



ACP-2019-44
EAST MIDLANDS AIRPORT FUTURE AIRSPACE
(FASI-N & S)

STAGE 1A ASSESSMENT MEETING
17TH JUNE 2019

AGENDA

1. Introduction / apologies for absence
2. Statement of Need (discuss & review)
3. Issues or opportunities arising from proposed change
4. Options to exploit opportunities or address issues identified
5. Provisional indication of the level and process requirements
6. Provisional process timescales
7. Next Steps
8. AOB

INTRODUCTIONS / APOLOGIES FOR ABSENCE

Attendees CAA	Role
[REDACTED]	

Attendees EMA	Role
[REDACTED]	Group CSR & Future Airspace Director
[REDACTED]	Head of Corporate Affairs
[REDACTED]	Air Traffic Services Manager
[REDACTED]	Project Manager
[REDACTED]	Chief Operating Officer - Osprey

Apologies	Role
[REDACTED]	EMA Operations Director - Project Sponsor



STATEMENT OF NEED (DISCUSSION & REVIEW) – 1 OF 2

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 'motorways in the sky' 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 review and refresh future airspace.

In line with the Government and CAA's shared modernisation objective, East Midlands Airport seeks 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 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 the last year, including passenger, freight, military and general aviation aircraft.

STATEMENT OF NEED (DISCUSSION & REVIEW) – 2 OF 2

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 prescribe the standard instrument departures (SIDs) and standard terminal arrival routes (STARs) that aircraft use to fly to and from East Midlands Airport and, therefore, without transitioning to more modern ways of flying (such as satellite navigation), their removal will adversely impact airport operations and so an alternative approach is required.

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 Civil Aviation Authority'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.

ISSUES OR OPPORTUNITIES ARISING FROM PROPOSED CHANGE

- **Issues**

- Coordination of interdependent ACPs
- Removal of Ground Based Navigational Aids in December 2022
- Capabilities of aircraft using EMA airspace

- **Opportunities**

- CCO and CDA
- More precise avoidance of sensitive areas
- Relocation of arrival holds in conjunction with NE RL
- Increased operational efficiency
- Reduction in emissions and noise

OPTIONS TO EXPLOIT OPPORTUNITIES OR ADDRESS ISSUES IDENTIFIED

- **Issues**

- Coordination of interdependent ACPs

Maintain communication with FASI-North and South and attend working groups

- Removal of Ground Based Navigational Aids in December 2022

Engage with NATS and CAA regarding timescales (particularly with delays) and identify technical solutions proactively.

- Capabilities of aircraft using EMA airspace

Incorporate with the Design Principles.

- **Opportunities**

- CCD and CDA

- More precise avoidance of sensitive areas

- Relocation of stacking holds in conjunction with NERL

- Increased operational efficiency

- Reduction in emissions and noise

Incorporate with the Design Principles.

PROVISIONAL INDICATION OF THE LEVEL AND PROCESS REQUIREMENTS

- To be determined and advised by the CAA and recorded in minutes.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

PROVISIONAL PROCESS TIMESCALES

	Gateway	Proposed submission date
1	Define	Dec 2019
2	Develop & Assess	May 2020
3	Consult	Apr 2021
4	Update & Submit	Jul 2021
5	Decide	Mar 2022
6	Implement	Aug 2022
7	Post Implementation Review	Jul 2023

NEXT STEPS

- Prepare for Gateway 1 – Define submission:
 - Identify Design Principles through engagement.

- [REDACTED] Begin preparation for Stage 2A – Design Principle Options Development.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

AOB