

Airspace Change

LLA's Airspace and Noise week



London Luton Airport

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Airspace Modernisation Strategy

CAP 1616

FASI (S)

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AD6

Airspace Modernisation – An Introduction



Airspace Modernisation – Strategic Goals

The vision

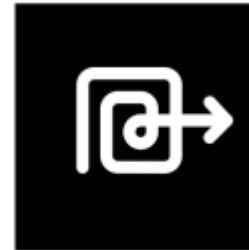
*Deliver quicker, quieter and cleaner journeys
and more capacity for the benefit of those
who use and are affected by UK airspace*



Safety



Integration



Simplification



Environment

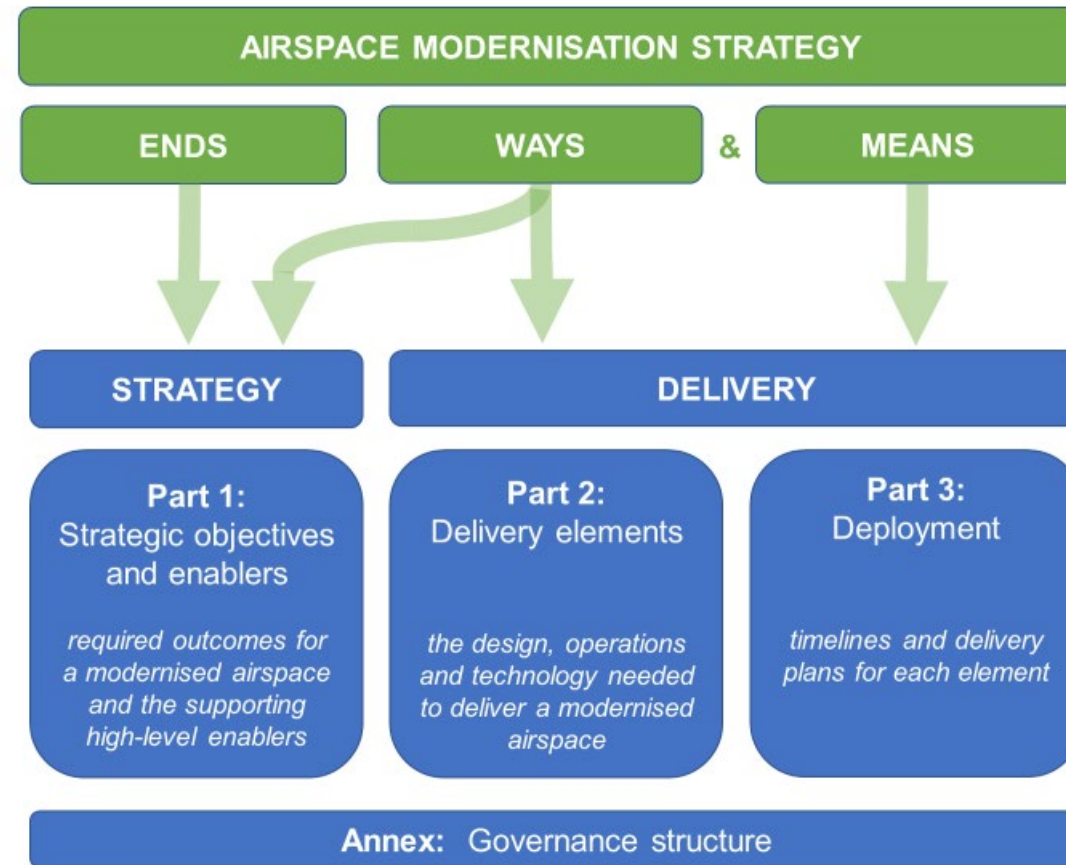
Airspace Modernisation – Benefits

Communities.

Airspace users.

Passengers and Businesses
reliant on Air Transport

Airspace Modernisation – How is the Government Directing this?



CAP 1616 – What is it?



- Version 5 Released January 2024.

