

**MINUTES OF EAST MIDLANDS AIRPORT FUTURE AIRSPACE ASSESSMENT MEETING
HELD AT AVIATION HOUSE ON 17 JUNE 2019**

19 Jun 19

Distribution list as below:

Present	Appointment	Representing
	Airspace Regulator (Technical)	CAA
	Airspace Regulator (Environment)	CAA
	Airspace Regulator (Engagement & Consultation))	CAA
	Airspace Regulator (Economist)	CAA
	Principal Airspace Regulator (IFP)	CAA
	Trainee Airspace Specialist (Environment)	CAA
	Group CSR & Future Airspace Director	EMA
	Air Traffic Service Manager	EMA
	Head of Corporate Affairs	EMA
	EMA FAS Project Manager	EMA
	Chief Operations Officer	Osprey

CAA Assessment Meeting Opening Statement

CAA noted that the Statement of Need, Agenda and Assessment Meeting Presentation were received in advance of the Assessment Meeting and confirmed that the documents would be published together with minutes of the meeting on the CAA website. CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA's CAP 1616 requirements, but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA's process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:

- for the Sponsor to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process,
- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stage of the airspace change process.

	ACTION
<p>Item 1 – Introduction</p> <p>The purpose of this assessment meeting is to inform the CAA of East Midlands Airport (EMA) intent to conduct a permanent airspace change proposal in accordance with CAP 1616. EMA Sponsor has assembled a core team within the business, complimented with a team of advisors to ensure that the CAP 1616 is followed diligently.</p>	

Apologies were provided on behalf of [REDACTED] (EMA Operations Director and Project Sponsor) who did not attend the Stage 1A Assessment Meeting due to annual leave.

Item 2 – Statement of Need (discussion and review)

The following Statement of Need (SoN) had been submitted to the CAA prior to the Stage 1A Assessment Meeting:

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.

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.

<p>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.</p> <p>It was highlighted by ██████████ that the main requirement for EMA to commence an airspace change proposal has mainly been driven by; a combination of policy and regulatory requirements. The proposed airspace change would also address the scheduled de-commissioning of the network of DVORs, in December 2022.</p> <p>The CAA are content that a solution to the airspace change proposal has not been provided/included within the SoN submitted by EMA.</p>	
<p>Item 3 – Issues or opportunities arising from proposed change</p> <p>The following issues were identified during the assessment meeting:</p> <ul style="list-style-type: none"> • Coordination of interdependent ACPs – Due to its geographic position, EMA’s change may be affected by other proposals from NATS and other airports, as part of both FASI-N and to a lesser extent FASI-S. • Removal of Ground Based navigational Aids in Dec 22 – ██████████ stated that DVOR switch-off is a concern, particularly if the airspace change proposed by EMA experienced delays. • Capabilities of aircraft using EMA airspace – ██████████ explained the broad range of aircraft and pattern of traffic currently within EMA airspace. <p>The following Opportunities have been identified and were discussed during the meeting:</p> <ul style="list-style-type: none"> • CCO and CDA - ██████████ stated that EMA is particularly proficient at CDA but there is scope for efficiencies and improvement resulting from the ACP. • More precise avoidance of sensitive areas • Relocation of arrival holds in conjunction with NERL • Increased operational efficiency • Reduction in emissions and noise – ██████████ stated that EMA would strive to achieve the best possible balance in mitigating noise whilst achieving reduced emissions. <p>██████████ made clear that the extent to which these opportunities would be delivered by the ACP could not be known at this early stage.</p>	
<p>Item 4 – Options to exploit opportunities or address issues identified</p> <p>The following mitigation was identified to address the issues related to the EMA ACP:</p>	

