends on what other, possible negative, effects this may have

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP? Yes No

If yes, please explain your answer:

As explained in 1 above Salfords & Sidlow Parish Council strongly hold the view that flight paths within the NPRs must not be moved, even if this means fewer people are overflowed, because this makes new people overflowed. Existing and new people who have moved under an existing flight path have made this choice and they can't be counted as newly overflowed. We recognise that once aircraft are outside the NPRs, either by distance or altitude, they can be vectored. The original review made it clear the 2012 flight paths should be respected. Salfords & Sidlow Parish Council accepted this so made no comment. When it transpired Route 4 was moved, and people who were not overflowed in 2012 became overflowed, the parish council decided this was unacceptable. (Much of the straight section of Route 4, ie after the 180 degree turn, is over the area represented by Salfords & Sidlow Parish Council.) This move led us and others to support Plane Justice, in their successful legal action to have the CAA's 2017 Post Implementation route quashed and the legacy route reinstated. FASIS must recognise 'the value of preserving the existing pattern of traffic in 2012' when designing future routes for Gatwick and that FASIS and Route 4 are interconnected.

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Friday 25th March 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate. We will provide further details around this as part of our next round of engagement due to be held in May 2022.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] Feedback as Requested
Date: 25 March 2022 13:28:36
Attachments: [REDACTED].Feedback.pdf

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Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

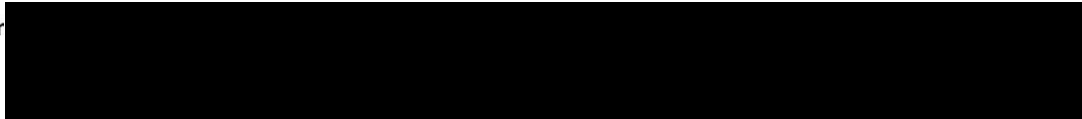
On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form - Part 1: Stakeholder Details

Name



Name of Organisation

Did you attend one of the workshop sessions?

15th February

17th February

23rd February

I did not attend a workshop

Feedback Form - Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

There is a lack of historic routes shown to enable residents and an elected body to see where the routes currently fly within Noise Preferential Routes and the arrival swathe. Without this information it is difficult to understand how any proposals can

2. Is the list of options developed in line with the design principles?

Design Principle (DP)	Have we developed the options in alignment with this DP?		If no, please explain your answer
	Yes	No	
2 Safety by Design	<input type="checkbox"/>	<input type="checkbox"/>	
2 Enhanced Navigation Standards	<input type="checkbox"/>	<input type="checkbox"/>	
3 Limit Adverse Noise Effects	<input type="checkbox"/>	<input type="checkbox"/>	
4 Time Based Arrival Operations	<input type="checkbox"/>	<input type="checkbox"/>	
5 Resilience Built In	<input type="checkbox"/>	<input type="checkbox"/>	
6 Optimise use of aircraft capabilities	<input type="checkbox"/>	<input type="checkbox"/>	
7 Long Term Predictability & Adaptability	<input type="checkbox"/>	<input type="checkbox"/>	
8 Deconfliction by Design	<input type="checkbox"/>	<input type="checkbox"/>	
9 Locally Tailored Designs	<input type="checkbox"/>	<input type="checkbox"/>	

3. Are there any other considerations that we should take into account in the development of a comprehensive list of options for the ACP?

Yes

No

If yes, please explain in detail:

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Friday 25th March 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate. We will provide further details around this as part of our next round of engagement due to be held in May 2022.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

From: [Planning Policy](#)
To: [DD - Airspace FASI-South Prog External](#)
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] Gatwick FASI-S ACP Comprehensive List of Options Engagement Feedback Form
Date: 25 March 2022 16:00:44
Attachments: [GAL FASI ACP Comp List Engagement Feedback Form - March 22 \(003\).pdf](#)

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Dear Gatwick FASI-S Project Team,

Please find attached Mole Valley District Council's engagement feedback form.

As per [REDACTED] email on 16th March, the text box for Q3 allows the text to go off the screen without a scroll bar.

Therefore please see MV's response below for Q3 which forms part of our feedback.

Q3: The metrics of 'newly flown over' and 'total population flown over' do not differentiate between urban areas and rural areas. The perception of being flown over in a rural area will be greater than those in the urban area. Respite is mentioned but little evidence has been given about the benefits of this respite.

Mole Valley is underneath turn-backs for both Route 3 and Route 4 departures. Obviously these are at different times, but their paths are not that far apart. 30% of R3 departures fly over Brockham, Betchworth and South Holmwood below 6000ft and are also beneath a Heathrow track. 30% of R4 departures are turning right over Capel then Beare Green and South Holmwood below 4000ft. Taking into account the desire for Fair and Equitable distribution these turn-backs do not offer respite for these villages nor do they offer a fair and equitable distribution for dwellings under these turn-backs.

Finally, please note that the presentation slides and feedback form were circulated sometime after the last engagement session, reducing the amount of time available to formulate a response.

Given the need for Officers to liaise with Members on such matters prior to submitting a response, please could you make sure that all future information is circulated in a timely manner.

Kind regards,
[REDACTED]

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Mole Valley District Council, Pippbrook, Dorking, Surrey, RH4 1SJ

For general queries, please contact Mole Valley District Council's Customer Service Unit on 01306 885001

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Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

Name of Organisation

Mole Valley District Council

Did you attend one of the workshop sessions?

15th February

17th February

23rd February

I did not attend a workshop

Feedback Form – Part 2: Comprehensive List of Options**1. Is the list of options sufficiently comprehensive (is anything missing)?** Yes No

If no, please explain your answer:

The list of options does not have a metric of the total population figures that live in a more rural location, and therefore a quieter location, which would be flown over more frequently as a result of the ACP.

2. Is the list of options developed in line with the design principles?

Design Principle (DP)		Have we developed the options in alignment with this DP?		If no, please explain your answer
		Yes	No	
1	Safety by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2	Enhanced Navigation Standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3	Limit Adverse Noise Effects	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Route 3 and 4 and respite not fully explained or covered
4	Time Based Arrival Operations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5	Resilience Built In	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6	Optimise use of aircraft capabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7	Long Term Predictability & Adaptability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8	Deconfliction by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9	Locally Tailored Designs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	R3 and R4 turn-backs both affect MV villages (see Q3)

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP? Yes No

If yes, please explain your answer:

The metrics of 'newly flown over' and 'total population flown over' do not differentiate between urban areas and rural areas. The perception of being flown over in a rural area will be greater than those in the urban area. Respite is mentioned but little evidence has been given about the benefits of this respite. Mole Valley is underneath turn-backs for both route 3 and route 4 departures. Obviously these are at different times, but their paths are not that far apart. 30% of R3 departures fly over Brockham, Betchworth and South Holmwood below 6000ft and are also beneath a Heathrow track. 30% of R4 departures are turning right over Capel then Beare Green and South Holmwood below 4000ft. Taking into account the desire for Fair and Equitable distribution these turn-backs do not offer respite for these villages nor do they offer a fair and equitable distribution for dwellings under these turn-backs.

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Friday 25th March 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate. We will provide further details around this as part of our next round of engagement due to be held in May 2022.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] Gatwick FASI-S ACP Comprehensive List of Options Engagement
Date: 08 April 2022 18:14:03

CYBER AWARE - *Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments*

Chichester District Council offer the following feedback:

- Are the options sufficiently comprehensive, - in general terms is 'YES'
- Are they designed in line with the design principles and, - in general terms is 'YES'
- Whether there are any other consideration that should be taken into account. - in general terms is 'NO'

Additional comments:

The stakeholder briefing reads as a comprehensive review to redesign the airport's arrival and departure routes.

It is noted that when referencing noise impacts upon the total population overflow and newly overflowed population, that consideration shall be given to Sound Exposure Levels (SEL) and L_{Amax} contours alongside L_{Aeq} contours. This is welcomed, as it gives a greater insight in to the impact of specific noise events from overflying aircraft.

There are nine Airspace Design Principles. Although it is stated that "the most beneficial enhanced navigation standards for new routes" should be adopted there is no specific mention of assessing the impacts upon air quality in the areas being overflowed.

Any queries, please do not hesitate to contact.

Kind regards

 [REDACTED]
[REDACTED]
Environmental Protection
Chichester District Council

[REDACTED]
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<http://www.chichester.gov.uk/newsalerts>

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E-mail or phone 44 (0) 1243 785166

contact@chichester.gov.uk

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] List of objections
Date: 24 March 2022 14:42:11
Attachments: [Warnham-PC-GAL-FASI-ACP-Comp-List-Engagement-Feedback-Form-Public.pdf](#)

CYBER AWARE - *Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments*

Dear sir

Please find attached the feedback form relating to objections regarding Gatwick Airport FASI South Airspace Change Proposal.

Regards

[REDACTED]

Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

██████████

Name of Organisation

Warnham resident

Did you attend one of the workshop sessions?

- 15th February
- 17th February
- 23rd February
- I did not attend a workshop

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

There is a lack of historic routes shown to enable residents and an elected body to see where the routes currently fly within Noise Preferential Routes and the arrival swathe. Without this information it is difficult to understand how any proposals can be accepted or commented upon.

2. Is the list of options developed in line with the design principles?

Design Principle (DP)		Have we developed the options in alignment with this DP?		If no, please explain your answer
		Yes	No	
1	Safety by Design	<input type="checkbox"/>	<input type="checkbox"/>	
2	Enhanced Navigation Standards	<input type="checkbox"/>	<input type="checkbox"/>	
3	Limit Adverse Noise Effects	<input type="checkbox"/>	<input type="checkbox"/>	
4	Time Based Arrival Operations	<input type="checkbox"/>	<input type="checkbox"/>	
5	Resilience Built In	<input type="checkbox"/>	<input type="checkbox"/>	
6	Optimise use of aircraft capabilities	<input type="checkbox"/>	<input type="checkbox"/>	
7	Long Term Predictability & Adaptability	<input type="checkbox"/>	<input type="checkbox"/>	
8	Deconfliction by Design	<input type="checkbox"/>	<input type="checkbox"/>	
9	Locally Tailored Designs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	How can this be the case if you failed to consult

~~3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?~~

~~Yes~~

~~No~~

~~If yes, please explain your answer:~~

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Friday 25th March 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate. We will provide further details around this as part of our next round of engagement due to be held in May 2022.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] List of Options Feedback
Date: 26 March 2022 11:01:51
Attachments: [GAL FASI ACP Comp List Engagement Feedback Form.pdf](#)

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Just in case you have not received my feedback form that I believe I have sent to you, I am now ensuring you receive it as an attachment.

Regards,

[REDACTED]

Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

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Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

██████████

Name of Organisation

GATCOM member for Burstow PC and deputy lead member for noise on NATMAG.

Did you attend one of the workshop sessions?

- 15th February
- 17th February
- 23rd February
- I did not attend a workshop

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

But see below regarding DP10?

Some departure wrap around routes are not shown to be in conflict with arriving aircraft such as WDB & WDH. Is this correct?

On easterly departures from route 3 should there also be a dotted dotted line going NW to exit point?

2. Is the list of options developed in line with the design principles?

Design Principle (DP)		Have we developed the options in alignment with this DP?		If no, please explain your answer
		Yes	No	
1	Safety by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2	Enhanced Navigation Standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3	Limit Adverse Noise Effects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4	Time Based Arrival Operations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5	Resilience Built In	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6	Optimise use of aircraft capabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7	Long Term Predictability & Adaptability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8	Deconfliction by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9	Locally Tailored Designs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?

Yes

No

If yes, please explain your answer:

Should there be a DP10 - Time based departure operations? To be inclusive to cover when aircraft reach the upper busy skies above 7000 feet when NATS are engaged. Admittedly, should be taken into account when ACOG are developing the Master Plan.

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Friday 25th March 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate. We will provide further details around this as part of our next round of engagement due to be held in May 2022.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] MOD Feedback Stage 2A
Date: 25 March 2022 15:27:04
Attachments: [Gatwick 2A Feedback - DAATM.pdf](#)

CYBER AWARE - *Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments*

Gatwick FASI team,

PFA feedback on behalf of MOD.

Kind regards,

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

██████████

Name of Organisation

DAATM - MOD

Did you attend one of the workshop sessions?

15th February

17th February

23rd February

I did not attend a workshop

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

2. Is the list of options developed in line with the design principles?

Design Principle (DP)		Have we developed the options in alignment with this DP?		If no, please explain your answer
		Yes	No	
1	Safety by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2	Enhanced Navigation Standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3	Limit Adverse Noise Effects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4	Time Based Arrival Operations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5	Resilience Built In	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6	Optimise use of aircraft capabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7	Long Term Predictability & Adaptability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8	Deconfliction by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9	Locally Tailored Designs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?

Yes

No

If yes, please explain your answer:

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Friday 25th March 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate. We will provide further details around this as part of our next round of engagement due to be held in May 2022.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] Re: FASI(S) ACP Options Response Feedback - TWAANG
Date: 12 April 2022 11:07:36
Attachments: [TWAANG FASI\(S\) Feedback Response 220411.pdf](#)

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, **do not** click links or open attachments

I returned your completed form yesterday, but have since found that some copies of the form do not have the scrolling function working in the response boxes so the comments cannot be seen.

In case this applies to the copy returned to you I attach a copy of the Word Processor document (in pdf form) in which our responses were drafted, and simply copied into your master document.

Regards,

[REDACTED]
[REDACTED], TWAANG

On Mon, 11 Apr 2022 at 20:41, [REDACTED] wrote:
Thank you for providing the opportunity to comment on the options you are proposing.

Our completed feedback form is attached.

We are not aware of having received an invitation to the workshop sessions.

[REDACTED]
TWAANG

GAL FASI(S) ACP OPTIONS FEEDBACK TWAANG RESPONSES

Name: [REDACTED]

Organisation: Tunbridge Wells Anti Aircraft Noise Group (TWAANG)

Attend a session: No (invitation not received?)

List comprehensive: No

Explain:

- TWAANG's concerns are primarily with the impact on Tunbridge Wells and the main source of disturbance comes from Westerly approaches.
- Given the issues of historical and new overflying, the development process needs to be well aware of historical patterns of overflying. In the proposed options for Westerly arrivals, the absence of any track using a joining point between 6 and 9nm is very striking and difficult to understand. The NMB's recommendation that the minimum joining point should be reduced from 10 to 8nm was an important and welcome step as, in principle at least, it drew arrivals away from the westerly residential areas and town centre; the reservation was that the swathe itself did not follow the Westerly move to any great extent. Moreover, during the pandemic when low traffic levels made it more possible, much greater use was made of the 8nm joining point and with a more westerly swathe. This brought arrivals over less densely populated areas which nonetheless were already very familiar with being overflowed.
- In contrast, the inclusion of many tracks joining the ILS at 10 to 12nm is incomprehensible as this brings arrivals inevitably over the populated western side of the town, overflying outlying suburbs such as Langton Green, Rusthall, Speldhurst and Bidborough. Experience has shown that high arrivals traffic with vector navigation forces arrivals eastwards, and although developments in traffic management may reduce this eventually the basic problem is fixed in some of the proposed options. It is noted that the TN3 postcode, which includes Langton Green, historically produced the highest number of noise complaints to Gatwick.
- From the above comments it is clear that technically possible options have been missed - very odd.
- We wonder if the methodology used has fundamental weakness as a desktop exercise. The initial choice of a route as described in the presentation may inadvertently limit the subsequent choices and a sensitivity analysis needs to be done to ensure that there is not a problem here.
- The presentation also appears to imply that each track analysed is a narrow, PBN-style route. At least until PBN navigation is the norm, arrivals cover a swathe so the area overflowed will be wide - it is far from clear that this is taken into account. The way this is treated needs to be made absolutely clear. Moreover, the presentation accepts that there will be times when PBN cannot be used and NATS will need to revert to its present vectoring methods - with all the implications that carries. The frequency of such events is, of course, not known.

Comply with Design Principles?

1. Yes
2. Yes
3. No - there are complex issues to be resolved.
- 4.-9. Not enough information, and too many issues remain to be resolved.

Other considerations:

Any to consider: Yes

- Health impact is especially significant when it comes to numbers overflown, due to the public health implications. The metrics used in the analysis falls far short of the recommendations of the WHO, used elsewhere in the world.
- The analysis acknowledges the impact on AONBs, but there is no mention of sensitive sites such as hospitals and Schools.
- The issue of appropriate metrics needs to be thoroughly explored, present UK standards are out of date and indulgent of the aviation industry. This is a highly significant and sensitive issue, particularly when PBN routes and increasing frequency of disturbance are to be considered.
- We are concerned that arguments are put forward that the severity of impact is less in town than in rural settings. We suggest that many residential areas in towns are suffer no more ambient noise than rural settings, and the noise from fast moving traffic on main roads can carry far over the countryside.
- Tunbridge Wells should be treated on a par with AONBs and National Parks because of its large areas of recreational common land, woods and parkland which are heavily used because they are readily accessible to a large population.
- The optimum height of arrivals needs to be discussed, it is no good encouraging increased altitude when this may require greater use of noisy flaps and spoilers to increase the rate of descent, particularly as newer aircraft are aerodynamically more efficient. It is very noticeable on the ground that high arrivals can be disturbingly noisy, and lower aircraft can be comparatively quiet.
- The presentation needs more and better information to be properly understood. We would include: clearer maps/ contour maps for the various levels of not overflown-ness/ markers on track maps showing where 4,000ft is expected (change of priorities) for a start.
- All options should seek to reduce noise impact, never just mitigate any increase.
- Night flights are a significant issue for the town, especially as the 10nm night-time joining point rule forces night arrivals in the direction of the populated areas.
- The obligation to achieve a balance between the interests of the aviation industry and those adversely affected by its activities should be among the objectives.
- The FASI(S) project should not proceed without WebTrak being brought fully up-to-date. Any changes are likely to have an uneven effect on outcomes which would alter decisions.

TWAANG/11 April 2022

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] RE: Gatwick FASI-S ACP Comprehensive List of Options Engagement
Date: 13 April 2022 12:14:20
Attachments: [Chichester District Council Feedback Form 13-04-2022.pdf](#)

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Further to email below, please find attached the relevant feedback form for consideration.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]
Environmental Protection
Chichester District Council

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<http://www.chichester.gov.uk/newsalerts>

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From: [REDACTED]
Sent: 08 April 2022 18:14
To: 'LGWairspace.FASIS@gatwickairport.com' <LGWairspace.FASIS@gatwickairport.com>
Cc: [REDACTED]
Subject: Gatwick FASI-S ACP Comprehensive List of Options Engagement

Chichester District Council offer the following feedback:

- Are the options sufficiently comprehensive, - in general terms is 'YES'
- Are they designed in line with the design principles and, - in general terms is 'YES'
- Whether there are any other consideration that should be taken into account. - in general terms is 'NO'

Additional comments:

The stakeholder briefing reads as a comprehensive review to redesign the airport's arrival and departure routes.

It is noted that when referencing noise impacts upon the total population overflow and newly overflowed population, that consideration shall be given to Sound Exposure Levels (SEL) and LAmx contours alongside LAeq contours. This is welcomed, as it gives a greater insight in to the impact of specific noise events from overflying aircraft.

There are nine Airspace Design Principles. Although it is stated that "the most beneficial enhanced navigation standards for new routes" should be adopted there is no specific mention of assessing the impacts upon air quality in the areas being overflowed.

Any queries, please do not hesitate to contact.

Kind regards

[REDACTED]
[REDACTED]
[REDACTED]
Environmental Protection
Chichester District Council

For all the latest coronavirus and council news, sign up to our monthly email newsletter:

<http://www.chichester.gov.uk/newsalerts>

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E-mail or phone 44 (0) 1243 785166

contact@chichester.gov.uk

Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

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If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

Name of Organisation

CHICHESTER DISTRICT COUNCIL.

Did you attend one of the workshop sessions?

15th February

17th February

23rd February

I did not attend a workshop A COLLEAGUE ATTENDED AND OFFERED FEEDBACK

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

THERE DOES NOT SEEM TO BE CONSIDERATION AS TO THE IMPACT OF AIR QUALITY FOR THE COMMUNITIES OVERFLOWN.

2. Is the list of options developed in line with the design principles?

Design Principle (DP)	Have we developed the options in alignment with this DP?		If no, please explain your answer
	Yes	No	
1 Safety by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2 Enhanced Navigation Standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3 Limit Adverse Noise Effects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	CONSIDERATION OF SOUND EXPOSURE LEVELS & LAMAX CONTOURS ALONGSIDE LARG CONTOURS IS WELCOMED.
4 Time Based Arrival Operations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5 Resilience Built In	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6 Optimise use of aircraft capabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7 Long Term Predictability & Adaptability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8 Deconfliction by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9 Locally Tailored Designs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?

- Yes
 No

If yes, please explain your answer:

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Friday 25th March 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate. We will provide further details around this as part of our next round of engagement due to be held in May 2022.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

From: [GACC Info](#)
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] Response FASI-S Options
Date: 12 April 2022 15:42:38
Attachments: [FASI South Airspace Change Proposal Darft Questionnaire Response \(Final\).pdf](#)

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Please find attached GACC's response to the Gatwick Airspace Change Proposal Options update.
Thank you and Regards

[Redacted]
[Redacted]

GACC

Gatwick Airport FASI South Airspace Change Proposal Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

Name of Organisation

Gatwick Area Conservation Campaign (GACC)

Did you attend one of the workshop sessions?

15th February, 2022

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

No

If no, please explain your answer:

As we understand it, the options presented have been driven by a narrow set of factors: total population overflow, number of people newly overflowed and overflight of Areas of Outstanding Natural Beauty. In order that we can better understand the team's methodology it would be helpful if the project team could explain how these factors have been prioritised against each other as we believe the outcomes would vary considerably depending on the prioritisation applied. We would also welcome an insight into what dictated the prioritisation applied – government policy/guidance, project team choice. Although these options may be viable on the basis of the limited analysis carried out to date, they do not represent a truly "comprehensive" list of options. We would therefore encourage the project team to develop a suite of decision-making factors against which the full universe of route options can be benchmarked thus delivering a truly comprehensive list of viable options for further analysis and optimisation. With that in mind, GACC would wish to see the following factors being part of this process:

- 1. Historic patterns of dispersal.** As people historically overflown are likely to be more accustomed to aircraft noise and therefore not adversely impacted to the same extent as those newly overflown, we believe that the starting point for determining potential route options should be the historic patterns of dispersal. However, this does not mean that aircraft tracks that have consistently fallen outside NPR swathes should be considered an acceptable historic pattern of dispersal.
- 2. Health impacts of noise.** Exposure to aircraft noise is associated with a range of health responses including stress, sleep disturbance and annoyance. Long-term exposure is associated with increased risk of high blood pressure, heart disease, heart attack, stroke, dementia and impairment of learning in children. There is also evidence to suggest that aircraft noise may also lead to long-term mental health issues. A summary of evidence is in the AEF paper here: <https://www.aef.org.uk/uploads/Aircraft-Noise-and-Public-Health-the-evidence-is-loud-and-clear-final-reportONLINE.pdf>.

The World Health Organisation strongly recommends reducing aircraft noise levels to below 45 dB L_{den} , as aircraft noise above this level is associated with adverse health effects. For night noise exposure, the WHO strongly recommends reducing aircraft noise levels to below 40 dB L_{night} , as night-time aircraft noise above this level is associated with adverse effects on sleep. Gatwick does not produce noise contour maps down to these levels, but they extend many miles either side of the airport, covering 100s of sq km and 10s of thousands of people.

As stated above there is a clear and long understood relationship between actual plane noise and health, but it is now acknowledged that health effects are also being determined by non-acoustic factors. Non acoustic factors such as individual perceptions of fairness, individual coping capacities and individual noise sensitivity will all play a key role in determining responses and must therefore be fully considered using appropriate metrics to accurately capture “total adverse effects”.

- 3. Number of people impacted.** Different aircraft dispersal options will affect different numbers of people. For example, a flight path over a town would, other things being equal, be likely to impact more people than a flight path over countryside (although perhaps less severely – see below). Some airports (but not Gatwick) are able to route some flights over areas that are entirely uninhabited, for example the sea or a river estuary. There might, of course, be other reasons not to fly over those areas.
- 4. Severity of impact.** In addition to the number of people impacted, it is important to consider the severity of impact. In general, ambient noise in cities and large towns is higher than in countryside, meaning that aircraft noise is likely to have less impact in cities/towns. However, there are exceptions to this in both areas. Land height can also have an impact on noise.
- 5. “Fairness”:** The Gatwick area community noise groups have historically taken the view that aircraft noise should be dispersed rather than concentrated on the grounds that it is fairer for its impacts to be shared rather than imposed on one group of people. However, we are also mindful that views on what dispersal means in practice, particularly when satellite navigation technology is introduced, are likely to vary.
- 6. Frequency of overflight.** With the airport already looking to expand and with the deployment of new technologies almost certainly leading to greater concentration, it is vital that changes to frequency of overflight are fully captured using appropriate metrics (see Point 7 of question 3 below) as part of the wider process to determine the total adverse effects of all potential flight path options.
- 7. Vertical profile of aircraft.** Not surprisingly the focus has been on the lateral distribution of flight paths. However, we also feel that as part of this once in a generation airspace modernisation project the vertical profile of aircraft also requires analysis. For departures we would wish to see the likely impact of a Continuous Climb Operations (CCO) protocol being fully considered whilst, from an arrival perspective, we would wish to see flight paths deployed which would facilitate increased arrival altitudes.

2. Is the list of options developed in line with the design principles?

	Design Principle (DP)	Have we developed the options in alignment with this DP?	If no, please explain your answer
1.	Safety by Design	Yes	
2.	Enhanced Navigation Standards	Yes	
3.	Limit Adverse Noise Effects	No	The developed options may be in line with the design principles, however per response to Q1, there are other significant factors which must be considered to create a benchmark fully capable of determining which options best meet the design principles.
4.	Time Based arrival Operations	Yes	
5.	Resilience Built in	Don't Know	Insufficient information to determine whether options will meet this design principle
6.	Optimise use of aircraft capabilities	Don't Know	Insufficient information to determine whether options will meet this design principle
7.	Long Term Predictability & Adaptability	Don't Know	Insufficient information to determine whether options will meet this design principle
8.	Deconfliction by Design	No	As the team have confirmed in their presentation pack "we haven't considered connectivity with the upper airspace network, other airports and how the departure options and arrival options might interact"
9.	Locally Tailored Designs	Yes	

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?

Yes

If yes, please explain your answer:

As part of the FASI team's approach to the development of a comprehensive list of options capable of delivering effective noise dispersal, GACC would wish the following general principles adopted:

- Noise reduction obligation:** The aviation industry should be required to ensure that all safe and reasonably practical measures to reduce noise emissions, exposure and impacts are expeditiously implemented.
- Balance:** A fair balance should be struck between the interests of the aviation industry and people adversely affected by its operations, including that growth is equitably and proportionately balanced by reductions in noise and other environmental impacts.
- Capacity/noise trade off:** Reduction in airport capacity should not be a reason to reject dispersal options that would reduce the noise burden imposed on communities.
- Night flights:** Flights should be banned at night, for a full eight-hour period.
- Areas of Outstanding Natural Beauty:** airspace routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks.

6. **Total impacts:** Account should be taken of all routes and aircraft noise that affects an area (rather than considering individual flight paths separately).
7. **Measurement:** Aircraft noise should be measured and reported using metrics that fully reflect their impact on people. Both average noise and noise event frequency (N>) metrics should be used on all occasions and should be assigned equal weight in all circumstances. We also believe that a pure ATM metric should be used to take full account of the frequency of overflight that's likely to arise as PBN technology is deployed. Likewise, the introduction of complimentary metrics such as Intermittency Ratio, which is of particular relevance for night noise should be considered. Noise measurement and reporting should cover all geographic areas with noise levels above the limits recommended by the World Health Organisation.

We would also suggest that, in most circumstances, noise should be dispersed within areas that have historically been impacted by aircraft and that the target disposition of traffic should take account of historical circumstances, both before and after 2013. Furthermore, new areas should not be overflown and material increases in concentration within areas previously overflown should be avoided.

However, if air traffic is credibly projected to increase both materially and to the point where currently impacted communities would suffer noise above the limits recommended by the WHO (including increases in noise for communities that are already above those limits), other options should be considered. Those options should include flying over new areas. In these circumstances, a full impact assessment should be carried out, there should be full consultation with all impacted and potentially impacted communities and the appropriate statutory airspace change process should be followed.

Given the sensitivities associated with flying over new areas we would also suggest that a clear definition of "newly overflown" is required. With historic dispersal driven by ATC vectoring, with changes to the ILS join (2013 ILS minimum join changed from 7nm to 10nm) and with the drop in volumes due to the pandemic currently allowing aircraft to be routed closer to the runway, it is currently difficult to confirm, with precision, which communities should be considered newly overflown. We would certainly suggest that the project team's decision to use the 2019 overflight data is far too narrow a definition.

Any change to existing routes should require a full CAA Airspace Change process. This should include quantified consideration of all route options (both concentration and dispersal) and consultation with all impacted and potentially impacted communities. Airspace change processes must recognise that significant change to numbers of ATMs and/or fleet mix and/or times of day/night may have significant community impacts. The process should incorporate properly designed and executed baseline noise assessments and regular post implementation reviews (say after 1, 3, 6, and 10 years or until a successor ACP) which assess actual noise reduction outcomes against the baseline, taking account of subsequent technology and other change, with powers to require remedial action, including the implementation of operating restrictions.

Finally, the aviation industry should be required to pay all external costs its activities impose on society at large. This should include compensation for loss of property value caused by airspace changes or increases in the use made of airspace.

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER]
Date: 25 March 2022 09:58:23
Attachments: [Warnham-PC-GAL-FASI-ACP-Comp-List-Engagement-Feedback-Form-Public.pdf](#)

Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

Name of Organisation

Did you attend one of the workshop sessions?

15th February

17th February

23rd February

I did not attend a workshop

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

There is a lack of historic routes shown to enable residents and an elected body to see where the routes currently fly within Noise Preferential Routes and the arrival swathe. Without this information it is difficult to understand how any proposals can be accepted or commented upon.

2. Is the list of options developed in line with the design principles?

Design Principle (DP)		Have we developed the options in alignment with this DP?		If no, please explain your answer
		Yes	No	
1	Safety by Design	<input type="checkbox"/>	<input type="checkbox"/>	
2	Enhanced Navigation Standards	<input type="checkbox"/>	<input type="checkbox"/>	
3	Limit Adverse Noise Effects	<input type="checkbox"/>	<input type="checkbox"/>	
4	Time Based Arrival Operations	<input type="checkbox"/>	<input type="checkbox"/>	
5	Resilience Built In	<input type="checkbox"/>	<input type="checkbox"/>	
6	Optimise use of aircraft capabilities	<input type="checkbox"/>	<input type="checkbox"/>	
7	Long Term Predictability & Adaptability	<input type="checkbox"/>	<input type="checkbox"/>	
8	Deconfliction by Design	<input type="checkbox"/>	<input type="checkbox"/>	
9	Locally Tailored Designs	<input type="checkbox"/>	<input type="checkbox"/>	

~~3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?~~

~~Yes~~

~~No~~

~~If yes, please explain your answer:~~

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Friday 25th March 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate. We will provide further details around this as part of our next round of engagement due to be held in May 2022.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

From: [DD - Airspace FASI-South Prog External](#)
To: [REDACTED]
Subject: FW: [EXTERNAL SENDER] RE: Gatwick FASI-S ACP Comprehensive List of Options Engagement Presentation and Feedback Form Update
Attachments: [image001.png](#)
[23.02.22 Stakeholder Meeting response 12.04.22.pdf](#)

From: DD - Airspace FASI-South Prog External
Sent: 27 April 2022 14:30
To: [REDACTED]
Subject: FW: [EXTERNAL SENDER] RE: Gatwick FASI-S ACP Comprehensive List of Options Engagement Presentation and Feedback Form Update

From: [REDACTED]
Sent: 12 April 2022 13:16
To: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Subject: [EXTERNAL SENDER] RE: Gatwick FASI-S ACP Comprehensive List of Options Engagement Presentation and Feedback Form Update

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Hi there,

Attached is Plane Justice's response to FASI-S ACP February Workshops. Thank you for including us as Stakeholders in this process.

Regards,

[REDACTED]
For and on behalf of **Plane Justice Limited**

From: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Sent: 05 April 2022 17:14
To: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Subject: RE: Gatwick FASI-S ACP Comprehensive List of Options Engagement Presentation and Feedback Form Update

Dear Stakeholder,

Following stakeholder communications received post engagement meetings in February and March we have kept the feedback period on Gatwick's FASI-S Comprehensive List of Options open past the original deadline to allow as many of you as possible to respond.

To enable us to review, analyse and incorporate stakeholder responses into next steps of the

airspace change process, we kindly request that your responses to the Comprehensive List of Options questionnaire be submitted to this email address by **Tuesday 12th April**.

The presentation and questionnaire feedback form can be found here [Gatwick Comprehensive List of Options Presentation and Feedback Form](#)

Thank you to all stakeholders who have already submitted a response.

If you have further questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team



From: DD - Airspace FASI-South Prog External

Sent: 04 March 2022 12:27

Subject: Gatwick FASI-S ACP Comprehensive List of Options Engagement Presentation and Feedback Form Update

Dear Stakeholder,

Following the workshops held on the 15th, 17th and 23rd of February, please find below a link to a folder which contains the comprehensive list of options presentation and a feedback form for Gatwick FASI-S Airspace Change Proposal Stage 2.

[Feedback form and Comprehensive List of Options Presentation](#)

Please download the feedback form, and **send the completed form to this email address by Friday 25th March 2022**.

Additional Workshop

We're aware there are a small number of stakeholders who were unable to attend the workshops due to an error when sending out the meeting link. We are therefore planning to hold an additional workshop on the **18th March between 1330 and 1630** which will be open to all stakeholders who have not yet attended a workshop. The material presented at this session will be the same as the previous workshops. If you

would like to attend this, please respond to this email by Wednesday 16 March.

-
Drop in questions and answer sessions

As mentioned during the workshops, we will also be holding two question and answer sessions on Microsoft Teams. These will be open to all stakeholders. It's important to note that no new material will be presented at these sessions; the purpose is for stakeholders to have an opportunity to ask questions. We will send out details of these sessions separately.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you have any questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team



**

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Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Feedback Form – Part 1: Stakeholder Details

Name [REDACTED]
Name of Organisation Plane Justice Ltd
Workshop session attended 23rd February 2022

1. Is the list of options sufficiently comprehensive (is anything missing)?

Refer to answer to Point 3.

2. Is the list of options developed in line with the design principles?

1. Safety by Design	Yes
2. Enhanced Navigation Standards	Yes
3. Limit Adverse Noise Effects	Refer to answer to Point 3
4. Time Based Arrival Operations	Unsure
5. Resilience Built In	Unsure
6. Optimise use of aircraft capabilities	Unsure
7. Long term Predictability & Adaptability	Unsure
8. Deconfliction by Design	Unsure
9. Locally Tailored Designs	Unsure

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?

Plane Justice represents communities currently affected by Route 4 departures. As such it is necessary to give due consideration to the reason why the CAA's 2017 Post Implementation Review was quashed, namely '*the value of preserving the existing pattern of traffic in 2012 was not given sufficient weight as part of the airspace change process*'. It is imperative that this matter is considered fully in any design of the 'Westerly' departures. When considering historic flight patterns (population heat maps) for Route 4 we recognise that Gatwick are correctly utilising the flight patterns of the 2012 Conventional route and not the 2019 patterns.

Although Gatwick have stipulated that they are not seeking feedback on the positions of actual routes at this time, it is difficult to comment in any detail until the effects on the communities that surround the airport are known.

It is hoped that consideration of continuous climb (getting higher quicker) is given sufficient priority as this will help reduce the noise pollution. We note in the Statement of Need that Gatwick are

Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

considering routes up to 7000 feet, but it is not clear if the list of comprehensive options for easterly and westerly departures depicts altitudes from 0 – 7000 feet, 0 to 4000 feet or something else. Could this be clarified please? How will vectoring by NATS be affected by these designs? Will NATS be responsible for vectoring when the aircraft reach the NPR ceiling at 3000 or 4000 feet, or some other height (if of course NPRs are retained after this process is concluded)?

Although you have correctly stipulated that no 'new' overflight should be considered in all options, it is unclear what weighting will be applied to this issue in relation to other matters (total population overflown etc.). New communities, such as Westvale Park (North of Horley) will provide 1500 new homes when completed. These new populations must be categorised as 'not previously overflown' when considering route design.

We understand that the FASI-S and 2018 Route 4 Airspace Change Proposals are separate, but it would be helpful for the FASI-S team to consider the progress of the Route 4 ACP to avoid any wasted time or potential conflict later in the process.

For and on behalf of

Plane Justice Ltd

12th April 2022

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] Gatwick Airport - FASI South Airport Change Proposal - Waverley Borough Council's Response
Date: 23 March 2022 14:42:11
Attachments: [Gatwick Airport - FASI South Consultation March 2022.pdf](#)

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, **do not** click links or open attachments

Dear Sir/Madam,

Please find attached Waverley Borough Council's response to the FASI South Airspace Change Proposal.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

Waverley Borough Council

[REDACTED]

www.waverley.gov.uk

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Please visit our website at <http://www.waverley.gov.uk>

Sent via email only to:

LGWairspace.FASIS@gatwickairport.com



Calls may be recorded for training or monitoring
Date: 23/03/2022

Dear Sir/Madam,

Gatwick Airport Consultation: FASI South Airspace Change Proposal

Thank you for consulting Waverley Borough Council on the above consultation and providing the opportunity to attend a workshop session on 15 February 2022. As you will already be aware Waverley Borough Council declared a Climate Change Emergency in 2019 and therefore considers the promotion of continued air travel to be unsustainable.

Please find below the Council's response to the consultation questions.

1. Is the list of options sufficiently comprehensive (is anything missing)?

It is not possible to answer this question without access to all the information Gatwick Airport has used to generate the route options set out in the powerpoint presentation.

2. Is the list of options developed in line with the design principles?

a. Safety By Design

Insufficient information has been provided to be able to assess whether or not this principle has been satisfied.

b. Enhanced Navigation Standards

Insufficient information has been provided to be able to assess whether or not this principle has been satisfied.

c. Limited Adverse Noise Effects

Without access to Gatwick Airport's database (as covered in Section 4 of the powerpoint presentation) it is not possible to establish whether or not the route options shown represent the routes which minimise the impact of noise on communities and protected habitats.

It is noted that under the Westerly Departures a number of villages in Waverley are shown to be overflowed by several potential routes. The Council objects to the principle of this due to the impact of noise and disturbance caused by overflying aircraft. Under the Easterly Arrivals, the

village of Wormley is also shown as being overflowed and several other villages are shown to have routes within close proximity including Ellens Green and Rudgwick. The current options do not show or appear to factor in where stacks could be located in the future, and the Council is concerned that these may adversely affect more settlements and residents in Waverley.

d. Time Based Arrival Operations

Based on the information provided it is impossible to know whether the options meet the requirements of this design principle.

e. Resilience Built In

Based on the information provided it is not possible to establish whether or not the options meet this design principle.

f. Optimise Use of Aircraft Capabilities

Based on the information available and without access to the database it is not possible to establish whether this design principle has been met.

g. Long Term Predictability and Adaptability

Based on the information available and without access to the database it is not possible to establish whether this design principle has been met.

h. Deconfliction By Design

Based on the comprehensive set of options it appears there will be overlapping routes and it is unclear how this will work in practice. It is noted that many of the options involve flying over areas of AONB which should be avoided to minimise the adverse impact on the tranquillity and character of the protected landscape. It is also unclear whether there would be any conflict with flight paths from surrounding airports and whether certain communities would be overflowed by aircraft from more than one airport. This information should be provided to enable stakeholders to consider whether this design principle has been met.

i. Locally Tailored Designs

Based on the information provided it is not possible to establish whether this design principle has been used when drawing up the options.

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?

The information currently provided gives a partial picture of the process that Gatwick Airport have used to establish the route options. Without access to the database that Gatwick Airport have used it is impossible to establish if the options presented meet the design principles or if other options exist which have not been shown that more effectively meet the design principles.

Yours faithfully

[Redacted signature area]

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] FASI Feedback
Date: 29 March 2022 09:28:13
Attachments: [GAL FASI ACP Comp List Engagement Feedback Form.pdf](#)

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Dear Gatwick,

My apologies for being a little late with the FASI feedback, I hope it's not too late to add it to the others that you have received.

Also apologies for the small text in my response, the space available was a bit limited.

Best Wishes,

[REDACTED], Southdown Gliding Club.

Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

██████████

Name of Organisation

Southdown Gliding Club

Did you attend one of the workshop sessions?

15th February

17th February

23rd February

I did not attend a workshop

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

2. Is the list of options developed in line with the design principles?

Design Principle (DP)		Have we developed the options in alignment with this DP?		If no, please explain your answer
		Yes	No	
1	Safety by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2	Enhanced Navigation Standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3	Limit Adverse Noise Effects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4	Time Based Arrival Operations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5	Resilience Built In	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6	Optimise use of aircraft capabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7	Long Term Predictability & Adaptability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
8	Deconfliction by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9	Locally Tailored Designs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?

Yes

No

If yes, please explain your answer:

There is an emphasis on the noise impact, three areas we would also like to be considered within the options are 1) Raising the base of unnecessary lower level controlled airspace, particularly the 2,500ft base of class D which extends a considerable distance to the south of LGW and is unlikely to be used given the performance of modern aircraft. 2) Steeper climb profiles and steeper IAP's, this will help with noise and reducing the amount of CAS required. 3) A higher transition altitude (18,000ft) to help with continuous climbs reducing noise, reducing the CAS required and enabling more capacity to be available.

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Friday 25th March 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate. We will provide further details around this as part of our next round of engagement due to be held in May 2022.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

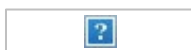
From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] NATS (NERL) Response to Gatwick Airport FASI South Airspace Change Proposal Comprehensive List of Options
Date: 22 March 2022 14:44:49
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[GAL FASI ACP Comp List Engagement Feedback Form.pdf](#)

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Thank you for the opportunity to respond to the Gatwick Airport FASI South Airspace Change Proposal Comprehensive List of Options.

Please find attached NATS' completed response form.

Kind Regards



[REDACTED]
[REDACTED]
[REDACTED]

www.nats.co.uk



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Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

██████████

Name of Organisation

NATS (NERL)

Did you attend one of the workshop sessions?

15th February

17th February

23rd February

I did not attend a workshop

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

NATS does not feel that this is a question which we able to adequately answer.

2. Is the list of options developed in line with the design principles?

Design Principle (DP)		Have we developed the options in alignment with this DP?		If no, please explain your answer
		Yes	No	
1	Safety by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2	Enhanced Navigation Standards	<input checked="" type="checkbox"/>	<input type="checkbox"/>	NATS is keen to understand the reduced departure divergence work further.
3	Limit Adverse Noise Effects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4	Time Based Arrival Operations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Will need further development with NATS.
5	Resilience Built In	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6	Optimise use of aircraft capabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7	Long Term Predictability & Adaptability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	PBN arrival concept will require further development with NATS.
8	Deconfliction by Design	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9	Locally Tailored Designs	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?

Yes

No

If yes, please explain your answer:

Whilst the options appear comprehensive these will need to be assessed against the options of other airport sponsors and network feasibility.

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Friday 25th March 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate. We will provide further details around this as part of our next round of engagement due to be held in May 2022.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] RE: Gatwick FASI-S ACP Comprehensive List of Options Engagement Presentation and Feedback Form Update
Date: 25 March 2022 14:18:45
Attachments: [image001.png](#)
[GAL FASI ACP Comp List Engagement Feedback Form.pdf](#)

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Dear Gatwick FASI-S Project Team,

Thank you for allowing us the opportunity to attend the Gatwick's Airspace Change Proposal (ACP) workshop. Please see attached completed feedback form on behalf of Tandridge District Council.

Kind regards,

[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]

Tandridge District Council
The Council Offices
8 Station Road East
Oxted, Surrey
RH8 0BT

www.tandridge.gov.uk

http://tdcws01.tandridge.gov.uk/TDCWebAppsPublic/PublicImages/Email-Signature-No-text_AsOnePiece.png



From: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Sent: 04 March 2022 12:27
Subject: Gatwick FASI-S ACP Comprehensive List of Options Engagement Presentation and Feedback Form Update

Dear Stakeholder,

Following the workshops held on the 15th, 17th and 23rd of February, please find below a link to a folder which contains the comprehensive list of options presentation and a feedback form for Gatwick FASI-S Airspace Change Proposal Stage 2.

[Feedback form and Comprehensive List of Options Presentation](#)

Please download the feedback form, and **send the completed form to this email address by Friday 25th March 2022.**

Additional Workshop

We're aware there are a small number of stakeholders who were unable to attend the workshops due to an error when sending out the meeting link. We are therefore planning to hold an additional workshop on the **18th March between 1330 and 1630** which will be open to all stakeholders who have not yet attended a workshop. The material presented at this session will be the same as the previous workshops. If you would like to attend this, please

respond to this email by Wednesday 16 March.

-
Drop in questions and answer sessions

As mentioned during the workshops, we will also be holding two question and answer sessions on Microsoft Teams. These will be open to all stakeholders. It's important to note that no new material will be presented at these sessions; the purpose is for stakeholders to have an opportunity to ask questions. We will send out details of these sessions separately.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you have any questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team



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Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

██████████

Name of Organisation

Tandridge District Council

Did you attend one of the workshop sessions?

15th February

17th February

23rd February

I did not attend a workshop

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

Unknown - As a neighbouring authority to Gatwick Airport, we are concerned by any new proposals to route designs that have the potential to harm communities within Tandridge. We remain concerned of any new proposals that could potentially impact residents and businesses in the area by reason of noise, air quality etc. above what is already felt by the current routes and request that the process be further simplified and clarified to enable all those wishing to be involved, to engage fully. The Council feel that as currently presented is not 'in real terms' but at the higher more complicated level which prevents the public and stakeholders from engaging. We would note that GAL currently have at least 3 separate processes ongoing; Route 4 redesign, FASI-S and Northern Runway DCO. Each of these projects overlap and will result in changes to airspace. It is not suitably clear to interested parties how these differ, the timescales for each, and the interdependencies and how they will be addressed.

2. Is the list of options developed in line with the design principles?

Design Principle (DP)		Have we developed the options in alignment with this DP?		If no, please explain your answer
		Yes	No	
1	Safety by Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Options do not identify how this DP will be taken into account.
2	Enhanced Navigation Standards	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Although it states that DP2 is inherent in all notional flight paths developed, it does not provide detail as to how this will be achieved for each option.
3	Limit Adverse Noise Effects	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4	Time Based Arrival Operations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Although it states that DP4 is inherent in all notional flight paths developed, it does not provide detail as to how this will be achieved for each option.
5	Resilience Built In	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Options do not identify how this DP will be taken into account.
6	Optimise use of aircraft capabilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7	Long Term Predictability & Adaptability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Options do not identify how this DP will be taken into account.

8	Deconfliction by Design	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Options do not identify how this DP will be taken into account.
9	Locally Tailored Designs	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Options do not identify how this DP will be taken into account.

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?

Yes

No

If yes, please explain your answer:

The approach to developing the comprehensive list of options includes taking into account the area of AONB that is overflowed by a particular flightpath. Unlike other AONBs, the Surrey Hills has just embarked upon a review of its boundary, led by Natural England. This review will result in an expansion of the AONB and candidate areas for the extension of the AONB are already available and information regarding further study areas and additional candidate areas for expansion will be available imminently. From what has been presented to us, we do not believe this has been taken into account sufficiently. We wish to be reassured that this essential information will be considered in the approach of developing the list of options for the ACP. We also wish to comment on how the information is presented in this slide pack. Although the illustrations of the differing flight paths are clear, for anyone unfamiliar with the map of the surrounding Gatwick area and wishing to scrutinise the individual approaches/take-offs, the slides are difficult to navigate the precise location of the flight path. This is particularly relevant for residents in the district wishing to see if any plans on potential flightpaths may affect their homes. We are also concerned that this project is being considered in isolation from other projects, such as the Route 4 airspace change, the DCO northern runway proposals and any known London proposed airspace changes. All these projects will have an implication for all neighbouring authorities to the airport and the residents and businesses within these areas. As such, they need to be looked at collectively and the implications of them aligned into a comprehensive design of the future airspace.

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Friday 25th March 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate. We will provide further details around this as part of our next round of engagement due to be held in May 2022.

Thank you for participating in Gatwick’s Airspace Change Proposal (ACP) to redesign the airport’s arrival and departure routes.

Gatwick Airport Airspace Team

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] Re: Gatwick FASI-S ACP Comprehensive List of Options Engagement Presentation and Feedback Form Update
Date: 22 March 2022 10:23:17
Attachments: [image001.png](#)
[Outlook-iewzns1x.jpg](#)
[GAL FASI ACP Comp List Engagement Feedback Form.pdf](#)

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Good morning,

Thank you for the consultation. Please find attached my completed questionnaire.

