



DAP 1916 - Statement of Need: Intended Change to Notified Airspace

This form may be used to provide information to the CAA about an intended change. Once this form is completed, then please submit it by clicking the button at the end of this form.

1. Change Title

Please enter a title for this intended change, (max 80 characters): *

East Midlands Airport Future Airspace (FASI-N)

2. Change Sponsor Details

Please select the appropriate category and complete. *

- A Company
- An Unincorporated Association or other body
- Individual (including sole traders and partnerships)

2a. A Company

Registered Company name (in full) *

East Midlands International Airport LTD

Registered Company Number

02078271

Country of Company Registration

United Kingdom

Registered Office Address

Manchester Airport Group, Building 34 East Midlands Airport, Castle Donington, Derby

Postcode

DE74 2SA

E-mail

N/A

Trading name (if applicable)

As Above

Trading Address (primary site)

Building 34, East Midlands Airport

Country

United Kingdom

Postcode

DE74 2SA

Website address

<https://www.eastmidlandsairport.com/>

Primary Point of Contact Name *

[REDACTED]

Telephone *

[REDACTED]

E-mail *

[REDACTED]

Secondary Point of Contact Name

[REDACTED]

Telephone

[REDACTED]

E-mail

[REDACTED]

3. Independent Aviation/Airspace Consultancy

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

Aviation Consultancy

Registered Company name (in full) *

Osprey Consulting Services Ltd

Registered Company Number

06034579

Country of Company Registration

United Kingdom

Registered Office Address

Suite 10, The Hub, Fowler Avenue, Farnborough Business Park, Farnborough, Hampshire

Postcode

GU14 7JP

Telephone

[REDACTED]

Email

[REDACTED]

Trading Name (if applicable)

As above

Trading Address (primary site)

Suite 10, The Hub, Fowler Avenue, Farnborough Business Park, Farnborough, Hampshire

Country

United Kingdom

Postcode

GU14 7JP

Website address

https://ospreycsl.co.uk/

Primary Point of Contact Name *

[REDACTED]

Primary Contact

Should the CAA use the Independent Consultancy as the primary point of contact for this airspace change proposal?

Telephone *

[REDACTED]

Email *

[REDACTED]

Secondary Point of Contact name

TBC

Telephone

TBC

Email

TBC

4. Summary of Intended Change

Please use the check boxes below to indicate the nature of the intended change(s): *

Flight Information Region (ENR 2.1)

Other Regulated Airspace (ENR 2.2)

Area Navigation Routes (ENR 3.3)

En-Route Holding (ENR 3.6)

Military Exercise/ Training Areas (ENR 5.2)

Upper Information Region (ENR 2.1)

Lower ATS Routes (ENR 3.1)

Helicopter Routes (ENR 3.4)

Name-Code Designators (ENR 4.4)

Other Danger/Hazard (ENR 5.3)

Terminal Control Area (ENR 2.1)

Upper ATS Routes (ENR 3.2)

Other Routes (ENR 3.5)

Prohibited/Restricted/Danger Areas (ENR5.1)

Aerial/Sporting/Recreational Activities (ENR 5.5)

Bird Migration/Sensitive Fauna (ENR 5.6)

ATS Airspace (AD-EGXX-2.17)

Flight Procedures (AD-EGXX-2.22)

ATCSMAC (AD-EGXX-5)

Standard Instrument Departure (AD-EGXX-6)

Standard Arrival Route (AD-EGXX-7)

Instrument Approach Procedure (AD-EGXX-8)

Visual Reference Point

Release of Controlled Airspace

Please use the check box below to indicate whether this is an administrative change:

Does your proposal represent an administrative change to the Aeronautical Information Publication (AIP)?

5. Statement of Need

Please provide a brief 'Statement of Need' expressing explicitly what airspace issue or opportunity you are seeking to address. Your Statement of Need should clearly articulate the current situation, the issue (and the cause of it) to be resolved or the opportunity to be addressed along with any other factors or requirements. *

EAST MIDLANDS AIRPORT

The Government has set out a view that a co-ordinated national programme of airspace modernisation is necessary, and that failure to update the country's airspace could constrain the operation, resilience and growth of the UK's aviation sector. In 2017 the Department for Transport (DfT) published the strategic rationale for 'Upgrading UK Airspace'. This strategic rationale anticipates that airports will continue to grow, and that the operational constraints imposed by current airspace arrangements would increase unless airspace is updated. In response to direction from the Government, in December 2018 the Civil Aviation Authority (CAA) published its Airspace Modernisation Strategy. The Strategy establishes a shared objective with the Government to deliver a more modern airspace that allows quicker, quieter and cleaner journeys.