<ul style="list-style-type: none"> • Coordination of interdependent ACPs - Maintain communication with FASI-North and South through attendance of working groups and coordination with Airspace Change Organisation Group (ACOG). • Removal of Ground Based Navigational Aids in December 2022 - Engage with NATS and CAA regarding timescales and identify technical solutions proactively. EMA will begin to actively investigate mitigation options. ██████ (on conference call) highlighted that the main driver for this ACP is airspace modernisation. He was keen to ensure that it was clear that by pursuing this ACP to modernise your airspace, the opportunity is provided to treat the planned removal of these nav aids. • Capabilities of aircraft using EMA airspace - Incorporate with the Design Principles. <p>Opportunities will be explored and exploited whilst defining the Design Principles in Stage 1B. EMA have put a significant level of effort into the planning of Stage 1B; to ensure that the Design Principles are developed correctly and without attempting to suggest solutions at this early stage.</p>	
<p>Item 5 – Provisional indication of the scale level and process requirements</p> <p>The CAA confirmed the following:</p> <ul style="list-style-type: none"> • EMA FAS airspace change proposal is covered within the remit of CAP 1616. • Although confirmed at Stage 2B, EMA FAS airspace change is provisionally a <u>Level One</u> change. • EMA FAS airspace change should follow the processes detailed in CAP 1616 in order to successfully complete the airspace change proposal. 	
<p>Item 6 – Provisional process timescales</p> <p>The following Gateway document submission time scales were submitted by EMA for the EMA FAS airspace change proposal:</p> <ul style="list-style-type: none"> • Define – Dec 2019 • Develop & Assess May 2020 • Consult – Apr 2021 • Update & Submit – Jul 2021 • Decide - Mar 2022 • Implement – Aug 2022 • Post Implementation Review – Jul 2023 <p>████████ noted that the certainty around dates is firmer at the earlier stages than later in the process.</p> <p>The CAA stated that Gateways 1, 2 and 3; are the only dates within the process that (once confirmed) would be fixed dates and would be used for CAA resource allocation forecasts. If these dates are not achieved, the airspace change proposal could experience delay, dependent on Gateway Assessment Meeting availability.</p> <p>There are only 4 Gateways; the first 3 are the subject of the Gateway Assessment Meetings which occur on the last Friday of each month. The 4th Gateway is the DECIDE Gateway, which is completed separately from the Gateway Assessment Meeting schedule.</p>	

<p>The CAA agreed that the timescales suggested for the EMA airspace change proposal are not contentious, are entirely achievable under the CAP 1616 process and would be considered for agreement outside of the Assessment Meeting.</p> <p>CAP 1616 para 63 refers – "...all materials being submitted at least 2 weeks in advance". The CAA requested that an additional 2 weeks is to be added to this (4 weeks prior to forecast Gateway approval). This is due to the large number of ACP currently being conducted and the volume of data submitted to be reviewed is substantial.</p> <p>The CAA stated that redacted copies of the minutes and presentation document are to be uploaded to the EMA Future Airspace portal within 2 weeks of the Stage 1A Assessment meeting, but not before the CAA has agreed the content.</p>	
<p>Item 7 – Next steps</p> <p>██████████ provided more context to the next three months of intended work towards Gateway 1 – Define. EMA intend to place substantial emphasis on Step 1A and 1B as it is integral to ensuring the airspace change proposal is achieved without delay.</p> <p>The CAA stated that progression to Step 1B requires the agreed redacted minutes and presentation to be uploaded and is to be completed by the Project Sponsor.</p>	
<p>Item 8 – Any other business</p> <p>The CAA stated the following items:</p> <ul style="list-style-type: none"> • ██████████ is the allocated Account Manager for the EMA FAS and is the main point of contact. • The CAA will adjudge each airspace change proposal individually, if there are any critical dependencies between EMA and other airspace changes; they should be highlighted as soon as they are identified. • The eventual EMA airspace design option should be supported by a clear audit trail of how this option was developed. Failure to do so could result in rejection of the airspace change proposal by the CAA. • Each gateway approval is confirmation that the CAP 1616 process has been adhered to – not acceptance of the content of the submission documents. <p>██████████ reiterated the importance of record keeping, collating evidence and validation of the evidence throughout the process. Consultation is to be hosted and run through Citizen Space.</p> <p>██████████ stated that EMA should be mindful of how Design Principles are measured.</p> <p>██████████ reiterated the importance of the assessment for possible noise and CO2e emissions impact via WebTAG workbook for noise and greenhouse gases.</p> <p>██████████ reiterated the importance of coordinating the IFP to all stakeholders and being clear about the drivers for change, as this would avoid poor execution.</p>	

*Post-meeting note – A revised timeline was submitted to the CAA on 26 Jun 19 for consideration, the revised dates are as follows:

Key Milestone	Agreed Date
DEFINE Gateway*	20 Dec 2019
DEVELOP & ASSESS Gateway*	29 May 2020
CONSULT Gateway*	27 Nov 2020
UPDATE & SUBMIT	1 Jul 2021
DECIDE	1 Mar 2022
IMPLEMENT	Aug 2022
PIR	Jul 2023

The above dates have subsequently been approved by the CAA on 04 Jul 19.

-----Last Item-----

ACTIONS ARISING FROM EAST MIDLANDS AIRPORT FUTURE AIRSPACE ASSESSMENT MEETING

Subject	Name	Action	Deadline
		-----Last Item-----	


ACP Sponsor