Kind regards,

[REDACTED]
[REDACTED]
[REDACTED]


From: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Sent: 04 March 2022 12:27
Subject: Gatwick FASI-S ACP Comprehensive List of Options Engagement Presentation and Feedback Form Update

Caution: This email originated from outside Surrey County Council.
Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Stakeholder,

Following the workshops held on the 15th, 17th and 23rd of February, please find below a link to a folder which contains the comprehensive list of options presentation and a feedback form for Gatwick FASI-S Airspace Change Proposal Stage 2.

[Feedback form and Comprehensive List of Options Presentation](#)

Please download the feedback form, and **send the completed form to this email address by Friday 25th March 2022.**

Additional Workshop

We're aware there are a small number of stakeholders who were unable to attend the workshops due to an error when sending out the meeting link. We are therefore planning to hold an additional workshop on the **18th March between 1330 and 1630** which will be open to all stakeholders who have not yet attended a workshop. The material presented at this session will be the same as the previous workshops. If you

th

would like to attend this, please respond to this email by Wednesday 16 March.

Drop in questions and answer sessions

As mentioned during the workshops, we will also be holding two question and answer sessions on Microsoft Teams. These will be open to all stakeholders. It's important to note that no new material will be presented at these sessions; the purpose is for stakeholders to have an opportunity to ask questions. We will send out details of these sessions separately.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you have any questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team



**

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Gatwick Airport FASI South Airspace Change Proposal

Gatwick Comprehensive List of Options Feedback Form

Background

As part of Stage 2 of an Airspace Change, we are required to develop options that aim to meet our statement of need and align with the design principles developed with Stakeholders during Stage 1B.

On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

██████████

Name of Organisation

Surrey Hills AONB

Did you attend one of the workshop sessions?

15th February

17th February

23rd February

I did not attend a workshop

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

Yes

No

If no, please explain your answer:

2. Is the list of options developed in line with the design principles?

Design Principle (DP)		Have we developed the options in alignment with this DP?		If no, please explain your answer
		Yes	No	
1	Safety by Design	<input type="checkbox"/>	<input type="checkbox"/>	Do not feel able to respond to any of these specialist questions
2	Enhanced Navigation Standards	<input type="checkbox"/>	<input type="checkbox"/>	
3	Limit Adverse Noise Effects	<input type="checkbox"/>	<input type="checkbox"/>	
4	Time Based Arrival Operations	<input type="checkbox"/>	<input type="checkbox"/>	
5	Resilience Built In	<input type="checkbox"/>	<input type="checkbox"/>	
6	Optimise use of aircraft capabilities	<input type="checkbox"/>	<input type="checkbox"/>	
7	Long Term Predictability & Adaptability	<input type="checkbox"/>	<input type="checkbox"/>	
8	Deconfliction by Design	<input type="checkbox"/>	<input type="checkbox"/>	
9	Locally Tailored Designs	<input type="checkbox"/>	<input type="checkbox"/>	

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?

Yes

No

If yes, please explain your answer:

Next Steps

Thank you for taking the time to provide feedback on our Comprehensive List of Options. Once completed, please save and send the form to LGWairspace.FASIS@gatwickairport.com by **Friday 25th March 2022**.

Following the feedback period, we will collate and review all responses and refine or create new options as appropriate. We will provide further details around this as part of our next round of engagement due to be held in May 2022.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes.

Gatwick Airport Airspace Team

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] Re: Gatwick FASI-S ACP Comprehensive List of Options Engagement Presentation and Feedback Form Update
Date: 02 April 2022 16:08:08
Attachments: [PAGNE FASI Questionnaire Draft Response v1.0-1.pdf](#)

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Dear FASI-S Project Team

Further to the email below please find attached the requested feedback questionnaire on behalf of People Against Gatwick Noise and Emissions (PAGNE).

I trust you will find our feedback helpful.

Kind regards

[REDACTED]
PAGNE

On 4 Mar 2022, at 12:27, DD - Airspace FASI-South Prog External
<LGWairspace.FASIS@gatwickairport.com> wrote:

Dear Stakeholder,

Following the workshops held on the 15th, 17th and 23rd of February, please find below a link to a folder which contains the comprehensive list of options presentation and a feedback form for Gatwick FASI-S Airspace Change Proposal Stage 2.

[Feedback form and Comprehensive List of Options Presentation](#)

Please download the feedback form, and **send the completed form to this email address by Friday 25th March 2022.**

Additional Workshop

We're aware there are a small number of stakeholders who were unable to attend the workshops due to an error when sending out the meeting link. We are therefore planning to hold an additional workshop on the **18th March between 1330 and 1630** which will be open to all stakeholders who have not yet attended a workshop. The material presented at this session will be the same as the previous workshops. If you would like to attend this, please respond to this email by Wednesday 16th March.

Drop in questions and answer sessions

As mentioned during the workshops, we will also be holding two question

and answer sessions on Microsoft Teams. These will be open to all stakeholders. It's important to note that no new material will be presented at these sessions; the purpose is for stakeholders to have an opportunity to ask questions. We will send out details of these sessions separately.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you have any questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team
<image001.png>

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Background

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On the 15th, 17th and 23rd of February 2022, Gatwick Airport Limited (we or GAL) invited stakeholders to attend a workshop where we presented our methodology and our comprehensive list of options. Following the workshop on the 23rd, an information pack including the presentation slides and the comprehensive list was circulated to all stakeholders, including those who could not attend the workshops sessions.

Please use the below feedback form to answer our engagement questions by **Friday 25th March 2022**. Please email the form to LGWairspace.FASIS@gatwickairport.com

If you have any questions regarding our presentation or the comprehensive list of options, please get in touch with us via the above email address.

Feedback Form – Part 1: Stakeholder Details

Name

Name of Organisation

People Against Gatwick Noise and Emissions (PAGNE)

Did you attend one of the workshop sessions?

17th February, 2022

Feedback Form – Part 2: Comprehensive List of Options

1. Is the list of options sufficiently comprehensive (is anything missing)?

No

If no, please explain your answer:

We are extremely concerned with the so-called comprehensive list of options presented by the project team. From what we have seen so far, it would appear population levels are to be considered the predominant decision-making factor and that, as a result, the rural communities represented by PAGNE are very likely to be “thrown under the bus”. In our view, it is completely inequitable for any single individual to be more adversely impacted than any other individual, simply because they live in a rural rather than in an urban environment. We fully appreciate that the establishment of an agreed Fair and Equitable Distribution protocol at Gatwick is challenging, but if a truly comprehensive list of options is to be established, **all** relevant factors must be considered, and considered collectively. Until this is done, the publication and discussion of a “comprehensive” list of options is premature and will, in our view, lead to confusion and frustration rather than the clarity and coherence required. At this stage, the options presented have only been driven by a relatively narrow set of decision criteria: total population overflow, number of people newly overflowed and overflight of Areas of Outstanding Natural Beauty. Although these options may be viable they are very far from a truly “comprehensive” list of options. As a matter of priority, the project team must develop a suite of decision-making factors against which the full universe of route options can be benchmarked in order to deliver a truly comprehensive list of viable options for further detailed analysis and optimisation. The additional factors which the project team need to consider are as follows:

- **Ambient noise levels** - ambient noise in cities and large towns is higher than in the countryside, meaning that aircraft noise is likely to have less impact in cities/towns.
- **Health impacts** – including both acoustic and non-acoustic factors. Exposure to aircraft noise is associated with a range of health responses including stress, sleep disturbance and annoyance. Long-term exposure is associated with increased risk of high blood pressure, heart disease, heart attack, stroke, dementia and impairment of learning in children.

Non acoustic factors such as individual perceptions of fairness, individual coping capacities and individual noise sensitivity will all play a key role in determining responses and must therefore be fully considered using appropriate metrics to accurately capture “total adverse effects”.

- **Frequency of overflight** – although traffic volumes have reduced dramatically because of the pandemic, there is no doubt that in the period leading up to 2019, Gatwick’s busiest year, the increasing frequency of overflight led to growing resident annoyance. Inevitably, this trend will return as airport volumes recover and should Gatwick’s DCO be approved will become even worse. The impact of increased frequency of overflight must therefore be fully considered in route option selection.
- **Concentration v Dispersal** – in our view, aircraft noise must be dispersed rather than concentrated, on the grounds that it is fairer for its impacts to be shared rather than imposed on one group of people and it is on this basis that Gatwick’s flight path strategy should be based.
- **Vertical Profile of Aircraft** - Continuous Climb Operations (CCO) is widely considered to be an effective noise mitigation strategy for departing aircraft and must therefore be fully considered as part of option analysis. Likewise, a key factor in considering individual arrival flight paths must be their altitude and we would wish to see planes kept as high as possible for as long as possible.
- **ILS Join Points** – notwithstanding the desire to avoid flying over new areas, future flight path design should consider the use of different ILS join points which, in conjunction with an effective dispersal strategy could play an important role in mitigating the total adverse effects of plane noise.

2. Is the list of options developed in line with the design principles?

	Design Principle (DP)	Have we developed the options in alignment with this DP?	If no, please explain your answer
1.	Safety by Design	Yes	
2.	Enhanced Navigation Standards	Yes	
3.	Limit Adverse Noise Effects	No	Per our response to Q1, there are many other significant factors which must be considered to create a benchmark fully capable of determining which options best meet the design principles.
4.	Time Based arrival Operations	Yes	
5.	Resilience Built in	Don't Know	Insufficient information to determine whether options will meet this design principle
6.	Optimise use of aircraft capabilities	Don't Know	Insufficient information to determine whether options will meet this design principle
7.	Long Term Predictability & Adaptability	Don't Know	Insufficient information to determine whether options will meet this design principle
8.	Deconfliction by Design	No	Upper airspace join-points remain unknown and flight path conflicts with other airports are yet to be analysed.
9.	Locally Tailored Designs	Yes	

3. Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the ACP?

Yes

If yes, please explain your answer:

The FASI team should take account of the following key principles:

1. **Noise reduction obligation:** The aviation industry should be required to ensure that all safe and reasonably practical measures to reduce noise emissions, exposure and impacts are expeditiously implemented.
2. **Balance:** A fair balance should be struck between the interests of the aviation industry and people adversely affected by its operations, including that growth is equitably and proportionately balanced by reductions in noise and other environmental impacts.
3. **Capacity/noise trade off:** Reduction in airport capacity should not be a reason to reject dispersal options that would reduce the noise burden imposed on communities.
4. **Night flights:** The biggest single complaint that residents have is night flights and these should be banned for a full eight-hour period.
5. **Total impacts:** Account should be taken of all routes and aircraft noise (departures and arrivals) that affects an area rather than considering individual flight paths separately.
6. **Measurement of Noise:** it's vital that the way that aircraft noise is measured fully reflects the impact on communities. We therefore believe that, in addition to using the more traditional average noise metric (Leq), the noise event frequency metric (N>) should be used to fully take account of frequency of overflight and that both metrics should be given equal weighting in all circumstances.
7. **Newly Overflown Areas** - in our view aircraft noise should be dispersed within areas that have historically been impacted by aircraft and that the target disposition of traffic should take account of historical circumstances, with particular reference to the pre 2013 traffic profile. We feel new areas should not be overflown and material increases in concentration within areas previously overflown should be avoided. However, if a significant increase in air traffic is forecast, and to such an extent that noise levels would breach WHO recommended limits (including increases in noise for communities that are already above those limits), then the option of flying over new areas should be considered. In these circumstances, a full airspace change process should be followed.

Given the sensitivities associated with flying over new areas we would also suggest that a clear definition of "newly overflown" is required. With historic dispersal driven by ATC vectoring, with changes to the ILS join (2013 ILS minimum join changed from 7nm to 10nm) and with the drop in volumes due to the pandemic currently allowing aircraft to be routed closer to the runway, it is currently difficult to confirm, with precision, which communities should be considered newly overflown. We would certainly suggest that using 2019 overflight data is far too narrow a definition.

From: [DD - Airspace FASI-South Prog External](#)
To: [DD - Airspace FASI-South Prog External](#)
Subject: RE: Gatwick FASI-S ACP Comprehensive List of Options Engagement Presentation and Feedback Form Update
Attachments: [image001.png](#)

Dear Stakeholder,

Following stakeholder communications received post engagement meetings in February and March we have kept the feedback period on Gatwick's FASI-S Comprehensive List of Options open past the original deadline to allow as many of you as possible to respond.

To enable us to review, analyse and incorporate stakeholder responses into next steps of the airspace change process, we kindly request that your responses to the Comprehensive List of Options questionnaire be submitted to this email address by **Tuesday 12th April**.

The presentation and questionnaire feedback form can be found here [Gatwick Comprehensive List of Options Presentation and Feedback Form](#)

Thank you to all stakeholders who have already submitted a response.

If you have further questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team

gatwick logo new



From: DD - Airspace FASI-South Prog External
Sent: 04 March 2022 12:27
Subject: Gatwick FASI-S ACP Comprehensive List of Options Engagement Presentation and Feedback Form Update

Dear Stakeholder,

Following the workshops held on the 15th, 17th and 23rd of February, please find below a link to a folder which contains the comprehensive list of options presentation and a feedback form for Gatwick FASI-S Airspace Change Proposal Stage 2.

[Feedback form and Comprehensive List of Options Presentation](#)

Please download the feedback form, and **send the completed form to this email address by Friday 25th March 2022.**

Additional Workshop

We're aware there are a small number of stakeholders who were unable to attend the workshops due to an error when sending out the meeting link. We are therefore planning to hold an additional workshop on the **18th March between 1330 and 1630** which will be open to all stakeholders who have not yet attended a workshop. The material presented at this session will be the same as the previous workshops. If you would like to attend this, please respond to this email by Wednesday 16th March.

-

Drop in questions and answer sessions

As mentioned during the workshops, we will also be holding two question and answer sessions on Microsoft Teams. These will be open to all stakeholders. It's important to note that no new material will be presented at these sessions; the purpose is for stakeholders to have an opportunity to ask questions. We will send out details of these sessions separately.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you have any questions about our Airspace Change then please do not hesitate to get in touch with us via this email address. If you are not the relevant contact within your organisation, please respond with an alternative contact. If an alternative contact is not provided, we will continue to send further information to this email address.

Best wishes,

Gatwick FASI-S Project Team

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Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Stage 2 Engagement Evidence:

Event G Round 3 DPE Engagement (Q2 2022)

Contents:

1. G.1. Email Invitation
2. G.2. Email Briefing Note (3 emails)
3. G.i.3. Email Meeting Link (23rd June) (2 emails)
4. G.ii.3. Email Meeting Link (24th June) (2 emails)
5. G.iii.3. Email Meeting Link (28th June) (2 emails)
6. G.4. Briefing Note and Agenda
7. G.5. Email Post Event (5 emails)
8. G.6. Meeting Presentation Cover
9. G.7. Notes and Q&A
10. G.8. Feedback emails (1 email)



LONDON GATWICK

From:
Bcc:

[Redacted content]

Subject: Gatwick FASI-South June Stakeholder Engagement
Date: 20 May 2022 18:32:00
Attachments: [FASI ACP Stage 2 Engagement Letter May 21 v1.pdf](#)
[image001.png](#)

Dear stakeholder,

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. We would like to invite you to join one of three Stakeholder sessions in June where we will update on the outcomes of the engagement on our Comprehensive List and provide information about the Design Principle Evaluation.

The workshops will be conducted as a virtual meeting using the Microsoft Teams application. Three virtual meetings are planned for:

- 14:00 to 15:30 on June 23rd 2022
- 10:00 to 11:30 on June 24th 2022
- 17:00 to 18:30 on June 28th 2022

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by Tuesday 21st June 2022. An agenda and briefing note will be circulated prior to the meetings and the link to join the online workshop will be circulated the day prior to the meeting to all registered attendees.

For further information please refer to the attached letter.

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you are not the relevant contact within your organisation, please respond with an alternative contact.

Thank you,

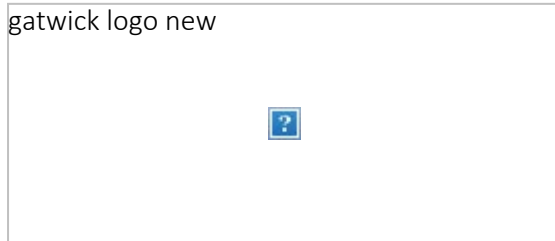
[Redacted]

[Redacted]

Gatwick Airport Ltd

[Redacted]

gatwick logo new



From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)

Bcc: [REDACTED]

Subject: Gatwick Airport's FASI-s ACP Update Sessions June 2022 Briefing Note
Date: 21 June 2022 16:02:00
Attachments: [Gatwick FASI-S ACP Update Sessions June 2022 BriefingNote Agenda.pdf](#)
[image001.png](#)

Dear stakeholder,

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes and registering your attendance to one of the three FASI virtual update meetings, planned for 23rd, 24th and 28th June. In preparation, please receive a briefing note summarizing the purpose, agenda, background and desired outcomes for the sessions.

We will contact you with access information a day before the engagement you registered for.

If you have any questions or comments regarding the content of this briefing prior to the update sessions please email: LGWairspace.FASIS@gatwickairport.com

Thank you

Gatwick FASI-S ACP Team

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From:
Bcc:

██████████ on behalf of [DD - Airspace FASI-South Prog External](#)

[REDACTED]

Subject: REMINDER: Gatwick Airport's FASI-s ACP Update Sessions June 2022
Date: 21 June 2022 16:23:00
Attachments: [Gatwick FASI-S ACP Update Sessions June 2022 BriefingNote Agenda.pdf](#)
[image001.png](#)

Dear stakeholder,

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. We wrote to you in May to inform that we were planning three FASI virtual update meetings, planned for 23rd, 24th and 28th June. In preparation, please receive a briefing note summarizing the purpose, agenda, background and desired outcomes for the sessions.

If you intend to join, **please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by EOD Wednesday 22nd June.**

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. If you are not the relevant contact within your organisation, please respond with an alternative contact.

Thank you,

Gatwick FASI-S ACP Team

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From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: CORRECTION - Gatwick Airport's FASI-s ACP Update Sessions June 2022 Briefing Note
Date: 22 June 2022 09:23:00
Attachments: [Gatwick FASI-S ACP Update Sessions June 2022 BriefingNote Agenda.pdf](#)
[image001.png](#)

Dear stakeholder,

We wrote to you Yesterday and shared the briefing note and agenda for the June 2022 update sessions for Gatwick Airport's FASI-S Airspace Change. There is an error in the note, which we bring to your attention: the last engagement is planned for 28th June at 17:00 and NOT for 29th as was stated in the original note. Please receive our apologies for the confusion and the updated note.

Should you have any questions, do not hesitate to contact us on

lgwairspace.fasis@gatwickairport.com

Kind regards

Gatwick FASI-S ACP Team

gatwick logo new



From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)

Bcc: [REDACTED]

Subject: Gatwick Airport's FASI-s ACP Update June 2022

Date: 22 June 2022 19:59:00

Attachments: [image001.png](#)

Dear stakeholder,

Thank you for registering to attend the Gatwick FASI ACP stakeholder update session on **Thursday 23rd June 14:00 – 15:30**, which will be held virtually using the Microsoft Teams platform. Please find a link to access the meeting below.

Link to the briefing:

[Gatwick FASI ACP Update Session 23 June](#)

We look forward to seeing you on the day.

Kind regards

Gatwick FASI ACP Team

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From: [REDACTED]
To: [REDACTED]
Subject: FW: Gatwick Airport's FASI-s ACP Update June 2022
Date: 23 June 2022 13:54:00
Attachments: [image001.png](#)

Hi all
Please receive the link to today's meeting below..
Kind regards

[REDACTED]
[REDACTED]
Gatwick Airport Ltd
[REDACTED]

gatwick logo new



From: DD - Airspace FASI-South Prog External
Sent: 22 June 2022 20:00
Subject: Gatwick Airport's FASI-s ACP Update June 2022

Dear stakeholder,

Thank you for registering to attend the Gatwick FASI ACP stakeholder update session on

Thursday 23rd June 14:00 – 15:30, which will be held virtually using the Microsoft Teams platform. Please find a link to access the meeting below.

Link to the briefing:

[Gatwick FASI ACP Update Session 23 June](#)

We look forward to seeing you on the day.

Kind regards

Gatwick FASI ACP Team

gatwick logo new



From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: Gatwick Airport's FASI-s ACP Update June 2022
Date: 23 June 2022 16:01:00
Attachments: [image001.png](#)

Dear stakeholder,

Thank you for registering to attend the Gatwick FASI ACP stakeholder update session on **Friday 24rd June 10:00 – 11:30**, which will be held virtually using the Microsoft Teams platform. Please find a link to access the meeting below.

Link to the briefing:

[FASI-S Update Meeting 24rd June](#)

We look forward to seeing you on the day.

Kind regards

Gatwick FASI ACP Team

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From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)

Bcc: [REDACTED]

Subject: Gatwick Airport's FASI-s ACP Update June 2022

Date: 23 June 2022 16:08:00

Attachments: [image001.png](#)

Dear stakeholder,

Thank you for registering to attend the Gatwick FASI ACP stakeholder update session on **Friday 24rd June 10:00 – 11:30**, which will be held virtually using the Microsoft Teams platform. Please find a link to access the meeting below.

Link to the briefing:

[FASI-S Update Meeting 24rd June](#)

We look forward to seeing you on the day.

Kind regards

Gatwick FASI ACP Team

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From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)

Bcc: [REDACTED]

Subject: FW: Gatwick Airport's FASI-s ACP Update June 2022

Date: 27 June 2022 18:25:00

Attachments: [image001.png](#)

Dear stakeholder,

Thank you for registering to attend the Gatwick FASI ACP stakeholder update session on **Tuesday 28rd June 17:00 – 18:30**, which will be held virtually using the Microsoft Teams platform. Please find a link to access the meeting below.

Link to the briefing:

[Gatwick FASI Stakeholder Update Session 28th June](#)

We look forward to seeing you on the day.

Kind regards

Gatwick FASI ACP Team

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From: [REDACTED]
To: [REDACTED]
Subject: FW: Gatwick Airport's FASI-s ACP Update June 2022
Date: 27 June 2022 18:28:00
Attachments: [image001.png](#)

Hi [REDACTED]
By copy should below not reach you...
See you tomorrow
Kind regards

[REDACTED]
[REDACTED]
Gatwick Airport Ltd
[REDACTED]

gatwick logo new



From: [REDACTED] **On Behalf Of** DD - Airspace FASI-South Prog External

Sent: 27 June 2022 18:26

Subject: FW: Gatwick Airport's FASI-s ACP Update June 2022

Dear stakeholder,

Thank you for registering to attend the Gatwick FASI ACP stakeholder update session on **Tuesday 28rd June 17:00 – 18:30**, which will be held virtually using the Microsoft Teams platform. Please find a link to access the meeting below.

Link to the briefing:

[Gatwick FASI Stakeholder Update Session 28th June](#)

We look forward to seeing you on the day.

Kind regards

Gatwick FASI ACP Team

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Gatwick Airport FASI South Airspace Change Proposal

Update for Stakeholders with an interest in the Gatwick Airport Limited (GAL)
Redesign of Arrival and Departure Procedures (ACP-2018-60, FASI South).

In preparation for the Stakeholder meetings on 23rd, 24th and 29th June 2022

17th June 2022

Dear stakeholder,

This note summarises the scope of GAL FASI ACP stakeholder update sessions that will be held on June 23rd, 24th and 29th.

The purpose of the sessions is to update stakeholders on the progress we have made between April, May and June to finalise the comprehensive list of airspace design options for the ACP, incorporating feedback provided by stakeholders following our engagement sessions in February and March 2022. We will also provide an update on the development of the Design Principle Evaluation that examines how well each option aligns with the design principles.

Agenda

1. Welcome and introductions
2. Update on the overall timeline for the GAL FASI ACP
3. CAP1616: Stakeholder Engagement & Consultation Recap
4. Update on the development of the Comprehensive List of Options
5. Design Principle Evaluation
6. Next steps

Background

The UK's Airspace Modernisation Strategy (AMS) identifies the need to upgrade the airspace in Southern England to meet the demand for air transport in a sustainable and resilient way. The airspace upgrades in Southern England is being delivered as a single coordinated programme known as FASI (Future Airspace Strategy Implementation) South. The Department for Transport asked all affected airports, and NATS, to develop Airspace Change Proposals (ACPs) as part of the programme. The interdependencies between the FASI ACPs must be coordinated to optimise the overall design as part of an Airspace Masterplan.

Comprehensive List of Options

The UK CAA's CAP1616 document provides detailed guidance on the process for making changes to the airspace design, including community engagement requirements. The GAL

FASI ACP is currently in Stage 2 of the CAP1616 process, developing and assessing airspace design options for the ACP. Our approach to developing and assessing options aims to:

- Adequately consider, in a consistent manner, all viable options.
- Demonstrate clear objectivity in the option assessment process.
- Enable stakeholders to understand the rationale behind our assessment.

As part of Stage 2, we presented a comprehensive list of options identified for the ACP to the same group of stakeholders that were engaged during Stage 1 of the process to support the development of the design principles. The options were circulated after the sessions and stakeholders were requested to review the information, raise questions and provide feedback. The June 2022 update sessions will explain the steps that we've taken to address the feedback received.

Design Principle Evaluation

We are conducting a Design Principle Evaluation to examine how well each option on the Comprehensive List meets the design principles. The evaluation is a high-level exercise that applies a set of criteria that reflect each of the principles. As part of the June 2022 sessions, we will provide information and update on progress with the Design Principle Evaluation.

Feedback

If you have any questions or comments regarding the content of this briefing prior to the update sessions please email:

LGWairspace.FASIS@gatwickairport.com

Thankyou

FASI-S Project

Gatwick Airport

From:
Bcc:

[REDACTED]

Subject: Gatwick Airport's FASI-s ACP Update Sessions June 2022 Slide Pack and Q&A Record
Date: 22 July 2022 11:15:00
Attachments: [GAL FASI ACP S2 June 22 stakeholder update v1.0pptx.pdf](#)
[GAL FASI ACP Stakeholder Question Answer Record June 22.pdf](#)

Dear stakeholder,

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. On 23rd, 24th and 28th June we conducted our 4th set of Engagement Sessions, where we provided an update on the Design Principle Evaluation progress and described how your feedback from the Comprehensive List of Options engagement informed the ongoing development and refinement of options. Please receive the presentation used and the Q&A record from the engagement.

We will contact next with the updated Stakeholder Engagement Report.

If you have any questions or comments regarding the content of this briefing prior to the update sessions please email: LGWairspace.FASIS@gatwickairport.com

Thank you

Gatwick FASI-S ACP Team

From: [REDACTED]
To: [REDACTED]
Subject: FW: Gatwick Airport's FASI-s ACP Update Sessions June 2022 Slide Pack and Q&A Record
Date: 22 July 2022 11:16:00
Attachments: [GAL FASI ACP S2 June 22 stakeholder update v1.0pptx.pdf](#)
[GAL FASI ACP Stakeholder Question Answer Record June 22.pdf](#)
[image001.png](#)

Hi [REDACTED]
Forwarding this to you directly.
Kind regards

[REDACTED]
[REDACTED]
Gatwick Airport Ltd
[REDACTED]

gatwick logo new



From: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Sent: 22 July 2022 11:16
Subject: Gatwick Airport's FASI-s ACP Update Sessions June 2022 Slide Pack and Q&A Record
Dear stakeholder,

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. On 23rd, 24th and 28th June we conducted our 4th set of Engagement Sessions, where we provided an update on the Design Principle Evaluation progress and described how your feedback from the Comprehensive List of Options engagement informed the ongoing development and refinement of options. Please receive the presentation used and the Q&A record from the engagement.

We will contact next with the updated Stakeholder Engagement Report.

If you have any questions or comments regarding the content of this briefing prior to the update sessions please email: LGWairspace.FASIS@gatwickairport.com

Thank you

Gatwick FASI-S ACP Team

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: FW: Gatwick Airport's FASI-s ACP Update Sessions June 2022 Slide Pack and Q&A Record
Date: 28 July 2022 10:27:00
Attachments: [GAL FASI ACP S2 June 22 stakeholder update v1.0pptx.pdf](#)
[GAL FASI ACP Stakeholder Question Answer Record June 22.pdf](#)
[image001.png](#)

Dear [REDACTED]

We were informed that we may have missed you from our latest communications relating to the June engagement sessions. Please receive the attached the slide deck and the related Q&A document. We have updated our stakeholder files to include your contact for our future engagements, please let us know if this is correct and if we should add anyone else.

Kind regards

Gatwick Airport FASI Team [REDACTED]

gatwick logo new



From: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>

Sent: 22 July 2022 11:16

Subject: Gatwick Airport's FASI-s ACP Update Sessions June 2022 Slide Pack and Q&A Record
Dear stakeholder,

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. On 23rd, 24th and 28th June we conducted our 4th set of Engagement Sessions, where we provided an update on the Design Principle Evaluation progress and described how your feedback from the Comprehensive List of Options engagement informed the ongoing development and refinement of options. Please receive the presentation used and the Q&A record from the engagement.

We will contact next with the updated Stakeholder Engagement Report.

If you have any questions or comments regarding the content of this briefing prior to the update sessions please email: LGWairspace.FASIS@gatwickairport.com

Thank you

Gatwick FASI-S ACP Team

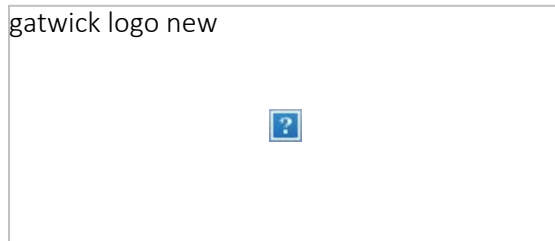
From: [REDACTED]
To: [REDACTED]
Bcc: [REDACTED]
Subject: FW: Gatwick Airport's FASI-s ACP Update Sessions June 2022 Slide Pack and Q&A Record
Date: 28 July 2022 10:31:00
Attachments: [GAL FASI ACP S2 June 22 stakeholder update v1.0pptx.pdf](#)
[GAL FASI ACP Stakeholder Question Answer Record June 22.pdf](#)
[image001.png](#)

Dear [REDACTED]

I am sending this email to you directly as we are having some technical issues with our FASI mailbox at the moment. We were made aware that we may have missed you from our latest communications relating to the June engagement sessions. Please receive the attached forward of the email communication including the attached slide deck and the related Q&A document. We have updated our stakeholder files to include your contact for our future engagements, please let us know if this is correct and if we should add anyone else.

Kind regards

[REDACTED]
[REDACTED]
Gatwick Airport Ltd
[REDACTED]



From: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Sent: 22 July 2022 11:16
Subject: Gatwick Airport's FASI-s ACP Update Sessions June 2022 Slide Pack and Q&A Record
Dear stakeholder,

Thank you for participating in Gatwick's Airspace Change Proposal (ACP) to redesign the airport's arrival and departure routes. On 23rd, 24th and 28th June we conducted our 4th set of Engagement Sessions, where we provided an update on the Design Principle Evaluation progress and described how your feedback from the Comprehensive List of Options engagement informed the ongoing development and refinement of options. Please receive the presentation used and the Q&A record from the engagement.

We will contact next with the updated Stakeholder Engagement Report.

If you have any questions or comments regarding the content of this briefing prior to the update sessions please email: LGWairspace.FASIS@gatwickairport.com

Thank you

Gatwick FASI-S ACP Team

From: [REDACTED]
To: [REDACTED]
Subject: Gatwick Airport's FASI-s ACP Update Sessions June 2022 Briefing Note
Date: 21 June 2022 16:07:00
Attachments: [Gatwick Airport's FASI-s ACP Update Sessions June 2022 Briefing Note.msg](#)
[image001.png](#)

Hi [REDACTED]

Please receive an update on the FASI June update sessions.

Please let me know that you received this.

Kind regards

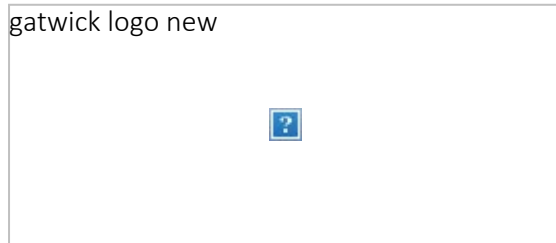
[REDACTED]

[REDACTED]

Gatwick Airport Ltd

[REDACTED]

gatwick logo new



Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Examples of the stakeholder engagement material presented throughout Stage 2 of GAL's FASI-S ACP have been compiled into the following document:

Stage 2 Annex A: Evolution of the Options Design

This is published on the CAA's Airspace Change Portal and can be publicly accessed via the direct link below:

[CAA Airspace Change Portal ACP-2018-60](https://airspacechange.caa.co.uk/PublicProposalArea?plD=54)

<https://airspacechange.caa.co.uk/PublicProposalArea?plD=54>



LONDON GATWICK

Gatwick FASI-S Airspace Change Proposal

Summary of questions and answers from stakeholders participating in the FASI-South update briefings held on the 23rd, 24th and 28th June 2022.

Version v1.0 28/06/2022

Introduction

This document summarises the stakeholder questions and comments and the Gatwick team's responses discussed during the update briefings held on the 23rd, 24th and 28th June 2022. The briefings discussed the progress made by Gatwick Airport Limited (GAL or we) to develop and assess options for our airspace change proposal (ACP) 2018-60 – the redesign of departure and arrival procedures as part of the FASI (Future Airspace Strategy Implementation) South Programme¹. The methodology we are following to develop and assess options is designed to meet the requirements laid out in Stage 2 of the Civil Aviation Authority's (CAA's) guidance on the regulatory process for changing the airspace design (known as CAP1616 or the process)².

The briefings held in June 2022 formed part of the third round of stakeholder engagement that is planned for Stage 2 to support the development and assessment of airspace change options. The briefings were conducted online and attended by a mix of stakeholder representatives who have been engaged previously during Steps 1B and Step 2A of the process. The agenda for the briefings covered:

- An update on the overall timeline for the GAL FASI ACP
- A recap on the stakeholder engagement and consultation requirements in CAP1616
- An update on the development of the Comprehensive List of Options for the ACP following the previous round of stakeholder engagement conducted between February and April 2022.
- An overview of the Design Principle Evaluation
- The next steps in the CAP1616 process

Table 1 sets out the questions and comments raised by stakeholders during the update briefings and the responses provided by our team.

Please email LGWairspace.FASIS@gatwickairport.com with any further feedback, comments, suggestions and follow-up questions **by Friday 12th August 2022**.

All material generated as part of our Stage 2 engagement activities will be uploaded to the CAA's Airspace Change Portal when Step 2A of the ACP is completed.

¹ Future Airspace Strategy Implementation (FASI) South is one of 15 key initiatives set out in the Airspace Modernisation Strategy (AMS – CAA CAP1711) that are considered necessary to fundamentally redesign and upgrade the UK's airspace structure and air transport route network. The AMS is co-sponsored by the Department for Transport and Civil Aviation Authority.

² CAA CAP1616, Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information, fourth edition, published March 2021.

Table 1: Summary of the questions and comments raised by stakeholders and responses provided by the GAL team

#	Stakeholder question	GAL team response
Briefing session #1: June 23rd 2022		
1	What do you mean by 'Options'?	At this stage in the process, an airspace design option is one complete system of routes, either arrivals or departures, from the same runway end, for example, there are several different systems of easterly departure routes that are each considered as options on the Comprehensive List. Similarly, there are several different systems of westerly departures, easterly arrivals and westerly arrivals. Each individual system is an option. As we progress through the airspace change process, these options will be developed and refined through qualitative and quantitative assessment and stakeholder feedback. In Stage 3 of the process, the individual system options will be combined to create fully integrated options with a complete set of easterly/westerly arrival and departure routes that serve the airport.
2	How much are the options dictated by the Gatwick Airport 'need' and not governed by the design principles?	The options developed aim to align with the design principles and the ACP statement of need. In the earlier rounds of Stage 2 engagement, we explained the methodology that we have used to develop airspace design options, guided by the design principles. The later rounds of Stage 2 engagement provide the opportunity for stakeholders to ensure the comprehensive list of options has been developed in alignment with the design principles.
3	Do any of the current options involve additional volume of Controlled Airspace (CAS) or enable the possibility to reduce the current volume of CAS around Gatwick?	We will examine the potential impact of each of the options on the volume of controlled airspace as part of the Initial Options Appraisal in Step 2B of the process. The GAL FASI ACP is required as part of the wider Airspace Change Masterplan process to aim to deliver a net reduction in the total volume of controlled airspace and explore opportunities to enhance access/integration for other airspace users.
4	Continuous Descent Operations (CDO) and Continuous climb operations (CCO) are Noise Abatement Procedures for further out from the runway so if you are to restrict the track length how do you see this working?	All departure route options on the Comprehensive List have been developed to achieve CCO, based on a 6% climb rate. As we progress through the Design Principle Evaluation and Initial Options Appraisal, we will be able to draw on more information about the ACPs being developed by NATS (above 7000ft.) and other adjacent airports (below 7000ft), to better understand any external constraints on the CCO performance of our options.

#	Stakeholder question	GAL team response
		<p>As noted in the briefing, we expect our options to evolve and refine as more information becomes available from the development of other adjacent ACPs. Most of the system options on the Comprehensive List show the total track length of each route (either arrival or departure) between 0-7000ft. There are some options that are prioritised for noise from 0-4000ft in isolation that show shorter track lengths (i.e. to/from only 4,000ft). There would still be portions of the route above 4000ft which would be optimised for flight efficiency and emissions, primarily through the application of CCO and CDO.</p>
5	<p>Will the actual climb rate be lower compared to operations with controller intervention?</p>	<p>At this stage, where there is very limited information about the interdependencies with ACPs sponsored by NATS and the adjacent airports, the future climb performance that can be achieved by aircraft operating at Gatwick is not fully known.</p> <p>All departure options on the Comprehensive List have been developed to achieve continuous climb based on a conservative 6% climb rate performance (most aircraft operating at Gatwick today achieve a higher rate of climb). As we progress through the Design Principle Evaluation and Initial Options Appraisal, we will introduce information about the surrounding airports and airspace, to understand the impacts to continuous climb performance.</p> <p>As we have noted in the engagement sessions, we expect options to evolve and refine as more information becomes available in order to achieve continuous climb operations where possible.</p> <p>Alongside the interdependencies with other airports and NERL, aircraft climb performance is influenced by a number of factors including aircraft type, load, and weather conditions. As we progress through the process, we will introduce an assessment based on the actual fleet mix and climb profiles of aircraft departing from Gatwick; this will be used as part of our environmental assessments in the Initial and Full Options Appraisals.</p>

#	Stakeholder question	GAL team response
Briefing session #2: June 24th 2022		
6	Suggest an information package to provide an overview of the process and ACP so far for parish councils to come up to speed.	As part of the next engagement sessions in Q3/Q4 2022, we will be conducting separate sessions with Parish Councils. These sessions are planned to be separate so that we have an opportunity to cover the work undertaken as part of the process to date and to introduce Parish Councils to the next steps as part of the ACP where they will have the opportunity to be involved in the process. We will take on board this suggestion to provide an information pack in advance to these stakeholders.
7	Given the timing of the second phase of the Fair and Equitable Distribution (FED) Study, will this be absorbed into Stage 3 and can revisions be made in Stage 3?	Any outcomes from the second phase of the FED study will be incorporated into Stage 3 of the ACP as part of the Full Options Appraisal and Consultation Strategy. As part of the work at Stage 3 we expect the options to be developed and refined as more information becomes available from adjacent ACPs and ongoing engagement with stakeholders, therefore there will be opportunities to revise and improve options. We intend that there will be a clear audit trail to track the development and refinement of each option throughout the process and therefore any revisions made will be clearly documented.
8	Some of the arrivals options use RNP-AR, is authorisation required for the aircraft, crew or both?	RNP-AR stands for required navigation performance authorisation required. It is a type of advanced PBN specification. In order to fly an RNP-AR route, both the crew and aircraft have to be approved to operate on the specific routes in question. At present, not all of Gatwick's fleet and airline crews are RNP-AR approved. Over time we expect more of the fleet to be able to utilise and crews to become familiar.
9	Some of the options developed aim to balance total population overflow and population newly overflowed, how did you do this?	As part of the airspace design database, we have data about the notional flight paths that overfly the fewest population and also the notional flight paths that overfly the same areas as today. Alongside this, we used mapping data which shows 2019 overflight swathes. When developing options that aim to balance total and newly overflowed population, we used the above-mentioned data to identify the routes that overfly fewest people and are also located within the existing overflight swathes. The only exception to this was in the case of the respite configurations for the easterly arrivals; the data in this case suggested that there were high performing routes that

#	Stakeholder question	GAL team response
		<p>deviated from the existing swathe owing to the very low population located under these routes. We therefore developed two respite options for easterly arrivals; one guided purely by the data, and the other by the overflight maps and the data.</p>
10	<p>Do the options which aim to balance total population overflow and population newly overflow conflict with Air Navigation Guidance? (CB answered)</p>	<p>At this stage we are generating a list of all viable options for the ACP. Some of these options consider what happens today, and others take a 'blank sheet' approach to options development. These 'blank sheet' options use outputs from the airspace design database and are developed in alignment with the design principles.</p> <p>The options that aim to balance total and newly overflowed population are guided by the design principles. Some have been developed following stakeholder feedback.</p> <p>As part of the next steps of the process we will start to evaluate and appraise the options. As part of the Initial Options Appraisal, we will analyse the benefits and impacts of the options, being governed by the primary and secondary CAP1616 metrics and the Air Navigation Guidance.</p> <p>We're aware that some options may come into conflict with established policies, procedures, or agreements. If the benefit of these options are expected to outweigh the impacts, we will engage with the Department for Transport (DfT) and the CAA at the appropriate time to discuss the justification for deviating from established policies or modifying established procedures or agreements.</p>
11	<p>Does the assessment of newly overflowed consider the altitude and frequency of aircraft?</p>	<p>The assessments that form part of the Design Principle Evaluation and the Initial Options Appraisal, will take into account the altitude of the aircraft and the frequency of overflight.</p>
12	<p>Newly overflowed should be defined as from 2013 when the closest joining point to the final approach changed from 7nm to 10nm then to 8nm. As a minimum, this should use 10 years of historic data.</p>	<p>As part of the CAP1616 process, we are required to define a 'do nothing' baseline scenario. This is then used to compare the benefits and impacts of each option. This 'do nothing' baseline scenario is required to describe the airspace environment immediately before implementation, in the case of Gatwick's ACP, this is estimated at around 2026 onwards.</p>

#	Stakeholder question	GAL team response
		<p>Our assessment of newly overflowed must examine the populations that we expect will be overflowed by the existing airspace design at the point when a change is implemented in 2026.</p>
13	<p>When selecting options, some communities think it is important to consider the wider historical impacts in option selection, not the baseline year.</p>	<p>We recognise that some stakeholders would like the baseline year to incorporate historic flight path data, such as changes pre-2014. Whilst the CAP1616 definition of a baseline is clear, as explained in the presentation and answer to question 12 above, there are also opportunities as part of the options appraisals for us to look at other relevant information when assessing options.</p> <p>This means that alongside the qualitative and quantitative assessment of the options against the formal CAP1616 baseline (a projected scenario in 2026), there may be opportunities for us to undertake some qualitative analysis against a broader historical background. This would be guided in part by the outcomes of phase 2 of the Fair and Equitable Distribution Study (FED Study).</p>
14	<p>Is there a link between the noise envelope being developed for the DCO application and the options as part of this ACP?</p>	<p>The DCO application and this airspace change proposal are two separate developments that follow two different planning/regulatory processes. Some metrics used as part of the DCO noise envelope may also be used in the CAP1616 process for this ACP, however the metrics agreed for the noise envelope should be configured to accurately represent the impacts of this ACP.</p>
15	<p>Are you evaluating population overflow all the way up to 7000ft?</p>	<p>Yes, one of the secondary CAP1616 noise metrics is overflight contours. The contours and associated data between 0-7000ft will form part of the Option Appraisals.</p>
<p>Briefing session #3: June 28th 2022</p>		
16	<p>Why does the timeline (Slide 7) not show Stage 3A?</p>	<p>The section on the timeline labelled 'Full Options Appraisal' shows the time allocated for the Stage 3A activity. We've updated the slide to show Stage 2A, Stage 2B and Stage 3A labels. It's important to note that beyond the Stage 2 gateway, this is an indicative timeline which may be subject to change.</p>

#	Stakeholder question	GAL team response
17	<p>At the moment, options are considered as individual groups or systems of arrivals and departure routes rather than fully integrated options (i.e. easterly and westerly arrivals and departures combined). How will evaluation of these options work?</p>	<p>Owing to the number of options developed and our methodology, at this stage we've chosen to keep an option as one complete system of either arrival or departure routes from the same runway end. As part of the Design Principle Evaluation and Initial Options Appraisal we will begin to analyse the possible benefits and impacts of combining different system options into a fully integrated suite of arrival and departure routes serving all runway ends.</p> <p>As we move through to the Stage 3 Full Options Appraisal we will need to combine the options together and look at the full systems; this task will become more manageable at the end of the Initial Options Appraisal when we will have a shortlist of options.</p>
19	<p>Lots of references are made to interdependencies with NATS / NERL and Heathrow but to what extent are smaller aerodromes suggest as Biggin Hill and Farnborough involved in engagement.</p>	<p>As part of the ACOG Masterplan Iteration 2 there's a map which shows all of the adjacent airports that Gatwick shares interdependencies with including Heathrow, Southampton, Biggin Hill and Farnborough. We are actively engaging with all of these airports via bilateral meetings and will continue to engage throughout the process in coordination with ACOG.</p>
20	<p>There is currently a restriction which says that aircraft are not allowed to overfly Horley, will the FASI-S ACP change this?</p>	<p>At the current stage we're generating a list of all viable options; some of these options consider the current restrictions, and others take a 'blank sheet' approach to options development. These 'blank sheet' options use outputs from the airspace design database and are developed in alignment with the design principles.</p> <p>As part of the next steps of the process we will start to evaluate and appraise the options and at this point we will consider how all options benefit/impact the baseline which takes into account the current constraints.</p> <p>Following the Design Principle Evaluation and then the Initial Options Appraisal, we will have a shortlist of options and at this point, we will have a better indication of whether the ACP has the potential to change the existing arrangements regarding Horley.</p> <p>We're aware that some options may come into conflict with established policies, procedures, or agreements. In the case that an option is progressed that conflicts with these, and where the options appraisals show that benefits are expected to outweigh the</p>

#	Stakeholder question	GAL team response
		impacts, we will engage with the Department for Transport (DfT) and the CAA and the appropriate time to discuss the justification for making changes.
21	Have options EDL and EDM been trialled already? Are they based on a previous trial?	No. The options shown on the comprehensive list have been developed on paper for the FASI-S ACP. They are not based on any previous trials nor are any being trialled at present.
22	Why do the maps not include detailed placenames?	<p>At this stage where we are developing options to align with the design principles, we have included maps with various background layers which help stakeholders understand how the options perform in respect to the design principles.</p> <p>As part of the next steps of the process, where we start to examine the benefits and impacts of the options, we will start to provide information overlaid on a standard Ordnance Survey map.</p>
23	We got a high court judgement which said that Gatwick must broaden the 7 – 10nm swathe. Your options development should keep to this.	<p>At this stage we are generating a list of all viable options for the ACP. Some of these options consider what happens today, and others take a ‘blank sheet’ approach to options development. These ‘blank sheet’ options use outputs from the airspace design database and are developed in alignment with the design principles.</p> <p>The options that aim to balance total and newly overflown population are guided by the design principles. Some have been developed following stakeholder feedback.</p> <p>As part of the next steps of the process we will start to evaluate and appraise the options. As part of the Initial Options Appraisal we will analyse the benefits and impacts of the options and this is guided by the primary and secondary CAP1616 metrics and the Air Navigation Guidance.</p> <p>We’re aware that some options may come into conflict with established policies, procedures, or agreements. If the benefits of these options are expected to outweigh the impacts, we will engage with the Department for Transport (DfT) and the CAA at the appropriate time to discuss the justification for deviating from established policies or modifying established procedures or agreements.</p>

#	Stakeholder question	GAL team response
24	<p>Some communities do not agree that 2019 is the definite year for newly overflown, some communities may challenge the 2019 as the baseline in that respect.</p>	<p>As part of the CAP1616 process, we are required to define a ‘do nothing’ baseline scenario. This is then used to compare the benefits and impacts of each option. This ‘do nothing’ baseline scenario is required to describe the airspace environment immediately before implementation, in the case of Gatwick’s ACP, this is estimated at around 2026 onwards. Our assessment of newly overflown must examine the populations that we expect will be overflown by the existing airspace design at the point when a change is implemented in 2026.</p> <p>We recognise that some stakeholders would like the baseline year to incorporate historic flight path data, such as changes pre-2014. Whilst the CAP1616 definition of a baseline is clear, as explained in the presentation and answer to question 12 above, there are also opportunities as part of the options appraisals for us to look at other relevant information when assessing options.</p> <p>This means that alongside the qualitative and quantitative assessment of the options against the formal CAP1616 baseline (a projected scenario in 2026), there may be opportunities for us to undertake some qualitative analysis against a broader historical background. This would be guided in part by the outcomes of phase 2 of the Fair and Equitable Distribution Study (FED Study).</p>
25	<p>Countryside locations are more likely to get adversely affected, how are we going to address that?</p>	<p>As part of the comprehensive list of options, we have listened to stakeholder feedback and developed some options that aim to balance overflight of rural areas and areas with comparatively lower ambient noise. The measurement of ambient noise is complex and there is no regulatory guidance or legislation that guides how we incorporate it as a factor in our options appraisal. Nonetheless, we plan to take the outcomes of the second phase of the FED Study and appraise each option as part of our Full Options Appraisal at Stage 3.</p>

From: [REDACTED]

Sent: 28 June 2022 19:15

To: DD - Airspace FASI-South Prog External
<LGWairspace.FASIS@gatwickairport.com>

Cc: [REDACTED]

[REDACTED]

[REDACTED]

Subject: [EXTERNAL SENDER] FASI-S meeting 28th June 22

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[REDACTED]

Just a comment on part of the methodology the route designers are using.