CAP 1616 – Principles

Transparency

Safety

Consistency

Accountability

Proportionality

CAP 1616 – Levels of Airspace Change

Level Type	Criterion
Level 1	<ul style="list-style-type: none">• A change to the notified airspace design that has the potential for a high impact on aviation and/or non-aviation stakeholders.• Expect changes that have the potential to alter flight behaviours below 7,000 feet (above mean sea level) over land to fall within this level.
Level 2	<ul style="list-style-type: none">• A change to the notified airspace design that has the potential for a medium impact on aviation and/or non-aviation stakeholders.• We would expect changes that have the potential to:<ol style="list-style-type: none">1) Alter flight behaviours above 7,000 feet (above mean sea level) or;2) Alter flight behaviours below 7,000 feet (above mean sea level) over sea and;3) Not alter flight behaviours below 7,000 feet (above mean sea level) over land to fall within this level.
Level 3	A change to the notified airspace design that has the potential for a low impact on both aviation and non-aviation stakeholders.

CAP 1616 – Airspace Change Portal

Airspace change portal

Find details of proposed changes to UK airspace that could affect you. You can monitor the progress of an airspace change proposal, make your views known as it is developing and sign up for email notifications relating to the proposal.

Location

e.g. London, RH6 OYR, Gatwick etc.