In line with the Government and CAA's shared modernisation objective, East Midlands Airport is seeking to begin the process of updating its airspace. This will include reviewing arrival and departure routes for aircraft operating at altitudes of 7,000 feet and below. These lower level changes will then need to integrate with changes made at higher levels, and at other airports, as part of the national programme of airspace change.

East Midlands Airport is in the centre of the UK, in the District of North West Leicestershire, around 14 miles from Nottingham, 14 miles from Derby and 19 miles from Leicester. It is a unique airport in the UK in that it serves, in relatively equal proportions, three key cities and is the UK's largest dedicated cargo airport; making East Midlands Airport an important regional hub for international connectivity and a national hub for air freight and international trade. In 2018, 4.9 million passengers used the airport and over 365,000 tonnes of cargo were processed through the site. In total, there were 76,620 air traffic movements at the airport in 2018, including passenger, freight, military and general aviation aircraft.

Consistent with other UK airports, East Midlands Airport's air traffic network currently relies on an outdated network of ground based navigational aids. National Air Traffic Services (NATS) has advised that, by December 2022, it will remove its support for these ground-based navigation aids and therefore all airports will need to remove their dependency on them. These ground-based units currently prescribe the standard instrument departures (SIDs) and standard terminal arrival routes (STARs) that aircraft use to fly to and from East Midlands Airport. Therefore, it will be necessary to transition to more modern ways of flying (such as satellite navigation) over the next few years to enable the airport to maintain efficient and resilient operations.

Currently, arrival and departure routes at East Midlands Airport do not fully utilise the capability of modern aircraft navigation technology and techniques. A modernised airspace will allow aircraft to more fully realise their benefits, potentially increasing efficiency, reducing fuel burn and CO2 emissions, enhancing safety and reducing the impact of aircraft noise. This will benefit airlines, the environment and communities.

As part of the CAA's Airspace Modernisation Strategy, the Future Airspace Strategy Implementation South and North (FASI-South & FASI-North) projects have been established to co-ordinate the interdependent airspace change proposals that are required to streamline the airspace structures for airports in the North and South of England. East Midlands' central location means it will be important that the changes introduced at the airport are integrated with both projects; ensuring a national airspace infrastructure that is cohesive and allows maximum benefits across the country to be achieved.

Please specify the altitudes (where applicable) affected by your Statement of Need:

Surface to below 4,000 feet

4,000 feet to below 7,000 feet

7,000 feet to below 20,000 feet

20,000 feet and above

6. Proposed Dates

Please provide your proposed date for the submission of your change proposal to the CAA. This should be the date on which you are expecting to submit your formal airspace change proposal to the CAA. Please note that your formal airspace change proposal must be submitted alongside all of the supporting documentation required by the CAA to complete our regulatory assessment of the Proposal; consequently the date on which you place in this field should represent the point at which you will have the formal airspace change proposal **and all** of the supporting documentation ready to submit to the CAA. This date is required to assist us with the allocation of the required CAA-resource to your proposal and therefore it is a key date in our planning process. Whilst we will try to accommodate your specified timescales, there may be occasions where it is not possible for us to do so given the large number of projects that are already 'in process'. You should also note that any changes to the above date may impact our ability to process your airspace change proposal within your preferred timescales. It should also be noted that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See [Commission Regulation \(EU\) No 73/2010](#) (updated by 10/29/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

Confirmation of Understanding *

Please provide your proposed date for the submission of your change proposal to the CAA. *

30 Apr 2021

Please provide your proposed AIRAC effective date *

AIRAC 13/2021

If this change forms a part of a modular airspace change proposal please provide the relevant title and further information below (Note we will require individual submissions for each module). *

This Airspace Change Proposal will support the Future Airspace Strategy Implementation North (FASI-North) programme, which will align lower airspace changes with other airports in the north of England.

If this change requires the implementation of a Five-Letter Name Code (5LNC) please specify your requirements below: *

Unknown at time of submission, to be specified in due course.