I can understand the approach of using the (mainly) road noise mapping to avoid the more rural areas.

However it is worth noting that for people close to a main road while the front of the house might be very noisy, the back of the house most of the time will actually be relatively quiet and so offer people in the house respite from the road noise.

If you start flying planes over them the back of the house also becomes noisy and so there is no getting away from the noise. So now you have a group of people who

are already exposed to relatively high noise levels getting an additional noise impact.

So I think this is something you need to be careful with in your assessment and not treat it in such a black / white manner.

Also in terms of the assessment work are there any plans to look at the routes in terms of areas of social deprivation i.e. to ensure that more socially deprived areas are not being disproportionately impacted by any possible future routes, as this is something that can be relatively easily assessed given the deprivation mapping available.

Thanks

[Redacted]
[Redacted]

Environmental Health, Reigate & Banstead Borough Council, Town Hall,
Castlefield Road, Reigate, Surrey, RH2 0SH.

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Reigate & Banstead Borough Council

Reigate Town Hall, Castlefield Road, Reigate, Surrey RH2 0SH

Telephone : +44 (0)1737 276000

Website : <http://www.reigate-banstead.gov.uk>

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Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Stage 2 Engagement Evidence: Event H Round 3 Parish Councils (Q4 2022)

Content:

1. H.i.1. Email Invitation
2. H.ii.1. Email Invitation
3. H.2. Email with Agenda
4. H.i.3. Email Meeting Links (3 emails)
5. H.ii.3. Email Meeting Links (3 emails)
6. H.4. Briefing Note
7. H.5. Email Post Event
8. H.6. Meeting Presentation Cover
9. H.7. Notes and Q&A
10. H.9. Email Follow Up



LONDON GATWICK

From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)

Bcc: [REDACTED]

Subject: FW: Gatwick Airport Future Airspace Strategy Implementation (FASI) South Parish Council Engagement Invitation

Date: 22 September 2022 09:26:00

Attachments: [image001.png](#)

Dear Parish Council Stakeholder

In October 2018, following the Government's publication of its Airspace Modernisation Strategy, Gatwick has initiated the process for its redesign of Departure and Arrival Routes and Procedures (FASI South) Airspace Change, Civil Aviation Authority (CAA) ID: ACP-2018-60.

The development of this airspace change project is following the CAA's CAP 1616 Airspace Change Process and has consequently up to this point focused engagement with a limited group of external stakeholders. These included local government (some parish councils and local borough, district and county councils) as well as key local environmental and community noise action groups.

The stakeholders already involved have been engaged throughout the airspace change process so far, contributing both to the Define Stage (Stage 1) and the current Develop and Assess Stage (Stage 2).

While the regulatory process does not require wider engagement at this stage we have planned to expand the stakeholders involved to include a broader parish council representation at the point the design options are more mature and developed and a meaningful shortlist of viable options is available to help simplify the process and make the potential impact clearer to the local communities, and you their representatives. This process is under way now, with the anticipated final engagement, detailing the outcomes of 'Design Principle Evaluation' and progress of 'Initial Options Appraisal', being planned for November 2022. We should be clear that this is still relatively early in the process and well ahead of the full public consultation that will take place much later in Stage 3 but the sessions we have planned should help you to be as well informed as you can be, which we believe will be helpful given the relatively complex nature of the process and the project itself.

With that in mind, we would like to invite you to join one of two Parish Council Stakeholder Briefing Sessions where we will explain the progress of this airspace change to date and update you on the Comprehensive List of Options we have developed as well as provide an overview of the Design Principle Evaluation and Initial Options Appraisal processes, so that you, the Parish Council Stakeholders, can join and participate in the November engagement sessions that we plan to schedule.

The briefings will be conducted as a virtual meeting using the Microsoft Teams application. Two virtual meetings are planned for:


- 10:00 to 12:00 on October 5th 2022
- 17:00 to 19:00 on October 6th 2022

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the two virtual meetings by 30th September 2022. The link to join the online briefing will be circulated the day prior to the meeting to all registered attendees.

From:
Bcc:

on behalf of [DD - Airspace FASI-South Prog External](#)

[REDACTED]



Subject: Gatwick Airport FASI-S Parish Council Stakeholder Briefing Sessions December 2022
Date: 03 November 2022 11:12:00
Attachments: [image001.png](#)

Dear Parish Council Stakeholder,

In October 2018, following the publication of the Government and CAA co-sponsored Airspace Modernisation Strategy, Gatwick Airport Limited initiated a project to redesign its departure and arrival routes and procedures under the auspices of the Future Airspace Strategy Implementation - South (FASI-S) Airspace Change programme.

The development of this airspace change project is following the CAA's CAP 1616 Airspace Change Process and has consequently up to this point focused engagement with a targeted group of stakeholders. These included local government (some parish, borough, district and county councils) as well as key local environmental and community noise action groups.

The stakeholders already involved have been engaged throughout the airspace change process so far, contributing both to the Define Stage (Stage 1) and the current Develop and Assess Stage (Stage 2).

While the regulatory process does not require wider engagement at this stage we are expanding the range of stakeholders involved to include a broader range of parish council representation at the point the airspace design options being created are more mature and a meaningful shortlist of viable options is available to help simplify the process and make the potential impact clearer to the local communities, and you their representatives.

This process is under way now, with the anticipated final engagement, detailing the outcomes of 'Design Principle Evaluation' and progress of 'Initial Options Appraisal', being planned for January 2023. We should be clear that this is still relatively early in the process and well ahead of a full public consultation that will take place much later in Stage 3 but the sessions we have planned should help you to be as well informed as possible, which we believe will be helpful to you given the relatively complex nature of the process and the project itself.

We invited 75 of our nearest parish councils to two Parish Council Stakeholder briefing sessions on 5th and 6th October, where we explained the progress of this airspace change to date and updated on the Comprehensive List of Options we have developed as well as provided an overview of the Design Principle Evaluation and Initial Options Appraisal processes, so that you, the parish council stakeholders, could join and participate in the upcoming engagement sessions that we plan to schedule early next year.

In order to reach as many of you as possible we have decided to hold two further briefings. The planned agenda and content in these sessions will be the same as the October sessions.

The briefings will be conducted as a virtual meetings using the Microsoft Teams application. Two virtual meetings are planned for:

• **17:30 to 19:30 on 5th December**

• **10:30 to 12:30 on 9th December**

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the two virtual meetings by 30 November. The link to join the online briefing will be circulated the day prior to the meeting to all registered attendees.

Thank you,

FASI-S Project

Gatwick Airport

From:

Bcc:

Subject:

Gatwick Airport Future Airspace Strategy Implementation (FASI) South Parish Council Briefing Note

Date:

03 October 2022 16:26:00

Attachments:

[GAL FASI S ACP Parish Council Briefing v1.1.pdf](#)
[image001.png](#)

Dear Parish Council Stakeholder,
please receive attached the Briefing Note in preparation for the Gatwick's planned FASI-South engagements on 5th and 6th October.

Kind regards

On behalf of FASI-S Project

Gatwick Airport

gatwick logo new



From: DD - Airspace FASI-South Prog External

Sent: 22 September 2022 09:26

Subject: FW: Gatwick Airport Future Airspace Strategy Implementation (FASI) South Parish Council Engagement Invitation

Dear Parish Council Stakeholder

In October 2018, following the Government's publication of its Airspace Modernisation Strategy, Gatwick has initiated the process for its redesign of Departure and Arrival Routes and Procedures (FASI South) Airspace Change, Civil Aviation Authority (CAA) ID: ACP-2018-60.

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The stakeholders already involved have been engaged throughout the airspace change process so far, contributing both to the Define Stage (Stage 1) and the current Develop and Assess Stage (Stage 2).

While the regulatory process does not require wider engagement at this stage we have planned to expand the stakeholders involved to include a broader parish council representation at the point the design options are more mature and developed and a meaningful shortlist of viable options is available to help simplify the process and make the potential impact clearer to the local communities, and you their representatives. This process is under way now, with the anticipated final engagement,

detailing the outcomes of 'Design Principle Evaluation' and progress of 'Initial Options Appraisal', being planned for November 2022. We should be clear that this is still relatively early in the process and well ahead of the full public consultation that will take place much later in Stage 3 but the sessions we have planned should help you to be as well informed as you can be, which we believe will be helpful given the relatively complex nature of the process and the project itself.

With that in mind, we would like to invite you to join one of two Parish Council Stakeholder Briefing Sessions where we will explain the progress of this airspace change to date and update you on the Comprehensive List of Options we have developed as well as provide an overview of the Design Principle Evaluation and Initial Options Appraisal processes, so that you, the Parish Council Stakeholders, can join and participate in the November engagement sessions that we plan to schedule.

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- 10:00 to 12:00 on October 5th 2022
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Thank you,

FASI-S Project

Gatwick Airport

gatwick logo new



From:

Bcc:



Subject: Gatwick Airport Future Airspace Strategy Implementation (FASI) South Parish Council Meeting Link
Wednesday 5th October

Date: 04 October 2022 14:57:00

Attachments: [image001.png](#)

Dear Parish Council Stakeholder,

Please receive the meeting link for tomorrow's Parish Council Stakeholder Engagement Session:

[Wednesday 5th Oct.](#)

Kind regards

On behalf of FASI-S Project

Gatwick Airport

gatwick logo new



From:

Sent: 03 October 2022 16:26

Subject: Gatwick Airport Future Airspace Strategy Implementation (FASI) South Parish Council Briefing Note

Dear Parish Council Stakeholder,

please receive attached the Briefing Note in preparation for the Gatwick's planned FASI-South engagements on 5th and 6th October.

Kind regards

On behalf of FASI-S Project

Gatwick Airport

gatwick logo new



From: DD - Airspace FASI-South Prog External

Sent: 22 September 2022 09:26

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While the regulatory process does not require wider engagement at this stage we have planned to expand the stakeholders involved to include a broader parish council representation at the point the design options are more mature and developed and a meaningful shortlist of viable options is available to help simplify the process and make the potential impact clearer to the local communities, and you their representatives. This process is under way now, with the anticipated final engagement, detailing the outcomes of 'Design Principle Evaluation' and progress of 'Initial Options Appraisal', being planned for November 2022. We should be clear that this is still relatively early in the process and well ahead of the full public consultation that will take place much later in Stage 3 but the sessions we have planned should help you to be as well informed as you can be, which we believe will be helpful given the relatively complex nature of the process and the project itself.

With that in mind, we would like to invite you to join one of two Parish Council Stakeholder Briefing Sessions where we will explain the progress of this airspace change to date and update you on the Comprehensive List of Options we have developed as well as provide an overview of the Design Principle Evaluation and Initial Options Appraisal processes, so that you, the Parish Council Stakeholders, can join and participate in the November engagement sessions that we plan to schedule.

The briefings will be conducted as a virtual meeting using the Microsoft Teams application. Two virtual meetings are planned for:

- 10:00 to 12:00 on October 5th 2022
- 17:00 to 19:00 on October 6th 2022

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the two virtual meetings by 30th September 2022. The link to join the online briefing will be circulated the day prior to the meeting to all registered attendees.

Thank you,

FASI-S Project

Gatwick Airport

gatwick logo new



From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: FASIS meeting 5th October
Date: 05 October 2022 08:59:00
Attachments: [Gatwick Airport Future Airspace Strategy Implementation \(FASI\) South Parish Council Meeting Link Wednesday 5th October.msg](#)

Hi [REDACTED]

Apologies if we missed you - please see the attached email for the meeting link.

Kind regards

[REDACTED]
[REDACTED]
Gatwick Airport Ltd

-----Original Message-----

From: [REDACTED]
Sent: 04 October 2022 18:08
To: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
[REDACTED]
Subject: [EXTERNAL SENDER] FASIS meeting 5th October

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Dear Gatwick

I am booked as an elected member of Warnham Parish Council to attend the meeting tomorrow but I do not have a link to join or an agenda.

Can you please send this link asap if the meeting is going ahead tomorrow morning.

Thank you in advance

[REDACTED]

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: FASIS meeting 5th October
Date: 05 October 2022 09:07:00
Attachments: [Gatwick Airport Future Airspace Strategy Implementation \(FASI\) South Parish Council Meeting Link Wednesday 5th October.msg](#)

Hi [REDACTED]

Apologies if we missed you in our comms. Please see the meeting link attached:

https://teams.microsoft.com/l/meetup-join/19%3ameeting_MDM2YjcxNjctMTkzYy00NGI5LTg0YzMtMTkxMTZiYWQzNjU3%40thread.v2/0?context=%7b%22id%22%3a%22d47cdecf-73a7-4b5f-8535-85d01001a09e%22%2c%22oid%22%3a%22249dff1c-6fb5-4b32-8a35-ef4c532ae583%22%7d

Kind regards

[REDACTED]
[REDACTED]
Gatwick Airport Ltd

-----Original Message-----

From: [REDACTED]
Sent: 05 October 2022 08:39
To: [REDACTED]
[REDACTED]
Cc: [REDACTED]
Subject: FASIS meeting 5th October

Morning [REDACTED]
I have had a message from [REDACTED] saying he has not received a meeting link. Can you sort. [REDACTED] is cc.
[REDACTED]

From:

Bcc:

Subject:

Gatwick Airport Future Airspace Strategy Implementation (FASI) South Parish Council Meeting Link
Thursday 6th October

Date:

06 October 2022 10:13:00

Attachments:

[image001.png](#)

Dear Parish Council Stakeholder,

Please receive the meeting link for this evening's Parish Council Stakeholder Engagement Session: [Thursday 6th October](#).

Kind regards

On behalf of FASI-S Project

Gatwick Airport

gatwick logo new



From:

Sent: 03 October 2022 16:26

Subject: Gatwick Airport Future Airspace Strategy Implementation (FASI) South Parish Council Briefing Note

Dear Parish Council Stakeholder,

please receive attached the Briefing Note in preparation for the Gatwick's planned FASI-South engagements on 5th and 6th October.

Kind regards

On behalf of FASI-S Project

Gatwick Airport

gatwick logo new



From: DD - Airspace FASI-South Prog External

Sent: 22 September 2022 09:26

Subject: FW: Gatwick Airport Future Airspace Strategy Implementation (FASI) South Parish Council Engagement Invitation
Dear Parish Council Stakeholder

In October 2018, following the Government's publication of its Airspace Modernisation Strategy, Gatwick has initiated the process for its redesign of Departure and Arrival Routes and Procedures (FASI South) Airspace Change, Civil Aviation Authority (CAA) ID: ACP-2018-60.

The development of this airspace change project is following the CAA's CAP 1616 Airspace Change Process and has consequently up to this point focused engagement with a limited group of external stakeholders. These included local government (some parish councils and local borough, district and county councils) as well as key local environmental and community noise action groups.

The stakeholders already involved have been engaged throughout the airspace change process so far, contributing both to the Define Stage (Stage 1) and the current Develop and Assess Stage (Stage 2).

While the regulatory process does not require wider engagement at this stage we have planned to expand the stakeholders involved to include a broader parish council representation at the point the design options are more mature and developed and a meaningful shortlist of viable options is available to help simplify the process and make the potential impact clearer to the local communities, and you their representatives. This process is under way now, with the anticipated final engagement, detailing the outcomes of 'Design Principle Evaluation' and progress of 'Initial Options Appraisal', being planned for November 2022. We should be clear that this is still relatively early in the process and well ahead of the full public consultation that will take place much later in Stage 3 but the sessions we have planned should help you to be as well informed as you can be, which we believe will be helpful given the relatively complex nature of the process and the project itself.

With that in mind, we would like to invite you to join one of two Parish Council Stakeholder Briefing Sessions where we will explain the progress of this airspace change to date and update you on the Comprehensive List of Options we have developed as well as provide an overview of the Design Principle Evaluation and Initial Options Appraisal processes, so that you, the Parish Council Stakeholders, can join and participate in the November engagement sessions that we plan to schedule.

The briefings will be conducted as a virtual meeting using the Microsoft Teams application. Two virtual meetings are planned for:

- 10:00 to 12:00 on October 5th 2022
- 17:00 to 19:00 on October 6th 2022

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the two virtual meetings by 30th September 2022. The link to join the online briefing will be circulated the day prior to the meeting to all registered attendees.

Thank you,

FASI-S Project

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From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)
Bcc: [REDACTED]
Subject: Gatwick Airport FASI-S Parish Council Stakeholder Briefing Session 5th December 2022 - joining information
Date: 02 December 2022 12:58:00
Attachments: [image001.png](#)

Dear Parish Council Stakeholder

Thank you for registering for the Gatwick Airport's FASI-South Airspace Change Parish Council Stakeholder briefing, scheduled for 5th December 2022 at 17:30.

Please receive the join link to the virtual meeting here:

[Gatwick FASI-S ACP Parish Council Briefing 5th December](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

Gatwick FASI-S ACP Project Team

gatwick logo new



From: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>

Sent: 03 November 2022 09:55

To:

Subject: Gatwick Airport FASI-S Parish Council Stakeholder Briefing Sessions December 2022

Dear Parish Council Stakeholder,

In October 2018, following the publication of the Government and CAA co-sponsored Airspace Modernisation Strategy, Gatwick Airport Limited initiated a project to redesign its departure and arrival routes and procedures under the auspices of the Future Airspace Strategy Implementation - South (FASI-S) Airspace Change programme.

The development of this airspace change project is following the CAA's CAP 1616 Airspace Change Process and has consequently up to this point focused engagement with a targeted group of stakeholders. These included local government (some parish, borough, district and county councils) as well as key local environmental and community noise action groups.

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We invited 75 of our nearest parish councils to two Parish Council Stakeholder briefing sessions on 5th and 6th October, where we explained the progress of this airspace change to date and updated on the Comprehensive List of Options we have developed as well as provided an overview of the Design Principle Evaluation and Initial Options Appraisal processes, so that you, the parish council stakeholders, could join and participate in the upcoming engagement sessions that we plan to

schedule early next year.

In order to reach as many of you as possible we have decided to hold two further briefings. The planned agenda and content in these sessions will be the same as the October sessions.

The briefings will be conducted as a virtual meetings using the Microsoft Teams application. Two virtual meetings are planned for:

• **17:30 to 19:30 on 5th December**

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Thank you,

FASI-S Project

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From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)

Bcc: [REDACTED]

Subject: Gatwick Airport FASI-S Parish Council Stakeholder Briefing Join Link 9th December

Date: 08 December 2022 14:09:00

Attachments: [image001.png](#)

Dear Parish Council Stakeholder

Thanks for registering for the Parish Council Stakeholder briefing for Gatwick Airport's FASI-South Airspace Change, scheduled for 9th December 2022 at 10:30.

Here is the join link to the virtual meeting:

[Gatwick FASI Parish Council Stakeholder Briefing 9th December](#)

Please contact above email address if you have any further comments or questions.

Thank you

Gatwick FASI-S ACP Project Team

From: Gatwick FASI-S ACP Project Team

Sent: 03 November 2022 09:55

To: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>

Subject: Gatwick Airport FASI-S Parish Council Stakeholder Briefing Sessions December 2022

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Thank you,

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From: [REDACTED]
To: [REDACTED]
Subject: FW: Gatwick Airport FASI-S Parish Council Stakeholder Briefing Join Link 9th December
Date: 09 December 2022 09:04:00
Attachments: [image001.png](#)

Hi [REDACTED]

I am forwarding you the log in details again, can you please confirm you received them?

Thanks in advance

Kind regards

[REDACTED]
[REDACTED]
Gatwick Airport Ltd
[REDACTED]

gatwick logo new



From: DD - Airspace FASI-South Prog External

Sent: 08 December 2022 14:10

Subject: Gatwick Airport FASI-S Parish Council Stakeholder Briefing Join Link 9th December

Dear Parish Council Stakeholder

Thanks for registering for the Parish Council Stakeholder briefing for Gatwick Airport's FASI-South Airspace Change, scheduled for 9th December 2022 at 10:30.

Here is the join link to the virtual meeting:

[Gatwick FASI Parish Council Stakeholder Briefing 9th December](#)

Please contact above email address if you have any further comments or questions.

Thank you

Gatwick FASI-S ACP Project Team

From: Gatwick FASI-S ACP Project Team

Sent: 03 November 2022 09:55

To: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>

Subject: Gatwick Airport FASI-S Parish Council Stakeholder Briefing Sessions December 2022

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Thank you,

FASI-S Project

Gatwick Airport

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Gatwick FASI-South Airspace Change Proposal

Parish Council Engagement Session, Briefing Note

Version v1.1 30/09/2022

Introduction

This briefing note provides background information about the UK Airspace Modernisation Strategy and Gatwick Airport's FASI South Airspace Change Proposal (ACP). The information is intended to support our first ACP engagement sessions with Parish Council stakeholders, planned for October 5th and 6th 2022 and is offered as optional pre-reading. The purpose of the Parish Council engagement sessions is to update stakeholders on the activities conducted so far to develop the Gatwick FASI South ACP (reference 2018-60¹) for the redesign of the departure and arrival routes that serve the airport's operations.

Background Information

UK Airspace Modernisation Strategy

The Department for Transport (DfT) and the Civil Aviation Authority (CAA) published the UK's Airspace Modernisation Strategy (AMS) in December 2018. The strategy describes how the airspace above Southern England is reaching capacity and contains design features that restrict the aviation industry's ability to improve its operational and environmental performance. Without a fundamental redesign of the airspace structure and route network, the industry will increasingly struggle to meet the future demand for air transport in a sustainable and resilient way.

The redesign of the airspace in Southern England is being delivered as a single coordinated programme known as 'Future Airspace Strategy Implementation – South' (FASI-S). The DfT asked all affected airports, and NATS En-Route Limited (NERL), to develop ACPs as part of the programme. The ACPs are separated into local and network airspace components. Under these arrangements, NERL is leading the ACPs required to upgrade the airspace structure and route network above c.7000ft. The airports, including Gatwick, are leading a set of interdependent ACPs to redesign their respective local arrival and departure routes below c.7000ft. The interdependencies between the ACPs must be carefully coordinated to ensure that the options developed by the individual proposals can be integrated effectively and optimise the overall airspace design.

The Airspace Change Organising Group (ACOG) was established by the DfT and the CAA to coordinate the FASI-S Programme and manage the interdependencies through the development of an Airspace Masterplan. A high-level draft of the Masterplan (known as Iteration 1) was developed in 2020, before the FASI-S programme was paused because of the extraordinary impact of the COVID-19 pandemic. In March 2021, the Government made funding available to restart the programme and help ACOG to produce the next iteration of the Masterplan (known as Iteration 2), which was published in May 2022².

Gatwick works closely with ACOG, NERL and the other airport ACP sponsors participating in the FASI-S programme to maintain alignment across the proposals and generate the information required to support the development of future iterations of the Masterplan.

¹ [CAA Airspace Change Portal - Gatwick Redesign of departure and arrival routes and procedures \(FASI South\) - ACP-2018-60](#)

² [CAP2312B: UK Airspace Change Masterplan Iteration 2 \(caa.co.uk\)](#)

Civil Aviation Authority Airspace Change Process (CAP 1616)

The CAA is the UK’s independent aviation regulator and has the responsibility for deciding whether to approve proposed changes to the design of the UK’s airspace structure and route network. In this capacity, the CAA provides guidance to ACP sponsors like Gatwick on the regulatory process for changing the airspace design, which is typically referred to the Airspace Change Process or CAP1616³. The process is undertaken through seven stages with ‘gateways’ at four key points, as outlined in Figure 1 (further details are also provided in Appendix 1). At each gateway, the ACP sponsor must satisfy the CAA that it has followed the process correctly before it can move to the next stage. In the interests of transparency, the CAA has made all materials produced by sponsors as part of the process openly available to the public via the online Airspace Change Portal⁴.

FIGURE 1: STAGES OF THE CAP1616 PROCESS (FURTHER EXPANDED IN APPENDIX 1)



A key component of the CAP1616 process is stakeholder consultation and engagement. Formal consultation activities are required at key points during the development of an ACP and the application of good practice for ongoing engagement is considered essential to achieve a successful outcome. CAP1616 is not prescriptive about how consultation and engagement should be conducted. However, the process highlights that a core principle of an effective consultation strategy is that an ACP sponsor must engage stakeholders in a two-way conversation, and must be able to demonstrate this to the CAA via evidence.

³ [CAA Airspace Change \(CAP1616\) Interactive PDF](#)

⁴ [Airspace change portal \(caa.co.uk\)](#)

Gatwick Airport's FASI-S ACP Activity Summary

Gatwick Airport's Future Airspace Strategy Implementation-South Airspace Change Proposal

Gatwick has committed to work with NATS and the other airports in the FASI-S programme to deliver airspace modernisation. The Gatwick FASI-S ACP identified three outcomes that it is seeking from the airspace change, which are aligned with the modernisation objectives:

1. Develop and implement systemised departure and arrival procedures that improve safety and resilience, increase capacity, and offer improved operational agility in line with the Government's policy on making best use of existing runways and infrastructure.
2. Efficiently integrate with the wider redesign of the air transport network in London and the Southeast to make best use of enhanced system capabilities.
3. Limit, and where possible seek to reduce environmental impacts on, and provide predictability for, local communities.

Provided below is an overview of Gatwick's activities to date in-line with the CAP1616 process. The full documentation is linked in the footnotes below and is also published on the [CAA's Airspace Change Portal](#):

TABLE 2 – STAGE 1. DEFINE ACTIVITIES OVERVIEW

STAGE OUTPUT	ACTIVITY COMMENTS
<p>Step 1A</p> <p>Statement of Need</p>	<p>Gatwick submitted the Statement of Need⁵ to the CAA in October 2018 and held an Assessment Meeting⁶ with the CAA on January 23, 2019.</p> <p>Following the Assessment Meeting, Gatwick confirmed its Intent to Proceed⁷ on January 24th, 2019.</p>
<p>Step 1B</p> <p>Design Principles</p>	<p>In Stage 1, as well as creating the Statement of Need, ACP Sponsors are also required to develop a set of Airspace Design Principles. These design principles are used to guide the development and assessment of airspace design options for the ACP and encompass safety, environmental and operational criteria, and strategic policy objectives.</p> <p>Design Principles are developed through engagement with a targeted group of stakeholder representatives. CAP1616 (C12) explains that, <i>“Earlier in the process, as there will not be clarity on the precise impacts of a proposed change, it will be more challenging to identify potential audiences with whom to engage on this process. It is therefore likely that contact will primarily be with stakeholders’ representatives: community leaders; local authorities elected representatives; airport consultative committees; representative groups; governmental organisations; and industry groups”</i>. The stakeholders engaged to support the development of Gatwick's Design Principles are published on the CAA's Airspace Change Portal.</p>

⁵ [Statement of Need](#)

⁶ [Agenda for Stage 1 Assessment meeting](#); [Assessment Meeting Minutes](#); and [Assessment Meeting Slide Pack](#)

⁷ [Confirmation of Intent to Proceed](#)

<i>STAGE OUTPUT</i>	<i>ACTIVITY COMMENTS</i>
	<p>Initial stakeholder engagement sessions were held in March 2019 regarding the development of Gatwick's ACP Airspace Design Principles⁸.</p> <p>Following feedback obtained from the initial engagement sessions Gatwick developed, distributed, and published Outline Design Principles⁹ in April 2019. The purpose of this document was to continue engagement on the development of the design principles, to share a summary of feedback received to date, and solicit further feedback from stakeholders.</p> <p>Gatwick produced its Airspace Modernisation Design Principles¹⁰ in June 2019. This included the following nine Design Principles (see Appendix 2 for expanded explanations):</p> <ol style="list-style-type: none"> 1. <i>Safety by Design (core)</i> 2. <i>Enhanced Navigation Standards (core)</i> 3. <i>Limit Adverse Noise Effects (core)</i> 4. <i>Time Based Arrival Operations</i> 5. <i>Resilience Built In</i> 6. <i>Optimise Use of Aircraft Capabilities</i> 7. <i>Long Term Predictability & Adaptability</i> 8. <i>Deconfliction by Design</i> 9. <i>Locally Tailored Designs</i> <p>These Design Principles, alongside details of the engagement activities and the stakeholder representatives engaged, were then submitted to the CAA as part of Gatwick's Stage 1B regulatory submission. Full details can be found on the CAA's airspace change portal.</p>
Stage 1 Gateway	Following CAA review of the development of the Design Principles, and associated Stakeholder engagement, Gatwick passed Stage 1 Gateway on July 3 rd , 2019.

ACP Project Pause and Restart

The extraordinary impact of the Coronavirus pandemic in early 2020 led to significant uncertainty surrounding its likely effects on the aviation industry. Accordingly, in April 2020 the ACP was paused whilst Gatwick, and its stakeholders, adapted their plans accordingly.

Following the announcement in March 2021 by the DfT and the CAA of Government financial support for the FASI programme, Gatwick requested to restart this ACP at Stage 2A in May 2021. This request was approved in May 2021 by the CAA.

⁸ [An Introduction to Design Principle Development](#); [Introductory DP Briefing Slides](#); and [Introductory DP Briefing Consolidated Q&A](#)

⁹ [Outline Design Principles](#)

¹⁰ [Airspace Modernisation Design Principles](#)

As part of its request to restart, Gatwick confirmed that there had been no material changes that required updating materials previously produced for the ACP.

Gatwick identified that it would be prudent to undertake some additional re-engagement with community stakeholders in preparation for the programme restarting. This engagement took place with Gatwick's Noise Management Board (NMB) and the Noise and Track Monitoring Advisory Group in June 2021.

Stage 2. Develop and Assess: Activity to Date (In Progress)

TABLE 3 – STAGE 2. DEVELOP & ASSESS ACTIVITIES OVERVIEW

STAGE OUTPUT	ACTIVITY COMMENTS
<p>Step 2A</p> <p>Comprehensive List of Design Options</p>	<p>During Stage 2, ACP Sponsors develop a comprehensive list of airspace design options. These options are then tested with the same targeted group of stakeholder representatives engaged during Stage 1, to ensure that they have been developed in line with the airspace design principles.</p> <p>Three rounds of engagement with representative stakeholders have been conducted to date as part of Stage 2. See an overview of this activity below:</p> <p>Comprehensive List of Design Options Engagement Sessions:</p> <p>Round 1: Virtual Workshop Session - September 2nd / 3rd 2021 and Briefing - December 7th & 9th 2021</p> <ul style="list-style-type: none"> • This engagement was conducted to gather feedback on the methodology that Gatwick intend to follow to develop and assess airspace change design options during Stage 2. It provided stakeholders with an update on the progress made towards building a Comprehensive List of Options, as well as the ACP integration with the Airspace Modernisation Masterplan, as well as other technology and operational concepts. <p>Round 2: Comprehensive List of Options review briefings – Jan to May 2022</p> <ul style="list-style-type: none"> • This engagement was to gather feedback on the development of the initial Comprehensive List of Options for the ACP – this initial list contained 39 options. • The following questions were posed: to stakeholders <ol style="list-style-type: none"> 1. <i>Is the list of options sufficiently comprehensive (is anything missing)?</i> 2. <i>Is the list of options developed in line with the design principles?</i> 3. <i>Are there any other considerations that we should take into account regarding the development of a comprehensive list of options for the FASI-S ACP?</i> <p>The key themes arising from stakeholders' feedback that have influenced the Comprehensive List of Options were:</p> <ul style="list-style-type: none"> • <i>Rural areas and Ambient Noise</i> • <i>Westerly arrivals between 7nm and 10nm</i> • <i>Arrival respite configurations with two routes</i> • <i>Balance of total population overflowed and newly overflowed metrics</i>

STAGE OUTPUT	ACTIVITY COMMENTS
<p>Step 2A</p> <p>Design Principle Evaluation</p>	<p>The next step is to evaluate each of the options on the Comprehensive List against each Design Principle, to narrow them down to a shortlist. The outcome of the Design Principle Evaluation (DPE) will be taken forward to the Initial Options Appraisal in Step 2B.</p> <p>Design Principle Evaluation Engagement Sessions:</p> <p>We note that there is no specific requirement in the CAP1616 process to conduct engage activities with the same representative stakeholders for the DPE. However, Gatwick took the view that it is important that stakeholders understand the approach being followed, and so engagement was conducted in preparation for the DPE.</p> <p>Round 3: Virtual Briefing Session - 23rd, 24th, and 28th of June 2022</p> <p>Engagement to demonstrate how the outputs of rounds 1 and 2 of engagement so far have shaped the options on the comprehensive list, and the approach to the Design Principle Evaluation process.</p>

Parish Council Engagement

During Stage 1, based on feedback from the representative stakeholders engaged, Gatwick committed to broadening stakeholder engagement to Parish Councils during the later phases of Stage 2. This is beyond the CAP1616 requirements, but Gatwick recognised the importance for local Parish Councils to be involved in the ACP process.

Gatwick is now engaging Parish Councils as part of the fourth round of our Stage 2 stakeholder engagement activities. The fourth round has been identified as the most appropriate point in Stage 2 to engage with Parish Council stakeholders because we will have a shortlist of options that will enable us to target the engagement on those Parishes that are potentially affected.

Initially, two identical engagement sessions for Parish Councils will be held, so that we can explain the overall CAP1616 process, the driver for Gatwick's ACP, and outline the progress to date with the ACP. These will be split across two dates:

- **October 2022** - Parish Councils who are regular Gatwick stakeholders and are within close geographic proximity to the airport have been invited to attend workshops.
- **November / December 2022** - The final shortlist outcomes of the Design Principle Evaluation will be used to identify any further Parish Councils potentially impacted by the airspace change. These Parish councils will be invited to attend workshops in November / December. The material at these workshops will be identical to that presented in October 2022.

In January 2023, all identified parish council stakeholders will be invited to join the main group of stakeholder representatives and attend a final Stakeholder Engagement update prior to the submission of Gatwick's Stage 2 documents.

At Stage 3 of the process, we will prepare for and undertake a full public consultation.

Feedback

If you have any questions or comments regarding the content of this briefing prior to the Parish Council engagement session[s], please email LGWairspace.FASIS@gatwickairport.com.

Thank you,

FASI-S Project

Gatwick Airport

APPENDIX 1: OVERVIEW OF CAA SEVEN-STAGE ACP PROCESS AND GATEWAYS

STAGE	BRIEF EXPLANATION OF STAGE ACTIVITY
STAGE 1: DEFINE	<p>STEP 1A: ASSESS REQUIREMENT</p> <ul style="list-style-type: none"> The ACP sponsor prepares a Statement of Need setting out what airspace issue or opportunity it is seeking to address. The CAA assesses this Statement of Need and determines whether the proposal is in scope of the airspace change process. <p>STEP 1B: DESIGN PRINCIPLES</p> <ul style="list-style-type: none"> ACP Sponsors develop a set of airspace Design Principles through engagement with a targeted group of stakeholder representatives. The design principles will be used to guide the development and assessment of airspace Design Options for the ACP in Stage 2. <p>DEFINE GATEWAY:</p> <ul style="list-style-type: none"> For the ACP Sponsor to pass the 'Define' gateway they must have: <ol style="list-style-type: none"> Produced a Statement of Need and met with the CAA to discuss the airspace change process. Produced the Design Principles and explained to the CAA how they were influenced through stakeholder engagement. The CAA must have agreed to the change sponsors timescales, accepted the process and approach used to develop the design principles, and accepted the design principles as a well-founded shortlist of principles to inform the development of the Design Options in Stage 2.
STAGE 2: DEVELOP and ASSESS	<p>STEP 2A: OPTION DEVELOPMENT</p> <ul style="list-style-type: none"> ACP Sponsors develop a comprehensive list of airspace design options. These options are then tested with the same targeted group of representatives engaged during Stage 1, to ensure that they have been developed in line with the airspace design principles. All options on the comprehensive list are subject to a Design Principle Evaluation to understand how well each option aligns to the principles. This high-level evaluation provides the first opportunity in the process to start shortlisting options for further assessment. <p>STEP 2B: OPTIONS APPRAISAL</p> <ul style="list-style-type: none"> ACP Sponsors conduct an Initial Options Appraisal (IOA) based on the shortlist of options arising from the Design Principle Evaluation. <p>DEVELOP & ASSESS GATEWAY</p> <ul style="list-style-type: none"> For the ACP Sponsor to pass the 'Develop & Assess' gateway they must have: <ol style="list-style-type: none"> Produced a comprehensive list of airspace change design options; Engaged with relevant stakeholders to explore those options; Produced a design principle evaluation showing how its design options have responded to the design principles; and Produced an Initial Options Appraisal. Once the above is in place, the CAA will confirm whether the sponsor's options appraisal is satisfactory and has passed the Stage 2 Gateway.
STAGE 3: CONSULT	<p>STEP 3A: CONSULTATION PREPARATION</p> <ul style="list-style-type: none"> The ACP Sponsor plans for public consultation and prepares the key materials, including a Draft Consultation Strategy and Full Options Appraisal that provides more rigorous evidence regarding the quantitative impacts of the options. <p>STEP 3B: CONSULTATION APPROVAL</p> <ul style="list-style-type: none"> The CAA reviews the sponsor's Consultation Strategy to ensure it is clear, comprehensive, objective and the materials are accurate and accessible.

STAGE	BRIEF EXPLANATION OF STAGE ACTIVITY
	<p data-bbox="448 309 687 331">CONSULT GATEWAY</p> <ul data-bbox="448 349 1474 568" style="list-style-type: none"> • For the CAA to sign-off the 'Consult' gateway the ACP Sponsor must have produced: <ol data-bbox="504 383 1418 472" style="list-style-type: none"> 1. A consultation strategy 2. Appropriate and effective consultation documents and supporting materials; and 3. A Full options appraisal. • Once the above is in place, the CAA will publish a statement approving the consultation documents and options appraisal as satisfactory, confirming that sponsor has passed the Stage 3 Gateway. <p data-bbox="448 589 895 611">STEP 3C: COMMENCE CONSULTATION</p> <ul data-bbox="448 629 1433 651" style="list-style-type: none"> • The change sponsor implements its consultation strategy and launches the consultation <p data-bbox="448 678 951 701">STEP 3D: COLLATE & REVIEW RESPONSES</p> <ul data-bbox="448 719 1474 775" style="list-style-type: none"> • Consultation responses made through the CAA's Airspace Change online portal are collated, reviewed and categorised.
<p data-bbox="209 824 320 846">STAGE 4:</p> <p data-bbox="209 869 328 925">UPDATE & SUBMIT</p>	<p data-bbox="448 824 756 846">STEP 4A: UPDATE DESIGN</p> <ul data-bbox="448 864 1474 920" style="list-style-type: none"> • The change sponsor considers the consultation responses, identifies any consequent design changes, and updates the options appraisal, submitting to the CAA for review <p data-bbox="448 947 887 969">STEP 4B: SUBMIT PROPOSAL TO CAA</p> <ul data-bbox="448 987 1474 1043" style="list-style-type: none"> • The change sponsor prepares the formal airspace change proposal using a template and submits it to the CAA.
<p data-bbox="209 1093 320 1115">STAGE 5:</p> <p data-bbox="209 1137 296 1160">DECIDE</p>	<p data-bbox="448 1093 778 1115">STEP 5A: CAA ASSESSMENT</p> <ul data-bbox="448 1133 1474 1245" style="list-style-type: none"> • The CAA reviews and assesses the airspace change proposal, prepares assessment papers to inform and provide guidance to the airspace change decision-maker. This step may also include Public Evidence Sessions and the CAA may also request minor changes to the proposal. <p data-bbox="448 1272 730 1294">STEP 5B: CAA DECISION</p> <ul data-bbox="448 1312 1321 1335" style="list-style-type: none"> • The CAA decides whether to approve or reject the airspace change proposal. <p data-bbox="448 1361 663 1384">DECIDE GATEWAY</p> <ul data-bbox="448 1402 1474 1559" style="list-style-type: none"> • For the CAA to sign-off the 'Decide' gateway the ACP Sponsor must have: <ol data-bbox="504 1435 1474 1525" style="list-style-type: none"> 1. Submitted a final proposal including an options appraisal revised in the light of consultation responses 2. Incorporated any technical changes to the proposal the CAA identifies • Once the above is in place, the CAA will provide approval.
<p data-bbox="209 1608 320 1630">STAGE 6:</p> <p data-bbox="209 1653 344 1675">IMPLEMENT</p>	<p data-bbox="448 1608 703 1630">STAGE 6: IMPLEMENT</p> <ul data-bbox="448 1648 1474 1704" style="list-style-type: none"> • The change sponsor implements the approved change, working with air navigation service providers as necessary.
<p data-bbox="209 1753 320 1776">STAGE 7:</p> <p data-bbox="209 1798 416 1865">POST- IMPLEMENTATION REVIEW</p>	<p data-bbox="448 1753 951 1776">STAGE 7: POST-IMPLEMENTATION REVIEW</p> <ul data-bbox="448 1794 1474 1850" style="list-style-type: none"> • The CAA reviews how the airspace change has performed, including whether anticipated impacts and benefits in the original proposal and decision have been delivered

APPENDIX 2: STAGE 1 GATWICK FASI-S ACP DESIGN PRINCIPLES

For full details on the development of the Design Principles and the engagement undertaken, please see the 'Airspace Modernisation Design Principles' document on the [CAA's Airspace Change Portal](#).

#	DESIGN PRINCIPLE	DESCRIPTION
1	Safety by Design	Must at least maintain, and ideally enhance, aviation safety, by reducing or removing safety risk factors, provided enhancement does not have a detrimental impact on other benefits. (CORE PRINCIPLE)
2	Enhanced Navigation Standards	Should adopt the most beneficial enhanced navigation standards for new routes. (CORE PRINCIPLE)
3	Limit Adverse Noise Effects	Shall aim to limit and where possible reduce the adverse impacts of aircraft noise. (CORE PRINCIPLE)
4	Time Based Arrival Operations	Should be compatible with the adoption of time-based arrival operations.
5	Resilience Built In	Should be materially unaffected by most disruptions, including poor weather and technical failures, through the provision of adequate contingencies.
6	Optimise Use of Aircraft Capabilities	Should enable aircraft operators to optimise the use of their fleet capabilities to improve operational efficiency and environmental performance.
7	Long Term Predictability & Adaptability	Should offer long term predictability of flight paths and respite and offer adaptation for the future airport development scenarios outlined in our draft Masterplan.
8	Deconfliction by Design	Should seek, where possible, to deconflict routes by design below 7000ft, and the prevalence of overflight of a community by flights on different routes and/or by neighbouring airport traffic.
9	Locally Tailored Designs	Should enable decisions which affect how aircraft noise is best distributed to be informed by local circumstances and consideration of different options.

From:
Bcc:

on behalf of [DD - Airspace FASI-South Prog External](#)

[REDACTED]

Subject: Gatwick Airport FASI-S Parish Council Stakeholder Briefing Sessions December 2022 Slide Deck
Date: 09 December 2022 15:08:00
Attachments: [image001.png](#)
[DRAFT Parish Council Engagement Pack v.1.1.4.pdf](#)

Dear Parish Council Stakeholders

We wish to thank you for participating in the Stakeholder Briefing Sessions held during October and December 2022.

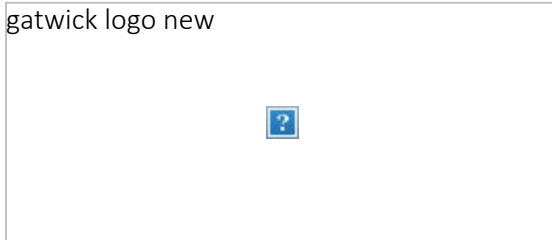
Please receive attached the slide deck used in the briefing sessions. Should you have further comments or questions, please contact us on the email address

lgwairspace.fasis@gatwickairport.com.

Thank you

Gatwick FASI ACP Team

gatwick logo new



From: DD - Airspace FASI-South Prog External

Sent: 03 November 2022 11:13

Subject: Gatwick Airport FASI-S Parish Council Stakeholder Briefing Sessions December 2022

Dear Parish Council Stakeholder,

In October 2018, following the publication of the Government and CAA co-sponsored Airspace Modernisation Strategy, Gatwick Airport Limited initiated a project to redesign its departure and arrival routes and procedures under the auspices of the Future Airspace Strategy Implementation - South (FASI-S) Airspace Change programme.

The development of this airspace change project is following the CAA's CAP 1616 Airspace Change Process and has consequently up to this point focused engagement with a targeted group of stakeholders. These included local government (some parish, borough, district and county councils) as well as key local environmental and community noise action groups.

The stakeholders already involved have been engaged throughout the airspace change process so far, contributing both to the Define Stage (Stage 1) and the current Develop and Assess Stage (Stage 2).

While the regulatory process does not require wider engagement at this stage we are expanding the range of stakeholders involved to include a broader range of parish council representation at the point the airspace design options being created are more mature and a meaningful shortlist of viable options is available to help simplify the process and make the potential impact clearer to the local communities, and you their representatives.

This process is under way now, with the anticipated final engagement, detailing the outcomes of 'Design Principle Evaluation' and progress of 'Initial Options Appraisal', being planned for January 2023. We should be clear that this is still relatively early in the process and well ahead of a full public consultation that will take place much later in Stage 3 but the sessions we have planned should help you to be as well informed as possible, which we believe will be helpful to you given the relatively complex nature of the process and the project itself.

We invited 75 of our nearest parish councils to two Parish Council Stakeholder briefing sessions on 5th and 6th October, where we explained the progress of this airspace change to date and updated on the Comprehensive List of Options we have developed as well as provided an overview of the Design

Principle Evaluation and Initial Options Appraisal processes, so that you, the parish council stakeholders, could join and participate in the upcoming engagement sessions that we plan to schedule early next year.

In order to reach as many of you as possible we have decided to hold two further briefings. The planned agenda and content in these sessions will be the same as the October sessions.

The briefings will be conducted as a virtual meetings using the Microsoft Teams application. Two virtual meetings are planned for:

- **17:30 to 19:30 on 5th December**

- **10:30 to 12:30 on 9th December**

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the two virtual meetings by 30 November. The link to join the online briefing will be circulated the day prior to the meeting to all registered attendees.

Thank you,

FASI-S Project

Gatwick Airport

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Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Examples of the stakeholder engagement material presented throughout Stage 2 of GAL's FASI-S ACP have been compiled into the following document:

Stage 2 Annex A: Evolution of the Options Design

This is published on the CAA's Airspace Change Portal and can be publicly accessed via the direct link below:

[CAA Airspace Change Portal ACP-2018-60](https://airspacechange.caa.co.uk/PublicProposalArea?plD=54)

<https://airspacechange.caa.co.uk/PublicProposalArea?plD=54>



LONDON GATWICK

Gatwick FASI South Airspace Change Proposal

Consolidated summary of the questions and answers from the Parish Council stakeholder engagement sessions conducted in October and December 2022

Version 1.0, December 2022

Introduction

This document summarises the questions and comments raised by Parish Council stakeholders during the Gatwick FASI South Airspace Change Proposal (ACP) engagement sessions in October and December 2022 and the responses provided by the Gatwick team. The purpose of the engagement sessions was to offer Parish Council stakeholders a general briefing on the development of ACP 2018-60 – the redesign of departure and arrival procedures as part of the FASI (Future Airspace Strategy Implementation) South Programme.¹ Gatwick is developing the ACP in line with the Civil Aviation Authority's (CAA's) guidance on the regulatory process for changing the airspace design (known as CAP1616 or the process).

The engagement sessions outlined the activities conducted by the Gatwick team during Step 1a, Step 1b, and Step 2a of the process, setting out the context and objectives of the ACP, the design principles that guide the development of the proposal and the production of a comprehensive list of options for the change. The engagement sessions were conducted online as virtual meetings. The agenda for the sessions covered:

1. Welcome and introductions
2. Background concepts
 - UK Airspace Modernisation Strategy
 - CAP1616 Airspace Change Process
3. Update on the Gatwick FASI South ACP
 - ACP development timelines
 - Airspace Design Principles
 - Comprehensive list of airspace design options
 - Design principle evaluation of the options
4. Questions and Answers
5. Next Steps and Close

Parish Council stakeholders will be invited to participate in the next round of engagement scheduled for late January and early February 2023, where the Gatwick team will present their evaluation of the comprehensive list of options to identify a short list of higher-performing designs.