Sponsor organisation

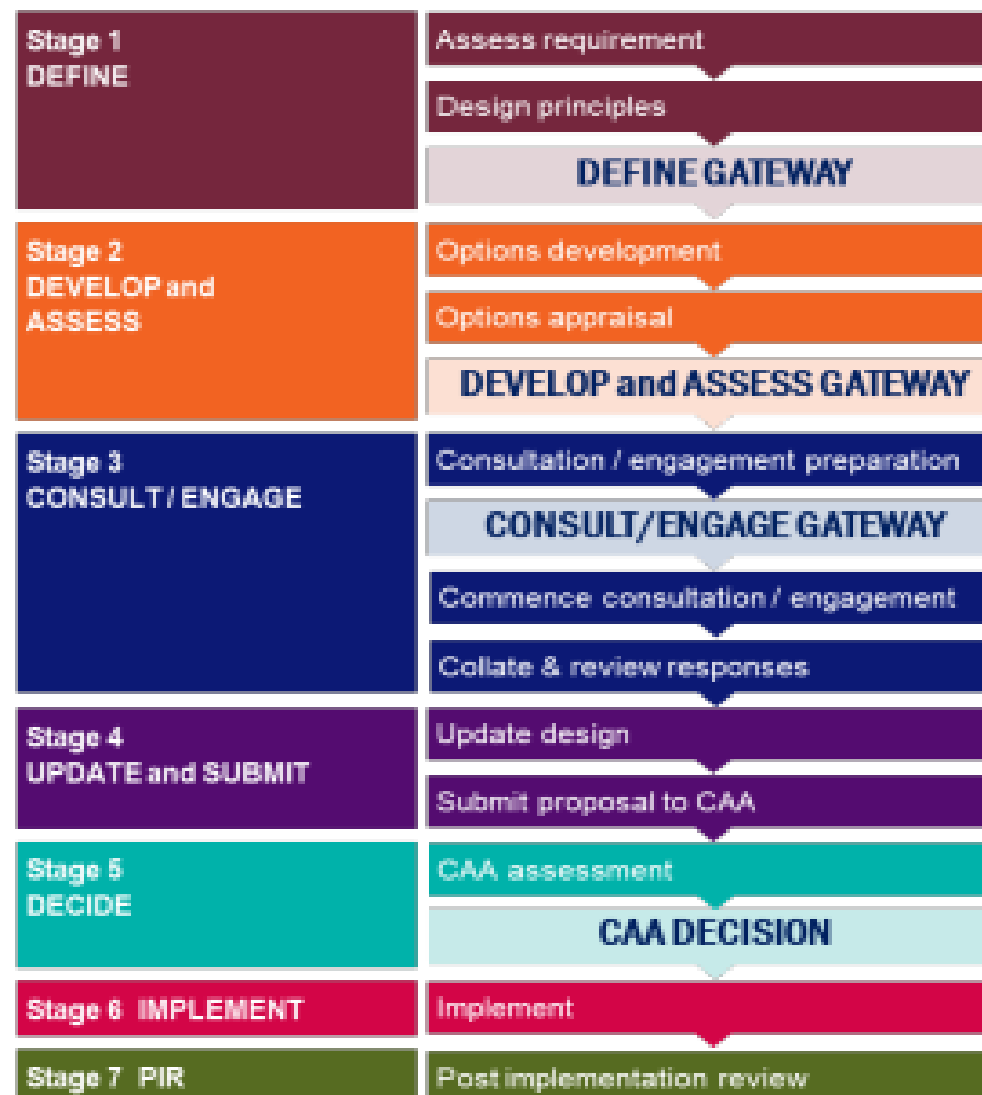
Airspace change ID

e.g. ACP-2024-001 or PPR-2024-001 