Table 1 sets out the questions and comments raised by Parish Council stakeholders during the sessions and the responses provided by the Gatwick team. All material generated as part of our Stage 2 engagement activities will be uploaded to the CAA's Airspace Change Portal when Step 2A of the ACP is completed. Please email LGWairspace.FASIS@gatwickairport.com with further feedback, comments, suggestions or follow-up questions.

¹ Future Airspace Strategy Implementation (FASI) South is one of 15 key initiatives set out in the Airspace Modernisation Strategy (AMS – CAA CAP1711) that are considered necessary to fundamentally redesign and upgrade the UK's airspace structure and air transport route network. The AMS is co-sponsored by the Department for Transport and Civil Aviation Authority.

Table 1: Summary of the questions and comments raised by stakeholders and responses provided by the Gatwick team

#	Stakeholder question/comment	Gatwick team response
1	Will Performance-based Navigation (PBN) routes be dangerous if aircraft follow the same track with high levels of precision?	No. Air Traffic Controllers ensure that all aircraft using PBN routes are safely separated at all times. PBN routes encourage more predictable and repeatable operations, making it easier for Air Traffic Controllers to manage the progress of flights safely and efficiently.
2	Is the Comprehensive List of Airspace Design Options developed for the Gatwick FASI South ACP publicly available?	No. Not yet. The Comprehensive List of Options has been shared with the stakeholder representatives engaged in supporting the development of the ACP during Stages 1 and 2 of the CAP1616 process. All materials relating to the development and assessment of the options, including stakeholder feedback, will be published on the CAA Airspace Change Portal and made publicly available at the end of Stage 2. In Stage 3, Gatwick will conduct a public consultation on the ACP that will include details of how the Comprehensive List of Options has been refined through rounds of appraisal and stakeholder engagement to generate the proposed design.
3	Should the comprehensive list of options be presented on standard map backgrounds that indicate the locations of towns and villages so that stakeholders can understand how they may be affected?	Not at this stage in the process. Each 'option' in this context is an operationally compatible configuration of multiple departure routes or multiple arrival routes that serve one runway end. The objective of engaging stakeholders on the options at such an early stage in the process was to test if the list is considered comprehensive when viewed as a collective (i.e. are there any technically viable configurations of routes that appear to be missing from the options list and why?). The number of options on the comprehensive list increased from 39 to 70 based on the feedback provided by stakeholders. We did not seek feedback on the geographical location of the individual routes that comprise each option at this stage because we have yet to conduct an impact assessment and expect the orientation of many routes to change when we do. When we have completed the initial appraisal for each option in Step 2b, we will present the routes on a standard Ordnance Survey map background, along with information about their expected impacts. An example of how the options will be presented in the initial appraisal will be provided in the next round of stakeholder engagement sessions planned for late January and early February 2023.
4	What is the altitude cut-off for the options presented on the comprehensive list?	Gatwick is responsible for maintaining and redesigning the departure and arrival routes that serve the airport from the ground to 7000ft. Above 7000ft NATS En Route Limited (NERL), the UK's licensed Air Navigation Service Provider, is responsible. As a result, the options included in the Gatwick FASI South ACP are designed from the ground to 7000ft.

#	Stakeholder question/comment	Gatwick team response
5	Have the options been assessed against the proposals being developed by other ACP sponsors in the FASI programme?	No. Not yet. At this early stage in the process, the Gatwick FASI ACP options have been developed largely in isolation of the interdependent proposals sponsored by other FASI airports in London and the Southeast. The other airports were engaged as stakeholders in the Gatwick ACP during Steps 1b and 2a of the process, alongside other aviation and community representatives. During Step 2b of the process, the Airspace Change Organising Group (ACOG – an independent organisation tasked with coordinating the interdependent ACPs) will facilitate a series of route interaction workshops with the airport ACP sponsors and NERL to begin assessing the proposals against one another in a transparent and join-up way.
6	If the Gatwick ACP options are designed between the ground and 7000ft., what happens above?	Above 7000ft. NERL is responsible for maintaining and upgrading the route network that serves all airports in the London and Southeast region as part of the FASI programme. In this capacity, NERL is developing a programme of ACPs to modernise the airspace structure and route network at higher altitudes and integrate them with the arrival and departure routes below 7000ft. designed by the airports. ACOG is tasked with coordinating the integration of the NERL-led network ACPs and the airport-led ACPs to ensure the overall system-wide proposal to modernise the airspace in London and Southeast is optimised.
7	How are the various interdependent ACPs tied together?	The Airspace Change Organising Group (ACOG) was established in 2019 by the CAA and Department for Transport (DfT) to coordinate the development and deployment of the interdependent ACPs required to achieve the goals of airspace modernisation. In this capacity, ACOG is tasked with producing a single joined-up implementation plan, known as the Airspace Change Masterplan (the masterplan), that ensures the overall system-wide design generated by the constituent ACPs is optimised. Iteration 2 of the masterplan was accepted by the CAA and DfT in January 2022 and is published here . Iteration 3 is expected to be submitted to the CAA and DfT for assessment in the summer of 2023 and published in the autumn.
8	How does the ACP account for the interactions with General Aviation operations conducted in the surrounding airspace?	The potential impact on General Aviation (GA) operations associated with the Gatwick ACP options will be assessed as part of the Initial Options Appraisal (Step 2b in Q1-2023) and the Full Options Appraisal (Step 3a later in 2023). Representatives from GA stakeholder groups have been engaged in the development of the ACP during Step 1b and Step 2a, with a particular focus

#	Stakeholder question/comment	Gatwick team response
		on the approach to improving the access and integration of airspace users that operate predominantly in the uncontrolled airspace surrounding Gatwick.
9	Will the introduction of Performance-based Navigation (PBN) routes improve the track-keeping conformance of flights operating at Gatwick?	Yes. The introduction of new PBN arrival and departure routes is expected to concentrate the distribution of flight paths around the route centerlines because all aircraft will fly a common set of satellite-based navigation waypoints with high levels of precision. In addition, Air Traffic Controllers are expected to vector flights off the routes less often once they are re-designed and integrated into an optimised network to maintain a safe and expeditious flow of traffic. The concentration of flight paths associated with PBN routes creates one of the most significant environmental challenges facing all airport-led ACPs in the masterplan – that the impacts of overflight and aircraft noise in certain areas become more frequent than in today’s operation where the distribution of flights around a route centerline is typically more dispersed.
10	ACOG is staffed by industry resources (recruited from NERL, CAA and the airports). In this context, how much weight will be given to the feedback provided by local communities?	ACOG is overseen by a Steering Committee with an independent Chairperson and seeks regular input from a Community Advisory Panel. One of ACOG’s main functions is to identify potential design conflicts between interdependent ACPs, understand the cumulative impacts on communities and other third-party stakeholders of the different solutions and ensure the trade-off decisions associated with different design choices are transparent and can be meaningfully influenced through ACP engagement and consultation activities. ACOG will conduct a Public Call for Information in Q1-2023 to gather feedback from communities and other stakeholders on the development of the masterplan and the constituent ACPs.
11	Any significant changes to the established position of the arrival and departure routes serving Gatwick airport risks overflying new communities. How is the ACP managing this?	The comprehensive list of options developed for the Gatwick ACP incorporates designs that aim to identify the highest-performing flight paths for minimising the total population overflow and the highest-performing flight paths for minimising the overflight of new communities. Feedback provided by community stakeholders has also encouraged us to look at designs that aim to strike a balance between minimising total population overflow and newly overflow and other options that avoid areas with lower ambient background noise.

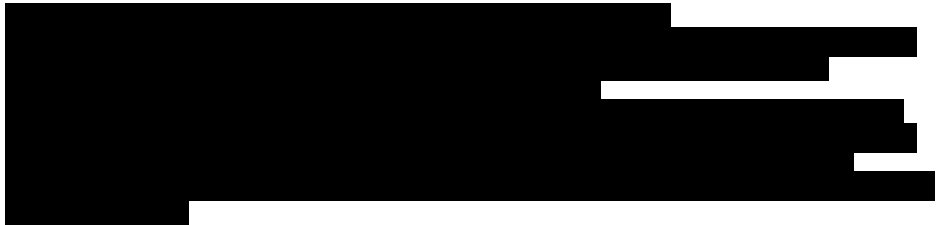
#	Stakeholder question/comment	Gatwick team response
12	How does the ACP consider the planned developments on the ground like the construction of new housing estates?	The potential impacts of the airspace design options that are assessed as part of the Initial Options Appraisal (Step 2b) and Full Options Appraisal (Step 3a) are compared with a baseline scenario. Planned developments on the ground, like new housing are included in the baseline scenario for the next 15 years. The potential impacts of options are compared against the forecast situation on the ground in 2027 (the point when the ACP is expected to deploy) and 2037 (ten years after the ACP is deployed).
13	Are potential changes in Government policy factored into the ACP development process?	Yes. The ACP must be developed in line with extant Government policy, in particular, Section 70 of the Transport Act 2000, CAP1616 guidance on changing the airspace design and the DfT's guidance to the CAA on its environmental objectives when carrying out its air navigation functions, and to the wider industry on airspace and noise management. Gatwick and the other airports participating in the masterplan engage with the CAA and DfT on a monthly basis to understand the likelihood and nature of any emerging policy developments that may affect the ACPs. The Government has consistently emphasised the importance of a stable policy framework for airspace modernisation so we do not expect any significant changes. If important aspects of the policy framework did change, we would expect to step back through the process and re-evaluate the work completed so far in light of any new or different requirements.
14	Will the information to be discussed in the next round of engagement in late Jan-2023 be circulated in advance?	We will circulate a briefing note two weeks before the engagement sessions planned for late January 2023, explaining the information that will be discussed.
15	During the formal consultation with stakeholders and the public on the preferred airspace design option(s) will the maps/charts offer a clear comparison with Gatwick's existing routes and the locations/altitudes that aircraft overfly today?	Yes.

#	Stakeholder question/comment	Gatwick team response
16	Is the ACP monitoring potential changes to the boundaries of relevant Areas of Outstanding Natural Beauty?	Yes. We are aware that there are proposals under consideration to change the boundaries of some AONB's that may potentially be affected by the Gatwick FASI ACP and are monitoring the situation to understand if/when modifications to our impact assessments will be required.
17	Are there opportunities to further influence the ACP process and raise appeals?	<p>Yes.</p> <ul style="list-style-type: none"> • Before the Public Consultation stage, by participating in the stakeholder engagement sessions conducted to support options development and assessment activities (Step 2A, 2B and Step 3A). • During the Public Consultation by providing feedback on the proposed airspace design option and associated consultation questions. (Step 3B) • By participating in the Public Evidence Session(s) conducted by the CAA during the proposal decision stage (Stage 5)

From:
Bcc:

on behalf of [DD - Airspace FASI-South Prog External](#)

[REDACTED]



Subject: RE: Gatwick Airport FASI-S Parish Council Stakeholder Briefing Sessions December 2022 Slide Deck
Date: 23 December 2022 12:08:00
Attachments: [Gatwick FASI South Airspace Change Proposal Parish QA.pdf](#)
[image001.png](#)

Dear Parish Council Stakeholders

We wish to thank you for participating in the Stakeholder Briefing Sessions held during October and December 2022.

Please receive attached the consolidated meeting notes, questions and answers from the sessions. Should you have further comments or questions, please contact us on the email address lgwairspace.fasis@gatwickairport.com.

Thank you

Gatwick FASI ACP Team

gatwick logo new



From: DD - Airspace FASI-South Prog External

Sent: 09 December 2022 15:08

Subject: Gatwick Airport FASI-S Parish Council Stakeholder Briefing Sessions December 2022 Slide Deck

Dear Parish Council Stakeholders

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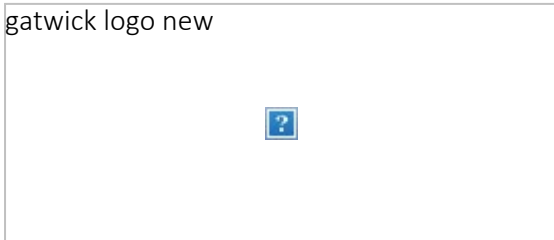
Please receive attached the slide deck used in the briefing sessions. Should you have further comments or questions, please contact us on the email address

lgwairspace.fasis@gatwickairport.com.

Thank you

Gatwick FASI ACP Team

gatwick logo new



From: DD - Airspace FASI-South Prog External

Sent: 03 November 2022 11:13

Subject: Gatwick Airport FASI-S Parish Council Stakeholder Briefing Sessions December 2022

Dear Parish Council Stakeholder,

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The stakeholders already involved have been engaged throughout the airspace change process so far, contributing both to the Define Stage (Stage 1) and the current Develop and Assess Stage (Stage 2).

While the regulatory process does not require wider engagement at this stage we are expanding the range of stakeholders involved to include a broader range of parish council representation at the point the airspace design options being created are more mature and a meaningful shortlist of viable options is available to help simplify the process and make the potential impact clearer to the local communities, and you their representatives.

This process is under way now, with the anticipated final engagement, detailing the outcomes of 'Design Principle Evaluation' and progress of 'Initial Options Appraisal', being planned for January 2023. We should be clear that this is still relatively early in the process and well ahead of a full public consultation that will take place much later in Stage 3 but the sessions we have planned should help you to be as well informed as possible, which we believe will be helpful to you given the relatively complex nature of the process and the project itself.

We invited 75 of our nearest parish councils to two Parish Council Stakeholder briefing sessions on 5th and 6th October, where we explained the progress of this airspace change to date and updated on the Comprehensive List of Options we have developed as well as provided an overview of the Design Principle Evaluation and Initial Options Appraisal processes, so that you, the parish council stakeholders, could join and participate in the upcoming engagement sessions that we plan to schedule early next year.

In order to reach as many of you as possible we have decided to hold two further briefings. The planned agenda and content in these sessions will be the same as the October sessions.

The briefings will be conducted as a virtual meetings using the Microsoft Teams application. Two virtual meetings are planned for:

• **17:30 to 19:30 on 5th December**

• **10:30 to 12:30 on 9th December**

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the two virtual meetings by 30 November. The link to join the online briefing will be circulated the day prior to the meeting to all registered attendees.

Thank you,

FASI-S Project

Gatwick Airport

gatwick logo new



Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Stage 2 Engagement Evidence:

Event I Round 3 IOA Stakeholders (Q1 23)

Contents:

1. I.1. Email Invite
2. I.2. Email Agenda Briefing
3. I.i.3. Email Meeting Link
4. I.ii.3. Email Meeting Links (10 emails)
5. I.iii.3 Email Meeting Links (3 emails)
6. I.4. Briefing
7. I.5. Email Post Event
8. I.6. Meeting Slides Cover
9. I.7. Notes and Q&A
10. I.8. Feedback (3 emails)



LONDON GATWICK

From:
Bcc:

on behalf of [DD - Airspace FASI-South Prog External](#)

[REDACTED]

[REDACTED]

Subject: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation January 2023
Date: 23 December 2022 12:22:00
Attachments: [image001.png](#)
[FASI ACP Stage 2 Engagement Invite Jan23 v1.0.pdf](#)

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes that serve the operation in line with the UK Airspace Modernisation Strategy.

This invitation is a request for stakeholders to participate in an engagement session planned for late January and early February 2023 about the first of three rounds of options appraisal that must be conducted by GAL to support the development of the ACP.

The engagement sessions will be conducted as virtual meetings using the Microsoft Teams application. Three virtual meetings are planned for:

- 10:00 – 12:30 on January 25th 2023
- 17:00 to 19:30 on January 30th 2023
- 14.00 to 16.30 on February 2nd 2023

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by 18th January 2023. An agenda and briefing note will be circulated two weeks before the first session, and the link to join the online virtual meeting will be circulated the day before to all registered attendees.

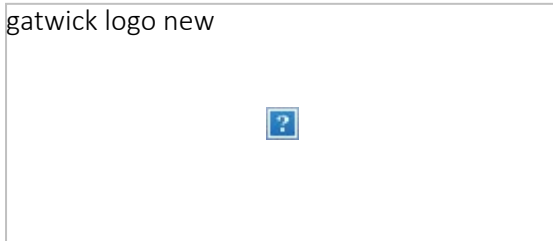
Please read attached invite briefing for further information.

Thank you,

FASI-S Project

Gatwick Airport

gatwick logo new



Gatwick Airport FASI South Airspace Change Proposal

Invitation for stakeholders to participate in an engagement session about the first of three rounds of iterative options appraisal to support Gatwick Airport's Redesign of Arrival and Departure Procedures (ACP-2018-60).

January 2023

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited (GAL/we) Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes that serve the operation in line with the UK Airspace Modernisation Strategy. The ACP is following the Civil Aviation Authority (CAA) guidance on the process for changing the airspace design known as CAP1616. This invitation is a request for stakeholders to participate in an engagement session planned for late January and early February 2023 about the first of three rounds of options appraisal that must be conducted by GAL to support the development of the ACP. All documents produced as part of the ACP can be viewed online on the CAA's Airspace Change Portal [here](#).

Gatwick's ACP was launched in 2018 at the request of the Department for Transport to support the implementation of the UK's Airspace Modernisation Strategy (AMS). The Strategy describes how the airspace above Southern England is reaching capacity and contains design features that limit the ability to improve aviation's operational and environmental performance. Without a fundamental redesign of the airspace structure, the aviation sector will struggle to meet future demand for air transport in a sustainable and resilient way. Gatwick's ACP is one of several proposals led by the airports in Southern England and NATS that are being developed as a single coordinated programme known as FASI (Future Airspace Strategy Implementation) South. The interdependencies between the FASI ACP must be carefully managed so they can be integrated effectively as part of an overall Airspace Change Masterplan that is being produced by the Airspace Change Organising Group (ACOG).

During Stage 1 of the CAP1616 process, we developed an agreed set of Airspace Design Principles that were influenced through our engagement with stakeholders and approved by the CAA in July 2019. Following the completion of Stage 1, the ACP was paused in the early part of Stage 2 due to the extraordinary impact of COVID-19. Gatwick requested to restart the ACP at the beginning of Stage 2 in May 2021 following the CAA's ACP restart guidance. In September and October of 2021, Stakeholders were invited to participate in the first of several rounds of engagement planned to support Stage 2 of the process. During these sessions we sought feedback on our methodology for developing options for the ACP, tested whether the overall list of options was considered sufficiently comprehensive and developed additional options where stakeholders' highlighted gaps and potential improvements.

In the next engagement sessions, we would like to discuss our evaluation of the options against the design principles and the identification of a shortlist of higher-performing options that will be subject to the first of three rounds of iterative appraisal. We will also present an example of the Initial Options Appraisal approach and explain how the impact assessments will be presented to stakeholders and the CAA at the end of Stage 2, before commencing the Full Options Appraisal in Stage 3.

The engagement sessions will be conducted as virtual meetings using the Microsoft Teams application. Three virtual meetings are planned for:

- 10:00 – 12:30 on January 25th 2023
- 17:00 to 19:30 on January 30th 2023
- 14.00 to 16.30 on February 2nd 2023

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by 18th January 2023. An agenda and briefing note will be circulated two weeks before the first session, and the link to join the online virtual meeting will be circulated the day before to all registered attendees.

Thank you,

FASI-S Project

Gatwick Airport

From:
Bcc:

on behalf of [DD - Airspace FASI-South Prog External](#)

[REDACTED]

[REDACTED]

Subject: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Briefing January 2023
Date: 13 January 2023 14:54:00
Attachments: [image001.png](#)
[FASI ACP Stage 2 Engagement Briefing Note Jan23 v1.0.docx](#)

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes that serve the operation in line with the UK Airspace Modernisation Strategy.

Please receive attached the agenda and general briefing note for the engagement meetings planned for 25th January, 30th January and 2nd February.

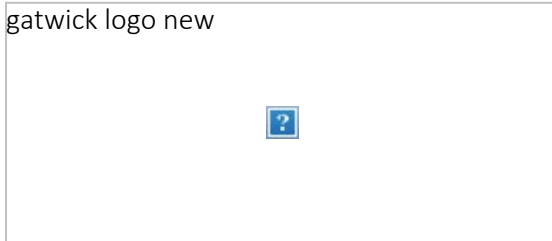
If you did not already, please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by 18th January 2023. The link to join the online virtual meeting will be circulated the day before to all registered attendees.

Thank you,

FASI-S Project

Gatwick Airport

gatwick logo new



From: DD - Airspace FASI-South Prog External

Sent: 23 December 2022 12:22

Subject: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation
January 2023

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes that serve the operation in line with the UK Airspace Modernisation Strategy.

This invitation is a request for stakeholders to participate in an engagement session planned for late January and early February 2023 about the first of three rounds of options appraisal that must be conducted by GAL to support the development of the ACP.

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Please read attached invite briefing for further information.

Thank you,

FASI-S Project

Gatwick Airport

From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)
To: [DD - Airspace FASI-South Prog External](#)
Bcc: [REDACTED]
Subject: RE: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation January 2023
Date: 24 January 2023 13:17:00
Attachments: [image001.png](#)

Dear Stakeholder

Thank you for registering for the Gatwick Airport's FASI-South Airspace Change Option Appraisal Engagement meeting, scheduled for 25th January 2023 at 10:00.

Please receive the join link to the virtual meeting here:

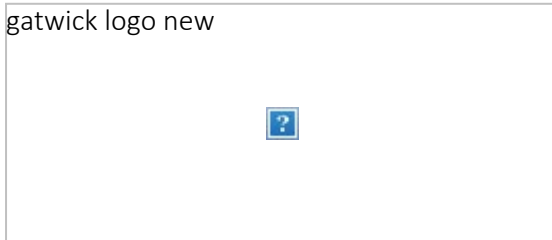
[FASI-S Stakeholder IOA Engagement 25th Jan](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

Gatwick FASI-S ACP Project Team

gatwick logo new



From: [REDACTED] **On Behalf Of** DD - Airspace FASI-South Prog External

Sent: 23 December 2022 12:22

Subject: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation January 2023

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes that serve the operation in line with the UK Airspace Modernisation Strategy.

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Please read attached invite briefing for further information.

Thank you,

FASI-S Project

Gatwick Airport

From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)

Bcc: [REDACTED]

Subject: FW: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation January 2023

Date: 30 January 2023 12:00:00

Attachments: [image001.png](#)

Dear Stakeholder

Thank you for registering for the Gatwick Airport's FASI-South Airspace Change Option Appraisal Engagement meeting, scheduled for 30th January 2023 at 17:00.

Please receive the join link to the virtual meeting here:

[Gatwick FASI-South IOA Engagement 30th Jan 2023](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

Gatwick FASI-S ACP Project Team

gatwick logo new



From: DD - Airspace FASI-South Prog External

Sent: 23 December 2022 12:22

Subject: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation January 2023

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes that serve the operation in line with the UK Airspace Modernisation Strategy.

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Please read attached invite briefing for further information.

Thank you,

FASI-S Project

Gatwick Airport

From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)
Bcc: [REDACTED]
Subject: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation January 2023
Date: 30 January 2023 12:07:00
Attachments: [image001.png](#)

Dear Stakeholder

Thank you for registering for the Gatwick Airport's FASI-South Airspace Change Option Appraisal Engagement meeting, scheduled for 30th January 2023 at 17:00.

Please receive the join link to the virtual meeting here:

[Gatwick FASI-South IOA Engagement 30th Jan 2023](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

Gatwick FASI-S ACP Project Team

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From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)
To: [REDACTED]
Subject: RE: [EXTERNAL SENDER] Re: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Briefing January 2023
Date: 30 January 2023 12:03:00
Attachments: [image001.png](#)

Dear Stakeholder

Thank you for registering for the Gatwick Airport's FASI-South Airspace Change Option Appraisal Engagement meeting, scheduled for 30th January 2023 at 17:00.

Please receive the join link to the virtual meeting here:

[Gatwick FASI-South IOA Engagement 30th Jan 2023](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

Gatwick FASI-S ACP Project Team

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From: [REDACTED]
Sent: 30 January 2023 08:59
To: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Subject: [EXTERNAL SENDER] Re: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Briefing January 2023
CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Hello,

Please can you send through the link to join the online virtual meeting? I am sorry I did not register by the deadline but would be very grateful if I could register at this late stage.

With many thanks, [REDACTED]

On 25 Jan 2023, at 09:46, Guy Goodwin [REDACTED] wrote:

Hi is it too late for me to sign up to the event on 30th please? I had not read the deadline for registration. Thank you

[REDACTED]

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]
Date: 16 January 2023 at 17:24:38 GMT
To: [REDACTED]
Subject: Re: Gatwick FASI-South Stakeholder Iterative Option

Appraisal Engagement Briefing January 2023

Hi [REDACTED]

Are you signing up for one of these dates. I was going to do the 30th Jan if that's ok with you?

[REDACTED]

Sent from my iPhone

On 13 Jan 2023, at 16:23, [REDACTED]
[REDACTED] wrote:

Hi - please see attached for your information.

best wishes

[REDACTED]

----- Original Message -----

From: DD - Airspace FASI-South Prog
External

<LGWairspace.FASIS@gatwickairport.com>

To:

Date: 13 January 2023 at 14:55

Subject: Gatwick FASI-South Stakeholder
Iterative Option Appraisal Engagement
Briefing January 2023

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes that serve the operation in line with the UK Airspace Modernisation Strategy.

Please receive attached the agenda and general briefing note for the engagement meetings planned for 25th January, 30th January and 2nd February.

If you did not already, please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by 18th January 2023. The link to join the online virtual meeting will be circulated the day

before to all registered attendees.

Thank you,

FASI-S Project

Gatwick Airport

From: DD - Airspace FASI-South Prog
External

Sent: 23 December 2022 12:22

Subject: Gatwick FASI-South Stakeholder
Iterative Option Appraisal Engagement
Invitation January 2023

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes that serve the operation in line with the UK Airspace Modernisation Strategy.

This invitation is a request for stakeholders to participate in an engagement session planned for late January and early February 2023 about the first of three rounds of options appraisal that must be conducted by GAL to support the development of the ACP.

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- 10:00 – 12:30 on January 25th 2023
- 17:00 to 19:30 on January 30th 2023
- 14.00 to 16.30 on February 2nd 2023

Please email

LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by 18th January 2023. An agenda and briefing note will be circulated two weeks before the first session, and the link to join the online virtual meeting will be circulated the day

before to all registered attendees.

Please read attached invite briefing for further information.

Thank you,

FASI-S Project

Gatwick Airport

*** *****

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Please think before you print. Save paper!

Gatwick Airport Limited is a private limited company registered in England under Company Number 1991018, with the Registered Office at 5th Floor, Destinations Place, Gatwick Airport, West Sussex, RH6 0NP. VAT registration number 974838854.

***** **

From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)
To: [REDACTED]
Subject: RE: [EXTERNAL SENDER] Re:
Date: 30 January 2023 12:03:00
Attachments: [image001.png](#)

Dear Stakeholder

Thank you for registering for the Gatwick Airport's FASI-South Airspace Change Option Appraisal Engagement meeting, scheduled for 30th January 2023 at 17:00.

Please receive the join link to the virtual meeting here:

[Gatwick FASI-South IOA Engagement 30th Jan 2023](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

Gatwick FASI-S ACP Project Team

gatwick logo new



From: [REDACTED]
Sent: 30 January 2023 08:44
To: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] Re:

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Hi Gatwick Team,

I have not yet received a link for the 30th January meeting. If you are able to send me a link for it, I would be my at obliged.

Kind regards,

[REDACTED]
Felbridge Parish Council

On Wed, 18 Jan 2023, 08:37 Alex Horwood, <[REDACTED]> wrote:

Please could I attend the meeting on the 30th January, on behalf of Felbridge Parish Council.
Best wishes,

[REDACTED]

From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)
To: [REDACTED]
Subject: RE: [EXTERNAL SENDER] Stakeholder Briefing - 30th January
Date: 30 January 2023 12:01:00
Attachments: [image001.png](#)

Dear Stakeholder

Thank you for registering for the Gatwick Airport's FASI-South Airspace Change Option Appraisal Engagement meeting, scheduled for 30th January 2023 at 17:00.

Please receive the join link to the virtual meeting here:

[Gatwick FASI-South IOA Engagement 30th Jan 2023](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

Gatwick FASI-S ACP Project Team

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From: [REDACTED]
Sent: 30 January 2023 11:01
To: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] Stakeholder Briefing - 30th January
CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Good Morning,

Councillor [REDACTED] from Felbridge Parish Council sent an email on 18th January confirming that he would like to join today's briefing as FPC's representative. Joining instructions were to have been sent by yesterday but he still hasn't received this information. Could you please send the link asap?

[REDACTED] is copied into this email.

Kind Regards,

[REDACTED]

[REDACTED]

[REDACTED] Felbridge Parish Council

www.felbridge-pc.org.uk

From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)
To: [REDACTED]
Subject: RE: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Briefing January 2023
Date: 30 January 2023 12:04:00
Attachments: [image001.png](#)

Dear Stakeholder

Thank you for registering for the Gatwick Airport's FASI-South Airspace Change Option Appraisal Engagement meeting, scheduled for 30th January 2023 at 17:00.

Please receive the join link to the virtual meeting here:

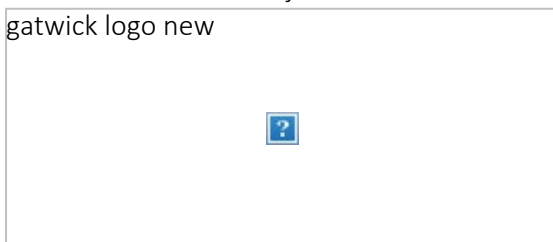
[Gatwick FASI-South IOA Engagement 30th Jan 2023](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

Gatwick FASI-S ACP Project Team

gatwick logo new



From: [REDACTED]
Sent: 29 January 2023 17:54
To: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Subject: [EXTERNAL SENDER] RE: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Briefing January 2023
CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Hello

I am due to attend the briefing on Mon 30 Jan but have yet to receive the link. Will this be sent out on the day?

Kind regards

[REDACTED]

Sent from [Mail](#) for Windows

From: [DD - Airspace FASI-South Prog External](#)
Sent: 13 January 2023 14:55
Subject: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Briefing January 2023

This message originated outside Horley Town Council. Please exercise caution following links, opening attachments or divulging information.

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes that serve the operation in line with the UK Airspace Modernisation Strategy.

Please receive attached the agenda and general briefing note for the engagement meetings planned for 25th January, 30th January and 2nd February.

If you did not already, please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by 18th January 2023. The link to join

the online virtual meeting will be circulated the day before to all registered attendees.

Thank you,

FASI-S Project

Gatwick Airport

gatwick logo new



From: DD - Airspace FASI-South Prog External

Sent: 23 December 2022 12:22

Subject: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation
January 2023

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes that serve the operation in line with the UK Airspace Modernisation Strategy.

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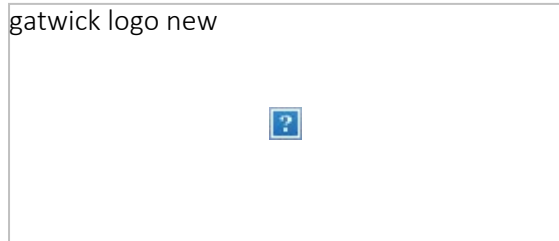
Please read attached invite briefing for further information.

Thank you,

FASI-S Project

Gatwick Airport

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From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)
To: [REDACTED]
Subject: RE: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation January 2023
Date: 30 January 2023 12:04:00
Attachments: [image001.png](#)

Dear Stakeholder

Thank you for registering for the Gatwick Airport's FASI-South Airspace Change Option Appraisal Engagement meeting, scheduled for 30th January 2023 at 17:00.

Please receive the join link to the virtual meeting here:

[Gatwick FASI-South IOA Engagement 30th Jan 2023](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

Gatwick FASI-S ACP Project Team

gatwick logo new



From: [REDACTED]
Sent: 27 January 2023 11:28
To: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Subject: [EXTERNAL SENDER] Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation January 2023
CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Hello,

I'd be grateful if you could book our Parish Councillor, [REDACTED], in for the briefing on 30th January between 17:00pm – 19:30pm.

[REDACTED]
Please also email the joining link and agenda and briefing notes to this email address so I can forward it on. Better that [REDACTED] receives it twice rather than not at all!

Kind regards

[REDACTED]
[REDACTED]

From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)
To: [REDACTED]
Subject: RE: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation January 2023
Date: 30 January 2023 12:05:00
Attachments: [image001.png](#)

Dear Stakeholder

Thank you for registering for the Gatwick Airport's FASI-South Airspace Change Option Appraisal Engagement meeting, scheduled for 30th January 2023 at 17:00.

Please receive the join link to the virtual meeting here:

[Gatwick FASI-South IOA Engagement 30th Jan 2023](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

Gatwick FASI-S ACP Project Team

gatwick logo new



From: [REDACTED]
Sent: 27 January 2023 11:28
To: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Subject: [EXTERNAL SENDER] Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation January 2023
CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Hello,

I'd be grateful if you could book our Parish Councillor, [REDACTED], in for the briefing on 30th January between 17:00pm – 19:30pm.

[REDACTED]
Please also email the joining link and agenda and briefing notes to this email address so I can forward it on. Better that [REDACTED] receives it twice rather than not at all!

Kind regards

[REDACTED]
[REDACTED]

From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Horsham District Council officers not receiving notifications re Gatwick FASI South work
Date: 30 January 2023 12:21:00
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Hi [REDACTED]

Apologies

We have been corresponding with [REDACTED] from your Council. [REDACTED] has attended all of our stakeholder engagement so far. We will amend our details to include yourself and [REDACTED] in the correspondence.

We have an update engagement planned for this evening at 17:00 and Thursday 2nd February at 14:00.

Please receive the join link for today's session here:

[Gatwick FASI-S Stakeholder IOA Engagement Briefing 30th Jan](#)

If you can join the Thursday session, please let us know and we will add you to the list.

Kind regards

Gatwick FASI-S Airspace Change Project Team

gatwick logo new



From: [REDACTED]
Sent: 25 January 2023 15:59
To: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] Horsham District Council officers not receiving notifications re Gatwick FASI South work
Importance: High
CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Good afternoon

To date, I have registered on a number of occasions to receive updates regarding the FASI South work that GAL is undertaking. I have just been advised by a Planning colleague at Mid Sussex District Council that details of the latest round of stakeholder engagement were circulated on 13th January 2023. I have not received any email in this regard and this morning's session was the only session I could attend as I am on leave next week. I have also spoken with my colleague, [REDACTED], who is the Council's lead on Gatwick Airport-related noise issues and he has also not received any updates.

Given the proximity of Horsham District to the airport, it is essential that we are kept informed of any engagement sessions so that the appropriate officers can attend. Can you please ensure that myself and [REDACTED] are copied to **all** invitations and updates in relation to this work and advise whether a recording of the meeting can be made available? Please can you also advise what email contacts you currently hold for Horsham District Council for this work?

Thanks

[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]



From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)
To: [REDACTED]
Subject: RE: Stakeholder Engagement Meetings
Date: 30 January 2023 12:08:00
Attachments: [image001.png](#)

Dear Stakeholder

Thank you for registering for the Gatwick Airport's FASI-South Airspace Change Option Appraisal Engagement meeting, scheduled for 30th January 2023 at 17:00.

Please receive the join link to the virtual meeting here:

[Gatwick FASI-South IOA Engagement 30th Jan 2023](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

Gatwick FASI-S ACP Project Team

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From: [REDACTED]
Sent: 25 January 2023 10:06
To: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Subject: [EXTERNAL SENDER] Stakeholder Engagement Meetings
CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

I would like to attend.

I had hoped to join today's call, but had not realised I have not received the invitation. If that can be sent to me now I will join, else could you send me the meeting invitation for both the following dates so I can be sure to join one other ?

January 25th (10.00 – 12.30),

January 30th (17.00 to 19.30) and

February 2nd (14.00 to 16.30)

Regards

[REDACTED]

[REDACTED]

Mitchell Environmental Ltd

[REDACTED]

From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)

Bcc: [REDACTED]

Subject: FW: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation January 2023

Date: 01 February 2023 14:27:00

Attachments: [image001.png](#)

Dear Stakeholder

Thank you for registering for the Gatwick Airport's FASI-South Airspace Change Option Appraisal Engagement meeting, scheduled for 2nd February 2023 at 14:00.

Please receive the join link to the virtual meeting here:

[Gatwick FASI IOA Engagement 2nd Feb](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

Gatwick FASI-S ACP Project Team

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From: DD - Airspace FASI-South Prog External

Sent: 23 December 2022 12:22

Subject: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation January 2023

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes that serve the operation in line with the UK Airspace Modernisation Strategy.

This invitation is a request for stakeholders to participate in an engagement session planned for late January and early February 2023 about the first of three rounds of options appraisal that must be conducted by GAL to support the development of the ACP.

The engagement sessions will be conducted as virtual meetings using the Microsoft Teams application. Three virtual meetings are planned for:

- 10:00 – 12:30 on January 25th 2023
- 17:00 to 19:30 on January 30th 2023
- 14.00 to 16.30 on February 2nd 2023

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by 18th January 2023. An agenda and briefing note will be circulated two weeks before the first session, and the link to join the online virtual meeting will be circulated the day before to all registered attendees.

Please read attached invite briefing for further information.

Thank you,

FASI-S Project

Gatwick Airport

From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)
Bcc: [REDACTED]
Subject: FW: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation February 2023
Date: 01 February 2023 14:29:00
Attachments: [image001.png](#)

Dear Stakeholder

Thank you for registering for the Gatwick Airport's FASI-South Airspace Change Option Appraisal Engagement meeting, scheduled for 2nd February 2023 at 14:00.

Please receive the join link to the virtual meeting here:

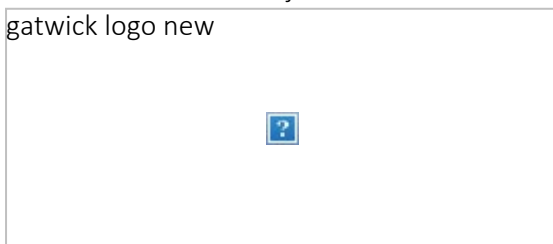
[Gatwick FASI IOA Engagement 2nd Feb](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

Gatwick FASI-S ACP Project Team

gatwick logo new



From: DD - Airspace FASI-South Prog External

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Please read attached invite briefing for further information.

Thank you,

FASI-S Project

Gatwick Airport

From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)
Bcc: [REDACTED]
Subject: FW: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation January 2023
Date: 02 February 2023 07:55:00
Attachments: [image001.png](#)

Dear Stakeholder

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Please receive the join link to the virtual meeting here:

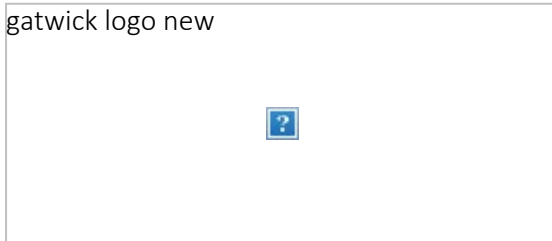
[Gatwick FASI IOA Engagement 2nd Feb](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

Gatwick FASI-S ACP Project Team

gatwick logo new



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Please read attached invite briefing for further information.

Thank you,

FASI-S Project

Gatwick Airport

Gatwick Airport FASI South Airspace Change Proposal

Briefing note for stakeholders participating in the January and February 2023 engagement sessions about the first of three rounds of options appraisal to support the development of Gatwick Airport's proposal to redesign the arrival and departure procedures (ACP 2018-60).

Version 1.0, January 2023

Introduction

This briefing note provides stakeholders planning to participate in the next round of engagement on the Gatwick Airport FASI South ACP with an overview of the information that will be discussed. Annex 1 of this note provides a summary of the feedback received from stakeholders about our comprehensive list of options for the ACP and our response. The treatment of this information is explained in further detail below. The ACP is following the Civil Aviation Authority (CAA) guidance on the process for changing the airspace design known as CAP1616. The proposal's unique ID is ACP-2018-60. All documents produced as part of the proposal can be viewed online on the CAA's Airspace Change Portal [here](#).

The next round of engagement will be conducted as virtual meetings on January 25th (10.00 – 12.30), January 30th (17.00 to 19.30) and February 2nd (14.00 to 16.30). The aim of the sessions is to explain our approach to:

- Evaluating the comprehensive list of airspace design options for the ACP against the design principles developed with stakeholders during Stage 1 of the CAP1616 process.
- Identifying a shortlist of higher-performing options that will be subject to Initial Options Appraisal.
- Conducting the Initial Options Appraisal (the first of three rounds of options appraisal for the ACP).

An invitation to participate in the sessions was circulated in December 2022. Stakeholders are invited to join one of the three sessions. The agenda and material presented will be identical at each session. If you have yet to respond, please email LGWairspace.FASIS@gatwickairport.com to confirm your attendance. The agenda for the sessions is set out in table 1.

Table 1: Agenda for the next round of ACP engagement (Jan/Feb 2023)

#	Agenda item	time
1	Welcome and introductions	10 mins
2	Recap on the overall scope and timelines for the ACP	10 mins
3	Update on integration of Gatwick's ACP with interdependent proposals	15 mins
4	Summary of the options development conducted to date	25 mins
5	Overview of the Design Principle Evaluation approach and outputs	25 mins
6	Overview of the Initial Options Appraisal	15 mins
7	Update on the Stakeholder Engagement Report	10 mins
8	Discussion, feedback, next steps and close	40 mins

Background – The UK Airspace Modernisation Strategy

The Department for Transport (DfT) and the Civil Aviation Authority (CAA) published the UK's Airspace Modernisation Strategy (AMS) in December 2018. The strategy describes how the airspace system that serves Southern England is reaching capacity and contains design features that restrict the aviation industry's ability to improve operational and environmental performance. Without a fundamental redesign of the airspace structure and route network, the industry will increasingly struggle to meet the future demand for air transport in a sustainable and resilient way.

The redesign of the airspace in Southern England is being delivered as a single coordinated programme known as FASI (Future Airspace Strategy Implementation) South. The DfT asked all affected airports, and NATS En route Limited (NERL) to develop ACPs as part of the programme. Under these arrangements, NERL is leading the ACPs required to upgrade the airspace structure and route network above c.7000ft. And the major airports, including Gatwick, are leading ACPs to redesign the arrival and departure routes that serve their respective operations below c.7000ft. The interdependencies between the ACPs must be carefully managed to ensure that the options developed by the individual proposals can be integrated effectively and optimise the overall airspace design.

The Airspace Change Organising Group (ACOG) was established by the DfT and the CAA to coordinate the FASI South programme and manage the interdependencies through the development of an Airspace Change Masterplan (the masterplan). A high-level draft of the masterplan (known as Iteration 1) was developed in 2020 before the FASI South programme was paused because of the COVID-19 pandemic. In March 2021, the Government made funding available to restart the programme and help ACOG produce the next iteration of the masterplan (known as Iteration 2), published in January 2022. Gatwick is working closely with ACOG, NERL and the other airport ACP sponsors participating in the FASI South programme to integrate the proposals and support future iterations of the masterplan.

Overview of the regulatory process for changing the airspace design (CAP1616)

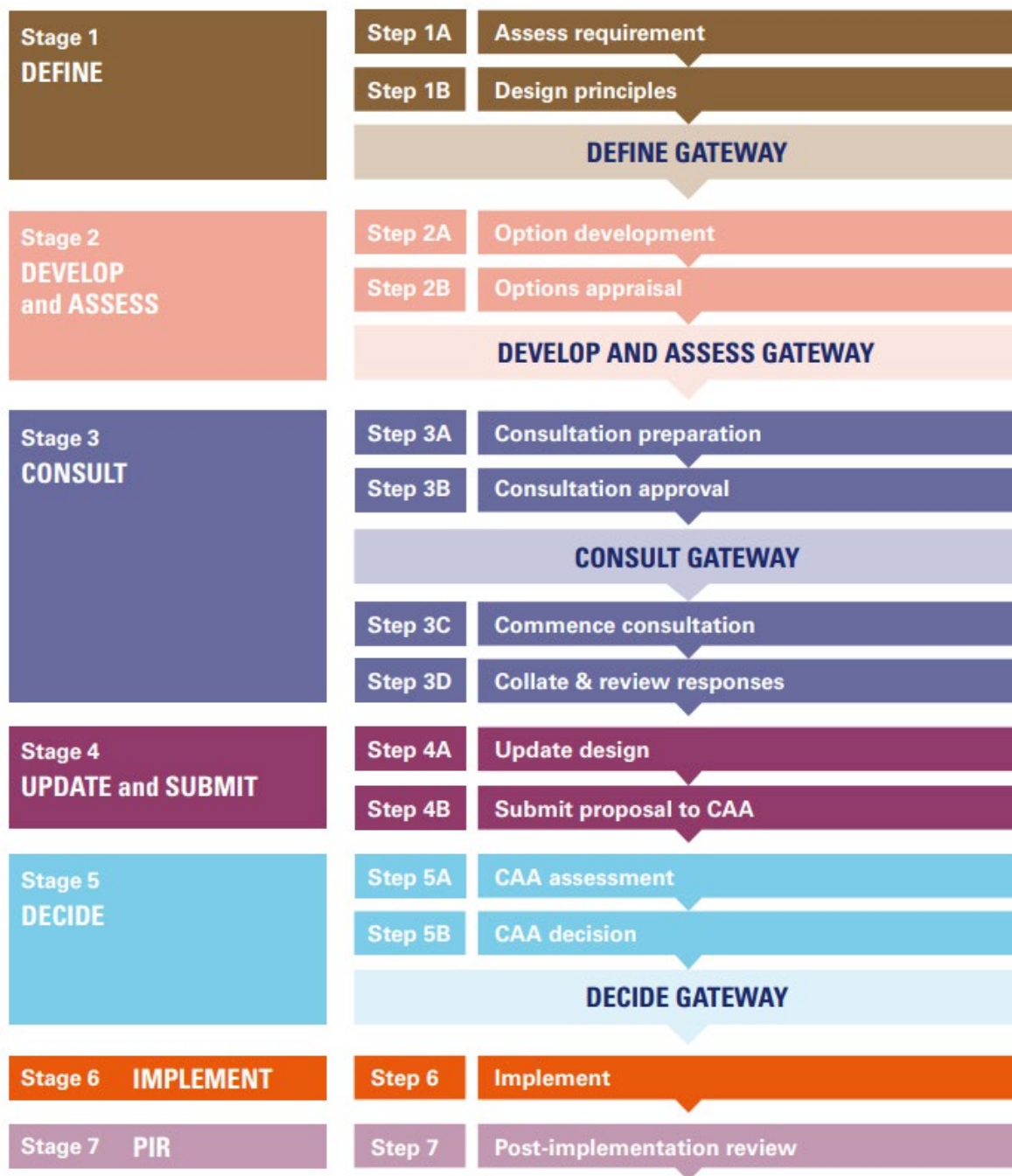
The CAA is the UK's independent aviation regulator and has the responsibility for deciding whether to approve ACPs. In this capacity the CAA provides guidance to ACP sponsors on the regulatory process for changing the airspace design, typically referred to as the Airspace Change Process or CAP1616. The CAA is currently consulting on proposals to improve the process, including simplifying the structure and clarifying the requirements. Stakeholders can respond to the CAA CAP1616 consultation [here](#).

The process is undertaken through seven stages with 'gateways' at four key points, as outlined in Figure 1. At each gateway, the ACP sponsor must satisfy the CAA that it has followed the process correctly before it can move to the next stage. In the interests of transparency, the CAA has made all materials produced by ACP sponsors as part of the process openly available to the public via the online Airspace Change Portal¹.

A key component of the CAP1616 process is stakeholder consultation and engagement. Formal consultation activities are required at key points during the development of an ACP, and the application of good practice for ongoing engagement is considered essential to achieve a successful outcome. CAP1616 is not prescriptive about how consultation and engagement should be conducted. However, the process highlights that a core principle of an effective consultation strategy is that an ACP sponsor must engage stakeholders in a two-way conversation and must be able to demonstrate this.

¹ airspacechange.caa.co.uk

Figure 1: Stages of the CAP1616 process



Overview of Stage 1 Define for the Gatwick FASI South ACP

In 2018 we submitted a Statement of Need to the CAA, outlining why the FASI South ACP is needed and what the proposal aims to achieve. The Statement of Need confirmed Gatwick’s intention to work with NERL and the other airport ACP sponsors in a joint programme to:

- Develop and implement new arrival and departure procedures designed to advanced satellite navigation standards (known as performance-based navigation or PBN).
- Integrate the Gatwick proposals with the broader redesign of the airspace in Southern England.
- Limit, and where possible, seek to reduce environmental impacts and provide predictability for local communities.

Our first engagement with stakeholders in line with the CAP1616 process focused on the creation of a set of airspace design principles that will guide the development and assessment of options for the ACP. The precise impacts of an ACP are hard to specify in the earlier stages of the process, so we chose to engage with a broad mix of stakeholder representatives to support the development of the design principles, including local communities, environmental interest groups, local authorities, General Aviation and commercial air transport operators and the Military. The airspace design principles for the Gatwick FASI South ACP are set out in table 2.

Table 2: Airspace design principles for the Gatwick FASI South ACP

#	Title	Description
1	Safety by Design	Must at least maintain, and ideally enhance, aviation safety, by reducing or removing safety risk factors, provided enhancement does not have a detrimental impact on other benefits.
2	Enhanced Navigation Standards	Should adopt the most beneficial enhanced navigation standards for new routes. (CORE)
3	Limit Adverse Noise Effects	Shall aim to limit and where possible, reduce the adverse impacts of aircraft noise. (CORE)
4	Time-based Arrival Operations	Should be compatible with the adoption of time-based arrival operations.
5	Resilience Built In	Should be materially unaffected by most disruptions, including poor weather and technical failures, through the provision of adequate contingencies.
6	Optimise the Use of Aircraft Capabilities	Should enable aircraft operators to optimise the use of their fleet capabilities to improve operational efficiency and environmental performance.
7	Long Term Predictability and Adaptability	Should offer long-term predictability of flight paths and respite and offer adaptation for the future airport development scenarios outlined in our draft Masterplan.
8	Deconfliction by Design	Should seek, where possible, to deconflict routes by design below 7000ft, and the prevalence of overflight of a community by flights on different routes and/or by neighbouring airport traffic.
9	Locally Tailored Designs	Should enable decisions which affect how aircraft noise is best distributed to be informed by local circumstances and consideration of different options.

The principles were submitted to the CAA in June 2019, along with evidence of the engagement activities that supported their development. The CAA reviewed and validated the design principles and associated stakeholder engagement activities at the Stage 1 regulatory gateway in July 2019. We started Stage 2 in September 2019 but were forced to pause the proposal in March 2020 due to the impact of the COVID-19 pandemic. The ACP was restarted with the CAA's approval at the beginning of Stage 2 in May 2021.

Overview of Step 2a – Developing a comprehensive list of options.

We began to develop options for the FASI South ACP before the other major interdependent proposals led by Heathrow and NERL. The development methodology concentrated on creating a comprehensive list of all viable airspace design options from a Gatwick-centric perspective. The intention is to progressively refine and integrate our options with those arising from the interdependent ACPs later in Stage 2 and during Stage 3, prior to the public consultation on the proposal.

In Q4-2021, we engaged with the same stakeholder representatives that participated in Stage 1 to explain the options development methodology and gather feedback. The methodology is underpinned by the creation of an Airspace Design Database. All sections of airspace where a flight path may conceivably be positioned within the scope of the FASI South ACP are included in the database. We flooded these sections with thousands of notional flight paths that are each technically feasible in isolation. The notional flight paths became the building blocks for developing a comprehensive list of options. We analysed the performance of each notional flight path against several standard metrics, like the numbers of population overflown, the numbers newly overflown, track miles and areas of outstanding natural beauty overflown. This information was captured in the database and enabled our airspace design team to identify the comparatively higher-performing flight paths. To develop airspace options that address the design principles, the chosen flight paths were organised into compatible groups or systems that are intended to serve either arrivals or departures from each runway end.

Our airspace designers used this methodology to develop 39 options for the comprehensive list (10 westerly departure systems, 10 easterly departure systems, 10 westerly arrival systems and 9 easterly arrival systems). We engaged stakeholders again in February and March 2022 to test if this list of options and the routes they include were developed in line with the design principles and considered sufficiently comprehensive. We received 25 responses that influenced the comprehensive list, including some that required the development of additional options. A summary of the feedback received, and our response is included in Annexe 1 of this briefing note. In particular, stakeholders highlighted that:

- Consider noise impacts in rural areas where ambient noise is typically lower.
- Consider options that seek to balance the impacts across the total population overflown and those that are newly overflown.
- Consider westerly arrival options that join the final approach path between 7 and 10 nautical miles
- Consider two route arrival options that may offer predictable respite from aircraft noise

We briefed stakeholders on our response to the feedback in June 2022, which resulted in the total number of options increasing from 39 to 70 (17 westerly departure systems, 18 easterly departure systems, 18 westerly arrival systems and 17 easterly arrival systems).

Overview of the Design Principle Evaluation

The Design Principle Evaluation (DPE) examines how well each route option aligns with the design principles developed during Stage 1. The DPE is intended to be a high-level and largely qualitative assessment of each option which outlines whether the design principle is met, partially met or not met. The evaluation must clearly set out how each option has performed against each design principle and why options have continued to the shortlist for the Initial Options Appraisal or not. Some principles are best evaluated against a system of routes, for example safety by design; others require an assessment of each individual flight path used in a system, for example, the principles affected by track miles and the achievement of continuous climb and descent profiles.

As part of the DPE we are also required by the CAA to assess the performance of each option against the objectives of the AMS – specifically, how well each option may integrate with the wider network as part of the overall system-wide upgrade envisaged by the FASI South programme. To support this portion of the evaluation, NERL provided us with additional information about the proposals to upgrade the areas of the network that Gatwick’s routes interact with. This information helped us to build a clearer understanding of the broader flows of traffic that are likely to affect the integration of our proposals with the wider network.

The outputs of the DPE enabled us to identify and remove the notional flight paths included in system options on the comprehensive list that are not viable from a network integration perspective and refine the systems with flight paths that are viable. The engagement sessions in January and February 2023 will explain how the DPE was conducted in greater detail and describe how the options from the comprehensive list have evolved as a result. The sessions will also provide examples of how this shortlist of options comprised of flight paths that are viable from a network integration perspective are being further tested as part of the Initial Options Appraisal. We fully expect aspects of the system options included on the shortlist to evolve further in response to stakeholder feedback and more detailed operational and environmental performance information generated as part of the Initial Options Appraisal. As we progress through the process and the options are further refined, we commit to continue setting out a transparent and auditable record of the journey that each notional flight path and system option developed for the comprehensive list has taken during the development of the proposal. This record will encompass the rationale for creating the shortlist and, ultimately, the preferred airspace design option or options that are proposed for public consultation.

Annexe 1: Stakeholder feedback on the Comprehensive List of Options and our response

Stakeholder org.	You Said	We Did
<p>Communities Against Gatwick Noise and Emissions (CAGNE)</p>	<p>No</p>	<p><i>Provided in email:</i></p> <p>(1) Noise is still the number one consideration up to 7,000ft not saving CO2 with the Air Navigation guidance stating noise comes before saving CO2. In direct contrast to the design principles and the governance of CAA Gatwick/ TRAX are seeking to fly over new areas at low heights.</p> <p>(2) Throughout the process to-date, there has been a very narrow form of engagement, only consulting with unsubstantiated community groups instead of statutory elected consultees, such as town and parish councils. There has also been a geographical imbalance of those consulted by Gatwick and TRAX, due to the monopoly permitted by Gatwick of noise groups from outside LOAEL, mostly concerned with arrivals.</p> <p>This has led to the TRAX document being biased towards those that seek to move noise and 'share the load' as well as adhering to what would appear to be a direct request to the sponsor that goes against many of the DP (Design Principles), such as the ADNID departure route over new rural communities and moving the arrivals join to 5nm. This must be seen as appeasement to noise groups (DP1 and DP2) due to only consulting those currently impacted by Gatwick operations.</p> <p>Going forward, we do not believe that Gatwick should be allowed to continue with CAP1616 until the narrowness of the engagement is addressed. Town and parish councils are democratically elected stakeholders and they have not been consulted, bar the ones that are currently impacted by Gatwick operations, via GATCOM, NCF and NEX.</p> <p>(3) To go to Stage 3 (the public consultation) without showing the historic routes would be seen as disingenuous to those currently overflown and those who could be newly overflown. This will be seen as Gatwick deliberately seeking to confuse residents with the complexity of airspace changes, whilst ignoring historic departure routes and arrival swathes.</p> <p>Residents will want to see clearly where they live so that they can comment to protect their wellbeing and house value. Without this information, it is difficult to understand how any proposals can be accepted or commented upon. We can see that many more new community groups will be formed to oppose FASIS, due to this lack of transparency.</p> <p>(4) The TRAX document pays no attention to the fact that residents will receive no compensation for being newly impacted by aircraft noise below 4,000ft.</p> <p>(5) The TRAX document offers no details about noise envelopes, which Gatwick Airport has used significantly to convince communities to support the DCO (Development Consent Order) to rebuild the emergency runway as a second runway. We must question why they have not been implemented alongside these route proposals as CAP1129 states – 'There was concern that a noise envelope could be used to push through excessive growth without bringing any real benefits to residents.' Having studied the mapping provided, we believe this concern raised by the Airports Commission and DfT is true of the TRAX proposals and the sponsor's desire for growth at any cost to communities, especially those close to the runway.</p>

Stakeholder org.	You Said		We Did
Horsham District Council	No	<p>(1) Areas of locally important amenity such as local nature reserves, ancient woodland, outdoor sports facilities should be considered along with AONB's.</p> <p>(2) The magnitude of predicted change in the noise climate should be reported. The majority of the areas to be overflown are rural and characterised by dispersed settlement rather than typically urban settings such as around Heathrow.</p> <p>(3) The impacts of concentration of flights along new or established routes should be considered.</p> <p>(4) Allocated large scale expansion of settlements and new neighbourhoods as set out in local authority development framework plans should be included in the allocation process. For Horsham District Council the West of Ifield, North Horsham or Billingshurst and Southwater expansions are not shown on the population heat maps.</p>	<p>(1) As part of the Initial Options Appraisal (Step 2B), we will appraise potential benefits and impacts to tranquillity and biodiversity and as part of this we will identify noise sensitive areas such as SSSIs and SPAs. The noise assessment will also identify noise sensitive buildings such as schools, hospitals and places of worship. As we progress through the process and more information becomes available, there will be opportunities for the options to be optimised to where possible avoid these areas.</p> <p>(2) Following Stakeholder feedback, we have developed options that aim to seek a balance between rural and populated areas, factoring in ambient noise from road and rail. For more information, please see the feedback that influenced our final comprehensive list of options section above.</p> <p>(3) The impacts of noise concentration will be assessed as part of our Initial Options Appraisal at Stage 2B when we compare each option against the 'do nothing' baseline scenario.</p> <p>(4) The baseline 'do nothing' scenario describes the airspace environment immediately prior to implementation of the airspace change (estimated 2026+). There is a CAP1616 requirement (para B53) to look at how future housing developments may impact noise metrics. We will use future CACi population data forecasts and we will also identify new developments or planned developments which may impact population numbers. Details of this will be included in our Stage 2B Initial Options Appraisal submission.</p>
Warnham Parish Council	No	<p>There is a lack of historic routes shown to enable residents and an elected body to see where the routes currently fly within Noise Preferential Routes and the arrival swathe. Without this information it is difficult to understand how any proposals can be accepted or commented upon.</p>	<p>At this stage in the process the purpose of the engagement is to understand if the Comprehensive List of Options have been developed in line with the design principles, and that we have accounted for stakeholder concerns related to those design principles. The information as part of the presentation has been provided to help stakeholders answer these questions. This included a heat map which shows 2019 overflight. Some options are based on existing nominal centrelines which include the NPRs currently flown at Gatwick.</p> <p>At Stage 3 of the process, our shortlisted options will proceed to public consultation. At this stage we will publish detailed maps for stakeholders and the wider public alongside detailed appraisals of the benefits and impacts of each option.</p>
Tunbridge Wells Aircraft Noise Study Group (TWANSG)	No	<p>The list of options cannot be said to be COMPREHENSIVE, since no routes that join the ILS between 7 and 9 nm are considered.</p> <p>A comprehensive 10 page response was also provided by TWANSG as a Memorandum – see Appendix B, Table 36 for summary.</p>	<p>Although the data from the airspace design database did not suggest to locate a route between 7 and 9nm, following the feedback we have explored this option. For more information, please see the feedback that influenced our final comprehensive list of options section above.</p>
Gatwick Obviously Not (GON)	No	<p>No, the list is not sufficiently comprehensive and yes, some things are missing.</p> <p>Some of this response has been taken from GACC's submission. Additionally, some charts have been taken from TWANSG's submission. Both with permission.</p> <p>1. No reference appears to have been made to the debacle around the introduction of concentrated flight arrival paths in the USA and the now very well known risk of such policies.</p> <p>NextGen and has caused havoc in & around many Cities across the States. FASI-S needs to acknowledge and understand the risks of designing in concentrated flight paths per se and cannot ignore those risks.</p> <p>"Nextgen has created a "rail" or concentrated path of flights in cities across the United States. The new paths often reduce the number of people exposed to noise, but those who get noise receive it far more consistently...</p>	<p>(1) The Government's Airspace Modernisation Strategy (AMS) requires airports to implement Performance Based Navigation which does potentially lead to concentration along flight paths but as part of the Air Navigation Guidance 2017 there's also a requirement for mitigation of this concentration to be considered. We're aware of the potential negative effects of concentration, and that's why there are proposed mitigations such as alternative respite configurations included within our Comprehensive List of Options. Design Principle 7 also requires us consider respite arrangements. As part of the next steps in CAP1616 we will evaluate and appraise the benefits and impacts of each option, and this will consider the potential impacts on concentration.</p> <p>(2) The Airspace Design Database contains 2019 data that has been adjusted to reflect the extant Route 4 procedure. This was selected as it aligned with the requirements of later parts of the CAP1616 process.</p> <p>As part of Step 2A, we are required to define and assess a pre-implementation 'do nothing' baseline scenario. This scenario must take into account known or anticipated factors that might affect the baseline such as planned housing developments close to the airport,</p>

Stakeholder org.	You Said	We Did
	<p>“The result of this change is that many localities experience increases in air traffic over previously quiet areas. Complaints have risen with the added traffic and multiple municipalities already have filed suit, with more considering such a move. Many metropolitan airports have been affected, such as Baltimore, Boston, Charlotte, Los Angeles, Phoenix, San Diego, and Washington, D.C...</p> <p>“Navigation changes have angered residents living with increased noise, and they are pushing back on the FAA</p> <p>https://en.wikipedia.org/wiki/Next_Generation_Air_Transportation_System</p> <p>https://www.nytimes.com/2019/11/18/business/planes-noise-flight-paths.html</p> <p>2. Newly overflown/previously overflown.</p> <p>This is an over-simplistic and narrow lever for deciding where these monumental changes might take place. Many areas have been previously & recently overflown east of Gatwick. Who decides when the cut-of date is? 15 years ago? 20 years ago? Is the team behind FASI-S itself to be judge & jury? This needs proper, deep & objective analysis carried out by a professional body not allied to the aviation industry.</p> <p>3. The designs as laid out here show joining points to the ILS for Westerly approaches from 5-12nm.</p> <p>Given the huge protests around the aviation industry’s decision to move the minimum join point from 7nm to 10nm in 2013 it is interesting to see that joins as close as 5nm are now deemed possible. In the designs there appears to be a void in used airspace between 7-9nm, thereby concentrating flight paths either side of that void. Any design going forward needs to reflect the full flight path dispersal pre-2013</p> <p>4. We support GACC’s submission, as follows:</p> <p>As we understand it, the options presented have been driven by a narrow set of factors: total population overflown, number of people newly overflown and overflight of Areas of Outstanding Natural Beauty. In order that we can better understand the team’s methodology it would be helpful if the project team could explain how these factors have been prioritised against each other as we believe the outcomes would vary considerably depending on the prioritisation applied. We would also welcome an insight into what dictated the prioritisation applied – government policy/guidance, project team choice. Although these options may be viable on the basis of the limited analysis carried out to date, they do not represent a truly “comprehensive” list of options. We would therefore encourage the project team to develop a suite of decision-making factors against which the full universe of route options can be benchmarked thus delivering a truly comprehensive list of viable options for further analysis and optimisation. With that in mind, GON would wish to see the following factors being part of this process:</p> <p>1. Historic patterns of dispersal. As people historically overflown are likely to be more accustomed to aircraft noise and therefore not adversely impacted to the same extent as those newly overflown, we believe that the starting point for determining potential route options should be the historic patterns of dispersal.</p> <p>2. Health impacts of noise. Exposure to aircraft noise is associated with a range of health responses including stress, sleep disturbance and annoyance. Long-term exposure is associated with increased risk of high blood pressure, heart disease, heart attack, stroke, dementia and impairment of learning in children. There is also evidence to suggest that aircraft noise may also lead to long-term mental health issues. A summary of evidence is in the AEF paper here: https://www.aef.org.uk/uploads/Aircraft-Noise-and-Public-Health-the-evidence-isloud-and-clear-final-reportONLINE.pdf.</p> <p>The World Health Organisation strongly recommends reducing aircraft noise levels to below 45 dB Lden., as aircraft noise above this level is associated with adverse health</p>	<p>forecast growth in air traffic, or expected changes in the aircraft fleet mix operating at Gatwick.</p> <p>Our assessment of newly overflown must examine the populations that we expect will be overflown by the existing airspace design at the point when a change is implemented (expected to be 2026 onwards). At the point of implementation (2026 onwards), it is expected that Gatwick will have recovered from the impacts of COVID-19 therefore 2019 was chosen as it was a year which most reflected a scenario where the airspace, and traffic patterns, had recovered from the impacts of COVID-19. The 2019 data will be developed to reflect the known and anticipated factors when describing the pre-implementation scenario.</p> <p>(3) Although the data from the airspace design database did not suggest to locate a PBN route between 7 and 9nm, following the feedback we have explored this option. For more information, please see the feedback that influenced our final comprehensive list of options section above.</p> <p>(4) Please see GACC’s response here.</p>

Stakeholder org.	You Said	We Did
		<p>effects. For night noise exposure, the WHO strongly recommends reducing aircraft noise levels to below 40 dB L_{night}, as night-time aircraft noise above this level is associated with adverse effects on sleep. Gatwick does not produce noise contour maps down to these levels, but they extend many miles either side of the airport, covering 100s of sq km and 10s of thousands of people.</p> <p>As stated above there is a clear and long understood relationship between actual plane noise and health, but it is now acknowledged that health effects are also being determined by nonacoustic factors. Non acoustic factors such as individual perceptions of fairness, individual coping capacities and individual noise sensitivity will all play a key role in determining responses and must therefore be fully considered using appropriate metrics to accurately capture “total adverse effects”.</p> <p>3. Number of people impacted. Different aircraft dispersal options will affect different numbers of people. For example, a flight path over a town would, other things being equal, be likely to impact more people than a flight path over countryside (although perhaps less severely – see below). Some airports (but not Gatwick) are able to route some flights over areas that are entirely uninhabited, for example the sea or a river estuary. There might, of course, be other reasons not to fly over those areas.</p> <p>4. Severity of impact. In addition to the number of people impacted, it is important to consider the severity of impact. In general, ambient noise in cities and large towns is higher than in countryside, meaning that aircraft noise is likely to have less impact in cities/towns. However, there are exceptions to this in both areas. Land height can also have an impact on noise.</p> <p>5 “Fairness”: The Gatwick area community noise groups have historically taken the view that aircraft noise should be dispersed rather than concentrated on the grounds that it is fairer for its impacts to be shared rather than imposed on one group of people. However, we are also mindful that views on what dispersal means in practice, particularly when satellite navigation technology is introduced, are likely to vary.</p> <p>6. Frequency of overflight. With the airport already looking to expand and with the deployment of new technologies almost certainly leading to greater concentration, it is vital that changes to frequency of overflight are fully captured using appropriate metrics (see Point 7 of question 3 below) as part of the wider process to determine the total adverse effects of all potential flight path options.</p> <p>7. Vertical profile of aircraft. Not surprisingly the focus has been on the lateral distribution of flight paths. However, we also feel that as part of this once in a generation airspace modernisation project the vertical profile of aircraft also requires analysis. For departures we would wish to see the likely impact of a Continuous Climb Operations (CCO) protocol being fully considered whilst, from an arrival perspective, we would wish to see flight paths deployed which would facilitate increased arrival altitudes.</p>
<p>Tunbridge Wells Anti Aircraft Noise Group – Acting Secretary (TWAANG)</p>	<p>No</p>	<p>TWAANG’s concerns are primarily with the impact on Tunbridge Wells and the main source of disturbance comes from Westerly approaches.</p> <p>(1) Given the issues of historical and new overflying, the development process needs to be well aware of historical patterns of overflying. In the proposed options for Westerly arrivals, the absence of any track using a joining point between 6 and 9nm is very striking and difficult to understand. The NMB’s recommendation that the minimum joining point should be reduced from 10 to 8nm was an important and welcome step as, in principle at least, it drew arrivals away from the westerly residential areas and town centre; the reservation was that the swathe itself did not follow the Westerly move to any great extent. Moreover, during the pandemic when low traffic levels made it more possible, much greater use was made of the 8nm joining point and with a more westerly swathe. This brought arrivals over less densely populated areas which nonetheless were already very familiar with being overflown.</p>
		<p>(1) Although the data from the airspace design database did not suggest to locate a route between 7 and 9nm, following the feedback we have explored this option. For more information, please see the feedback that influenced our final comprehensive list of options section above.</p> <p>(2) As part of our methodology, when selecting high performing notional flight paths, if the initial group of paths suggested there were multiple directions which would result in fundamentally different options, then both were developed. This was particularly the case with some of the arrivals respite options, such as EAE/EAD and WAE/WAD; with these options there was the possibility of different configurations and therefore multiple options were created.</p>

Stakeholder org.	You Said	We Did
	<p>In contrast, the inclusion of many tracks joining the ILS at 10 to 12nm is incomprehensible as this brings arrivals inevitably over the populated western side of the town, overflying outlying suburbs such as Langton Green, Rusthall, Speldhurst and Bidborough. Experience has shown that high arrivals traffic with vector navigation forces arrivals eastwards, and although developments in traffic management may reduce this eventually the basic problem is fixed in some of the proposed options. It is noted that the TN3 postcode, which includes Langton Green, historically produced the highest number of noise complaints to Gatwick.</p> <p>From the above comments it is clear that technically possible options have been missed – very odd.</p> <p>(2) We wonder if the methodology used has fundamental weakness as a desktop exercise. The initial choice of a route as described in the presentation may inadvertently limit the subsequent choices and a sensitivity analysis needs to be done to ensure that there is not a problem here.</p> <p>(3) The presentation also appears to imply that each track analysed is a narrow, PBN-style route. At least until PBN navigation is the norm, arrivals cover a swathe so the area overflown will be wide it is far from clear that this is taken into account. The way this is treated needs to be made absolutely clear. Moreover, the presentation accepts that there will be times when PBN cannot be used and NATS will need to revert to its present vectoring methods with all the implications that carries. The frequency of such events is, of course, not known.</p>	<p>(3) Each notional flight path has been developed following PBN design criteria and is intended to be flown as a PBN route. This is because the Airspace Modernisation Strategy, the main driver of this ACP, requires airport's to implement PBN. We're aware that in some circumstances, there may be a requirement for aircraft to be vectored. In the case of arrivals, we have generated some initial indicative vectoring areas (Radar Manoeuvring areas (RMA)) using the outputs of the airspace design database. As the proposals mature, and when we have further information from NERL around the airspace above 7000ft, we will develop and refine our options and articulate the anticipated frequency and areas of vectoring that may occur. Our Initial, Full and Final Options Appraisal will analyse the benefits and impacts of the PBN options and any expected vectoring when compared against the 'do nothing' pre-implementation baseline.</p>
Blank (Resident)	No	<p>There is a lack of historic routes shown to enable residents and an elected body to see where the routes currently fly within Noise Preferential Routes and the arrival swathe. Without this information it is difficult to understand how any proposals can be accepted or commented upon.</p> <p>At this stage in the process the purpose of the engagement is to understand if the Comprehensive List of Options have been developed in line with the design principles, and that we have accounted for stakeholder concerns related to those design principles. The information as part of the presentation has been provided to help stakeholders answer these questions. This included a heat map which shows 2019 overflight. Some options are based on existing nominal centrelines which include the NPRs currently flown at Gatwick.</p> <p>At Stage 3 of the process, our shortlisted options will proceed to public consultation. At this stage we will publish detailed maps for stakeholders and the wider public alongside detailed appraisal of the benefits and impacts of each option.</p>
Waverley Borough Council	Blank	<p>It is not possible to answer this question without access to all the information Gatwick Airport has used to generate the route options set out in the powerpoint presentation.</p> <p>Developing viable airspace change options is a complex process with many considerations that cannot be distilled to purely data. Therefore sharing of the data from the database alone would not illustrate the full process of generating the options, as the outputs from the database need to be combined with aviation regulation, safety knowledge, Air Traffic Control experience and movement data in order to create viable systems.</p> <p>As part of the presentation and as part of the verbal explanation at the workshops, we have aimed to provide a detailed overview of the methodology used to build the options and the metrics from the database applied. We also offered drop in question and answer</p>

Stakeholder org.	You Said	We Did
		<p>sessions where we could clarify any questions around the development of the options and provide further information.</p> <p>We would encourage any questions to be directed to the FASI email address or please do attend the drop in Q&A sessions where we'd be happy to clarify.</p>
Mole Valley District Council – Planning Policy Team	No	<p>The list of options does not have a metric of the total population figures that live in a more rural location, and therefore a quieter location, which would be flown over more frequently as a result of the ACP.</p> <p>Following Stakeholder feedback, we have developed options that aim to seek a balance between rural and populated areas, factoring in ambient noise from road and rail. For more information, please see the feedback that influenced our final comprehensive list of options section above.</p>
Warnham Resident	No	<p>There is a lack of historic routes shown to enable residents and an elected body to see where the routes currently fly within Noise Preferential Routes and the arrival swathe. Without this information it is difficult to understand how any proposals can be accepted or commented upon.</p> <p>At this stage in the process the purpose of the engagement is to understand if the Comprehensive List of Options have been developed in line with the design principles, and that we have accounted for stakeholder concerns related to those design principles. The information as part of the presentation has been provided to help stakeholders answer these questions. This included a heat map which shows 2019 overflight. Some options are based on existing nominal centrelines which include the NPRs currently flown at Gatwick.</p> <p>At Stage 3 of the process, our shortlisted options will proceed to public consultation. At this stage we will publish detailed maps for stakeholders and the wider public alongside detailed appraisal of the benefits and impacts of each option.</p>
GATCOM member for Burstow PC and deputy lead member for noise on NATMAG.	No	<p>(1) But see below regarding DP10?</p> <p>(2) Some departure wrap around routes are not shown to be in conflict with arriving aircraft such as WDB & WDH. Is this correct?</p> <p>(3) On easterly departures from route 3 should there also be a dotted dotted line going NW to exit point?</p> <p>(1) Feedback covered in section below</p> <p>(2) As the departure routes have been developed in isolation from the arrivals, there are some departure routes which may conflict with some arrival options. At this early stage where there are so many permutations, this is considered proportionate and as we progress through the process and start to shortlist options, and also when we have further information from NERL about the airspace above 7000ft, we will revisit potential departure/arrival conflicts where applicable.</p> <p>(3) The dotted lines are intended to be indicative directions between 4-7000ft that will be reviewed once we have further information from NERL about potential network entry/exit locations so there may be a NW point in future; when further information is known we will update stakeholders.</p>
NATS	Blank	<p>NATS does not feel that this is a question which we able to adequately answer.</p> <p>n/a</p>
Tandridge District Council	Blank	<p>(1) Unknown – As a neighbouring authority to Gatwick Airport, we are concerned by any new proposals to route designs that have the potential to harm communities within Tandridge. We remain concerned of any new proposals that could potentially impact residents and businesses in the area by reason of noise, air quality etc. above what is already felt by the current routes and request that the process be further simplified and clarified to enable all those wishing to be involved, to engage fully. The Council feel that as currently presented is not 'in real terms' but at the higher more complicated level which prevents the public and stakeholders from engaging.</p> <p>(2) We would note that GAL currently have at least 3 separate processes ongoing; Route 4 redesign, FASI-S and Northern Runway DCO. Each of these projects overlap and will result in changes to airspace. It is not suitably clear to interested parties how these differ, the timescales for each, and the interdependencies and how they will be addressed.</p> <p>(1) As part of Step 2B of the Airspace Change Process we will undertake an Initial Options Appraisal. This is where we define a 'do nothing' pre-implementation baseline scenario and use this to understand the relative benefits and impacts of each airspace change option. This will look at areas such as noise and air quality and identify whether there will be potential impacts or benefits and we will identify potential geographic locations where these impacts will be located.</p> <p>We understand that the subject is complex, and we endeavour to make our engagement material as accessible as possible. We would encourage any questions to be directed to the FASI email address or our drop in Q&A sessions where we'd be happy to clarify. At Stage 2, we are engaging with stakeholder representatives who are typically more familiar with the airport and noise/environmental considerations but at Stage 3 there will be full public consultation and as part of this, there will be an opportunity for all stakeholders and the public to provide feedback on the proposals. Our consultation material will be assessed by the CAA to ensure it is clear and accessible before we commence this consultation.</p> <p>(2) The FASI ACP is completely separate project and is not dependent on the Northern Runway DCO or Route 4 ACP although information from both of these projects may be</p>

Stakeholder org.	You Said		We Did
			<p>required to be incorporated into the ACP at the appropriate stage. As part of our engagement presentation, we have provided a timeline for the FASI-S ACP.</p>
<p>People Against Gatwick Noise and Emissions (PAGNE)</p>	<p>No</p>	<p>We are extremely concerned with the so-called comprehensive list of options presented by the project team. From what we have seen so far, it would appear population levels are to be considered the predominant decision-making factor and that, as a result, the rural communities represented by PAGNE are very likely to be “thrown under the bus”. In our view, it is completely inequitable for any single individual to be more adversely impacted than any other individual, simply because they live in a rural rather than in an urban environment. We fully appreciate that the establishment of an agreed Fair and Equitable Distribution protocol at Gatwick is challenging, but if a truly comprehensive list of options is to be established, all relevant factors must be considered, and considered collectively. Until this is done, the publication and discussion of a “comprehensive” list of options is premature and will, in our view, lead to confusion and frustration rather than the clarity and coherence required. At this stage, the options presented have only been driven by a relatively narrow set of decision criteria: total population overflow, number of people newly overflowed and overflight of Areas of Outstanding Natural Beauty. Although these options may be viable they are very far from a truly “comprehensive” list of options. As a matter of priority, the project team must develop a suite of decision-making factors against which the full universe of route options can be benchmarked in order to deliver a truly comprehensive list of viable options for further detailed analysis and optimisation. The additional factors which the project team need to consider are as follows:</p> <p>(1) Ambient noise levels – ambient noise in cities and large towns is higher than in the countryside, meaning that aircraft noise is likely to have less impact in cities/towns.</p> <p>(2) Health impacts – including both acoustic and non-acoustic factors. Exposure to aircraft noise is associated with a range of health responses including stress, sleep disturbance and annoyance. Long-term exposure is associated with increased risk of high blood pressure, heart disease, heart attack, stroke, dementia and impairment of learning in children. Non acoustic factors such as individual perceptions of fairness, individual coping capacities and individual noise sensitivity will all play a key role in determining responses and must therefore be fully considered using appropriate metrics to accurately capture “total adverse effects”.</p> <p>(3) Frequency of overflight – although traffic volumes have reduced dramatically because of the pandemic, there is no doubt that in the period leading up to 2019, Gatwick’s busiest year, the increasing frequency of overflight led to growing resident annoyance. Inevitably, this trend will return as airport volumes recover and should Gatwick’s DCO be approved will become even worse. The impact of increased frequency of overflight must therefore be fully considered in route option selection.</p> <p>(4) Concentration v Dispersal – in our view, aircraft noise must be dispersed rather than concentrated, on the grounds that it is fairer for its impacts to be shared rather than imposed on one group of people and it is on this basis that Gatwick’s flight path strategy should be based.</p> <p>(5) Vertical Profile of Aircraft – Continuous Climb Operations (CCO) is widely considered to be an effective noise mitigation strategy for departing aircraft and must therefore be fully considered as part of option analysis. Likewise, a key factor in considering individual arrival flight paths must be their altitude and we would wish to see planes kept as high as possible for as long as possible.</p> <p>(6) ILS Join Points – notwithstanding the desire to avoid flying over new areas, future flight path design should consider the use of different ILS join points which, in conjunction with an</p>	<p>(1) Following Stakeholder feedback, we have developed options that aim to seek a balance between rural and populated areas, factoring in ambient noise from road and rail. For more information, please see the feedback that influenced our final comprehensive list of options section above.</p> <p>(2) Our options have been developed using outputs from the airspace design database. This database includes metrics which are indicators of the primary and secondary metrics that will be assessed later in the airspace change process. This includes Sound Exposure Level (SEL), which forms part of the L_{Aeq} calculations. Data from the L_{Aeq} contours is used as a primary metric in the airspace change process to assess impacts to health and quality of life. The Initial Options Appraisal will analyse impacts to these contours as well as reviewing secondary noise metrics such as N60 and N65 data, and overflight.</p> <p>(1) Frequency of overflight will be evaluated as part of our Design Principle Evaluation and considered in further detail as part of the Initial Options Appraisal. As part of our Full Options Appraisal at Stage 3, we are required to quantitatively define the scenarios we will use to assess our Airspace Change Options for the planned year of implementation and 10 years following implementation. We expect this to include scenarios with and without the northern runway DCO project as well as with and without the Airspace Change. Subsequently, a range of traffic forecasts based on these scenarios will be used which will enable stakeholders to understand the overall performance of the different airspace design options with different traffic levels.</p> <p>(3) The Government’s Airspace Modernisation Strategy (AMS) requires airports to implement Performance Based Navigation which does potentially lead to concentration along flight paths but as part of the Air Navigation Guidance 2017 there’s also a requirement for mitigation of this concentration to be considered. We’re aware of the potential negative effects of concentration, and that’s why there are proposed mitigations, such as alternative respite configurations, included within our Comprehensive List of Options. Design Principle 7 also requires us to consider respite arrangements. As part of this ACP, we have also committed to considering the outcome of the Fair and Equitable Distribution (FED) study should there be appropriate outcomes that could be incorporated into the ACP.</p> <p>(4) All of the options on the comprehensive list are designed to achieve CCO/CDO to/from 7000ft. As part of the Design Principle Evaluation and Initial Options Appraisal, we will introduce the information available from NERL about the network airspace above 7000ft and evaluate the potential for further CCO/CDO. The outcome may be that the options are refined in order to achieve optimal CCO/CDO where possible and balancing other considerations; this will be documented as part of our Stage 2 submission and communicated as part of stakeholder engagement workshops.</p> <p>(5) Our comprehensive list of options includes a variety of ILS joining points and following other stakeholder feedback, additional options have been added to the list. The benefits and impacts of each option will be evaluated and appraised as part of the next steps of the process.</p>

Stakeholder org.	You Said		We Did
		effective dispersal strategy could play an important role in mitigating the total adverse effects of plane noise.	
Blank (Residents)	No	There is a lack of historic routes shown to enable residents and an elected body to see where the routes currently fly within Noise Preferential Routes and the arrival swathe. Without this information it is difficult to understand how any proposals can be accepted or commented upon.	<p>At this stage in the process the purpose of the engagement is to understand if the Comprehensive List of Options have been developed in line with the design principles, and that we have accounted for stakeholder concerns related to those design principles. The information as part of the presentation has been provided to help stakeholders answer these questions. This included a heat map which shows 2019 overflight. Some options are based on existing nominal centrelines which include the NPRs currently flown at Gatwick.</p> <p>At Stage 3 of the process, our shortlisted options will proceed to public consultation. At this stage we will publish detailed maps for stakeholders and the wider public alongside detailed appraisal of the benefits and impacts of each option.</p>
Betchworth Parish Council	No	<p>(0) The options have been derived from a very limited set of criteria – total population overflow, number of people newly overflowed and overflight of Areas of Outstanding Natural Beauty. There are many other factors that would need to be taken into account to produce a really meaningful set of options. It is also not entirely clear how even these limited criteria have been prioritised against each other. Air Navigation Guidance 2017 places the highest priority on limiting and, where possible, reducing the total adverse effects on people. Although “total adverse effects” is not specifically defined, this cannot credibly be reduced to a simple measure of “total population overflow”. All factors contributing to “total adverse noise effects on people” should have the highest priority. As a second priority it says – where options for route design are similar in terms of the number of people affected by total adverse noise effects, preference should be given to that option which is most consistent with “existing published airspace arrangements” which is not exactly “would have been overflowed in 2019 but for the pandemic”. On the question of ANOBs it states – where practicable, it is desirable that airspace routes below 7,000 feet should seek to avoid flying over Areas of Outstanding Natural Beauty (AONB) and National Parks. All of the factors contributing to “total adverse noise effects on people” have the highest priority.</p> <p>To produce a really comprehensive set of options there needs to be a comprehensive set of criteria against which all potential options can be prioritised. Betchworth Parish Council believes that the following issues need to be considered as a part of that process.</p> <p>1. Health impacts of noise</p> <p>- In October 2018 the World Health Organisation strongly recommended reducing aircraft noise levels to below 45 dB Lden, as aircraft noise above this level is associated with adverse health effects. For night noise exposure, the WHO strongly recommends reducing aircraft noise levels to below 40 dB Lnight, as night-time aircraft noise above this level is associated with adverse effects on sleep. Current Gatwick noise contour maps only show noise contours considerably above these levels. The WHO criteria would cover many more people than the current criteria, and the effects on these people must be taken into account</p> <p>- The recent FED study, whilst not producing the LGW specific framework that was hoped for, did raise many factors that have not been taken into account in this proposal so far. Aircraft noise is associated with many health issues including stress, sleep disturbance, high blood pressure, heart disease, heart attack, stroke, dementia, impairment of learning in children and long-term mental health issues. Additionally the FED study highlighted that many non-</p>	<p>(0) When developing options, we need to consider all the Design Principles as well as those focused on noise. At Stage 1 the Design Principles were prioritised. At Stage 2, we used a matrix structure, which we provided an overview of as part of our workshops and presentation, which outlines how we’ve considered the design principles when developing each option and also what noise metrics have been used to select the notional flight paths. The noise metrics within the airspace design database are indicators of the primary and secondary metrics we will assess later in the CAP1616 process.</p> <p>As we’re required to explore all viable options, we’ve explored options that look at total population overflow (what would happen if we took a blank sheet approach) and population newly overflowed (keeping laterally relatively similar to today, including the existing NPRs). This means that we have not prioritised total population overflow or population newly overflowed; we’ve developed different options for each which are also influenced by the other design principles. When developing the options, we’ve considered a range of metrics including Sound Exposure Level (SEL), overflight contours, and areas of AONB overflow. 2019 data has been selected to define newly overflowed due the way we will define the CAP1616 baseline (see (2) below).</p> <p>As part of the next steps of the process, we will explore the benefits and impacts of each option as part of our Initial Options Appraisal. The noise assessment section of the appraisal will consider the information within the Air Navigation Guidance 2017 as part of the assessment. It’s important to note that we expect the options to develop and evolve as we progress through the process; this means that after evaluation and appraisal, the options may be adjusted to be optimised; this will be informed by the outcomes of the assessment and will be documented.</p> <p>(1) The Initial Options Appraisal assessment will provide assessment of the noise benefits and impacts of each option compared to the baseline. This will include Laeq contours, which are the primary measure of ‘total adverse effects’ of noise. At the options development stage, without combining thousands of permutations of arrivals and departure options, it is not possible to generate Laeq contours, therefore we have used Sound Exposure Level (SEL) contours as an indicator of Laeq. SEL data forms part of the calculation of Laeq. Later on in the process, data from the Laeq contours will be used to populate webTAG which monetises the health impacts of noise. For each one decibel change in average noise level, a monetary value is assigned for the change in the following health impacts: amenity (annoyance), acute myocardial infarction, dementia, stroke, and sleep disturbance. These values are based on the latest evidence from the World Health Organisation on the link between noise exposure and health impacts².</p> <p>CAP1616 (Appendix B, page 162 -165) outlines the primary and secondary metrics which are required to be presented as part of the ACP. This includes Leq 16 hour (day) and 8</p>

² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/669423/webtag-for-non-experts.pdf

Stakeholder org.	You Said	We Did
	<p>acoustic factors have a detrimental effect on health. All of the issues raised in the FED report should be progressed, with further research to be applied specifically to Gatwick.</p> <ul style="list-style-type: none"> - The frequency of overflights is a major issue that needs to be captured. Some areas, in particular to the north of Gatwick, suffer noise from more than one route and also from Heathrow aircraft. Whilst residents on the extended runway centre lines will suffer noise from both easterly and westerly operations, there is no reason why any other residents should suffer noise from both directions (for example residents under Routes 3 and 4). - Therefore, in order to get a true measure of “total adverse noise effects” many more factors other than “total population overflown” must clearly be considered. <p>2. Newly overflown</p> <ul style="list-style-type: none"> - The current definition being used, modified 2019 flight paths, is far too narrow. Flight paths over the past 10-20 years are totally relevant. Using actual flight paths also captures many flights that deviated from the NPR swathes and to then use those as a baseline legitimises flightpaths outside of the NPR swathes. This would be totally unacceptable. We feel that the definition for “previously overflown” with reference to departures should be the NPRs. Betchworth Parish Council believes that routes should be dispersed within the existing NPRs and based on the NPR centre lines. This particularly applies to Route 4 where over the years the SIDs and actual flight paths, which have often diverged considerably from the SIDs, have affected most residents within the NPR swathe. The NPRs have been unchanged since their introduction over 50 years ago and were therefore in place well before the vast majority of residents. NPRs have dictated where people have bought their homes, and are used to inform planning decisions about location of future homes, hospitals, schools etc. - If FASI eventually creates routes that are different to the NPRs, and therefore by our definition affecting “newly overflown” residents, this will need a totally separate ACP process under the auspices of the Secretary of Transport. To make the FASI process more transparent the existing NPRs should be clearly marked on all charts. - As LGW expands there will be a point where the noise burden on some existing NPRs, even with dispersal, will become untenable and further new routes will need to be explored. The FASI consultation process should also be transparent on this potential requirement. <p>3. Vertical flight profiles</p> <p>Departure routes.</p> <ul style="list-style-type: none"> - The use of Continuous Climb Operations has a huge potential to reduce total adverse noise effects and this must be taken into account in this once in a generation airspace redesign opportunity. CCO is a win/win for residents, airlines, and the environment – less noise, less fuel burn and lower operating costs, and less pollution. With the proximity of Gatwick and Heathrow their route structures need to be developed jointly to facilitate CCO. The current approach of developing two separate structures and then setting about integration seems certain to generate a sub optimal solution. <p>A meaningful consultation on vertical profiles needs to contain very detailed information on the noise effects of various profiles.</p> <ul style="list-style-type: none"> - The effect of CCO on noise levels due to altitude and engine power setting. Whilst most people will benefit from CCO there will be some residents who will suffer greater noise as aircraft climb through 4,000ft with climb power set. At what altitude does the reduction in noise due to increased altitude balance the increased engine noise. - The effects of the increased vectoring that will be facilitated by CCO. With all aircraft climbing continuously through 4,000ft vectoring could become almost routine. This will facilitate much greater dispersal but could also effectively create new “routes” between 4000ft and 7,000ft 	<p>hour (night), N60/N65 contours and overflight contours. These metrics will include counts of the number of people impacted and the frequency of overflight.</p> <p>(2) As part of Step 2A of the CAP1616 process, we are required to define and assess a pre-implementation ‘do nothing’ baseline scenario. A requirement of CAP1616 is that our assessment of newly overflown must examine the populations that we expect will be overflown by the existing airspace design at the point when a change is implemented in 2026. At the point of implementation (2026 onwards), it is expected that Gatwick will have recovered from the impacts of COVID-19 therefore 2019 was chosen as it was a year which most reflected a scenario where the airspace, and traffic patterns, had recovered from the impacts of COVID-19. The 2019 data will be developed to reflect the known and anticipated factors when describing the pre-implementation scenario.</p> <p>As part of our comprehensive list of options, we’ve included options that look to minimise newly overflown and options that minimise total population overflown. Of these options, some retain the existing NPRs and others deviate from the existing NPRs.</p> <p>NPRs are treated as part of a suite of Noise Abatement Procedures that are covered under a separate policy and process with the Department for Transport (DfT). The process through which the DfT manage noise abatement procedures are separate and distinct, with dedicated stakeholder consultation requirements and the Airspace Modernisation initiatives cannot bypass this.</p> <p>As Gatwick progresses through the CAP1616 Airspace Change Process we will develop our understanding of the benefits and potential impacts of different airspace design options through the appraisal process. The potential impact of changes to the existing NPRs would be considered as part of this appraisal. If the preferred options arising from the appraisal process involve changes to the existing NPRs, evidence will need to be presented to the DfT for the Government to make a decision on whether to approve the changes.</p> <p>(3) All of the options on the comprehensive list are designed to achieve CCO/CDO to/from 7000ft. As part of the Design Principle Evaluation and Initial Options Appraisal, we will introduce the information available from NERL about the network airspace above 7000ft and evaluate an options’ potential for CCO/CDO. The outcome may be that the options are refined in order to achieve optimal CCO/CDO where possible and balancing other considerations; this will be documented as part of our Stage 2 submission and communicated as part of stakeholder engagement workshops.</p>

Stakeholder org.	You Said	We Did
	<p>- The noise effects of potentially higher airspeeds facilitated by CCO.</p> <p>Aircraft could climb at maximum climb gradient or optimum fuel burn climb speeds. Both could have significant noise effects. An aircraft at higher speed has different aerodynamic and engine acoustic effects. The noise event from a faster aircraft lasts for less time.</p> <p>Arrival routes.</p> <p>- Routes should be developed to ensure that 100% of arrivals can utilise Continuous Descent.</p>	
Salfords and Sidlow Parish Council	<p>No</p> <p>It does not include the very important question of newly overflowed people.</p> <p>We strongly hold the view flight paths within the NPRs must not be moved, even if this means fewer people are overflowed, because this makes new people overflowed. Existing and new people who have moved under an existing flight path have made this choice and they can't be counted as newly overflowed. We recognise that once aircraft are outside the NPRs, either by distance or altitude, they can be vectored.</p>	<p>As part of our comprehensive list of options, we've included options that look to minimise newly overflowed and options that minimise total population overflowed. Of these options, some retain the existing NPRs and others deviate from the existing NPRs.</p> <p>NPRs are treated as part of a suite of Noise Abatement Procedures that are covered under a separate policy and process with the Department for Transport (DfT). The process through which the DfT manage noise abatement procedures are separate and distinct, with dedicated stakeholder consultation requirements and the Airspace Modernisation initiatives cannot bypass this.</p> <p>As Gatwick progresses through the CAP1616 Airspace Change Process we will develop our understanding of the benefits and potential impacts of different airspace design options through the appraisal process. The potential impact of changes to the existing NPRs would be considered as part of this appraisal. If the preferred options arising from the appraisal process involve changes to the existing NPRs, evidence will need to be presented to the DfT for the Government to make a decision on whether to approve the changes.</p>
Plane Justice Ltd	<p>Blank</p> <p>Plane Justice represents communities currently affected by Route 4 departures. As such it is necessary to give due consideration to the reason why the CAA's 2017 Post Implementation Review was quashed, namely 'the value of preserving the existing pattern of traffic in 2012 was not given sufficient weight as part of the airspace change process'. It is imperative that this matter is considered fully in any design of the 'Westerly' departures. When considering historic flight patterns (population heat maps) for Route 4 we recognise that Gatwick are correctly utilising the flight patterns of the 2012 Conventional route and not the 2019 patterns.</p> <p>Although Gatwick have stipulated that they are not seeking feedback on the positions of actual routes at this time, it is difficult to comment in any detail until the effects on the communities that surround the airport are known.</p> <p>(1) It is hoped that consideration of continuous climb (getting higher quicker) is given sufficient priority as this will help reduce the noise pollution.</p> <p>(2) We note in the Statement of Need that Gatwick are considering routes up to 7000 feet, but it is not clear if the list of comprehensive options for easterly and westerly departures depicts altitudes from 0 – 7000 feet, 0 to 4000 feet or something else. Could this be clarified please? How will vectoring by NATS be affected by these designs? Will NATS be responsible for vectoring when the aircraft reach the NPR ceiling at 3000 or 4000 feet, or some other height (if of course NPRs are retained after this process is concluded)?</p> <p>(3) Although you have correctly stipulated that no 'new' overflight should be considered in all options, it is unclear what weighting will be applied to this issue in relation to other matters (total population overflowed etc.). New communities, such as Westvale Park (North of Horley) will provide 1500 new homes when completed. These new populations must be categorised as 'not previously overflowed' when considering route design.</p>	<p>(1) All of the options on the comprehensive list are designed to achieve CCO/CDO to/from 7000ft. As part of the Design Principle Evaluation and Initial Options Appraisal, we will introduce the information available from NATS NERL about the network airspace above 7000ft and evaluate an options' potential for CCO/CDO. The outcome may be that the options are refined in order to achieve optimal CCO/CDO where possible and balancing other considerations; this will be documented as part of our Stage 2 submission and, communicated as part of stakeholder engagement workshops.</p> <p>(2) The options shown on the comprehensive list show a PBN route between 0-7000ft. Some options have been developed with noise prioritised between 0-4000ft and to fly a direct route between 4-7000ft; in the comprehensive list, that latter part of the route is shown with a green dashed line. We're aware that in some circumstances, there may be a requirement for aircraft to be vectored. In the case of arrivals, we have generated some initial indicative vectoring areas (Radar Manoeuvring areas (RMA)) using the outputs of the airspace design database. As the proposals mature, and when we have further information from NERL about the airspace change above 7000ft, we will develop and refine our options and articulate the anticipated frequency and areas of vectoring that may occur. Our Initial, Full and Final Options Appraisal will analyse the benefits and impacts of the expected vectoring when compared against the 'do nothing' baseline.</p> <p>(3) When we define the 'do nothing' pre-implementation baseline, we will take into account local developments that have permission but that are yet to be built (and therefore will not be included in the standard population data). When we define the baseline, we have to describe the environment immediately prior to implementation (in around 2026), and therefore we will consider a development's location in relation to the baseline overflight swathe to understand whether it would be considered as 'newly overflowed'.</p> <p>(4) As correctly stated, the FASI-S ACP and the route 4 ACP are separate processes however the FASI-S team are aware of the progress with the route 4 ACP and where appropriate to do so, information about the route 4 ACP will be incorporated into the FASI-S process.</p>