or OTH-2024-001

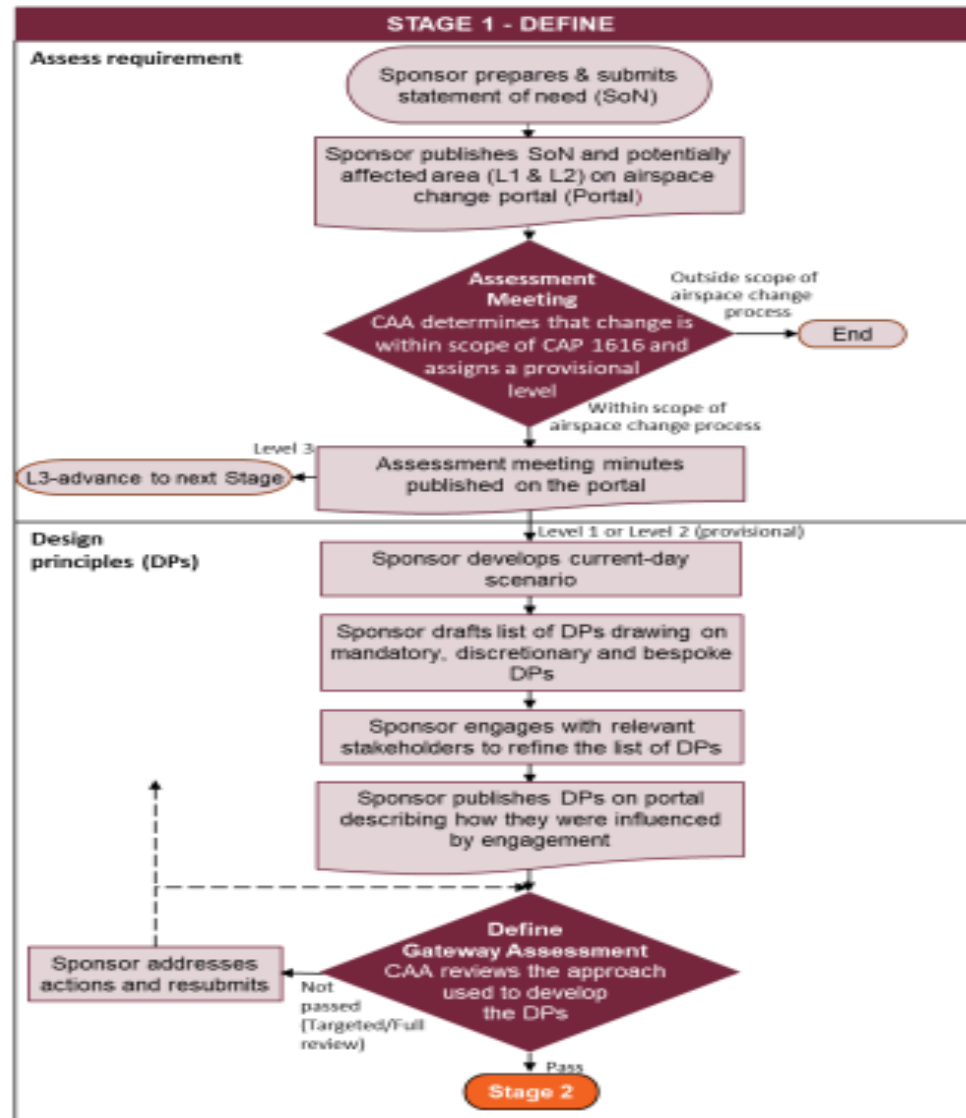
Updated within

Quick Search

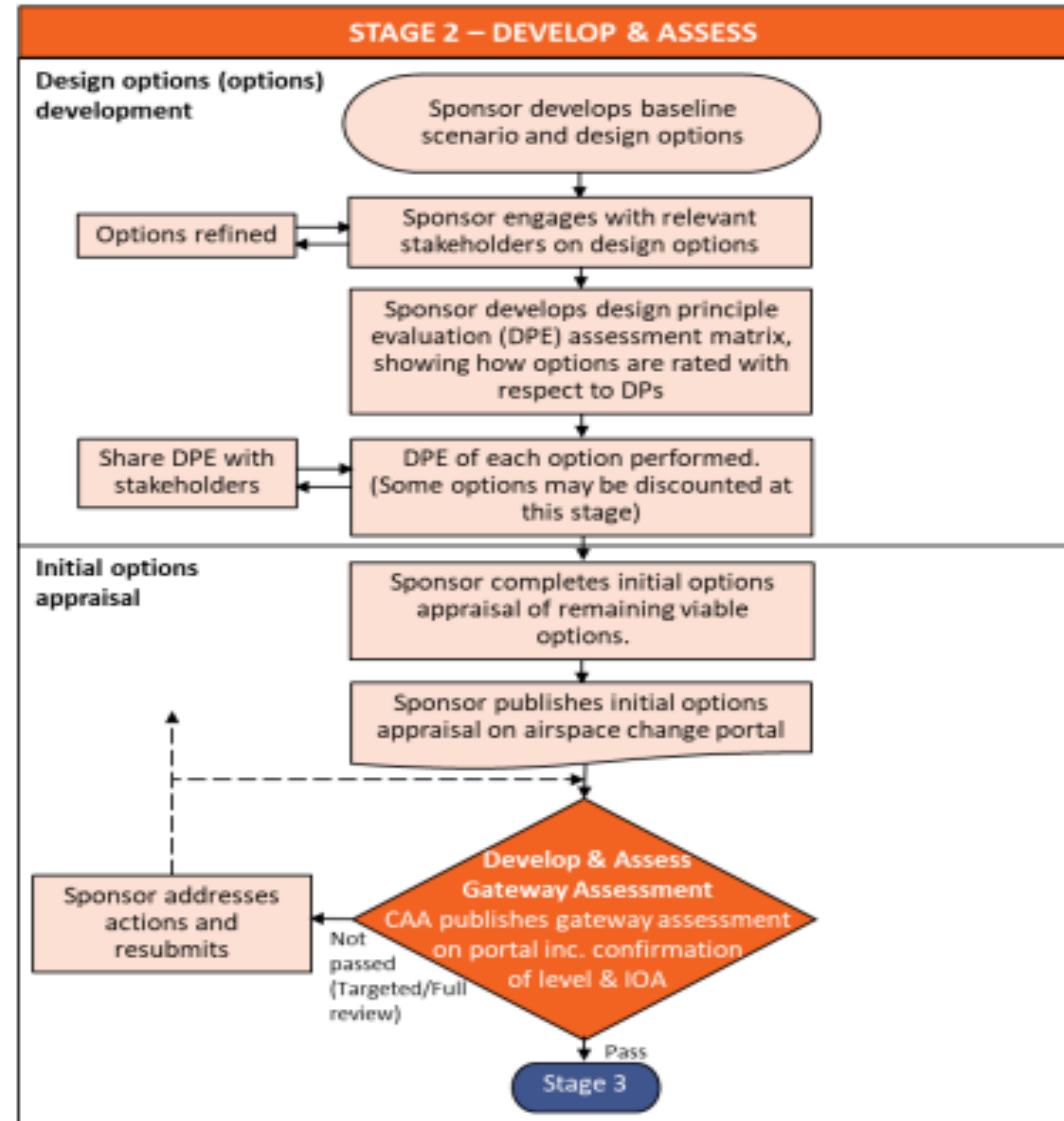