Stakeholder org.	You Said	We Did
	<p>(4) We understand that the FASI-S and 2018 Route 4 Airspace Change Proposals are separate, but it would be helpful for the FASI-S team to consider the progress of the Route 4 ACP to avoid any wasted time or potential conflict later in the process.</p>	
<p>Gatwick Area Conservation Campaign (GACC)</p>	<p>No</p> <p>0. As we understand it, the options presented have been driven by a narrow set of factors: total population overflow, number of people newly overflow and overflight of Areas of Outstanding Natural Beauty. In order that we can better understand the team’s methodology it would be helpful if the project team could explain how these factors have been prioritised against each other as we believe the outcomes would vary considerably depending on the prioritisation applied. We would also welcome an insight into what dictated the prioritisation applied – government policy/guidance, project team choice. Although these options may be viable on the basis of the limited analysis carried out to date, they do not represent a truly “comprehensive” list of options. We would therefore encourage the project team to develop a suite of decision-making factors against which the full universe of route options can be benchmarked thus delivering a truly comprehensive list of viable options for further analysis and optimisation. With that in mind, GACC would wish to see the following factors being part of this process:</p> <p>1. Historic patterns of dispersal. As people historically overflow are likely to be more accustomed to aircraft noise and therefore not adversely impacted to the same extent as those newly overflow, we believe that the starting point for determining potential route options should be the historic patterns of dispersal. However, this does not mean that aircraft tracks that have consistently fallen outside NPR swathes should be considered an acceptable historic pattern of dispersal.</p> <p>2. Health impacts of noise. Exposure to aircraft noise is associated with a range of health responses including stress, sleep disturbance and annoyance. Long-term exposure is associated with increased risk of high blood pressure, heart disease, heart attack, stroke, dementia and impairment of learning in children. There is also evidence to suggest that aircraft noise may also lead to long-term mental health issues. A summary of evidence is in the AEF paper here: https://www.aef.org.uk/uploads/Aircraft-Noise-and-Public-Health-the-evidence-is-loud-and-clear-final-reportONLINE.pdf</p> <p>The World Health Organisation strongly reducing aircraft noise levels to below 45 dB Lden., as aircraft noise above this level is associated with adverse health effects. For night noise exposure, the WHO strongly recommends reducing aircraft noise levels to below 40 dB Lnight., as night-time aircraft noise above this level is associated with adverse effects on sleep. Gatwick does not produce noise contour maps down to these levels, but they extend many miles either side of the airport, covering 100s of sq km and 10s of thousands of people.</p> <p>As stated above there is a clear and long understood relationship between actual plane noise and health, but it is now acknowledged that health effects are also being determined by non-acoustic factors. Non acoustic factors such as individual perceptions of fairness, individual coping capacities and individual noise sensitivity will all play a key role in determining responses and must therefore be fully considered using appropriate metrics to accurately capture “total adverse effects”.</p> <p>3. Number of people impacted. Different aircraft dispersal options will affect different numbers of people. For example, a flight path over a town would, other things being equal, be likely to impact more people than a flight path over countryside (although perhaps less severely – see below). Some airports (but not Gatwick) are able to route some flights over areas that are entirely uninhabited, for example the sea or a river estuary. There might, of course, be other reasons not to fly over those areas.</p> <p>4. Severity of impact. In addition to the number of people impacted, it is important to consider the severity of impact. In general, ambient noise in cities and large towns is higher than in</p>	<p>(0) When developing options, we need to consider all the Design Principles as well as those focused on noise. At Stage 1 the Design Principles were prioritised. At Stage 2, we used a matrix structure, which we provided an overview of as part of our workshops and presentation, which outlines how we’ve considered the design principles when developing each option and also what noise metrics have been used to select the notional flight paths. The noise metrics within the airspace design database are indicators of the primary and secondary metrics we will assess later in the CAP1616 process.</p> <p>As we’re required to explore all viable options, we’ve explored options that look at total population overflow (what would happen if we took a blank sheet approach) and population newly overflow (keeping laterally relatively similar to today, including the existing NPRs). This means that we have not prioritised total population overflow or population newly overflow; we’ve developed different options for each which are also influenced by the other design principles. When developing the options, we’ve considered a range of metrics including Sound Exposure Level (SEL), overflight contours, and areas of AONB overflow. 2019 data has been selected to define newly overflow due the way we will define the CAP1616 baseline (see (2) below).</p> <p>As part of the next steps of the process, we will explore the benefits and impacts of each option as part of our Initial Options Appraisal. The noise assessment section of the appraisal will consider the information within the Air Navigation Guidance 2017 as part of the assessment. It’s important to note that we expect the options to develop and evolve as we progress through the process; this means that after evaluation and appraisal, the options may be adjusted to be optimised; this will be informed by the outcomes of the assessment and will be documented.</p> <p>(1) See response (0) around the development of the options. As part of Step 2A, we are required to define and assess a pre-implementation ‘do nothing’ baseline scenario. As part of this baseline we will define areas of existing overflight and this will be based on the populations that we expect will be overflow by the existing airspace design at the point when a change is implemented (expected to be from 2026 onwards). This baseline scenario will then be used to compare against the benefits and impacts of each option.</p> <p>(2) The Initial Options Appraisal assessment will provide assessment of the noise benefits and impacts of each option compared to the baseline. This will include Laeq contours, which are the primary measure of the ‘total adverse effects’ of noise. At the options development stage, without combining thousands of permutations of arrival and departure options, it is not possible to generate LAeq contours, therefore we have used Sound Exposure Level (SEL) contours as an indicator of Laeq. SEL data forms part of the calculation of Laeq. Later on in the process, data from the Laeq contours will be used to populate webTAG which monetises the health impacts of noise. For each one decibel change in average noise level, a monetary value is assigned for the change in the following health impacts: amenity (annoyance), acute myocardial infarction, dementia, stroke, and sleep disturbance. These values are based on the latest evidence from the World Health Organisation on the link between noise exposure and health impacts³.</p> <p>(3) CAP1616 (Appendix B, page 162 -165) outlines the primary and secondary metrics which are required to be presented as part of the ACP. This includes Leq 16 hour (day)</p>

³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/669423/webtag-for-non-experts.pdf

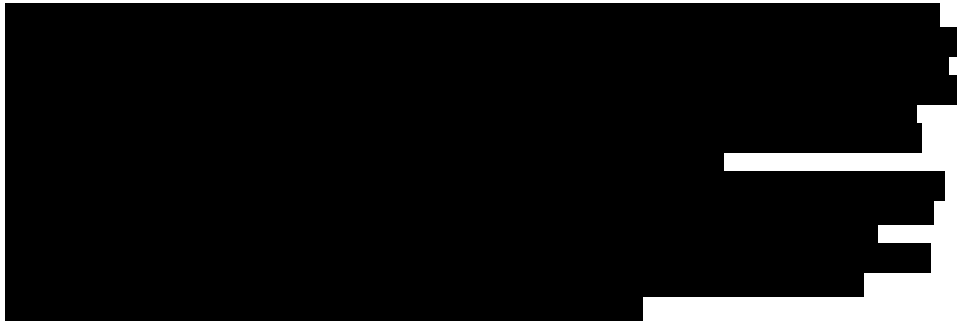
Stakeholder org.	You Said	We Did
	<p>countryside, meaning that aircraft noise is likely to have less impact in cities/towns. However, there are exceptions to this in both areas. Land height can also have an impact on noise.</p> <p>5. "Fairness": The Gatwick area community noise groups have historically taken the view that aircraft noise should be dispersed rather than concentrated on the grounds that it is fairer for its impacts to be shared rather than imposed on one group of people. However, we are also mindful that views on what dispersal means in practice, particularly when satellite navigation technology is introduced, are likely to vary.</p> <p>6. Frequency of overflight. With the airport already looking to expand and with the deployment of new technologies almost certainly leading to greater concentration, it is vital that changes to frequency of overflight are fully captured using appropriate metrics (see Point 7 of question 3 below) as part of the wider process to determine the total adverse effects of all potential flight path options.</p> <p>7. Vertical profile of aircraft. Not surprisingly the focus has been on the lateral distribution of flight paths. However, we also feel that as part of this once in a generation airspace modernisation project the vertical profile of aircraft also requires analysis. For departures we would wish to see the likely impact of a Continuous Climb Operations (CCO) protocol being fully considered whilst, from an arrival perspective, we would wish to see flight paths deployed which would facilitate increased arrival altitudes.</p>	<p>and 8 hour (night), N60/N65 contours and overflight contours. These metrics will include counts of the number of people impacted.</p> <p>(4) Following Stakeholder feedback, we have developed options that aim to seek a balance between rural and populated areas, factoring in ambient noise from road and rail. For more information, please see the feedback that influenced our final comprehensive list of options section above.</p> <p>(5) The Government's Airspace Modernisation Strategy (AMS) requires airports to implement Performance Based Navigation which does potentially lead to concentration along flight paths but as part of the Air Navigation Guidance 2017 there's also a requirement for mitigation of this concentration to be considered. We're aware of the potential negative effects of concentration, and that's why there are proposed mitigations, such as alternative respite configurations, included within our Comprehensive List of Options. Design Principle 7 also requires us to consider respite arrangements. As part of this ACP, we have also committed to considering the outcome of the Fair and Equitable Distribution (FED) study should there be appropriate outcomes that could be incorporated into the ACP.</p> <p>(6) As part of our Full Options Appraisal at Stage 3, we are required to quantitatively define the scenarios we will use to assess our Airspace Change Options for the planned year of implementation and 10 years following implementation. We expect this to include scenarios with and without the northern runway DCO project as well as with and without the Airspace Change. Subsequently, a range of traffic forecasts based on these scenarios will be used which will enable stakeholders to understand the overall performance of the different airspace design options with different traffic levels.</p> <p>(7) All of the options on the comprehensive list are designed to achieve CCO/CDO to/from 7000ft. As part of the Design Principle Evaluation and Initial Options Appraisal, we will introduce the information available from NERL about the network airspace above 7000ft and evaluate the potential further increase CCO/CDO. The outcome may be that the options are refined in order to achieve optimal CCO/CDO where possible and balancing other considerations; this will be documented as part of our Stage 2 submission and communicated as part of stakeholder engagement workshops.</p>
Chichester District Council	No	<p>There does not seem to be consideration as to the impact of air quality from the communities overflown</p> <p>The Design principles developed with stakeholders at Stage 1B did not include a principle based specifically about air quality however later in the process the Initial Options Appraisal (Step 2B) will include an appraisal of benefits/impacts to air quality compared to the 'do nothing' baseline.</p>

From:
Bcc:

on behalf of [DD - Airspace FASI-South Prog External](#)

[REDACTED]

[REDACTED]



Subject: Gatwick FASI ACP Stakeholder Engagement Jan Feb 23 updated Presentation and Q&A Record
Date: 03 March 2023 13:40:00
Attachments: [GAL FASI ACP S2 Jan Feb 23 stakeholder presentation v1.pdf](#)
[GAL FASI ACP Stakeholder Question Answer Record Feb 23 V1.0.pdf](#)
[image001.png](#)

Dear stakeholder

Please receive the stakeholder presentation, feedback, questions and Gatwick team responses discussed during the FASI South update briefings held on the 25th and 30th of January and 2nd of February 2023.

The stakeholder presentation document includes all the slides used during the engagement as well as an Appendix showing a worked example of Westerly Arrival D and Westerly Arrival E (WAD / WAE) would help clarify the process of developing, assessing and discontinuing options. This is included pp. 57 – 64.

In addition, from pp. 65 – 116 we have provided a set of larger resolution images of options shortlisted to proceed to Step 2B Initial Options appraisal as per the request from stakeholders. Please note that all airspace design options are subject to change throughout the airspace change process as options are matured in detail and refined in accordance with safety requirements, our design principles, our appraisals and stakeholder engagement and consultation.

If you have further questions or comments, please contact us on LGWairspace.FASIS@gatwickairport.com

Kind regards

Gatwick FASI-S Airspace Change Team

gatwick logo new



Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Examples of the stakeholder engagement material presented throughout Stage 2 of GAL's FASI-S ACP have been compiled into the following document:

Stage 2 Annex A: Evolution of the Options Design

This is published on the CAA's Airspace Change Portal and can be publicly accessed via the direct link below:

[CAA Airspace Change Portal ACP-2018-60](https://airspacechange.caa.co.uk/PublicProposalArea?plD=54)

<https://airspacechange.caa.co.uk/PublicProposalArea?plD=54>



LONDON GATWICK

Gatwick FASI South Airspace Change Proposal

Summary of stakeholder feedback, questions and Gatwick team responses discussed during the FASI South update briefings held on the 25th and 30th of January and the 2nd of February 2023.

Version 1.0 08/02/2023

Introduction

This document summarises the stakeholder feedback, questions and Gatwick (GAL or we) team responses discussed during the FASI (Future Airspace Strategy Implementation) South update briefings held on the 25th and 30th of January and 2nd of February 2023.

The briefings discussed the progress made by GAL to assess options for the airspace change proposal (ACP) 2018-60 – the redesign of departure and arrival procedures as part of the FASI South Programme¹. The methodology GAL is following to develop and assess options is designed to meet the requirements laid out in Stage 2 of the Civil Aviation Authority's (CAA's) guidance on the regulatory process for changing the airspace design (known as CAP1616 or the process)².

The briefings held in January and February 2023 formed part of the fourth round of stakeholder engagement conducted during Stage 2 to support the development and assessment of airspace change options. The briefings were delivered online and attended by a mix of stakeholder representatives who have been engaged previously during Steps 1B and Step 2A of the CAP1616 process. The agenda for the briefings covered:

- A recap on the overall scope and timelines for the ACP
- An update on the integration of the GAL ACP with interdependent FASI South proposals
- A summary of the options development conducted to date
- An overview of the Design Principle Evaluation approach and outputs
- An overview of the Initial Options Appraisal
- An update on the Stakeholder Engagement Report
- General discussion, feedback and next steps

Table 1 sets out the feedback and questions raised by stakeholders during the update briefings and the responses provided by the GAL team.

¹ Future Airspace Strategy Implementation (FASI) South is one of the key initiatives set out in the Airspace Modernisation Strategy (AMS – CAA CAP1711) that are considered necessary to fundamentally redesign and upgrade the UK's airspace structure and air transport route network. The AMS is co-sponsored by the Department for Transport and Civil Aviation Authority.

² CAA CAP1616, Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information, fourth edition, published March 2021.

As part of the first update briefing on January 25th, stakeholders requested a worked example of the methodology used to develop and assess options, concentrating on Westerly Arrival Option D (WAD) and Westerly Arrival Option E (WAE). GAL committed to including this as part of the documentation circulated following the briefings. This worked example can be found as an Appendix within the presentation slides shared alongside this Q&A document.

Stakeholders also told us that their preference would be for all the arrival options to continue to the Initial Options Appraisal and be subject to further noise analysis before any are discontinued. GAL has considered this feedback and will include all PBN arrival options (including the four options that we had proposed to discontinue - WAD, WAI, EAK and EAE) in the Initial Options Appraisal.

Please email LGWairspace.FASIS@gatwickairport.com with any further feedback and questions, **by Friday 10th March 2023.**

All material generated as part of our Stage 2 engagement activities will be uploaded to the CAA's Airspace Change Portal when Step 2A of the ACP is completed.

Thank you for continuing to participate in the development of the GAL FASI South ACP.

Table 1: Summary of the questions and comments raised by stakeholders and responses provided by the GAL team

#	Stakeholder feedback/question	GAL team response
Briefing session #1: 25th January 2023		
1	The section of airspace in scope for the Gatwick FASI ACP from the ground to 7000ft. extends south towards Brighton City Airport (commonly known as Shoreham airport). Is Brighton City Airport, which also has plans to expand, included in the masterplan development process?	No. Brighton City Airport is not currently developing an ACP, so is not participating in developing the Airspace Change Masterplan for London and the Southeast. We have invited representatives from Brighton City Airport alongside other smaller aerodromes in the vicinity of Gatwick Airport, to engage about the development of our FASI South ACP. We will also include an assessment of the impacts of the design options in the GAL FASI South ACP on the existing operations of other aerodromes (including Brighton City Airport) during the Initial and Full Options Appraisals.
2	Could the text in the presentation be amended to change the 'Not met', 'Partially met' and 'Met' colours because they are difficult to read [slide 16 & slide 18]?	The presentation has been updated, and the font colours have been amended.
3	Does the Design Principle Evaluation consider whether the options are expected to deliver Continuous Climb and Continuous Descent (CCO/CDO) improvements?	Yes. The assessment of Design Principle 3 considers whether the options may offer improved CCO/CDO compared to today. There is also an assessment of CCO/CDO as part of Design Principle 6. As part of the Stage 3 Full Options Appraisal, the GAL ACP design options will be integrated with the wider airspace system, providing more details of the expected CCO/CDO performance. This information will inform the detailed quantitative noise modelling assessments at this stage.
4	How are you considering respite within the arrivals options and what might respite look like?	The comprehensive list of arrivals options contains respite options. For the Design Principle Evaluation and Initial Options Appraisal, it is assumed that inbound traffic is distributed equally across the individual respite routes. We have not made assumptions about the schedule of alternation between routes at this stage (e.g. alternating morning and afternoon, day by day, week by week etc). The Full Options Appraisal will provide an opportunity to review the potential noise benefits and impacts of respite options in further detail. We will also incorporate the outcomes of the Fair and Equitable Distribution (FED) Study for further guidance on how to better mitigate the impacts of aircraft overflight.
5	Why is GAL not discontinuing options on the basis of noise impacts during the Design Principle Evaluation?	Earlier in the process, we conducted a high-level analysis of the performance of each notional flight path that may conceivably be included in an airspace design option for the

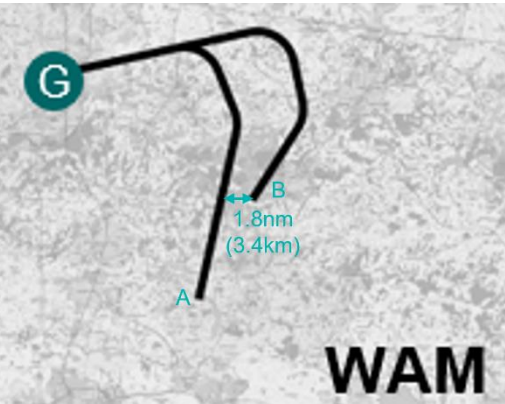
#	Stakeholder feedback/question	GAL team response
		<p>GAL FASI ACP. The analysis was used to identify the comparatively higher-performing flight paths for inclusion in the airspace design options that formed the comprehensive list. We decided it was not appropriate to discontinue options on the basis of this high-level analysis during the Design Principle Evaluation (i.e. we wouldn't determine that one option is preferred to another based on the flight path-specific analytics only) because there will be the opportunity to include a more detailed assessment of aircraft noise covering the combined impacts of all flight paths included in each option during the IOA.</p>
6	<p>Please can you provide a worked example of the methodology used to develop and assess options, concentrating on Westerly Arrival Option D (WAD) and Westerly Arrival Option E (WAE).</p>	<p>Yes. When options WAD and WAE were developed, they were selected from a group of high performing notional flight paths and developed in line with the same design principles (DP3 focusing on noise and DP7 focusing on respite routes). This means the noise metrics evaluated for WAD and WAE are very similar when compared to all the other potential westerly arrival flight paths. In the Design Principle Evaluation, both options were evaluated to meet DP3 to limit and where possible reduce the adverse impacts of aircraft noise. Both options also met DP7 because they include multiple routes that can be alternated with the intention of offering predictable noise relief. WAE offers a slightly shorter track distance (used as a proxy for fuel burn and aircraft emissions in line with DP6) and slightly better safety performance in line with DP1. The overall highest-performing notional flight path for westerly arrivals is included in WAD (alongside an alternate route for respite). This notional flight path (without a respite alternative) is also included in WAA. For this reason, and encouraged by the slightly better safety and efficiency performance of the similar respite option WAE, we proposed to discontinue WAD.</p> <p>As part of the update briefing, we agreed to provide a worked example. This can be found as an appendix to the presentation circulated to stakeholders. This shows that the sum of the population overflown in WAD is greater than in WAE. As part of the discussion prompted by this feedback, Stakeholders requested that further noise analysis is undertaken before any of the arrival options are discontinued. GAL has considered this feedback and will include all PBN arrival options (including the four options that we had proposed to discontinue - WAD, WAI, EAK and EAE) in the Initial Options Appraisal.</p>

#	Stakeholder feedback/question	GAL team response
7	How have the noise assessments conducted so far considered the treatment of areas with lower ambient background noise and the general distribution of overflight between rural and urban areas.	<p>As part of the comprehensive list of options, we have listened to stakeholders' feedback and developed additional options that aim to strike a balance between overflight of urban and rural areas and options that seek to avoid areas with comparatively lower ambient noise. The ambient noise options were developed using the DEFRA mapping of road and rail noise as the best available proxy data at this stage.</p> <p>The measurement of ambient noise is complex and there is no regulatory framework or legislation that guides how we incorporate it as a factor in our options appraisals. GAL has committed to incorporating the outcomes of the Fair and Equitable Distribution (FED) study which considers the treatment of areas with lower ambient noise into Stage 3 of the ACP.</p>
Briefing session #2: 30th January 2023		
8	Is noise analysis for each option only considered between the ground and 4000ft?	<p>No. The noise analysis conducted for each option considers the impacts of aircraft noise between the ground and 7000ft. in line with the altitude based priorities set out in the Government's Air Navigation Guidance (ANG) 2017. The ANG explains that from the ground to 4000ft the government's environmental priority is to limit and, where possible, reduce the total adverse effects on people. Between 4000ft-7000ft the environmental priority should continue to be minimising the impact of aviation noise unless this would disproportionately increase CO₂ emissions.</p> <p>CAP1616 instructs the use of primary and secondary noise metrics aligned to the ANG that should be used when considering noise impacts within the options appraisals. The primary metric is WebTAG which uses LAeq noise values to arrive at a total for significant adverse effects from noise. LAeq contour areas are typically located where aircraft are at or below 4000ft. To inform decision making in the regions from 4000ft to 7000ft, CAP1616 instructs the use of 'secondary metrics - those that are not being used to determine significant impacts but which are still able to convey noise effects, such as N65 contours and Lmax levels'. Overflight contours are also a secondary metric used to inform decision-making. These secondary metrics are measured from the ground to 7000ft and combined with the primary metric to support the options appraisals.</p>

#	Stakeholder feedback/question	GAL team response
9	Stakeholders raised concerns that some of the options are based on one single PBN route that would concentrate noise impacts for those overflowed.	<p>This feedback is noted. The Stage 2 Initial Options Appraisal will look to find the higher performing PBN routes from the options developed. It includes an appraisal of the benefits and impacts of a single PBN route, when compared to a respite configuration with multiple routes that may be alternated to a predictable schedule. In the Stage 3 Full Options Appraisal we will incorporate the outcomes of the FED Study for further guidance on how to better mitigate the impacts of aircraft noise.</p> <p>It is also important to note that for the arrival options we expect that the routine use of ATC vectoring will naturally distribute the aircraft tracks around a PBN route centreline when the ACP is deployed. The air traffic management technologies required to stream inbound traffic on a single PBN route for landing during periods of high demand and to enable alternation between multiple arrival routes during these times will not be available when the GAL FASI ACP is deployed. More information about the use of ATC vectoring to enable the airspace design options (which is dependent on the airspace design above 7000ft) and the pathway to deploying multiple, alternating PBN arrival routes will be available during Step 3A.</p>
10	Is each tile shown on the slide an option and where there is more than one line, what does this represent [Slides 33 and 34]?	Each tile shown is an arrival option (a system of operationally compatible arrival routes serving a specific runway end). The lines within the tiles represent routes. Some options feature a single route, others include multiple routes that may be alternated to a predictable schedule with the intention to offer noise respite. We expect the majority of inbound traffic to arrive from the south as per today. The arrival routes from the north that are included in some options are likely to be operated on a tactical rather than routine basis.
11	Finding a way to fairly distribute noise is really important to local communities.	This feedback is noted. We recognise the importance of considering how to distribute the impacts of aircraft overflight below 7000ft. and will incorporate the outcomes of the FED Study for further guidance on how to better mitigate the impacts of aircraft noise.
12	At present, the departure swathes are wide, will the centreline be determined as the designs progress?	Yes. As we progress through the stages of the CAP1616 process, the departure swathes will be progressively refined to the point where we have a single route centerline or configuration of respite routes that serves each network exit point. This refinement will be

#	Stakeholder feedback/question	GAL team response
		based on the Initial Options Appraisal and the integration of GAL's options with neighbouring FASI ACPs.
13	How does the NERL feedback around the broad flows of departure traffic align with the aims of Airspace Modernisation to increase capacity and offer other benefits.	NERL expects that the redesign of the terminal airspace structure and route network above 7000ft, using PBN routes to improve navigation standards, will add sufficient airspace capacity to meet a reasonable rate of growth in demand for aviation across the airports in London and the Southeast out to 2040. Additional airspace capacity is expected to strengthen the resilience of the air transport network to poor weather and unplanned events. The changes above 7000ft. are also expected to reduce aircraft fuel burn and emissions per flight by improving CDO and CCO performance.
14	Given the global, interconnected nature of air transport, are the airports and air navigation service providers in neighbouring States developing similar proposals to modernise their airspace?	Yes. Our neighbouring States in Europe are modernising their airspace and air traffic management systems as part of the Single European Sky (SES) initiative. The FASI ACPs are developed in line with the SES initiative, but there is a misalignment in the timelines for airspace modernisation across the individual States. The UK FASI ACPs to modernise the airspace in London and the Southeast are likely to deploy ahead of similar changes to the airspace structure and route network across other European States. This may constrain the overall gate to gate benefits of the ACPs in the short-term.
15	Will Gatwick be publishing the vertical profiles of the routes included in the departure options?	Yes. The routes included in the departure options are assumed to climb at an average of 6% from the ground to 7000ft. The actual vertical profiles of the routes will be refined and published as part of the Stage 3 consultation once Gatwick's designs have been integrated with the wider airspace network and neighbouring airports. The noise and environmental analysis within the Stage 3 Full Options Appraisal will account for changes in the vertical profiles achieved across the fleet (a large proportion of the Gatwick fleet is expected to achieve climb rates greater than 6%).
16	How will communities affected by an increase in aircraft noise impacts be compensated?	The size and nature of the significant adverse effects generated by changes in the distribution of aircraft overflight associated with the GAL ACP will be determined in detail as part of the noise modelling conducted to support the public consultation in Step 3C of the CAP1616 process. Gatwick will continue to be guided by Government Policy regarding the arrangements for compensating people significantly adversely affected by aircraft noise.

#	Stakeholder feedback/question	GAL team response
Briefing session #3: 2nd February 2023		
17	How might the options presented here affect smaller General Aviation airports in the vicinity of Gatwick like Redhill aerodrome?	<p>The Initial Options Appraisal will include an assessment of the potential for any impacts or benefits to General Aviation operating at nearby aerodromes. Redhill Aerodrome will be incorporated into our baseline ‘do nothing’ pre-implementation scenario and if impacts or benefits are expected then this will be highlighted on an option by option basis.</p> <p>The preferred option included in the final airspace change proposal will ensure that emergency responders, such as Police Helicopters and Air Ambulance operators that are located at aerodromes like Redhill, continue to maintain safe and expeditious access to the airspace. A broad range of General Aviation stakeholders including the Police and Air Ambulance operators are also part of our stakeholder engagement list.</p>
19	How will the noise impacts from other airports be measured?	<p>A requirement of Stage 3 of the CAP1616 process is that we consider the cumulative impacts of the airspace change proposal – this means we must consider any areas of cumulative overflight below 7000ft with other airport-led ACPs. Where interdependencies that may create cumulative overflights exist, we must explain the potential solutions to mitigating the impacts and any trade-offs arising in terms of noise impacts (costs) or benefits.</p> <p>Gatwick will participate in a process led by the Airspace Change Organising Group (ACOG) to understand the cumulative impacts and the potential trade-offs arising from the interdependent FASI South ACPs. ACOG has set out a Cumulative Analysis Framework (CAF) that explains the methods by which cumulative impacts will be identified, measured and managed. The GAL FASI ACP will not be able to progress to a public consultation until the CAA is satisfied that the cumulative impacts with interdependent ACPs is accurately represented in a relevant version of the Airspace Change Masterplan produced by ACOG. Stakeholders will be able to understand the cumulative impacts and influence any proposed trade-off decisions during the public consultation.</p>
20	Please could Gatwick provide a list of the acronyms used in the presentation?	Yes. Our presentation slides contain a glossary with acronyms. For future engagement sessions we will include the glossary in the briefing note that is circulated in advance.

#	Stakeholder feedback/question	GAL team response
21	<p>There is reference to avoiding areas of outstanding natural beauty (AONB), population, schools and other noise sensitive buildings, but does this not significantly restrict the areas where you can locate options if you are trying to avoid everything?</p>	<p>Yes. The objective of the process is to determine the optimum configuration of routes, taking into account a broad range of areas, buildings and other sites that are sensitive to aircraft overflight below 7000ft. When developing airspace change options it is very difficult to avoid all areas, buildings and sites such as AONBs, Schools, Hospitals, Hospices, Places of worship, areas of dense population, and areas that are prized for their tranquillity and/or biodiversity. The CAP1616 process requires us to define a 'do nothing' pre-implementation baseline and assess each option against this baseline to understand its benefits and impacts. That way we can aim to where possible reduce the impacts of aircraft noise compared to today.</p>
22	<p>Looking at option WAM, laterally how far apart are the respite routes?</p>	<div style="display: flex; align-items: center;">  <div style="margin-left: 20px;"> <p>At the closest point, there is laterally around 1.8nm (3.4km) between the two routes in WAM however it is important to note that there is also a vertical separation i.e an aircraft on route A will be lower than an aircraft on route B in this option at the point where the two routes are closest together.</p> </div> </div>
23	<p>Some General Aviation aircraft use leaded fuels. How will the General Aviation operations from other aerodromes be considered as part of the Air Quality assessments?</p>	<p>The air quality and carbon emissions assessments in the Initial Options Appraisal (IOA) look at whether the changes to Gatwick's airspace will have benefits or impacts compared to a 'do nothing' pre-implementation baseline. The focus of the assessments is flights to and from Gatwick rather than operations at surrounding aerodromes. If a GAL ACP option resulted in a change to the profile of inbound or outbound traffic at an adjacent General Aviation aerodrome this will be highlighted qualitatively at this stage (as part of the General Aviation impact assessment portion of the IOA).</p>

#	Stakeholder feedback/question	GAL team response
24	When do you expect to shortlist options?	We expect to have a shortlist at the end of the Initial Options Appraisal and this list may be further refined as we progress into Stage 3 and understand more about the surrounding airspace, interdependencies with neighbouring proposals, and the Full Options Appraisal.
25	It is difficult in 2 – 3 hour presentation for stakeholders to evaluate the potential benefits and impacts of each individual option presented.	The presentation will be shared with stakeholders for review in slower time, and any feedback or questions should be directed to LGWairspace.FASIS@gatwickairport.com by March 10 th 2023. Although, at this stage in the process (prior to completion of the IOA), we are not engaging or consulting on the individual merits of each option.
26	The map backgrounds for each option are not sufficiently detailed for stakeholders to understand the specific tracks over the ground or identify sites that are of interest to them.	<p>The purpose of this round of engagement is to describe how the options development and assessment methodology is being applied in practice, what the list of options are when viewed as a collective, the outcomes of the Design Principle Evaluation and how the options list has evolved in response to stakeholders feedback.</p> <p>At Stage 3 of the process, our shortlisted options will proceed to public consultation. At this stage we will publish detailed maps and noise contours alongside the outcomes of the Full Options Appraisal of the benefits and impacts of each option and there will be an opportunity to interrogate this information and feedback on the proposals.</p>

From: [CAGNE Gatwick](#)
To: [DD - Airspace FASI-South Prog External](#)
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] Feedback to recent presentations
Date: 08 March 2023 08:43:59
Attachments: [CAGNE FASIS feedback March 2023.pdf](#)
[CAA ltr re FED and FASIS.pdf](#)

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8th March 2023

To -

IGWairspace.FASIS@gatwickairport.com

[REDACTED]

Please find attached stakeholders feedback to the presentation and a copy of the CAGNE letter to the CAA due to Gatwick not taking on board concerns that they should not progress with CAP1616 gateways due to the lack of clarity on the material being presented.

Please acknowledge receipt of this email.

CAGNE committee

CAGNE
Communities Against Gatwick
Noise and Emissions
The umbrella aviation community and
environment group for Sussex, Surrey and Kent

The CAGNE FASIS response March 2023 to Gatwick Airport round of presentations as part of CAP1616

CAGNE continues to raise the fact that the mapping offered by this process is so dark and faded, it makes it hard to see locations or how the changes to the departure routes and arrivals routes are proposed. In view of this, it is difficult to provide informed feedback.

We strongly recommend that, before this goes any further, clear mapping be provided so that this process can be undertaken again to clarify what is being proposed by Gatwick Airport FASIS CAP1616 process. **See letter to CAA.**


It would seem that the FASIS process is targeting rural parishes closest to the runway to take all the burden of Gatwick's desire for growth and efficiency, with no compensation to those who will be newly impacted by aircraft noise/ routings, with their homes devalued due to aircraft noise. We must therefore consider as flawed, the process used by Gatwick, to date, to only consult those in noise groups currently overflowed from further out.

Even though Gatwick has started to engage with town and parish councils at CAGNE's request, to provide such poor mapping and misinformation will not ensure that these 'non-aviation experts' understand what Gatwick is proposing and what they are being asked to sign up to.

- It would seem that the arrival RNAV route is to be placed at less than 8nm, flying over new communities at very low heights. This is unacceptable due to the above and because these areas are not being informed clearly of this desire.
- This FASIS work does not consider the low height of the planes in taking a route less than 8nm to the ILS;
- The speed that will have to be taken off at a low height by dropping wheels and flaps, all significantly increasing noise for new communities.
- It also does not consider the visual impact of such a low plane overhead and the noise from the frame of the plane making such a low manoeuvre. Even with time-based operations, this will still have a significant impact at less than 1,500ft.

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- There is no detail about how 'respite' is proposed as, with 3i incentives, a plane will not fly to 12nm when it can fly to 8nm. How will respite/ rotation of routes be given, to provide predictable respite?
- There is no such thing as a departure swathe, so we think that this is very disingenuous in suggesting that historically, there was anything other than NPRs. NPRs protected residents in knowing where planes flew.
- We see no offering to 'minimise population newly overflown'. The departure routes to the west are the same as the ILS planes, so these residents already suffer multiple routings. If it is to be proposed, as seemingly suggested, that an even greater number of routes be flown, these residents will have no respite at all.
- It would seem Gatwick seeks to offer no respite to new communities proposed to be impacted by multiple departure routes in view of the noise cone created by RNAV routes 9CAP1498).
- It would seem that Gatwick seeks to fly over new communities in favour of those currently overflown. We therefore question the process that Gatwick has undertaken to date, to only consult existing noise groups.
- Continuous Climb Operations (CCO) are offered on departures, but this is not explained as to what improvements or additional impacts this departure manoeuvre will have to those on the ground. We would suggest that this could further impact those close to Gatwick, with dispersed routing at 3-4,000ft.

The Classification Paper as provided by Gatwick Airport 08.2.2023 Version 1.0

CAGNE makes the following points –

Table 1

Point 3 - Much is being made of CCO, which affects those close to the runway but seeks to benefit with reduced noise by greater number of departure routes further out.


This should be made clear.

There is no mention of CDO, yet it purely benefits those further out from the runway. This must be made clear, due to the Noise Envelopes not covering these areas of concern of arriving aircraft.

To date, CDO does not seem to reduce noise.

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Point 4 – Much is being made of multiple arrival RNAV routes but in fact these are not able to be used, as seen with RNAV requests by CAGNE for rotation of routes to allow for dispersal. This is predominantly down to incentives and fines that air traffic control is offered (3i) to fly the shortest route.

This is not being made clear to stakeholders and needs to be corrected.


Point 6 – We question how Gatwick can detail predictable respite on arrivals, due to our comments above in point 4 – incentives and fines to fly the shortest distance.

We believe Gatwick are misleading stakeholders in suggesting that ‘predictable respite’ is feasible. This can only be achieved if there are multiple routes offering the same shortest distance to land (so targeting those that suffer the most closest to the runway) as required by 3i and other incentives to fly the shortest distance (to save time and fuel) which only benefits aviation and complies with 3i.

Point 7 – To date in the FED work, there has been no incorporation of ambient noise. We find this response to stakeholders disingenuous to the facts.

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CAGNE
Communities Against Gatwick
Noise and Emissions
The umbrella aviation community and
environment group for Sussex, Surrey and Kent

6th March 2023

██████████
CEO
CAA
Canary Wharf
London E14 4HD

Cc Stuart Lindsay – CAA sponsor of FED

Dear ██████████

CAGNE, the largest umbrella aviation community and environment group for Sussex, Surrey, and Kent. We would like to raise with you that Gatwick Airport is actively seeking to mislead through the FASIS process and the study (partially funded by the CAA) on Fair and Equitable Distribution (FED).

- Firstly, Gatwick mention 'departure swathes' in both of the above. There is no such thing as departure swathes, as detailed in the recent Gatwick FASIS documents as part of the CAP1616 process, and in the FED study being undertaken by Manchester University and Anderson Acoustics.

'Noise Preferential Routes' are how departing aircraft have operated out of Gatwick Airport since the 1940s. These are corridors, which used to allow for dispersal within the NPR, prior to RNAV routes being put in place via the removed CAP725 consultation process (not fit for purpose process) in 2014.

We quote -

"NPR Swathe: An area defined around an NPR in which aircraft below 4,000ft are required to stay within. Today's NPR Swathes start narrow at the runway and widen to a maximum of 3km. Their length is based on the distance it would take a slow climbing aircraft to reach 4,000ft. NPRs for future 'PBN' routes are likely to be narrower and shorter to represent improved navigation accuracy and climb performance of modern aircraft". https://publicapps.caa.co.uk/docs/33/C11-20131015LAC_Appendix_B_Glossary.pdf

Aircraft departing Gatwick can only be vectored from the NPR at 3,000ft or 4,000ft, if air traffic control allows on an individual basis. These are not set routings, as they are not recognised departure routes for Gatwick Airport to use on a daily basis.

Gatwick, it appears is seeking to mislead residents by suggesting that 'departure swathes' cover a much wider area than the NPR. This must be seen as totally disingenuous.

We ask that the CAA, as regulator and instigator of CAP1616, act to stop the above misleading details from being carried forward by Gatwick as it seeks to reach stage 3 of CAP1616, the public consultation.

As the CAA are part-funding the FED study, we believe that the CAA has a duty of care to ensure that the funding is spent in an ethical manner. If the FED study is allowed to continue to mislead in this way with 'departure swathes' it will not have been founded on facts. Any feedback or conclusions would be seen as factually unsound.

- The mapping being provided by Gatwick Airport as part of FASIS is unacceptable and actively prevents any stakeholders from making an informed decision or providing sound feedback. The black background and faded mapping actively seeks to prevent informed engagement.

We call upon the CAA to halt the CAP1616 process until these issues are rectified.

Yours sincerely

CAGNE Committee

Est Feb 2014

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From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] FW: Gatwick FASI ACP Stakeholder Engagement Jan Feb 23 updated Presentation and Q&A Record
Date: 09 March 2023 11:23:57
Attachments: [image001.png](#)
[image002.png](#)
[GAL FASI ACP S2 Jan Feb 23 stakeholder presentation v1.pdf](#)
[GAL FASI ACP Stakeholder Question Answer Record Feb 23 V1.0.pdf](#)

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Good Morning

In response to your presentation, Warnham Parish Council would like to make the following comments/concerns:

1. The mapping is so dark and faded it makes it hard to see locations or how the changes to the departure routes and arrivals routes are proposed. In view of this it is difficult to provide informed feedback. From what can be made out using an OSM and main roads it would seem that the FASIS process is targeting our rural parish to take all the burden of Gatwick's desire for growth and efficiency with no compensation to those that will be newly impacted by aircraft noise/ routings and have their homes devalued due to aircraft noise.

• It would seem that the arrival RNAV route is to be placed over our parish rather than the northern part of the parish that currently receives the ILS. We therefore do not support EAI and EAD, but there may be others but as stated the mapping is so dark it is hard to provide informed feedback.

2. This FASIS work does not consider the low height of the planes in taking a route less than 8nm to the ILS; the speed that will have to be taken off at a low height by dropping wheels and flaps all significantly increasing noise for new communities of our parish. It also does not consider the visual impact of such a low plane overhead and the noise from the frame of the plane making such a low manoeuvre. Even with time-based operations this will still have a significant impact at less than 1,500ft.

Our member of parliament, Jeremy Quin, was offered assurances by Gatwick Airport there would be no join at less than 8nm for arrivals.

• There is no such thing as a departure swathe, as such we detail that this is very disingenuous in suggesting that there is anything other than NPRs historically. NPRs routes protected residents in knowing where planes flew. Members of our parish have paid a premium not to be under a NPR as such we see no compensation or protection offered to our parish, we quote 'minimise population newly overflown'. The northern part of our parish is currently impacted by routes 1, 7 & 8 with the engine noise from route 4 as it heads north. The departure routes are the same as the ILS planes having joined at 8nm+ as such reduced and vectored before impacting our parish.

3. As the mapping is dark and faded, we are not sure if WIZAD/ TIGER is proposed or a new route over our parish as was the case in 2014 with ADNID, 2nd runway and LAMP. We therefore oppose options. 8, 5, 6, 4, 2, 1 and 3 which all seem to impact our parish in either direct new overflight or sandwiching our parishioners between numerous departure routes as such offering no respite from concentrated routes and the noise cones produced (CAP1498).

Continuous Climb Operations (CCO) is offered on departures, but this is not explained to what improvements or additional impacts this departure manoeuvre will have on those on the ground. We would suggest that this could impact our parish further with dispersed routing at 3-4,000ft.

We strongly recommend that before this goes any further the clear mapping be provided so that this process can be undertaken again so that it is clear to what is being proposed by Gatwick Airport FASIS CAP1616 process.

We look forward to receiving a reply to these concerns.

Kindest Regards

Warnham Parish Council

[Redacted signature block]

Website: www.warnham.org.uk

The office will be open from 9am - 2pm Monday - Thursday



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From: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>

Sent: Friday, March 3, 2023 1:41 PM

Subject: Gatwick FASI ACP Stakeholder Engagement Jan Feb 23 updated Presentation and Q&A Record

Dear stakeholder

Please receive the stakeholder presentation, feedback, questions and Gatwick team responses discussed during the FASI South update briefings held on the 25th and 30th of January and 2nd of February 2023.

The stakeholder presentation document includes all the slides used during the engagement as well as an Appendix showing a worked example of Westerly Arrival D and Westerly Arrival E (WAD / WAE) would help clarify the process of developing, assessing and discontinuing options. This is included pp. 57 – 64.

In addition, from pp. 65 – 116 we have provided a set of larger resolution images of options shortlisted to proceed to Step 2B Initial Options appraisal as per the request from stakeholders. Please note that all airspace design options are subject to change throughout the airspace change process as options are matured in detail and refined in accordance with safety requirements, our design principles, our appraisals and stakeholder engagement and consultation.

If you have further questions or comments, please contact us on

LGWairspace.FASIS@gatwickairport.com

Kind regards

Gatwick FASI-S Airspace Change Team

From: [REDACTED]
Date: 31/01/2023 at 18:22:40
To: "DD - Airspace FASI-South Prog External"
<LGWairspace.FASIS@gatwickairport.com>, [REDACTED]
[REDACTED]
Cc: [REDACTED]
[REDACTED]
Subject: Re: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation January 2023

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, **do not** click links or open attachments

Dear [REDACTED]

Thank you for yesterday's engagement session on GAL's FASI-South options.

You invited comments. Mine are:

1. The government's Air Navigation Guidance altitude priorities should be observed throughout the process. I would not expect any option that was relatively attractive on noise grounds to be rejected because it did not perform well on climate/track miles grounds.
2. In all noise assessments, full account should be taken of all communities under flight paths up to 7,000 feet.
3. GAL should develop and assess options that deliver greater dispersal than those currently proposed. It seems likely that most of the current options would impose substantially greater noise levels on some communities than they have experienced historically. That should be unacceptable. If options that deliver greater dispersal are not feasible GAL should explain why.
4. GAL must articulate clearly the noise environment that communities will be subject to following any FASI(S) change under each option. Unless and until GAL is clear about the interaction between vectoring and PBN people will not be able to form a clear view of the noise to which they will be exposed under any particular option. No option should be eliminated until GAL is able articulate the future position clearly.
5. GAL should explain how the interaction between PBN navigation and vectoring will operate and might change in the future. Within this it should explain whether any change in the proportion of PBN navigation would itself constitute an airspace change or a permanent and planned redistribution of airspace on which there would be consultation.
6. Each option should be shown on clearly readable OS maps.
7. GAL should set out its proposals for compensating anyone who is subject to greater aircraft

noise as a result of its FASI(S) proposals, including in relation to loss of property value.

8. GAL should assess and demonstrate whether its proposals are compatible with the government's policy that "*the industry must continue to reduce and mitigate noise as airport capacity grows*", taking account of all growth that FASI(S) will facilitate.

For the avoidance of doubt these are my personal views rather than those of any group.

Regards

[REDACTED]

From: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>

Sent: 30 January 2023 12:00

Subject: FW: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation January 2023

Dear Stakeholder

Thank you for registering for the Gatwick Airport's FASI-South Airspace Change Option Appraisal Engagement meeting, scheduled for 30th January 2023 at 17:00.

Please receive the join link to the virtual meeting here:

[Gatwick FASI-South IOA Engagement 30th Jan 2023](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

Gatwick FASI-S ACP Project Team

gatwick logo new



From: DD - Airspace FASI-South Prog External

Sent: 23 December 2022 12:22

Subject: Gatwick FASI-South Stakeholder Iterative Option Appraisal Engagement Invitation January 2023

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited Airspace Change Proposal (ACP 2018-60) to

redesign the arrival and departure routes that serve the operation in line with the UK Airspace Modernisation Strategy.

This invitation is a request for stakeholders to participate in an engagement session planned for late January and early February 2023 about the first of three rounds of options appraisal that must be conducted by GAL to support the development of the ACP.

The engagement sessions will be conducted as virtual meetings using the Microsoft Teams application. Three virtual meetings are planned for:

- 10:00 – 12:30 on January 25th 2023
- 17:00 to 19:30 on January 30th 2023
- 14.00 to 16.30 on February 2nd 2023

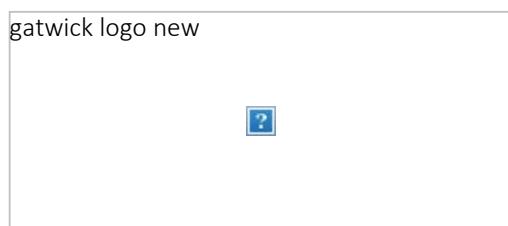
Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by 18th January 2023. An agenda and briefing note will be circulated two weeks before the first session, and the link to join the online virtual meeting will be circulated the day before to all registered attendees.

Please read attached invite briefing for further information.

Thank you,

FASI-S Project

Gatwick Airport



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Internet communications are not secure and therefore Gatwick Airport Limited does not accept legal

Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Stage 2 Engagement Evidence:

Event J Round 3 IOA Outcomes (Q3 23)

Content:

1. J.1. Email Invite (Main)
2. J.1. Email Invite (NATMAC)
3. J.i.1. Email Invite (GA) (2 emails)
4. J.2. Email Agenda Briefing
5. J.i.3. Email Meeting Link
6. J.ii.3. Email Meeting Link
7. J.iii.3. Email Meeting Link
8. J.iv.3. Email Meeting Link
9. J.4. Briefing Note
10. J.5. Email Post Event (4 emails)
11. J.6. Meeting Presentation Cover
12. J.7. Meeting Notes & Q&A
13. J.8. Stakeholder Feedback (8 emails)
14. J.9. Email Deadline Extension (2 emails)




LONDON GATWICK

From:
Bcc:

on behalf of [DD - Airspace FASI-South Prog External](#)

[Redacted content]

[REDACTED]



Subject: Gatwick FASI-South Initial Options Appraisal Outcomes Stakeholder Engagement July 2023
Date: 05 July 2023 15:04:00
Attachments: [1. FASI ACP Stage 2 Engagement Letter Jul 23 v0.1.pdf](#)

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes in line with the UK Airspace Modernisation Strategy.