CAP 1616 – 7 Stage Process



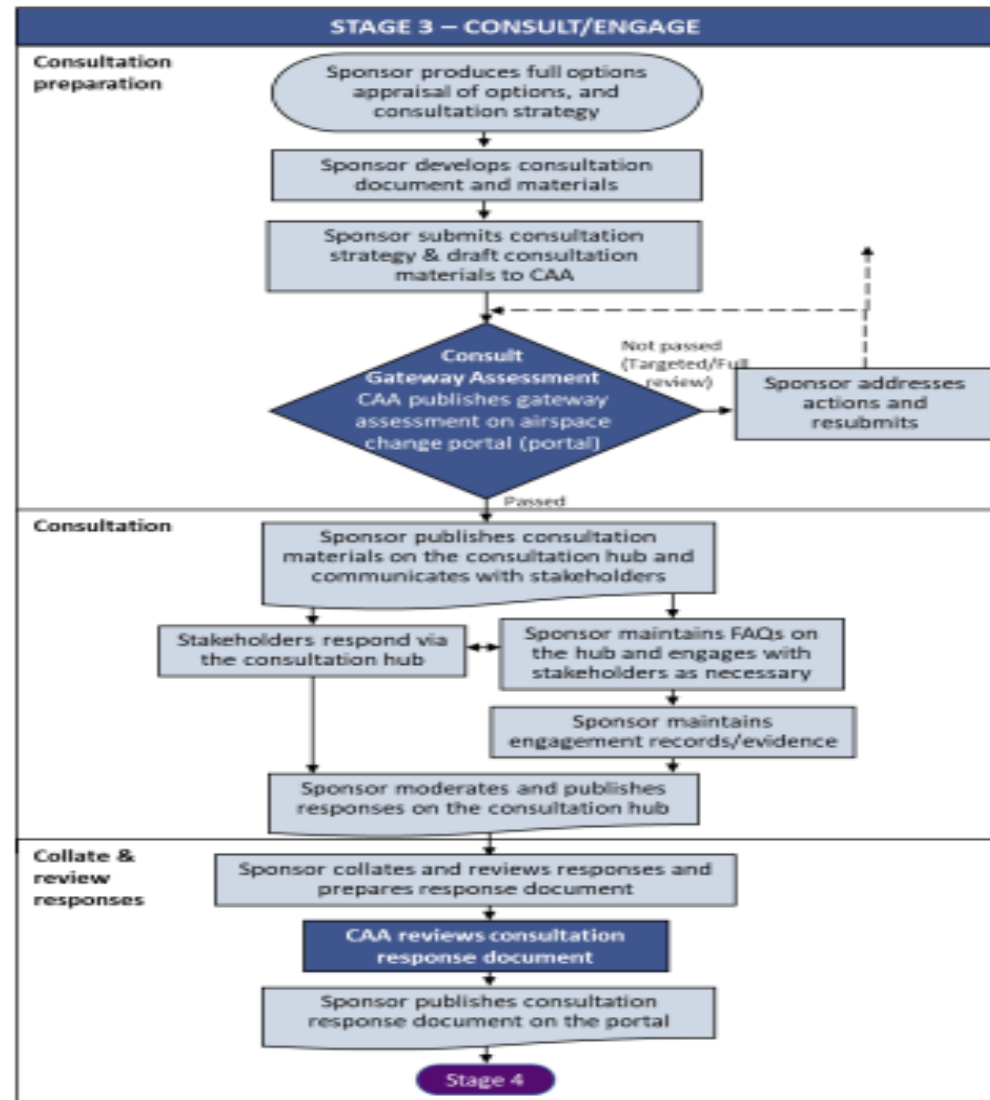
CAP 1616 – Stage 1 (Define)