Please receive attached the engagement letter for the final set of information sessions, where we will explain the methodology used and provide a high-level overview of the outcomes of the Initial Options Appraisal ahead of the main Stage 2 submission to the CAA, which is due on 1st of September 2023.

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by Monday 24th July 2023. The link to join the online virtual meeting will be circulated the day before to all registered attendees.

Thank you,

FASI-S Project Team
London Gatwick



LONDON GATWICK



July 2023

Gatwick Airport FASI South Airspace Change Proposal

Invitation for stakeholders to participate in an information session about the outcomes of the Initial Options Appraisal to support Gatwick Airport's Redesign of Arrival and Departure Procedures (ACP-2018-60).

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited (GAL/we) Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes that serve the operation in line with the UK Airspace Modernisation Strategy (AMS). The ACP is following the Civil Aviation Authority (CAA) guidance on the process for changing the airspace design known as CAP1616. This invitation is a request for stakeholders to participate in an information session planned for late July and early August 2023 about the outcomes of the Initial Options Appraisal (IOA), the first of three rounds of options appraisal required by CAP1616, which must be conducted by GAL to support the development of the ACP. All documents produced as part of the ACP can be viewed online on the CAA's Airspace Change Portal [here](#).

Gatwick's ACP was launched in 2018 at the request of the Department for Transport to support the implementation of the UK AMS. The modernisation strategy describes how the airspace above Southern England is reaching capacity and contains design features that limit the ability to improve aviation's operational and environmental performance. Without a fundamental redesign of the airspace structure, the aviation sector will struggle to meet future demand for air transport in a sustainable and resilient way. Gatwick's ACP is one of several proposals led by the airports in Southern England and NATS that are being developed as a single coordinated programme known as FASI (Future Airspace Strategy Implementation) South. The interdependencies between the FASI ACPs must be carefully managed so they can be integrated effectively as part of an overall Airspace Change Masterplan that is being produced by the Airspace Change Organising Group (ACOG).

During Stage 1 of the CAP1616 process, we developed an agreed set of Airspace Design Principles that were influenced through our engagement with stakeholders and approved by the CAA in July 2019. Following the completion of Stage 1, the ACP was paused in the early part of Stage 2 due to the extraordinary impact of COVID-19. Gatwick requested to restart the ACP at the beginning of Stage 2 in May 2021 following the CAA's ACP restart guidance. In September and October of 2021, Stakeholders were invited to participate in the first of several rounds of engagement planned to support Stage 2 of the process. During these sessions we sought feedback on our methodology for developing options for the ACP. In February and March 2022, the engagement tested whether the overall list of options was considered sufficiently comprehensive and developed additional options where stakeholders' highlighted gaps and potential improvements.



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At the engagement sessions held in January and February 2023, we explained the methodology for evaluating the options against our Design Principles, and we showed the outcomes of the Design Principle Evaluation. We also introduced the next step (2B) of the CAP1616 process, the Initial Options Appraisal (IOA).

In the upcoming engagement sessions we would like to share more details about the methodology used to conduct the IOA and assess the shortlist of airspace design options. We will also present a high-level overview of the outcomes of the IOA ahead of the main Stage 2 submission to the CAA that is due on 1st of September 2023.

The information sessions will be conducted as a virtual meeting using the Microsoft Teams application. Three virtual meetings are planned for:

- 10:00 – 12:00 Friday 28th July 2023
- 14:00 – 16:00 Monday 31st July 2023
- 17:30 – 19:30 Wednesday 2nd August 2023

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by Monday 24th July. An agenda and briefing note will be circulated prior to the meetings and the link to join the online workshop will be circulated the day prior to the meeting to all registered attendees.

Thank you for participating in Gatwick's ACP to redesign the airport's arrival and departure routes. If you are not the relevant contact within your organisation, please respond with an alternative contact where appropriate.

Thank you,
FASI-S Project
Gatwick Airport

From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)

Bcc: [REDACTED]

Subject: Gatwick FASI-South Initial Options Appraisal Outcomes Stakeholder Engagement July 2023

Date: 05 July 2023 15:10:00

Attachments: [1. FASI ACP Stage 2 Engagement Letter Jul 23 v0.1 NATMAC.pdf](#)

Dear NATMAC member,

Please receive attached the engagement letter for the final set of information sessions of the Gatwick Airport Limited FASI-South Airspace Change Proposal (ACP 2018-60), where we will explain the methodology used and provide a high-level overview of the outcomes of the Initial Options Appraisal ahead of the main Stage 2 submission to the CAA, which is due on 1st of September 2023.

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by Monday 24th July 2023. The link to join the online virtual meeting will be circulated the day before to all registered attendees.

Thank you,

FASI-S Project Team

London Gatwick

From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)

Bcc: [REDACTED]

Subject: Gatwick FASI-South Initial Options Appraisal Outcomes Stakeholder Engagement July 2023

Date: 05 July 2023 15:06:00

Attachments: [1. FASI ACP Stage 2 Engagement Letter Jul 23 v0.1 GA.pdf](#)

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes in line with the UK Airspace Modernisation Strategy.

Please receive attached the engagement letter for the final set of information sessions, where we will explain the methodology used and provide a high-level overview of the outcomes of the Initial Options Appraisal ahead of the main Stage 2 submission to the CAA, which is due on 1st of September 2023.

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by Monday 24th July 2023. The link to join the online virtual meeting will be circulated the day before to all registered attendees.

Thank you,

FASI-S Project Team

London Gatwick

From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)

Bcc: [REDACTED]

Subject: FW: Gatwick FASI-South Initial Options Appraisal Outcomes Stakeholder Engagement July 2023

Date: 26 July 2023 16:25:00

Attachments: [1. FASI ACP Stage 2 Engagement Letter Jul 23 v0.1 GA.pdf](#)

Dear stakeholder,

This is a reminder to register your intention to participate in stakeholder engagements by end of day Thursday 26th July 2023. Please email LGWairspace.FASIS@gatwickairport.com to confirm.

Kind Regards

[FASI-S Project Team](#)

London Gatwick

From: DD - Airspace FASI-South Prog External

Sent: 05 July 2023 15:07

Subject: Gatwick FASI-South Initial Options Appraisal Outcomes Stakeholder Engagement July 2023

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes in line with the UK Airspace Modernisation Strategy.

Please receive attached the engagement letter for the final set of information sessions, where we will explain the methodology used and provide a high-level overview of the outcomes of the Initial Options Appraisal ahead of the main Stage 2 submission to the CAA, which is due on 1st of September 2023.

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by Monday 24th July 2023. The link to join the online virtual meeting will be circulated the day before to all registered attendees.

Thank you,

[FASI-S Project Team](#)

London Gatwick



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July 2023

Gatwick Airport FASI South Airspace Change Proposal

Invitation for General Aviation stakeholders to participate in an engagement session about the outcomes of the Initial Options Appraisal to support Gatwick Airport's Redesign of Arrival and Departure Procedures (ACP-2018-60).

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited (GAL/we) Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes that serve the operation in line with the UK Airspace Modernisation Strategy (AMS). The ACP is following the Civil Aviation Authority (CAA) guidance on the process for changing the airspace design known as CAP1616. This invitation is a request for General Aviation (GA) stakeholders to participate in an information session planned for the 31st July 2023 about the outcomes of the Initial Options Appraisal (IOA), the first of three rounds of iterative options appraisal, which must be conducted by GAL to support the development of the ACP. All documents produced as part of the ACP can be viewed online on the CAA's Airspace Change Portal [here](#).

Gatwick's ACP was launched in 2018 at the request of the Department for Transport to support the implementation of the UK AMS. The modernisation strategy describes how the airspace above Southern England is reaching capacity and contains design features that limit the ability to improve aviation's operational and environmental performance. Without a fundamental redesign of the airspace structure, the aviation sector will struggle to meet future demand for air transport in a sustainable and resilient way. Gatwick's ACP is one of several proposals led by the airports in Southern England and NATS that are being developed as a single coordinated programme known as FASI (Future Airspace Strategy Implementation) South. The interdependencies between the FASI ACPs must be carefully managed so they can be integrated effectively as part of an overall Airspace Change Masterplan that is being produced by the Airspace Change Organising Group (ACOG).

During Stage 1 of the CAP1616 process, we developed an agreed set of Airspace Design Principles that were influenced through our engagement with stakeholders and approved by the CAA in July 2019. Following the completion of Stage 1, the ACP was paused in the early part of Stage 2 due to the extraordinary impact of COVID-19. Gatwick requested to restart the ACP at the beginning of Stage 2 in May 2021 following the CAA's ACP restart guidance. In September and October of 2021, Stakeholders were invited to participate in the first of several rounds of engagement planned to support Stage 2 of the process. During these sessions we sought feedback on our methodology for developing options for the ACP.



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In February and March 2022, the engagement tested whether the overall list of options was considered sufficiently comprehensive and developed additional options where stakeholders' highlighted gaps and potential improvements. At the engagement held in January and February 2023, we explained the methodology for evaluating the options against our Design Principles, and we showed the outcomes of the Design Principle Evaluation. We also introduced the next step (2B) of the CAP1616 process, the Initial Options Appraisal (IOA).

The purpose of the engagement session on the 31st of July is to provide an opportunity to specifically discuss our initial appraisal of the ACP options from a GA perspective. As part of the session, we will provide an overview of the methodology used to conduct the IOA to assess the shortlist of options. We will also present a high-level overview of the outcomes of the IOA ahead of the main Stage 2 submission to the CAA, due on the 1st of September 2023.

The session will be conducted as a virtual meeting using the Microsoft Teams application.

As well as the specific GA stakeholder session on the 31st of July, there are three other virtual meetings which will be attended by all stakeholder groups (communities, airlines etc). If you are unable to attend the event on the 31st then these alternatives are also available:

Specific General Aviation engagement event

- 10:00 – 12:00 Monday 31st July 2023

Alternative Stakeholder engagement events

- 10:00 – 12:00 Friday 28th July 2023
- 14:00 – 16:00 Monday 31st July 2023
- 17:30 – 19:30 Wednesday 2nd August 2023

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the four virtual meetings by Monday 24th July. An agenda and briefing note will be circulated prior to the meetings and the link to join the online workshop will be circulated the day prior to the meeting to all registered attendees.

Thank you for participating in Gatwick's ACP to redesign the airport's arrival and departure routes. If you are not the relevant contact within your organisation, please respond with an alternative contact where appropriate.

Thank you,

FASI-S Project

Gatwick Airport

From:
Bcc:

on behalf of [DD - Airspace FASI-South Prog External](#)

[Redacted content]

[REDACTED]



Subject: Gatwick FASI-South Initial Options Appraisal Outcomes Stakeholder Engagement July 2023 - Briefing Note
Date: 20 July 2023 12:33:00
Attachments: [FASI ACP Stage 2 Engagement Briefing Note Jul 23 v 1.0 \(003\).pdf](#)

Dear stakeholder,

Please receive the briefing note to the upcoming London Gatwick's FASI-South Initial Options Appraisal Outcomes Stakeholder Engagement in July and August 2023.

If you have not already done so, please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate.

The link to join the online virtual meeting will be circulated the day before to all registered attendees.

Many thanks

FASI-S Project Team
London Gatwick

From: DD - Airspace FASI-South Prog External

Sent: 05 July 2023 15:05

Subject: Gatwick FASI-South Initial Options Appraisal Outcomes Stakeholder Engagement July 2023

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes in line with the UK Airspace Modernisation Strategy.

Please receive attached the engagement letter for the final set of information sessions, where we will explain the methodology used and provide a high-level overview of the outcomes of the Initial Options Appraisal ahead of the main Stage 2 submission to the CAA, which is due on 1st of September 2023.

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by Monday 24th July 2023. The link to join the online virtual meeting will be circulated the day before to all registered attendees.

Thank you,

FASI-S Project Team
London Gatwick

From: [REDACTED] [anovic](#) on behalf of [DD - Airspace FASI-South Prog External](#)
Bcc: [REDACTED]
Subject: FW: Gatwick FASI-South Initial Options Appraisal Outcomes Stakeholder Engagement 30 Jul access link GA
Date: 31 July 2023 07:41:00

Dear Stakeholder

Thank you for registering for the Gatwick Airport's FASI-South Airspace Change Option Appraisal Engagement meeting, scheduled for 31th July 2023 at 10:00.

Please receive the join link to the virtual meeting here:

[FASI-S GA IOA Stakeholder engagement 30th Jul](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

[FASI-S Project Team](#)

London Gatwick

From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)

Bcc: [REDACTED]

Subject: FW: Gatwick FASI-South Initial Options Appraisal Outcomes Stakeholder Engagement July 2023 - 28 Jul
access link

Date: 27 July 2023 15:12:00

Attachments: [1. FASI ACP Stage 2 Engagement Letter Jul 23 v0.1.pdf](#)

Dear Stakeholder

Thank you for registering for the Gatwick Airport's FASI-South Airspace Change Option Appraisal Engagement meeting, scheduled for 28th July 2023 at 10:00.

Please receive the join link to the virtual meeting here:

[FASI-S IOA Stakeholder engagement 28th Jul](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

[FASI-S Project Team](#)

London Gatwick

From: DD - Airspace FASI-South Prog External

Sent: 05 July 2023 15:05

Subject: Gatwick FASI-South Initial Options Appraisal Outcomes Stakeholder Engagement July 2023

Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes in line with the UK Airspace Modernisation Strategy.

Please receive attached the engagement letter for the final set of information sessions, where we will explain the methodology used and provide a high-level overview of the outcomes of the Initial Options Appraisal ahead of the main Stage 2 submission to the CAA, which is due on 1st of September 2023.

Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by Monday 24th July 2023. The link to join the online virtual meeting will be circulated the day before to all registered attendees.

Thank you,

[FASI-S Project Team](#)

London Gatwick

From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)
Bcc: [REDACTED]
Subject: Gatwick FASI-South Initial Options Appraisal Outcomes Stakeholder Engagement July 2023 - 30 Jul access link
Date: 31 July 2023 07:45:00

Dear Stakeholder

Thank you for registering for the Gatwick Airport's FASI-South Airspace Change Option Appraisal Engagement meeting, scheduled for 31th July 2023 at 14:00.

Please receive the join link to the virtual meeting here:

[FASI-S IOA Stakeholder engagement 30th Jul](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

[FASI-S Project Team](#)

London Gatwick

From: [REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)

Bcc: [REDACTED]

Subject: FW: Gatwick FASI-South Initial Options Appraisal Outcomes Stakeholder Engagement - 2 Aug access link

Date: 01 August 2023 18:35:00

Dear Stakeholder

Please receive the join link to the virtual meeting scheduled for **2nd July 2023 at 17:30** here:

[FASI-S IOA Stakeholder engagement 2nd Aug](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

[FASI-S Project Team](#)

London Gatwick

Classification: Public

20th July 2023

Gatwick Airport FASI South Airspace Change Proposal

Briefing note for stakeholders participating in the July and August 2023 engagement sessions covering the Initial Options Appraisal conducted to support the development of Gatwick Airport's proposal to redesign its arrival and departure routes (ACP 2018-60).

Version 1.0, July 2023

Introduction

This briefing note provides stakeholders participating in the upcoming engagement sessions on the Gatwick Airport FASI (Future Airspace Strategy Implementation) South Airspace Change Proposal (ACP) with an overview of the information that will be discussed. The ACP is following the Civil Aviation Authority (CAA) guidance on the process for changing the airspace design known as CAP1616. The proposal's unique ID is ACP-2018-60. All documents produced as part of the ACP can be viewed online on the CAA Airspace Change Portal [here](#).

The next round of engagement will be conducted as virtual meetings on July 28th (10.00 – 12.00), July 31st (14.00 to 16.00) and August 2nd (17.30 to 19.30). A meeting for General Aviation stakeholders is also planned for July 31st (10.00-12.00). The aim of the sessions is to explain our approach to conducting the Initial Options Appraisal (IOA) - the first of three rounds of options appraisal for the ACP.

An invitation to participate in the sessions was circulated in July 2023. Stakeholders are invited to join one of the four sessions. The agenda and material presented will be identical at each session. If you have yet to respond, please email LGWairspace.FASIS@gatwickairport.com to confirm your attendance. The agenda for the sessions is set out in table 1.

Table 1: Agenda for the July/August 2023 engagement sessions

#	Agenda item	time
1	Welcome and introductions	10 mins
2	Recap on the overall scope and timelines for the ACP	10 mins
3	Summary of the options development and assessment conducted to date	15 mins
4	Overview of the Initial Options Appraisal Methodology	25 mins
5	Overview of the Initial Options Appraisal Outcomes	25 mins
6	Next steps in the CAP1616 process	5 mins
7	Discussion, feedback, next steps and close	30 mins

Background – The UK Airspace Modernisation Strategy

The Department for Transport (DfT) and the CAA published the UK's Airspace Modernisation Strategy (AMS) in December 2018. The strategy describes how the airspace system that serves Southern England is reaching capacity and contains design features that restrict the aviation industry's ability to improve operational and environmental performance. Without a fundamental redesign of the airspace structure and route network, the industry will increasingly struggle to meet the future demand for air transport in a sustainable and resilient way.

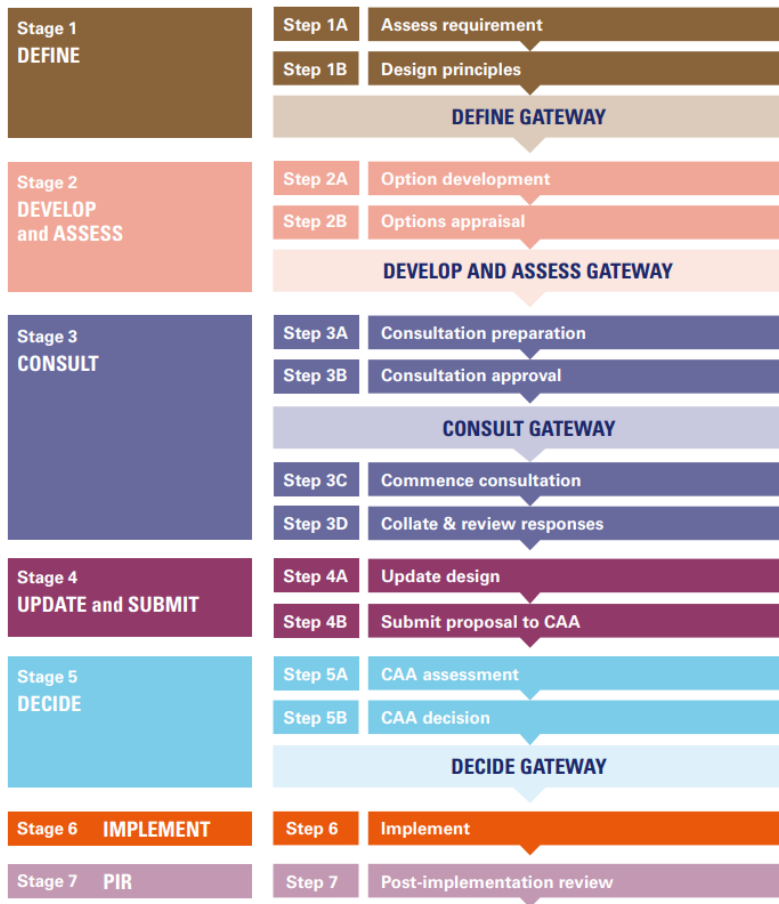
The redesign of the airspace in Southern England is being delivered as a single coordinated programme known as FASI South. The DfT asked all affected airports, and NATS En route Limited (NERL) to develop ACPs as part of the FASI South programme. Under these arrangements, NERL is leading the ACPs required to upgrade the airspace structure and route network above c.7000ft. The airports, including Gatwick, are leading ACPs to redesign the arrival and departure routes that serve their operations below c.7000ft. The interdependencies between the ACPs must be carefully managed to ensure that the options developed by the individual proposals can be integrated effectively and optimise the overall system-wide airspace design.

The Airspace Change Organising Group (ACOG) was established by the DfT and the CAA to coordinate the FASI South programme and manage the interdependencies through the development of an Airspace Change Masterplan (the masterplan). A high-level draft of the masterplan (known as Iteration 1) was developed in 2020 before the FASI South programme was paused because of the COVID-19 pandemic. In March 2021, the Government made funding available to restart the programme and help ACOG to produce the next iteration of the masterplan (known as Iteration 2), published [here](#). Gatwick is working closely with ACOG, NERL and the other airport ACP sponsors participating in the FASI South programme to integrate the proposals and support future iterations of the masterplan.

Overview of the regulatory process for changing the airspace design (CAP1616)

The CAA is the UK's independent aviation regulator and has responsibility for deciding whether to approve ACPs. In this capacity the CAA provides guidance to ACP sponsors on the regulatory process for changing the airspace design, typically referred to as the Airspace Change Process or CAP1616. The CAP1616 process includes seven stages with regulatory gateway assessments conducted by the CAA at four key points, as outlined in Figure 1. The Gatwick FASI ACP is in Step 2B of Stage 2, approaching the Develop and Assess Gateway, which is scheduled for September 2023.

Figure 1: Stages and gateways in the CAP1616 process



At each gateway, the ACP sponsor must satisfy the CAA that it has followed the process correctly before it can move to the next stage. In the interests of transparency, the CAA makes all materials produced by ACP sponsors as part of the process openly available to the public via the online Airspace Change Portal¹. A key component of the CAP1616 process is stakeholder consultation and engagement. Formal consultation activities are required at key points during the development of an ACP, and the application of good practice for ongoing engagement is considered essential to achieve a successful outcome. CAP1616 is not prescriptive about how consultation and engagement should be conducted. However, the process highlights that a core principle of an effective consultation strategy is that an ACP sponsor must engage stakeholders in regular two-way conversations and must be able to demonstrate this.

¹ airspacechange.caa.co.uk

Overview of Stage 1 of the CAP1616 process for the Gatwick FASI South ACP

In 2018 we submitted a Statement of Need to the CAA, outlining why the FASI South ACP is needed and what the proposal aims to achieve. The Statement of Need confirmed Gatwick's intention to work with NERL and the other airport ACP sponsors in a joint programme to:

- Develop and implement new arrival and departure routes designed to advanced satellite navigation standards (known as performance-based navigation or PBN).
- Integrate the Gatwick ACP with the broader redesign of the airspace in Southern England.
- Limit, and where possible, reduce environmental impacts & provide predictability for communities.

Our first engagement with stakeholders focused on developing a set of design principles that will guide the development and assessment of options for the ACP. We chose to engage with a broad mix of stakeholders to support the development of the design principles, including local communities, environmental interest groups, local authorities, General Aviation, Commercial Air Transport and Military operators. Table 2 sets out the design principles for the Gatwick FASI South ACP.

Table 2: Airspace design principles for the Gatwick FASI South ACP

#	Principle title	Description
1	Safety by Design	Must at least maintain, and ideally enhance, aviation safety, by reducing or removing safety risk factors, provided enhancement does not have a detrimental impact on other benefits.
2	Navigation Standards	Adopt the most beneficial enhanced navigation standards for new routes.
3	Adverse Noise Effects	Shall aim to limit & where possible, reduce the adverse impacts of aircraft noise.
4	Time-based Arrivals	Should be compatible with the adoption of time-based arrival operations.
5	Resilience Built In	Should be materially unaffected by most disruptions, including poor weather and technical failures, through the provision of adequate contingencies.
6	Optimise the Use of Aircraft Capabilities	Should enable aircraft operators to optimise the use of their fleet capabilities to improve operational efficiency and environmental performance.
7	Predictability and Adaptability	Should offer long-term predictability of flight paths and respite and offer adaptation for the future airport developments outlined in our draft Masterplan.
8	Deconfliction by Design	Should deconflict routes by design below 7000ft, and overflight of a community by flights on different routes and/or by neighbouring airport traffic.
9	Locally Tailored Designs	Should enable decisions which affect how aircraft noise is best distributed to be informed by local circumstances and consideration of different options.

The principles were submitted to CAA in June 2019 and validated at the Define gateway in July 2019.

Overview of Step 2a – Developing a comprehensive list of options.

We began to develop options for the FASI South ACP before the other major interdependent proposals led by Heathrow and NERL. The development methodology concentrated on creating a comprehensive list of all viable airspace design options from a Gatwick-centric perspective. The intention is to progressively refine and integrate our options with those arising from the interdependent ACPs later in Stage 2 and during Stage 3, prior to a public consultation on the proposal.

In Q4-2021, we engaged with the same stakeholder representatives that participated in Stage 1 to explain the options development methodology and gather feedback. The methodology is underpinned by the creation of an Airspace Design Database. All sections of airspace where a flight path may conceivably be positioned within the scope of the ACP are included in the database. We flooded these sections with thousands of notional flight paths that are each technically feasible in isolation. The notional flight paths became the building blocks for developing a comprehensive list of options for the ACP. We analysed the performance of each notional flight path against several common metrics, like the total number of population overflown, the number of population newly overflown, and overflight of areas of outstanding natural beauty. The analysis was captured in the database and enabled our design team to identify the comparatively higher-performing flight paths. To develop airspace options that address the design principles, the chosen flight paths were organised into compatible groups or systems for either arrivals or departures from each runway end.

Following this methodology, we developed 39 options for the comprehensive list (10 westerly departure systems, 10 easterly departure systems, 10 westerly arrival systems and 9 easterly arrival systems). We engaged stakeholders again in February and March 2022 to test if the list of options and the routes they include were developed in line with the design principles and considered sufficiently comprehensive. We received 25 responses that influenced the comprehensive list, including some pieces of feedback that led to the development of additional options, which resulted in the total number of options increasing from 39 to 70 (17 westerly departure systems, 18 easterly departure systems, 18 westerly arrival systems and 17 easterly arrival systems). We briefed stakeholders on our response to the feedback in June 2022

Overview of the Design Principle Evaluation

The Design Principle Evaluation (DPE) examines how well each option aligns with the design principles. The DPE is a high-level and largely qualitative assessment of each option which outlines whether the design principle is met, partially met or not met. The evaluation must clearly set out how each option has performed against each design principle and why options have continued to the shortlist for the Initial Options Appraisal or not. Some principles are best evaluated against a system of routes, for example safety by design; others require an assessment of each individual route used in a system, for example, principles linked to track miles and the achievement of continuous climb and descent profiles.

As part of the DPE we are also required by the CAA to assess the performance of each option against the objectives of the AMS – specifically, how well each option may integrate with the wider network. To support this portion of the evaluation, NERL provided us with additional information about the proposals to upgrade the areas of the network that Gatwick’s routes interact with. This information helped us to build a clearer understanding of the broader flows of traffic that are likely to affect the integration of our proposals with the wider network.

The outputs of the DPE enabled us to identify the routes included in system options that are not viable from a network integration perspective and refine the systems with routes that are viable. We held further engagement sessions in January and February 2023 to explain how the DPE was conducted in greater detail and describe how the options from the comprehensive list have evolved as a result.

Initial Options Appraisal – the focus of the July and August 2023 Engagement Sessions

The IOA conducted in Step 2B of the CAP1616 process is the first of three rounds of appraisal that support the development of the ACP. The IOA is mainly qualitative and concentrates on the full shortlist of options arising from the DPE in Step 2A. A Full Options Appraisal (FOA) is required in Stage 3 of the process to provide more rigorous evidence, achieved through quantitative evaluation, of the options that will be taken to the public consultation, with a clear comparison of the impacts against a ‘do nothing’ baseline scenario. A Final Options Appraisal, repeats the Full Options Appraisal analysis on the final airspace design, modified based on feedback to the public consultation, which is then submitted to CAA.

The IOA requires sponsors to carry out an initial qualitative assessment of the benefits and impacts of each option, tested against a ‘do nothing’ baseline scenario. The purpose of the IOA is to highlight the relative differences between the impacts, both positive and negative, of each option.

As part of the Step 2B IOA document, ACP sponsors are required to:

- Provide an overview of the options considered by the Initial Options Appraisal
- Provide details of the criteria and methodology for assessing the options
- Describe the baseline ‘do nothing’ pre-implementation scenario
- Detail the benefits and impacts of each option tested against the baseline
- Draw qualitative conclusions on the outcome of the IOA and shortlisted options

The outcome of the IOA is a shorter, more refined list of airspace design options for the ACP that will proceed to Stage 3. As we progress through the early phases of Stage 3, preparing for a public consultation on the ACP, we expect the options to be refined and evolve further as we gather and assess more quantitative information about their impacts and better understand the approach to integration of Gatwick’s routes with the wider network.

IOA Assessment Criteria

The assessment criteria used for the IOA has been categorised based on the requirements laid out in CAP1616 Appendix E. We have added an additional category called 'interdependencies, conflicts and trade-offs' to satisfy the requirements to outline potential interdependencies with other FASI-S ACPs, and a category named 'Airspace Modernisation Strategy' (AMS) has been added to assess whether the Stage 2 submission aligns with the AMS, including iteration 2 of the Masterplan. The baseline do nothing scenarios and all options considered in the IOA have been assessed concentrating on the same stakeholder groups and potential impacts summarised in table 3.

Table 3: Summary of IOA stakeholder groups and potential impacts

Stakeholder group	Potential impact
Communities	Noise impact on health and quality of life
Communities	Air Quality
Wider Society	Greenhouse Gas Impact
Wider Society	Capacity/Resilience
General Aviation	Access
General Aviation & Commercial Air Transport	Economic impact from increased effective capacity
General Aviation & Commercial Air Transport	Fuel Burn
Commercial Air Transport	Training costs
Commercial Air Transport	Other costs
Airport/ANSP	Infrastructure costs
Airport/ANSP	Operational costs
Airport/ANSP	Deployment costs
All	Safety
All	Performance against the vision and parameters/strategic objectives of the AMS
All	Interdependencies, conflicts and trade-offs

CAP1616 Noise Metrics included in the IOA

Although the IOA is intended to be a largely qualitative appraisal of the proposed designs, the Gatwick ACP IOA contains some quantitative noise data. The data used is directly aligned to the noise impact metrics prescribed in CAP1616, specifically:

CAP1616 (B54) explains that *“When considering noise impacts, the CAA will weight the outcomes from ‘primary’ metrics over ‘secondary’ metrics. Primary metrics will be those that are used to quantify significant noise impacts, such as WebTAG outputs. Secondary metrics will be those that are not being used to determine significant impacts but which are still able to convey noise effects, such as N65 contours and Lmax levels. While not a noise metric, overflight contours will be a secondary metric for the purposes of decision-making.”*

In this context, the primary noise metrics make reference to:

- **WebTAG** (<https://www.gov.uk/guidance/transport-analysisguidance-webtag>), which is the DfT’s suite of guidance on how to assess the expected impacts of transport policy proposals and projects. The WebTAG workbooks can be used to monetise certain aspects of the noise impact. The data from LAeq,16hr (daytime noise) and LAeq,8hr (night-time noise) contours form a key input into WebTAG. At this stage, the IOA is assessing workable groups of arrival and departure routes from one runway end, rather than full system options and therefore it is not possible to generate the full LAeq detail needed to populate a webTAG workbook. At Stage 3 Gatwick will develop full airport system options (combing departure and arrival systems for easterlies and westerlies into one system) and at this point the noise impacts will be monetised.
- **Primary Noise Metrics: LAeq Contours:** 51dB LAeq,16hr (daytime noise) and 45dB LAeq,8hr (night-time noise) contours form part of the primary CAP1616 metrics used to evaluate the benefits and impacts of airspace changes. These contours represent the daytime and night-time lowest observable adverse effect level (LOAEL) contour defined in UK airspace policy. LAeq contours, are the equivalent sound level of aircraft noise in dBA. This is based on the daily average movements that take place in the 16-hour period (07:00-23:00 local time) or 8-hour period (23:00-07:00) during a 92-day period 16 June to 15 September inclusive. This metric is the measure of noise exposure adopted by Government for the purposes of considering adverse effects from aircraft noise. It forms the basis of the Government’s policies in relation to aircraft noise. LAeq contours are generated from full airport system options, however it is also possible to generate these contours for a partial system (i.e. a group of either arrival or departure routes from one runway end).

The secondary noise metrics refer to:

- **Noise Events above 65dB and 60 dB LAm_{ax} (N65 and N60):** N60 and N65 are noise metrics which respectively describe the number (N) of aircraft noise events above a noise level of 60dB LAm_{ax} in the night-time period and 65dB LAm_{ax} for the daytime period. These are event-based metrics, which can be used to better understand the number of noise events that occur and their location. N60 and N65 metrics have been generated for the baseline and each option within the IOA.
- **Secondary Noise Metrics: Overflight Contours:** Overflight contours are generated using the CAA’s 48.5 degree definition of overflight as outline in CAP1498, this means ‘an aircraft in flight passing an observer at an elevation angle of 48.5° from the ground at an altitude below 7000ft’. Although overflight contours are not considered a noise metric, they do enable calculation of the number of times a location may be considered to be overflowed. Event-based metrics are used to better understand the number of noise events that occur and their location. Overflight contours and data for between 0-7000ft have been generated for the baseline do nothing scenario and each airspace design option considered by the IOA.

Glossary

As part of the last round of engagement, stakeholders requested a glossary is shared ahead of the meeting and therefore we have added a glossary to this briefing note document.

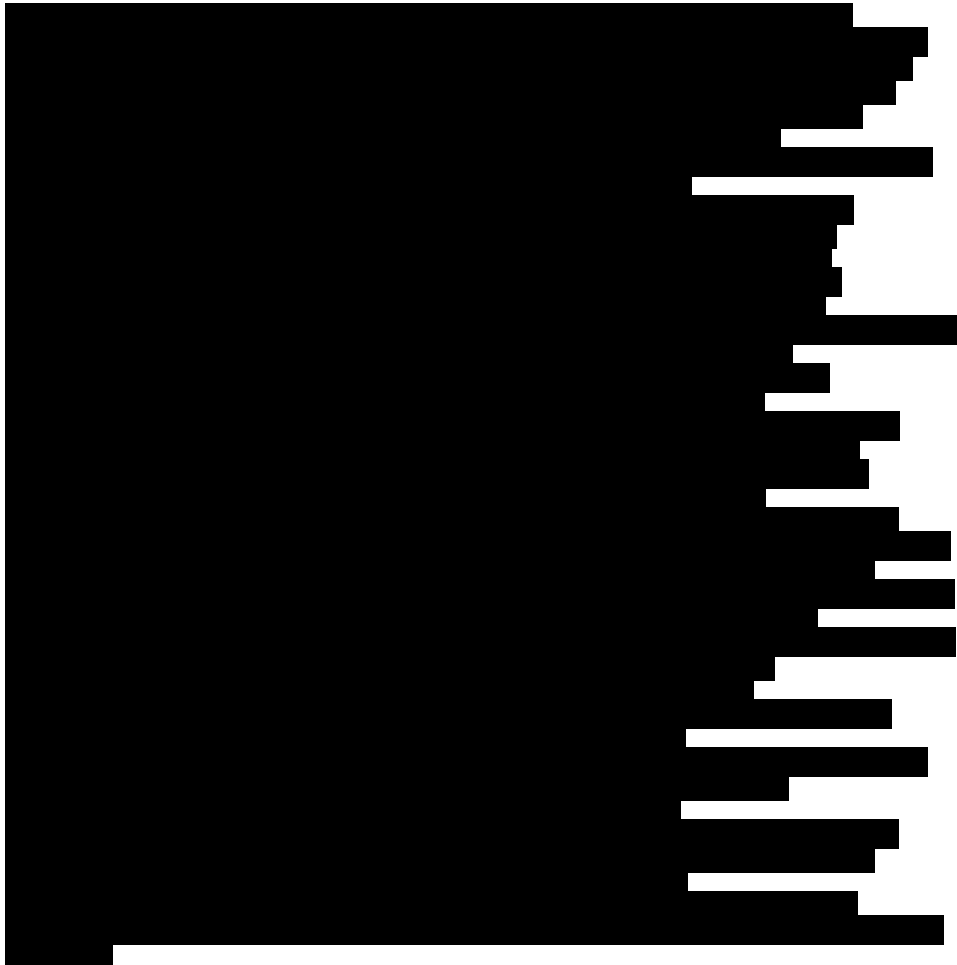
ACP	Airspace Change Proposal	A request (usually from an airport or air navigation service provider) for a permanent change to the design of UK airspace. An airspace change sponsor must follow a 7-stage process explained in the CAA's document CAP 1616 Airspace Design Guidance.
ANG	Air Navigation Guidance	Guidance to the CAA on its environmental objectives when carrying out its air navigation functions, and to the CAA and wider industry on airspace and noise management.
AMS	Airspace Modernisation Strategy	A coordinated strategy and plan for the use of UK airspace for air navigation up to 2040, including for the modernisation of the use of such airspace, prepared and maintained by the CAA.
ATC	Air Traffic Control	Responsible for the safe separation of traffic in controlled airspace
CAA	Civil Aviation Authority	Independent aviation regulator and responsible for the adjudication of airspace change proposals
CAP1616	Civil Aviation Publication 1616	Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information. www.caa.co.uk/cap1616
CCO / CDO	Continuous climb operations / Continuous descent ops	Allow arriving or departing aircraft to descend or climb continuously, to the greatest extent possible.
CLOO	Comprehensive List of Options	A list of viable options an airspace change sponsor develops as part of Stage 2 of the CAP1616 process. The list aims to address the statement of need and align with the Design Principles developed at Stage 1.
DfT	Department for Transport	Department for Transport. Co-sponsors with the CAA of the Airspace Modernisation Strategy
DP	Design Principle	Developed as part of Stage 1 of the airspace change process
DPE	Design Principle Evaluation	Undertaken as part of Step 2A of the CAP1616 process, the Design Principle Evaluation is a qualitative high level assessment which evaluates whether each option on the Comprehensive List of Options has either 'met', 'partially met' or 'not met' each Design Principle.

FASI-S	Future Airspace Strategy Implementation – South	The coordinated programme of airspace modernisation in southern England.
IOA	Initial Options Appraisal	Undertaken as part of Step 2B of the CAP1616 process, the Initial Options Appraisal involves a largely qualitative and some quantitative assessment of the impacts, both positive and negative, of the shortlisted options compared to the ‘do nothing’ pre-implementation baseline.
NATS	Formerly known as ‘National Air Traffic Services	Provide air traffic services across the UK. NATS NERL (NATS (En Route) plc) are responsible for the airspace change for the network above 7000ft.
	Notional Flight Path	A path based on the basic principles of Instrument Flight Procedure (IFP) design that is used to flood sections of airspace. Notional flight paths are not airspace change options, but assessment of the paths provides a core set of environmental information that can be used when developing routes and options.
	Option	At this stage, an option is one complete system of either arrival or departure routes from the same runway end.
PBN	Performance Based Navigation	A concept that moves aviation away from the traditional use of aircraft navigating by ground-based beacons to a system more reliant on airborne technologies, utilising satellite systems and improving navigation accuracy and performance.
RMA	Radar Manoeuvring Area	An area of airspace used by ATC to vector aircraft. This allows ATC to sequence and safely separate arriving and departing aircraft.
	System Option	At this stage, a workable group of arrival or departure routes from the same runway end
	Full Airport System Option	Planned to be developed at Stage 3, a Full Airport System Option is a group of westerly arrival and departure flight paths that can safely operate together, which also work with a group of easterly arrival and departure flight tracks.
	Vectoring	Provision of navigational guidance to aircraft in the form of specific headings, based on the use of an Air Traffic Services surveillance system.

From:
Bcc:

on behalf of [DD - Airspace FASI-South Prog External](#)

[Redacted content]



Subject: Gatwick FASI-South IOA Outcomes Stakeholder Engagement July 2023 - Presentation and info Pack
Date: 09 August 2023 16:22:00

Dear Stakeholder,

Following the Stakeholder Engagement workshops held on the 28th, 31st and 2nd August 2023, please find below a link to the presentation and option information pack which details the Initial Options Appraisal (IOA) methodology and provides an overview of the Stage 2 outcomes for the Gatwick element of the Future Airspace strategy Implementation - South airspace change programme.

Gatwick Airport has chosen to undertake engagement above and beyond the requirements of CAP1616 in the spirit of openness, transparency and continued dialogue between airport sponsor and stakeholders. The information within these documents is provided to facilitate discussions on the IOA methodology and should not be considered final. **We ask that stakeholders consider the preliminary nature of the information when reporting back to their organisations and care should be taken to ensure that all Airspace Change Proposal information is replicated fully, accurately and in context.** All airspace design options are subject to change throughout the airspace change process as options are matured in detail and refined in accordance with CAP1616 guidance, safety requirements, our design principles, our appraisals and stakeholder engagement and consultation input.

[Stakeholder Engagement Presentation and Charts Link](#)

If you have any questions or feedback regarding the Initial Options Appraisal (IOA) methodology or the presentation, please do get in touch via the LGWairspace.FASIS@gatwickairport.com email address. Please note that there will be opportunities as part of Stage 3 to discuss and feedback on the specific geographical

areas or potential impact of the flight path options.

Thank you for participating in Gatwick's ACP to redesign the airport's arrival and departure routes.

FASI-S Project Team
London Gatwick

From: [REDACTED]
To: [REDACTED]
Subject: FW: Gatwick FASI-South IOA Outcomes Stakeholder Engagement July 2023 - Presentation and info Pack
Date: 14 August 2023 10:19:00

Hi [REDACTED]

Please receive a forward of the stakeholder presentation and charts as discussed in the stakeholder engagements earlier this month.

Kind regards

Kind regards

[REDACTED]

[REDACTED]

London Gatwick

[REDACTED]

From: DD - Airspace FASI-South Prog External

Sent: 09 August 2023 16:22

Subject: Gatwick FASI-South IOA Outcomes Stakeholder Engagement July 2023 - Presentation and info Pack

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Thank you for participating in Gatwick's ACP to redesign the airport's arrival and departure routes.

FASI-S Project Team
London Gatwick

From:
Bcc:

on behalf of [DD - Airspace FASI-South Prog External](#)

[REDACTED]

Subject:

FW: Gatwick FASI-South IOA Outcomes Stakeholder Engagement July 2023 - Presentation and info Pack 2

Date:

17 August 2023 13:02:00

Dear Stakeholder,

It came to our attention that the presentation and the info Pack shared on the 9th August 2023 as per below may not have been received by all stakeholders, so we are reissuing to ensure receipt.

FASI-S Project Team

London Gatwick

From: DD - Airspace FASI-South Prog External

Sent: 09 August 2023 16:22

Subject: Gatwick FASI-South IOA Outcomes Stakeholder Engagement July 2023 - Presentation and info Pack

Dear Stakeholder,

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Thank you for participating in Gatwick's ACP to redesign the airport's arrival and departure routes.

FASI-S Project Team

London Gatwick

From:
Bcc:

on behalf of [DD - Airspace FASI-South Prog External](#)

[REDACTED]



Subject: FW: Gatwick FASI-South IOA Outcomes Stakeholder Engagement July 2023 - Presentation and info Pack 3
Date: 17 August 2023 13:04:00

Dear Stakeholder,

It came to our attention that the presentation and the info Pack shared on the 9th August 2023 as per below may not have been received by all stakeholders, so we are reissuing to ensure receipt.

[FASI-S Project Team](#)
London Gatwick

From: [Redacted] **On Behalf Of** DD - Airspace FASI-South Prog External

Sent: 09 August 2023 16:22

Subject: Gatwick FASI-South IOA Outcomes Stakeholder Engagement July 2023 - Presentation and info Pack

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Thank you for participating in Gatwick's ACP to redesign the airport's arrival and departure routes.

FASI-S Project Team
London Gatwick

Gatwick Airport Limited (GAL) Redesign of Departure and Arrival Routes and Procedures (FASI-S ACP)

CAA ACP ID: ACP-2018-60

Examples of the stakeholder engagement material presented throughout Stage 2 of GAL's FASI-S ACP have been compiled into the following document:

Stage 2 Annex A: Evolution of the Options Design

This is published on the CAA's Airspace Change Portal and can be publicly accessed via the direct link below:

[CAA Airspace Change Portal ACP-2018-60](https://airspacechange.caa.co.uk/PublicProposalArea?plD=54)

<https://airspacechange.caa.co.uk/PublicProposalArea?plD=54>



LONDON GATWICK

Gatwick FASI-S Airspace Change Proposal

Summary of the questions and answers discussed with stakeholders participating in the Gatwick FASI-S ACP Initial Options Appraisal Outcomes Stakeholder Engagement Sessions conducted on July 28th, 31st and August 2nd, 2023.

Version v1.0 (02/08/2023)

Introduction

This document summarises the questions and answers discussed with stakeholders during the Initial Options Appraisal (IOA) Engagement Sessions held on July 28th, 31st and August 2nd, 2023. The sessions were conducted to update stakeholders on the progress made by Gatwick Airport Limited (GAL or we) to develop and assess options for our Airspace Change Proposal (ACP) 2018-60 – the redesign of departure and arrival procedures as part of the FASI (Future Airspace Strategy Implementation) South Programme¹.

The methodology we are following to develop and assess options is designed to meet the requirements laid out in Stage 2 of the Civil Aviation Authority's (CAA's) guidance on the regulatory process for changing the airspace design (known as CAP1616 or the process)².

The July/August IOA Engagement Sessions formed part of the third round of stakeholder engagement conducted by GAL during Stage 2 of the process. The sessions were conducted online as virtual meetings using the Microsoft Teams application. A mix of stakeholder representatives that have been engaged previously during Steps 1B and Step 2A of the process participated in the sessions. The agenda of the IOA Engagement Sessions is set out below:

- Welcome and introductions
- Recap on the overall scope and timelines for the GAL FASI ACP
- Summary of the options development and assessment conducted to date
- Overview of the IOA Methodology
- Overview of the IOA Outcomes
- Next steps in the CAP1616 process
- Discussion, feedback, next steps and close

Table 1 sets out the questions and comments raised by stakeholders during all three sessions and the responses provided by the GAL FASI ACP team.

Stakeholders with further questions and feedback regarding the information presented at the IOA Engagement Sessions are encouraged to contact the GAL FASI ACP team via email at: LGWairspace.FASIS@gatwickairport.com. Please note that there will be further opportunities as part of Stage 3 of the ACP development to review the geographical areas and potential impacts of the flight path options and offer further feedback on the evolution of the proposed design.

All material generated as part of our Stage 2 engagement activities will be uploaded to the CAA's Airspace Change Portal when Stage 2 of the ACP is completed.

¹ Future Airspace Strategy Implementation (FASI) South is one of 15 key initiatives set out in the Airspace Modernisation Strategy (AMS – CAA CAP1711) that are considered necessary to fundamentally redesign and upgrade the UK's airspace structure and air transport route network. The AMS is co-sponsored by the Department for Transport and Civil Aviation Authority.

² CAA CAP1616, Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information, fourth edition, published March 2021.

Table 1: Summary of the questions and comments raised by stakeholders and responses provided by the GAL team

#	Stakeholder Question	Gatwick Team Response
Briefing session #1: Friday 28th July, 2023 – 10:00 to 12:00		
1	Does the noise data used to produce the IOA include the dB levels that form part of the World Health Organisation (WHO) guidance?	At this stage in the process, the noise modelling we have conducted for the IOA concentrates on the primary metrics used to assess adverse impacts as outlined in CAP1616 and UK Government Policy. The WHO recommended daytime and nighttime dB levels are not currently adopted into UK policy. Nonetheless, following the discussions in the IOA Engagement Sessions, we have committed to including the 45dB daytime and 40dB nighttime L _{Aeq} WHO levels as part of the Full Options Appraisal (FOA) at Stage 3.
2	Will the decision on the preferred option be made solely on the monetised outputs generated by webTAG? Some stakeholders have concerns over the use of webTAG and the Department for Transport's reliance on the LOAEL contours.	WebTAG is the Department for Transport's (DfT) suite of guidance on how to assess the expected impacts of transport policy proposals and projects. The webTAG workbooks can be used to monetise certain aspects of the noise impact however they require data from full airport system L _{Aeq,16hr} (daytime noise) and L _{Aeq,8hr} (night-time noise) contours including the Lowest Observable Adverse Effect Level (LOAEL) contours. At this stage in the process the options are based on partial systems. WebTAG outputs will be generated once full airport system options have been developed during Step 3A. CAP1616 (B47) states that the output from webTAG will form the primary measure of the noise impact for the purpose of the CAA's decision-making on a proposal. At Stage 3 Gatwick are therefore required to generate the webTAG outputs and the L _{Aeq} contours as per Government policy. Gatwick are aware of some community stakeholder's concerns regarding the application of webTAG outputs to determine the preferred option(s) for the ACP and understand that airspace design decisions should not be based on the monetised outputs alone. Gatwick will review the outcomes of the Fair and Equitable Distribution (FED) study and the overall outcomes from the Full Options Appraisal when determining the preferred option(s) for the ACP at Step 3A and then refine the design further using the qualitative and quantitative information arising from the Public Consultation at Step 3C.
3	Do you consider the impact of planned residential developments and how the size of the population in some areas may change in future?	Our Step 2B document includes a section on planned residential developments in the areas surrounding Gatwick airport. This information has been drawn from planning information published on local planning portals. As part of preparation for the Stage 3 Full Options Appraisal, we will refresh this information and also be in contact with local authorities regarding planned residential developments surrounding Gatwick Airport.
4	Gatwick should consider the Strategic Housing and Economic Land Availability Assessment (SHELAA) when considering future developments.	Thank you for this feedback, we will review the SHELAA information during our preparation for the Full Options Appraisal at Stage 3.

<p>5</p>	<p>There are lots of categories of appraisal in the IOA, how do you balance all of those?</p>	<p>Balancing the different categories and outcomes of the IOA is one of the most challenging parts of the process however the CAP1616 process helps with this, as there is no requirement to develop one airspace change option right first time. Instead, we develop a long list of options and then step through several rounds of evaluation, engagement/consultation, appraisal and refinement before the final option is determined.</p> <p>At this stage we have a mix of qualitative and quantitative assessments and our discontinuing methodology (slides 50 – 52) shows how we’ve incorporated the Government’s Altitude Based priorities as well as the various outcomes of the IOA. Although options have been shortlisted at this stage, and the presentation provides stakeholders with information around why each option has been either continued or discontinued, should further information become available in Stage 3 which suggests that a previously discontinued option should be reconsidered, then there is the mechanism to go back to the Comprehensive List developed in Stage 2 and bring additional designs forward into Stage 3. The process for reconsidering previously discontinued options would always be fully transparent and documented, in line with regulatory guidance.</p>
<p>6</p>	<p>What is the scope of the Air Quality Assessment and does it include ultra fine particles?</p>	<p>CAP1616 requires sponsors to produce information on local air quality impacts only where there is the possibility of pollutants breaching legal limits following the implementation of an airspace change (or worsening an existing breach of legal limits). The CAA deems that this is a possibility where:</p> <ul style="list-style-type: none"> - there is likely to a change in aviation emissions (by volume or location) below 1,000 feet, and, - the location of the emissions is within or adjacent to an identified AQMA. <p>At stage 2 Gatwick has undertaken a qualitative screening assessment for Air Quality to identify whether both of the conditions above are met for an option.</p> <p>If an option meets the conditions above, at Stage 3 further air quality assessments would be undertaken based around the requirements of CAP1616 using a recognised and validated emissions model. This quantification would be based on nitrogen dioxide (NO2) and particulate matter (PM10 and PM2.5) for which legal limits have been set. Emissions of Ultra Fine Particles (UFP) are associated with the combustion of fossil fuels, including aircraft engines and road traffic. There is currently no legislated standard for UFPs, and there is no requirement to assess UFP concentrations within any national policies. UFP do not form part of the CAP1616 requirements or Government policy and therefore would not be modelled as part of an ACP.</p>
<p>7</p>	<p>Some stakeholders raised concerns about the potential for options should be discontinued solely on the basis of track mileage.</p>	<p>No options have been discontinued solely on the basis of track mileage. In the case of some options where there is similar performance when looking at the primary noise metrics, the wider IOA assessments have been considered and this includes the track mileage assessment for each option.</p>
<p>8</p>	<p>Gatwick should note there is Stakeholder concern regarding the</p>	<p>Thank you, noted. The Gatwick FASI ACP team recognise stakeholders’ valid concerns regarding the potential for significant increases in the concentration and frequency of noise impacts associated with single PBN arrival routes. We understand that decisions on how best to concentrate or disperse aircraft</p>

	concentration created by single PBN arrival routes.	noise must be informed by information about the local circumstances gathered through data analysis and stakeholder engagement. There are situations where multiple routes and/or conventional controller vectoring techniques, which may expose more people overall to noise but to a lesser extent, may be better from a noise perspective than a single PBN arrival route. The Fair and Equitable Distribution (FED) study is currently ongoing and Gatwick will use the outcomes from this research to guide how our airspace change options should evolve with regards to the sharing of noise. This will form part of the detailed design work undertaken at Stage 3.
9	With regards to the hybrid PBN/vectoring scenario anticipated for arrivals, how will Gatwick account for changes over time to the percentages of aircraft flying the PBN routes vs being vectored.	Gatwick will undertake detailed Air Traffic Control (ATC) development simulations in Stage 3 on the shortlist of options to understand the expected usage of the PBN arrival routes compared to vectoring. As part of this work, if there is an indication that the use of the PBN routes may change over time then this will form part of the assumptions that are input into the Full Options Appraisal (FOA) at Stage 3. The FOA is required to assess the year of implementation and 10 years following implementation, and therefore the analysis can be adjusted to reflect any anticipated changes in usage.
10	How can I identify my area and work out if the proposals make things better or worse in terms of noise?	The Stage 2 submission IOA dashboards will include noise contours for each option as well as heatmaps which show the 'do nothing' pre implementation baseline (examples are shown on slide 37 and 39). This is where stakeholders will be able to identify the broad geographical areas that may be affected by different options and compare them to the baseline option. As part of the public consultation at Stage 3, there will be detailed maps for all of the shortlisted options.
Briefing session #2: Monday 31st July, 2023 – 14:00 to 16:00		
11	Does the ACP assume one or two runway operations?	The Gatwick FASI-S ACP is a separate development to the Northern Runway DCO project. The options developed for the FASI-S ACP can be operated to/from either the main runway or the northern runway with and without both runways being in use at the same time.
12	There is a minimum joining point of 8nm for Gatwick arrivals today. Will that continue in future? We are concerned whether some proposed tracks may join final approach at less than 8nm	There are options on the Comprehensive List drawn up in Step 2A which join the final approach path at less than 8nm. All the PBN arrival options have been appraised as part of the Initial Options Appraisal and the options that join at less than 8nm have been discontinued. More information can be found in the slide pack and will be included in our Stage 2 submission.
13	There is an ambition to achieve improved continuous climb performance but we are concerned this will increase noise for some areas and that aircraft levelling off maybe better for noise?	Overall there is an ambition for aircraft to have better climb performance than today as aircraft climbing higher sooner is largely seen as beneficial in terms of noise, fuel burn and emissions. There is however some research, undertaken as part of NATMAC, which shows that in some scenarios aircraft returning to a portion of lower thrust level flight and climbing again could reduce noise impacts in targeted areas. The outcomes of this study will be considered as part of the detailed design work in Stage 3 as we also incorporate the outcomes of the Fair and Equitable Distribution (FED) Study. This detailed design work will also consider how our options integrate with the wider London terminal airspace system and what this might mean for climb performance. The Full Options Appraisal will then take all of this information and quantify the noise benefits/impacts compared to the 'do nothing' pre-implementation baseline.

13	Are airlines concerned about fuel efficiency versus climb rate?	Some airlines have expressed that there is a balance to be achieved between climb rates, fuel efficiency and engine wear and tear. At this stage, the overflight contour assume a 6% continuous climb rate to 7000ft. and the Stage 3 detailed design development will consider climb rates in further detail.
14	What, specifically, does Gatwick mean by PBN procedures? (RNP1 or RNP0.6?)	At this stage the routes are designed to a minimum specification of Required Navigation Performance 1 (RNP 1). As part of the detailed design ahead of the Full Options Appraisal at Stage 3 we will look at the most suitable specification for the routes.
15	Why does GAL not implement more advanced PBN specifications.	The latest industry feedback from the airlines and equipage surveys suggests that not all Gatwick's fleet are equipped to fly Required Navigation Performance Authorisation Required (RNP AR) and Required Navigation Performance Radius to Fix (RNP RF) routes however this will be investigated further as part of preparation for the Stage 3 Full Options Appraisal.
14	Is Gatwick going to use enhanced route spacing per CAP1385	Yes, Gatwick will look to CAP1385 and other safety assessments when considering PBN route separations, in conjunction with NERL who are responsible for the airspace above 7000ft.
15	Given that the ACP aims to modernise the airspace, why will the arrivals require a hybrid approach with vectoring?	What is known at this stage is that the time-based arrivals technology required to facilitate systemised PBN arrivals will not be available at the point of implementation and therefore some level of vectoring will be required. The split of systemised PBN arrivals vs controller vectoring, and the nature of the vectoring area that is used are important unknowns. As part of the detailed design work and ATC development simulations at Stage 3 we will look at this topic in further detail.
16	Why are the arrival holding stacks not shown on the arrival images?	The arrival delay structures (either orbital or linear holding) form part of the NERL-led ACP for the airspace system above 7000ft and are therefore outside the scope of the Gatwick FASI-S ACP.
17	Although the scope of the ACP is at 7000ft how is Continuous Climb and Continuous descent measured when the procedures may start or end above 7000ft?	As we progress into Stage 3, we will be working closely with NATS NERL, who are responsible for the airspace above 7000ft, on the detailed design proposals and this will include how the Gatwick designs integrate with the plans for the network airspace. As part of this, the Continuous Climb or Descent performance of the procedure will be explored. At the Stage 3 consultation, the proposals will be presented together.
18	(Slide 69) The image of the departure options taken through to Stage 3 shows that some of the same areas may be affected by both routes for easterlies and westerlies. How does GAL propose to account for these routes potentially affecting the same communities twice?	At Stage 3 we will bring the easterly and westerly arrival and departure options together into full airport system options. As part of this process, we will look at areas of potential cumulative impact that may be affected by multiple different routes and examine options to mitigate them. This will form part of the wider work to build the system options and integrate the options with the surrounding airspace conducted during Stage 3. The noise analysis within the Full Options Appraisal will be undertaken on the full airport system options and therefore this will account for any areas of cumulative impact. This includes within Gatwick's own options, and also within the wider airspace with aircraft from other airports.
19	When are communities going to see a view of the potential cumulative impacts generated by all the FASI airports?	This will form part of iteration 3 of the ACOG (Airspace Change Organising Group) Masterplan. At present there is no formal timeline for when this will be published, although we expect the work to be complete by 2025. In order to generate the information, as a minimum all airport's will need to have worked through their Stage 3 Full Options Appraisals and integrated their proposed designs with neighbouring airports and the airspace above 7000ft which is likely to take at least a year.

20	Do the options images show the 7000ft point.	Yes the overflight contours shown for each option cover 0-7000ft.
21	Are you planning on raising the base of controlled airspace (CAS) and will you design the CAS around what you actually need?	At this stage we expect the options will not require any additional CAS compared to the baseline however in order to determine whether it will be possible to raise the base of CAS, we need to develop full airport system options (i.e. easterly, westerly, arrival and departures combined). This work will be undertaken as part of Stage 3 when we will determine the CAS required to contain the options and explore locations where it might be possible to release CAS.
21	The westerly departure options show a sharp left hand turn, is that sharper than the Route 9 WIZAD route today and could it be used more frequently in future?	There are several left turn routes within various westerly departure options, including some that differ from the existing WIZAD route. In terms of frequency of use, there are various traffic scenarios applied to these options, but no decisions have been made at this stage. Please see the option information pack supplied alongside the presentation for more details.
22	Is it correct that, options featuring a single PBN arrival route are longer than some tracks today. Why are you not discontinuing all single track options at this stage?	<p>No options are discontinued based on track miles alone. The PBN arrival routes have been compared against an average baseline arrival track. In today's operation, arrivals are vectored and therefore there are sometimes opportunities for aircraft to fly more directly to join the final approach path but there are also many occasions where arrivals are vectored indirectly in order to achieve separation and spacing requirements – following longer tracks.</p> <p>In future it is expected that all arrivals will be streamed from a point, or several points, in the network which will form part of the arrival delay mechanism above 7000ft and this allows for consistency with track mileage. As noted in the presentation, the hybrid approach to arrivals may also result in some aircraft continuing to be vectored. At this stage we do not know the split of PBN usage vs vectoring and therefore for these reasons combined, the single PBN arrival routes have been taken through. More detailed ATC development simulation work in Stage 3 will offer greater detail about the vectoring vs PBN split and what this means for track mileage overall.</p>
23	Why have you discounted options that allow aircraft to turn onto final approach at less than 8nm?	<p>The options that joined the final approach at less than 8nm cannot be flown as PBN to Instrument Landing System (ILS) arrival transitions. The ILS is a precision navigation aid that guides aircraft onto the final approach and pilots see the ILS as the 'gold standard' in reliably providing precision guidance on approach, particularly in periods of low visibility. An option without the ability to join the ILS reduces the frequency which that option can be operated and therefore reduces the potential benefits an option can realise. This, alongside the outcomes of other assessments has been balanced when determining which options to discontinue.</p> <p>The reasons for discontinuing each specific option are contained within the presentation and more information will also be provided in the Stage 2 submission document.</p>
24	What approach path angle do the arrival options use? Is there any consideration of steeper approaches?	The PBN arrival options are based on a standard 3° approach. As part of the detailed design phase at Stage 3 there will be opportunities to look at the benefits and impacts of steeper approaches such as 3.2°.
Briefing session #2: Wednesday 2nd August, 2023 – 17:30 to 19:30		

25	When will the Stage 3 FASI-S consultation be held? Stakeholders are concerned about Consultation fatigue if the FASI-S consultation was to overlap with other Gatwick consultations.	Gatwick understands the concerns around consultation fatigue and will consider this when developing a Consultation Strategy at Stage 3. At present, it is expected that any plans for Consultation are at least 1 year away.
26	Does the AONB data take into account the revised boundaries?	Stakeholders have made us aware of the ongoing consultation on the Surrey AONB boundary. At the point of undertaking the IOA analysis a revised boundary has not been agreed however we will continue to monitor the outcomes of the consultation, expected in early 2024, and we will incorporate any applicable information into the Stage 3 Full Options Appraisal.
27	Do all of the options keep the Noise Preferred Routes (NPRs) the same as today?	The CAP1616 process requires ACP sponsors to develop and assess all viable options to address the Statement of Need. For the Gatwick FASI ACP that means there are routes included within some of the departure options that fall within the existing NPRs and there are also routes which fall outside of the existing NPRs. At this stage we are assessing the potential benefits and impacts of all options. Any changes to the NPRs will require separate approval through a DfT administered process.
28	Given that Gatwick stakeholders do not want to see concentrated routes, would it not be better to consider respite as part of the options assessment at Stage 2.	There are respite route options for PBN arrivals which have been considered as part of the IOA. For departures, there are many routes, options and traffic scenarios being assessed at this stage (some of which may be combined later in the process to offer respite options). It is not proportionate to try and also develop respite configurations at this stage with so many different, interrelated design options still under consideration. As we progress into Stage 3, the options will be further refined, and the outcomes of the FED study will be better understood. At this point we will explore respite for departures in greater detail and engage with stakeholders accordingly.
29	What is the time period for alternation applied to the arrival respite options?	A specific time period for alternating between multiple routes has not been applied at this stage however the respite options have been assessed as though traffic will be shared equally down the routes. For example for a two route respite option, it is assumed 50% of arriving traffic would use one route and 50% would use the other.
30	Does the noise analysis consider that Gatwick is busier in the summer period and noise disturbance is likely to be greater during that time due to open windows and doors?	The noise analysis is based on a 92 day summer period from the 16 th June to 15 th September as required by CAP2091. This period is chosen because residents are more likely to be outside or with windows open and so may be more affected by any aviation noise.
31	Has the expansion plan for a third runway at Heathrow been agreed with all three political parties?	No. Gatwick is currently working closely with Heathrow as part of the FASI-S programme to integrate our respective airspace design options. Heathrow's FASI ACP is being developed for a two runway operation. Heathrow's expansion ACP for a three-runway operation is currently paused
32	When will fleet changes to lead to quieter planes and more sustainable aviation fuels.	Fleet changes leading to quieter aircraft is an on-going process in the aviation industry. Aircraft manufacturers have made significant improvements in noise performance over the past four decades through improved engine designs, aerodynamics and materials. We expect this work to continue. However, it's important to note that complete elimination of aircraft noise might be challenging due to the fundamental physics of flight. Sustainable aviation fuels, also known as biofuels or alternative jet fuels, are being

		developed as an alternative to traditional fossil-based aviation fuels. These fuels are made from renewable sources such as plant oils, waste biomass, and algae. The timeline for these changes is gradual and depends on various factors, including regulatory policies, technological advancements, market demand, and infrastructure development.
33	Will FASI-S look at the railway line to the airport?	This is outside of the scope of the Gatwick FASI-S ACP which is looking at the airspace and flight paths only.
34	Why are the holding stacks not shown on the option images?	The arrival delay mechanism forms part of the NERL-led ACP for the airspace above 7000ft and therefore it is outside the scope of this Gatwick FASI-S ACP.
35	Are Gatwick considering changing the Controlled Airspace Boundaries as part of FASI-S?	At this stage we expect the options will not require any additional CAS compared to the baseline however in order to determine whether it will be possible to raise the base of CAS, we need to develop full airport system options (i.e. easterly, westerly, arrival and departures combined). This work will be undertaken as part of Stage 3 when we will determine the CAS required to contain the options and explore locations where it might be possible to release CAS.
36	What is ANG 2017?	The Air Navigation Guidance 2017 (https://www.gov.uk/government/publications/uk-airnavigation-guidance-2017) is guidance to the CAA on its environmental objectives when carrying out its air navigation functions, and to the CAA and wider industry on airspace and noise management. The ANG outlines the Government's altitude-based priorities for consideration of the environmental impacts arising from airspace change proposals.

From: [REDACTED]
To: [REDACTED]
Cc: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] Re: Gatwick FASI-South IOA Outcomes Stakeholder Engagement 2023 extension
Date: 24 August 2023 17:10:26

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Dear [REDACTED]

Thank you for your email. Naturally we were disappointed to learn of GAL's failure to effectively circulate the papers from the recent engagement session.

Having now had an opportunity to review the papers we would like to raise a number of significant concerns:

1. Once again the team has failed to provide maps containing the necessary geographic reference points. As a result, it's impossible to determine with any degree of accuracy the areas which would be overflowed by the routes now being considered. We have raised this point a number of times now, most recently at the NMB Community Forum (NCF) meeting held on 24th May. Feedback from the GAL team at the NCF was contradictory, but I left that meeting reassured by [REDACTED]' confirmation that future maps would have the necessary level of detail. It's therefore extremely disappointing that, once again, maps have been circulated for comment without the necessary geographic granularity. Why is this detail still not being made available?
2. Associated with Point 1 above, we can see no reference to the noise environment that individual communities will be subject to as a result of any of the options being considered. In addition, with vectoring set to continue for some time, there is every chance that some of the options potentially being taken forward could increase the noise being suffered by certain communities. We would therefore suggest that, until such an analysis is completed and the results fully considered, no option can be eliminated.
3. Whilst we appreciate that the NMB's FED project remains on-going, it's clear that there is a widely held feeling that single concentrated flightpath options wouldn't deliver fair and equitable dispersal of air traffic. This being the case, can you please explain why of the 14 easterly arrival options assessed, 9 were single track options and why of the six options being progressed into Stage 3 of the project four are single track routes. We are extremely concerned that there appears to be a bias towards highly concentrated single track routes, potentially leading to a substantial increase in noise for certain communities.
4. It would also appear that the project team's approach has to been to consider arrival and departure route options on an individual basis. As GAL is well aware certain communities, including those that PAGNE represents, suffer from both arrival and departure noise. It is imperative that, for those communities that are impacted by both arrival and departure noise, GAL fully considers arrival AND departure noise in combination.
5. As part of our feedback to previous engagement sessions, we have highlighted the importance of taking full account of the increased impact of flying over rural areas where ambient noise levels are low. Although this point has previously been acknowledged by the project team, we would be grateful if the team could confirm how this factor has been considered as part of the Initial Option Assessment process.
6. It would appear that the project team has chosen not to consider any arrival options with

an ILS join of less than 8nm. Such routes might actually improve noise profiles and could well provide greater opportunity for fair and equitable dispersal. Can you please explain why such options have been excluded.

Finally we are clearly aware that one of the key drivers of the wider FASI project is to facilitate greater volume. However, taking account of the points above and in association with government policy, we are concerned that the project has thus far failed to demonstrate the extent to which noise will be reduced and mitigated as traffic volumes increase.

Thank you once again for the papers and we now look forward to receiving your feedback.

Regards

[REDACTED]

[REDACTED]

PAGNE

On 17 Aug 2023, at 16:21, [REDACTED] wrote:

Dear Stakeholders,

Following our latest email today, some stakeholders have requested additional time to respond following the inform sessions held on the 28th, 31st and 2nd August 2023. Whilst we did not ask any specific engagement questions as part of these sessions, we did invite stakeholders to email any questions or feedback around the Stage 2B Initial Options Appraisal Methodology by Friday 18th August to be included in the Stage 2 submission. Any responses received after this date would be included in Gatwick's Stage 3 submission.

Subsequent to the emails received today, we will extend the window to Friday 25th August and ensure that a record of emails received by this date is incorporated into the Stage 2 submission. Gatwick's response to these emails, and any emails received after the 25th August will be incorporated as part of the Stage 3 documentation.

[FASI-S Project Team](#)

London Gatwick

From: DD - Airspace FASI-South Prog External

Sent: 17 August 2023 13:03

Subject: FW: Gatwick FASI-South IOA Outcomes Stakeholder Engagement July 2023 - Presentation and info Pack 2

Dear Stakeholder,

It came to our attention that the presentation and the info Pack shared on the 9th August 2023 as per below may not have been received by all stakeholders, so we are reissuing to ensure receipt.

[FASI-S Project Team](#)

London Gatwick

From: DD - Airspace FASI-South Prog External

Sent: 09 August 2023 16:22

Subject: Gatwick FASI-South IOA Outcomes Stakeholder Engagement July 2023 - Presentation and info Pack

Dear Stakeholder,

Following the Stakeholder Engagement workshops held on the 28th, 31st and 2nd August 2023, please find below a link to the presentation and option information pack which details the Initial Options Appraisal (IOA) methodology and provides an overview of the Stage 2 outcomes for the Gatwick element of the Future Airspace strategy Implementation - South airspace change programme.

Gatwick Airport has chosen to undertake engagement above and beyond the requirements of CAP1616 in the spirit of openness, transparency and continued dialogue between airport sponsor and stakeholders. The information within these documents is provided to facilitate discussions on the IOA methodology and should not be considered final. **We ask that stakeholders consider the preliminary nature of the information when reporting back to their organisations and care should be taken to ensure that all Airspace Change Proposal information is replicated fully, accurately and in context.** All airspace design options are subject to change throughout the airspace change process as options are matured in detail and refined in accordance with CAP1616 guidance, safety requirements, our design principles, our appraisals and stakeholder engagement and consultation input.

[Stakeholder Engagement Presentation and Charts Link](#)

If you have any questions or feedback regarding the Initial Options Appraisal (IOA) methodology or the presentation, please do get in touch via the LGWairspace.FASIS@gatwickairport.com email address. Please note that there will be opportunities as part of Stage 3 to discuss and feedback on the specific geographical areas or potential impact of the flight path options.

Thank you for participating in Gatwick's ACP to redesign the airport's arrival and departure routes.

FASI-S Project Team
London Gatwick

www.gatwickairport.com



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From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] Re: Gatwick FASI-South IOA Outcomes Stakeholder Engagement July 2023 (1)
Date: 14 August 2023 21:53:46

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Dear [REDACTED]

Thank you for sending me the slides from your latest engagement meetings.

Having now had a preliminary look through them my view is that GAL has not carried out a sufficiently thorough initial options analysis and that it is not in a position to submit its stage 2b analysis to the CAA. If GAL chooses to submit an appraisal based on the current analysis my view is that the CAA should reject it, and I would intend to ask them to do so.

I have the following main concerns, most of which are unchanged from the feedback submitted in January.

1. GAL has not developed or assessed options that deliver an acceptable degree of arrivals dispersal, or adequately explained why such options cannot be considered. It seems likely that most of the options GAL proposes to take forward would impose substantially greater noise levels on some communities than they have experienced historically.
2. GAL has not assessed the increase in noise intensity each option would expose impacted communities to, or the effects (health, mental health, quality of life, reduction in asset values etc) of options. Some of the options GAL proposes to take forward would, depending on the extent of vectoring, increase overflight for some communities by four or five times. That would have a profound effect on such communities, which GAL has currently ignored.
3. GAL has relied excessively on LOAEL data in its analysis, whilst knowing that LOAEL has no objective or scientific basis.
4. GAL has carried out no research on the impacts of changes to flight paths including the effects of concentrating flight paths. Without such research its options analysis is materially defective.
5. GAL has not explained adequately why certain options, which might enable greater flight path dispersal, have been rejected. For example, options WAC, WAO are rejected partly on the grounds that they do not enable PBN-ILS arrival transitions, which would reduce capacity, but has not explained what this means. I do not accept that capacity should be prioritised over potentially improved noise outcomes in the way GAL is proposing.
6. GAL has not assessed any RMA options closer than 8nm but has not explained why such options, which might improve noise outcomes, have been excluded.
7. GAL has not articulated clearly the noise environment that communities will be subject to following any FASI(S) change under each option particularly the likely interaction between vectoring and PBN for arrivals. As a result, neither it nor those it has engaged have been able to form a clear view of the noise to which they will be exposed under any particular option. No option should be eliminated until GAL has set out the future position clearly. GAL must specifically explain how the interaction between PBN navigation and vectoring will operate and might change in the future. Within this it should explain whether any change in the proportion of PBN navigation would itself constitute an airspace change or a permanent and planned redistribution of airspace on which there would be consultation.

8. GAL has made no proposals for compensating anyone who is subject to greater aircraft noise as a result of its FASI(S) proposals, including in relation to loss of property value.
9. GAL has not demonstrated that its proposals will satisfy government policy that the industry must "continue to reduce and mitigate noise as airport capacity grows", taking account of all growth that FASI(S) will facilitate.

As previously these are my own views not those of any group although I intend to share them and seek a cross-group consensus that GAL's analysis to date is unsatisfactory and should be rejected.

Regards

[REDACTED]

From: [REDACTED]
Sent: 14 August 2023 10:30
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Gatwick FASI-South Initial Options Appraisal Outcomes Stakeholder Engagement July 2023
Hi [REDACTED]

I have re-forwarded you the link to the documents via a separate email. According to our records you should have received the original on the 9th August, could you let me know if this is indeed so (to make sure that we did not have any issues with email transmission)?

Also, please let us know if you have any issue accessing or downloading the actual documents. As far as the document submission is concerned, as mentioned in the stakeholder engagements, we will submit all stage 2 documents to CAA by 1st September.

Please let me know if you have any further comments or questions re this.

Kind regards

[REDACTED]

[REDACTED]

London Gatwick

[REDACTED]

From: [REDACTED]
Sent: 14 August 2023 09:16
To: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] Re: Gatwick FASI-South Initial Options Appraisal Outcomes Stakeholder Engagement July 2023
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Dear Gatwick team

At the latest FASI(S) engagement meeting we were told that the slide deck used would be circulated to participants after the final meeting, which I believe was almost two weeks ago.

Could you let me know if this has been circulated yet or if not when it will be? Could you also let me know if GAL's stage 2 report to the CAA has yet been submitted and if so when?

Regards.

[REDACTED]

From: DD - Airspace FASI-South Prog External <LGWairspace.FASIS@gatwickairport.com>
Sent: 05 July 2023 15:04
Subject: Gatwick FASI-South Initial Options Appraisal Outcomes Stakeholder Engagement July 2023
Dear stakeholder,

Thank you for participating in the Gatwick Airport Limited Airspace Change Proposal (ACP 2018-60) to redesign the arrival and departure routes in line with the UK Airspace Modernisation Strategy. Please receive attached the engagement letter for the final set of information sessions, where we will explain the methodology used and provide a high-level overview of the outcomes of the Initial Options Appraisal ahead of the main Stage 2 submission to the CAA, which is due on 1st of September 2023. Please email LGWairspace.FASIS@gatwickairport.com to confirm your intention to participate in one of the three virtual meetings by Monday 24th July 2023. The link to join the online virtual meeting will be circulated the day before to all registered attendees.

Thank you,

FASI-S Project Team

London Gatwick

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Gatwick



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From: [CAGNE Gatwick](#)
To: [DD - Airspace FASI-South Prog External](#); [REDACTED]
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] FASIS process at Gatwick Airport
Date: 18 August 2023 12:47:38

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CAGNE

Communities Against Gatwick Noise and Emissions

The umbrella aviation community and
environment group for Sussex, Surrey and Kent

18th August 2023

[REDACTED]
[REDACTED]
FASIS

Gatwick Airport

Dear [REDACTED]

The final FASIS presentation (28.7.23) by the Gatwick Airport FASIS team was very disappointing, as it appears not to consider the impact the airport's desired growth will have on local communities. This is not the first time that CAGNE has had cause to write concerning the flawed CAA CAP16161 process being operated by Gatwick Airport management. This Gatwick final presentation must be seen as more whitewashing, purely to benefit the airport.

Time and time again, we are informed that the mapping is just an illustration, and that it can be influenced. Yet little seems to have been taken on board about the devaluing of residents' lives and their homes, with new flight paths over new communities, while those currently overflown can expect greater intensity of concentrated flight paths – purely to seek unconditional growth for this commercial airport.

One of the design principles was not to fly over new communities but this seems now to be lost.

Another factor is that these maps make it clear that the airspace desired by this process is for a 2-runway airport operation. The process to gain support for Gatwick's plans to rebuild the emergency runway as a 2nd runway details CAP 1908 that they will use the same flight paths as they do today, for a 2-runway operation. It has not made it clear to those they have consulted (both elected members and residents) that Gatwick seeks new airspace to accommodate the significant increase in flight

numbers by designing new airspace with little consideration to those on the ground.

All of this comes with no compensation for the communities that Gatwick has chosen to impact in the name of the government's initiative, FASIS. The now-offered compensation for a 2-runway airport via the DCO is insignificant insulation for a very few residents close to the runway whilst nothing is offered for a newly designed 2-runway airspace. We have to ask why, when it is going to significantly affect residents' wellbeing and house values.

There is no mention of the World Health Organisation noise metrics which are a clear indication of how aircraft noise truly impacts residents. Greater importance seems to be placed on ANOBs, hospitals, and schools (Gatwick is busiest when schools are closed, so not impacted by peak operations), while none is placed on the wellbeing of residents, quality of home life, or enjoyment of a garden and open spaces, in a rural lifestyle expected by those of Sussex, Surrey, and Kent.

We urge Gatwick to stop this process from progressing to stage 3, as the lack of adequate mapping provided to date has not permitted informed feedback. Only now are we seeing the extent of this true catastrophe for residents, just to fulfil Gatwick's desire for growth.

Little emphasis is being placed on air quality – in fact no data or information was provided about any air quality concerns that had been considered to date. No understanding or acknowledgement of ultra-fine particles were shown or disclosed (this is only to be measured up to 1,000ft).

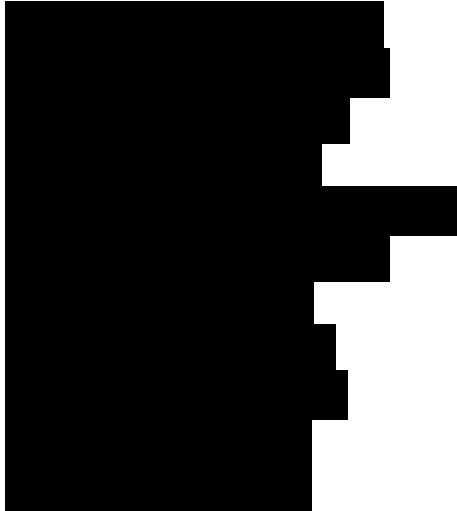
According to the presentation, saving on fuel-burn is more important than impacting those closest to the runway, those currently overflown, and new communities. Instead of seeking to fly where residents have historically seen aircraft, the desired mapping looks to directly impact new communities, without having consulted those residents. The impact on those who are already suffering most from the airport's current operations only seems to be discussed if respite is offered over new communities, omitting to address the impact of RNAV routes (concentration introduced by the CAA in 2014 on all departures routes and proposed with FASIS for arrivals).

PBN routing over both current and new communities will significantly increase noise for all, creating little, if any, respite due to the multiple routings so close to the airport (CAP1498).

We are, once again, urging Gatwick to stop this process as unlawful to those on the ground, as too much emphasis is being placed on aviation profits through growth, while ignoring the residents who suffer the effects.

Yours sincerely

CAGNE Committee



Est Feb 2014

www.cagne.org



#pledgetoflyless

Twitter [@cagne_gatwick](https://twitter.com/cagne_gatwick)

Facebook CAGNE

Instagram [@CAGNE](https://www.instagram.com/CAGNE)

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] Re: Gatwick FASI ACP Stakeholder Engagement Presentation and Q&A Record
Date: 25 August 2023 18:10:49

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Dear FASI-S Team

Thank you for the documents and inviting feedback.

Despite the many pages of illustrations and explanations, this does feel to me like a document seeking to deliver a fait accompli (increased profits delivered via higher capacity through concentrated flight paths) and fails to address the core question - accepting that PBN is an available, proven technology, has its actual effect on humans been fully assessed prior to even considering implementation for arrivals at Gatwick?

Technology and its effects are not mutually exclusive.

No account has been taken around the combination of arrivals + departures and the 'Evolution of some departure routes' on pages 32/33 of Part 1 is a display of the disregard the industry appears to have for presently and potentially impacted communities. It is not sufficient to say that these combinations will be addressed in Stage 3 - if Stage 2 has no relevance, why is it being done at all?

The measuring of noise impacts by averaging is widely acknowledged to be a nonsense and the ones chosen here the worst of all.

Fair & Equitable Dispersal has not been addressed in any realistic sense.

No reference has been made to the hyper-concentration PBN delivers. No amount of nicely coloured illustrations can hide the effect FASI-S's work is going to have on tens of thousands of people. And those nicely coloured pictures show great, broad flight paths, in and out. This is simply not how they will be flown in terms of arrivals, and perhaps more critically given we have the actualité is not how NPR's are flown now.

Where is the detailed analysis around the effect of super-concentrated noise? Has the FASI-S team asked anyone outside the industry? Literally, anyone?
Have the effects witnessed around many US Cities subject to the imposition of NextGen [PBN/PR-NAV] been analysed?

Denying the options & opportunity for aircraft to join the ILS closer than 8nm because that 'impacts frequency' is simply not a valid reason to discontinue these options. Don't forget, we were told that they couldn't join as close way back in 2014 on safety grounds because they wanted to reduce Go-Arounds. Via FOI's we proved by forensic analysis of the woefully-kept data of the time (with whole months of data missing) that this 'safety' argument was questionable. The Chair of the NMB even questioned it.

While it seems 'impacts frequency' is at least nearer the truth, 'frequency' is but one of many elements that should decide a route.

In line with that ceaseless drive for profit over everything else, has the FASI-S Team assessed the effect on the aviation industry eventually having to pay any tax/duty on aviation fuel? So far, its immense political power has avoided this possibility, but there is no doubt it will come and it will affect capacity. It needs to be built into the options.

The documents supplied simply do not justify submission to the next stage. I urge the FASI-S Team to

go back to the drawing board, start over and commence their next attempt with the effects of concentration, once established. Anything less is a travesty of justice for those who will be so affected in the years ahead.

The Team needs to get out, get away from the computer design models, and talk to people. Lots of them.

Q1: 'Do you think hyper-concentrating flight paths is a good idea?'

Q2: 'Would you [the populace] want to live under one?'

Humans, not just profits, really do count.

You might call it a design principle.

Yours



(In a personal capacity)

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: [EXTERNAL SENDER] Re: Gatwick FASI-South Initial Options Stakeholder Engagement
Date: 13 August 2023 20:36:30

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Good presentation. Thankyou.

I have been giving more thought to the point I raised at the presentation on 31st July.

I asked why you had discarded the potential westerly arrival routes that join the ILS at between 6 to 8 miles and 8 to 10 miles from the runway. Your basic answer was that pilots would not be happy and it would cause more tromboning of other arriving aircraft.

I do not believe this to be the case. There will obviously be times when these closer joining points are not appropriate but they should be part of the mix of viable westerly approach routes.

Previously up to about a decade ago many aircraft were flying these routes without any issue. My understanding from talking to a number of pilots is that it was not a problem. Today we are talking about a situation that comes into place in 4 or 5 years time. Aircraft technology has and will be further much improved and the whole flight path technology allows detailed and precise control from take off to landing. Safety should not be an issue.

Using westerly approach paths that join the ILS between 6 to 10 miles have been previously proven. They would minimise fuel burn and airlines and the environment would benefit. People have been previously overflown in these areas. Minimum numbers of people on the ground would be affected instead of your proposals that show routes overflying major towns such as Tunbridge Wells and Crowborough. It does not make any sense when considering FED not to use these closer arrival routes. With the new arrival systems in place there should be little or no need for tromboning to take place.

I therefore believe these closer joining arrival routes for westerly arrivals should be further considered in the overall analysis and be part of the mix.

Kind regards

[REDACTED]

From: [REDACTED]

Sent: 18 August 2023 14:01

To: [REDACTED]

Subject: [EXTERNAL SENDER] FW: Gatwick FASI-South IOA Outcomes Stakeholder Engagement 2023 extension

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Dear [REDACTED]

Sorry to bother you but my message below was blocked to [REDACTED] Grateful if you could kindly forward it on to him and ask him kindly acknowledge receipt.

Many thanks

[REDACTED]

From: [REDACTED]

Sent: 18 August 2023 13:55

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Gatwick FASI-South IOA Outcomes Stakeholder Engagement 2023 extension

Dear [REDACTED]

Despite having requested to join one off the inform sessions I did not receive the 'link' and was unable to join the session.

I have since been able obtain a copy of the material and wish to make the following comment.

It is understood that it remains Government policy to choose for Westerly approaches to LGW's 26 Left Runway (Runways), tracks to ensure that the minimum number of people on the ground are overflown and disturbed.

From the diagram's I have now seen your Specialists research and recommendations fail to recognise this and their proposals must therefore be concluded as flawed.

As you are aware the Approach plate to be used when current radar vectoring is unavailable, is from the Mayfield VOR, (Physical or virtual) directly North to intercept the ILS at South Edenbridge. This track is the only track that minimises those overflown and should be your recommended PBN route for FASI (S). It joins between 6 to 8 nms and by definition is a perfectly manageable and safe route even for 'Heavy' and 'Super Heavy' aircraft.

Since this route directs approaching traffic over sparsely populated Ashdown Forest, and is the only route that avoids populated areas I should be grateful if you could kindly ensure this oversight is taken into your deliberations

With kind regards

[REDACTED]

(TWANSG)

From: [REDACTED]

Sent: 17 August 2023 16:21

Subject: FW: Gatwick FASI-South IOA Outcomes Stakeholder Engagement 2023 extension

Dear Stakeholders,

Following our latest email today, some stakeholders have requested additional time to respond following

the inform sessions held on the 28th, 31st and 2nd August 2023. Whilst we did not ask any specific engagement questions as part of these sessions, we did invite stakeholders to email any questions or feedback around the Stage 2B Initial Options Appraisal Methodology by Friday 18th August to be included in the Stage 2 submission. Any responses received after this date would be included in Gatwick's Stage 3 submission.

Subsequent to the emails received today, we will extend the window to Friday 25th August and ensure that a record of emails received by this date is incorporated into the Stage 2 submission. Gatwick's response to these emails, and any emails received after the 25th August will be incorporated as part of the Stage 3 documentation.

[FASI-S Project Team](#)
London Gatwick

From: DD - Airspace FASI-South Prog External

Sent: 17 August 2023 13:03

Subject: FW: Gatwick FASI-South IOA Outcomes Stakeholder Engagement July 2023 - Presentation and info Pack 2

Dear Stakeholder,

It came to our attention that the presentation and the info Pack shared on the 9th August 2023 as per below may not have been received by all stakeholders, so we are reissuing to ensure receipt.

[FASI-S Project Team](#)
London Gatwick

From: DD - Airspace FASI-South Prog External

Sent: 09 August 2023 16:22

Subject: Gatwick FASI-South IOA Outcomes Stakeholder Engagement July 2023 - Presentation and info Pack

Dear Stakeholder,

Following the Stakeholder Engagement workshops held on the 28th, 31st and 2nd August 2023, please find below a link to the presentation and option information pack which details the Initial Options Appraisal (IOA) methodology and provides an overview of the Stage 2 outcomes for the Gatwick element of the Future Airspace strategy Implementation - South airspace change programme.

Gatwick Airport has chosen to undertake engagement above and beyond the requirements of CAP1616 in the spirit of openness, transparency and continued dialogue between airport sponsor and stakeholders. The information within these documents is provided to facilitate discussions on the IOA methodology and should not be considered final. **We ask that stakeholders consider the preliminary nature of the information when reporting back to their organisations and care should be taken to ensure that all Airspace Change Proposal information is replicated fully, accurately and in context.** All airspace design options are subject to change throughout the airspace change process as options are matured in detail and refined in accordance with CAP1616 guidance, safety requirements, our design principles, our appraisals and stakeholder engagement and consultation input.

[Stakeholder Engagement Presentation and Charts Link](#)

If you have any questions or feedback regarding the Initial Options Appraisal (IOA) methodology or the presentation, please do get in touch via the LGWairspace.FASIS@gatwickairport.com email address. Please note that there will be opportunities as part of Stage 3 to discuss and feedback on the specific geographical areas or potential impact of the flight path options.

Thank you for participating in Gatwick's ACP to redesign the airport's arrival and departure routes.

[FASI-S Project Team](#)
London Gatwick

www.gatwickairport.com

From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Cc: [REDACTED]
Subject: Re: Gatwick FASI-South Initial Options Appraisal Outcomes Stakeholder Engagement July 2023 (1)
Date: 17 August 2023 12:36:31
Attachments: [Response to FASI South July Presentation.pdf](#)

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Dear [REDACTED],

It is 17th August and my understanding was that any responses that Gatwick received after 18th August would not be included in the materials that will be submitted to the CAA in September.

Since you have not yet circulated the presentation, I have had to respond based on my notes and on the screenshots that I was able to capture during the presentation.

Our response is attached. Could you please acknowledge that you have received it in good time, and that it will be included in the package of materials that are to be submitted to the CAA.

Please note, that because of the inadequate imagery on your maps, we have had to superimpose them on the OS map using railway lines, rivers, and local authority boundaries to fit as best we could. There may be some distortion, but we are satisfied that our analyses, conclusions and recommendations are nevertheless valid

Yours

[REDACTED]

On 31 Jul 2023, at 07:45, DD - Airspace FASI-South Prog External
<LGWairspace.FASIS@gatwickairport.com> wrote:

Dear Stakeholder

Thank you for registering for the Gatwick Airport's FASI-South Airspace Change Option Appraisal Engagement meeting, scheduled for 31th July 2023 at 14:00.

Please receive the join link to the virtual meeting here:

[FASI-S IOA Stakeholder engagement 30th Jul](#)

Please contact us using the above email address if you have any questions or comments.

Thank you

FASI-S Project Team
London Gatwick

www.gatwickairport.com



From: [REDACTED]
To: [DD - Airspace FASI-South Prog External](#)
Subject: RE: Gatwick FASI-South IOA Stakeholder Engagement July 2023 - extension
Date: 24 August 2023 14:48:20
Attachments: [image001.png](#)
[image002.jpg](#)

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Hi

The Parish Council would like to provide the following Feedback/comments:

Not in favour of anything happening at Gatwick which increases the frequency of flights passing over the southern part of the High Weald Area of Outstanding Natural Beauty. Punnetts Town happens to be roughly where the inbound flights throttle back and deploy flaps so we have our own, very distinctive, noise pattern here.

Concerns relate to the aircraft, the fuel that they use and the noise that they produce. Would like to see much more research and development...firstly to make aircraft more fossil fuel efficient and less noisy, but going forward into the development of alternative fuels which could/should also make them less noisy and to achieve zero emission alternatives.

Not against any development of the airport at Gatwick per se and can see huge local benefits including for employment, however we would add the caveat that we would wish to seek to resist any proposals that focussed on more flights over our (or indeed any other) settlements, especially in tighter bands and/or at a lower level.

Kind regards

[REDACTED]
[REDACTED]

Heathfield and Waldron Parish Council
73 High Street
Heathfield
East Sussex
TN21 8HU

Web www.hwpc.org.uk

cid:image001.png@01D9089B.E174C6A0



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By contacting this Council, you agree to your contact details being held and processed for the

From:
Bcc:

[REDACTED]



Subject: FW: Gatwick FASI-South IOA Outcomes Stakeholder Engagement 2023 extension
Date: 17 August 2023 16:20:00

Dear Stakeholders,

Following our latest email today, some stakeholders have requested additional time to respond following the inform sessions held on the 28th, 31st and 2nd August 2023. Whilst we did not ask any specific engagement questions as part of these sessions, we did invite stakeholders to email any questions or feedback around the Stage 2B Initial Options Appraisal Methodology by Friday 18th August to be included in the Stage 2 submission. Any responses received after this date would be included in Gatwick's Stage 3 submission.

Subsequent to the emails received today, we will extend the window to Friday 25th August and ensure that a record of emails received by this date is incorporated into the Stage 2 submission. Gatwick's response to these emails, and any emails received after the 25th August will be incorporated as part of the Stage 3 documentation.

[FASI-S Project Team](#)
London Gatwick

From: DD - Airspace FASI-South Prog External

Sent: 17 August 2023 13:03

Subject: FW: Gatwick FASI-South IOA Outcomes Stakeholder Engagement July 2023 - Presentation and info Pack 2

Dear Stakeholder,

It came to our attention that the presentation and the info Pack shared on the 9th August 2023 as per below may not have been received by all stakeholders, so we are reissuing to ensure receipt.

[FASI-S Project Team](#)
London Gatwick

From: DD - Airspace FASI-South Prog External

Sent: 09 August 2023 16:22

Subject: Gatwick FASI-South IOA Outcomes Stakeholder Engagement July 2023 - Presentation and info Pack

Dear Stakeholder,

Following the Stakeholder Engagement workshops held on the 28th, 31st and 2nd August 2023, please find below a link to the presentation and option information pack which details the Initial Options Appraisal (IOA) methodology and provides an overview of the Stage 2 outcomes for the Gatwick element of the Future Airspace strategy Implementation - South airspace change programme.

Gatwick Airport has chosen to undertake engagement above and beyond the requirements of CAP1616 in the spirit of openness, transparency and continued dialogue between airport sponsor and stakeholders. The information within these documents is provided to facilitate discussions on the IOA methodology and should not be considered final. **We ask that stakeholders consider the preliminary nature of the information**

when reporting back to their organisations and care should be taken to ensure that all Airspace Change Proposal information is replicated fully, accurately and in context. All airspace design options are subject to change throughout the airspace change process as options are matured in detail and refined in accordance with CAP1616 guidance, safety requirements, our design principles, our appraisals and stakeholder engagement and consultation input.

[Stakeholder Engagement Presentation and Charts Link](#)

If you have any questions or feedback regarding the Initial Options Appraisal (IOA) methodology or the presentation, please do get in touch via the LGWairspace.FASIS@gatwickairport.com email address. Please note that there will be opportunities as part of Stage 3 to discuss and feedback on the specific geographical areas or potential impact of the flight path options.

Thank you for participating in Gatwick's ACP to redesign the airport's arrival and departure routes.

FASI-S Project Team
London Gatwick

From:
Bcc:

[REDACTED] on behalf of [DD - Airspace FASI-South Prog External](#)

[REDACTED]



Subject: FW: Gatwick FASI-South IOA Outcomes Stakeholder Engagement July 2023 - extension 2
Date: 17 August 2023 16:23:00

Dear Stakeholders,

Following our latest email today, some stakeholders have requested additional time to respond following the inform sessions held on the 28th, 31st and 2nd August 2023. Whilst we did not ask any specific engagement questions as part of these sessions, we did invite stakeholders to email any questions or feedback around the Stage 2B Initial Options Appraisal Methodology by Friday 18th August to be included in the Stage 2 submission. Any responses received after this date would be included in Gatwick's Stage 3 submission.

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Gatwick's response to these emails, and any emails received after the 25th August will be incorporated as part of the Stage 3 documentation.

[FASI-S Project Team](#)

London Gatwick

From: DD - Airspace FASI-South Prog External

Sent: 17 August 2023 13:05

Subject: FW: Gatwick FASI-South IOA Outcomes Stakeholder Engagement July 2023 - Presentation and info Pack 3

Dear Stakeholder,

It came to our attention that the presentation and the info Pack shared on the 9th August 2023 as per below may not have been received by all stakeholders, so we are reissuing to ensure receipt.

[FASI-S Project Team](#)

London Gatwick

From: DD - Airspace FASI-South Prog External

Sent: 09 August 2023 16:22

Subject: Gatwick FASI-South IOA Outcomes Stakeholder Engagement July 2023 - Presentation

and info Pack

Dear Stakeholder,

Following the Stakeholder Engagement workshops held on the 28th, 31st and 2nd August 2023, please find below a link to the presentation and option information pack which details the Initial Options Appraisal (IOA) methodology and provides an overview of the Stage 2 outcomes for the Gatwick element of the Future Airspace strategy Implementation - South airspace change programme.

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[Stakeholder Engagement Presentation and Charts Link](#)

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Thank you for participating in Gatwick's ACP to redesign the airport's arrival and departure routes.

FASI-S Project Team
London Gatwick