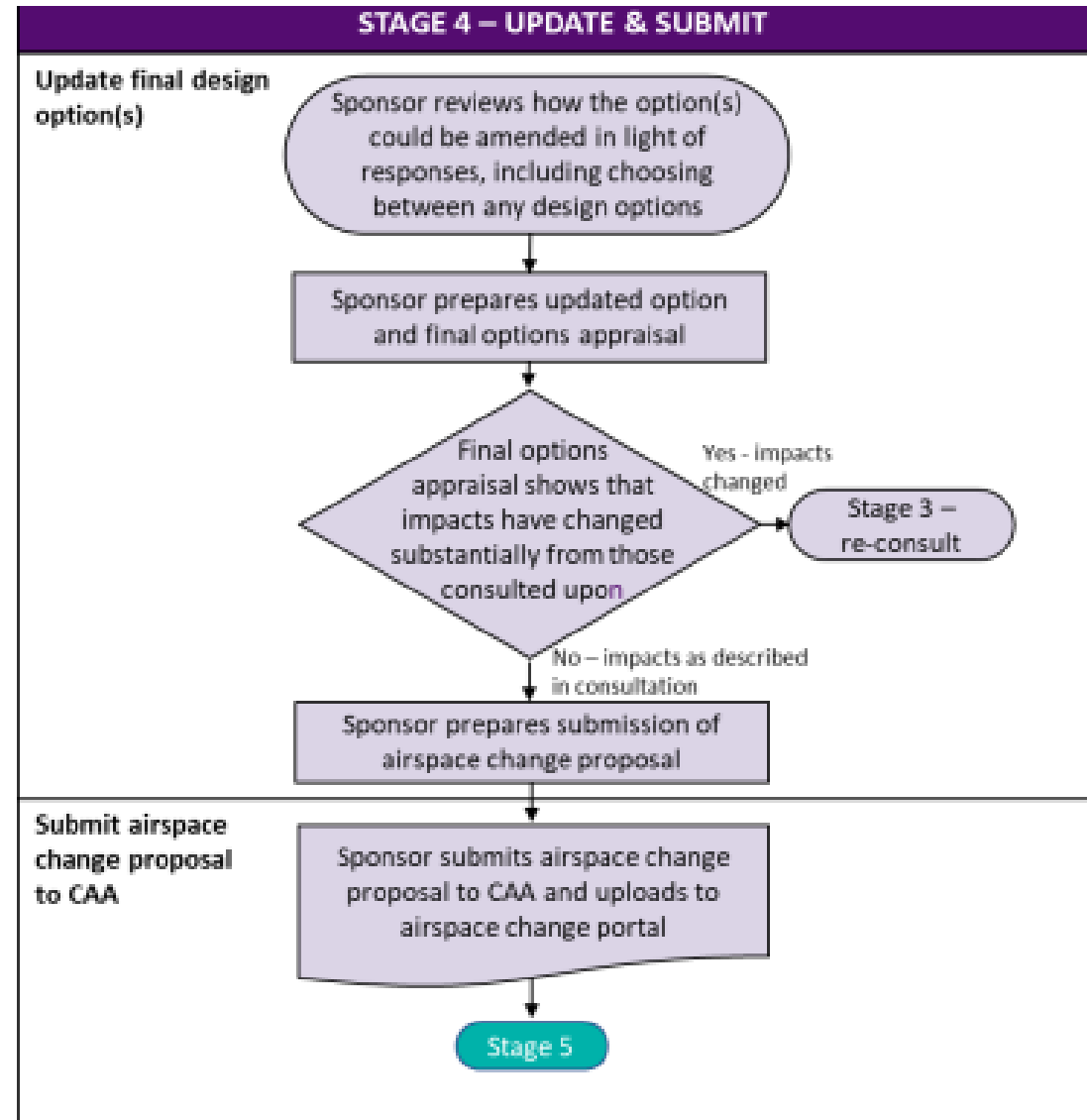
CAP 1616 – Stage 2 (Develop and Assess)



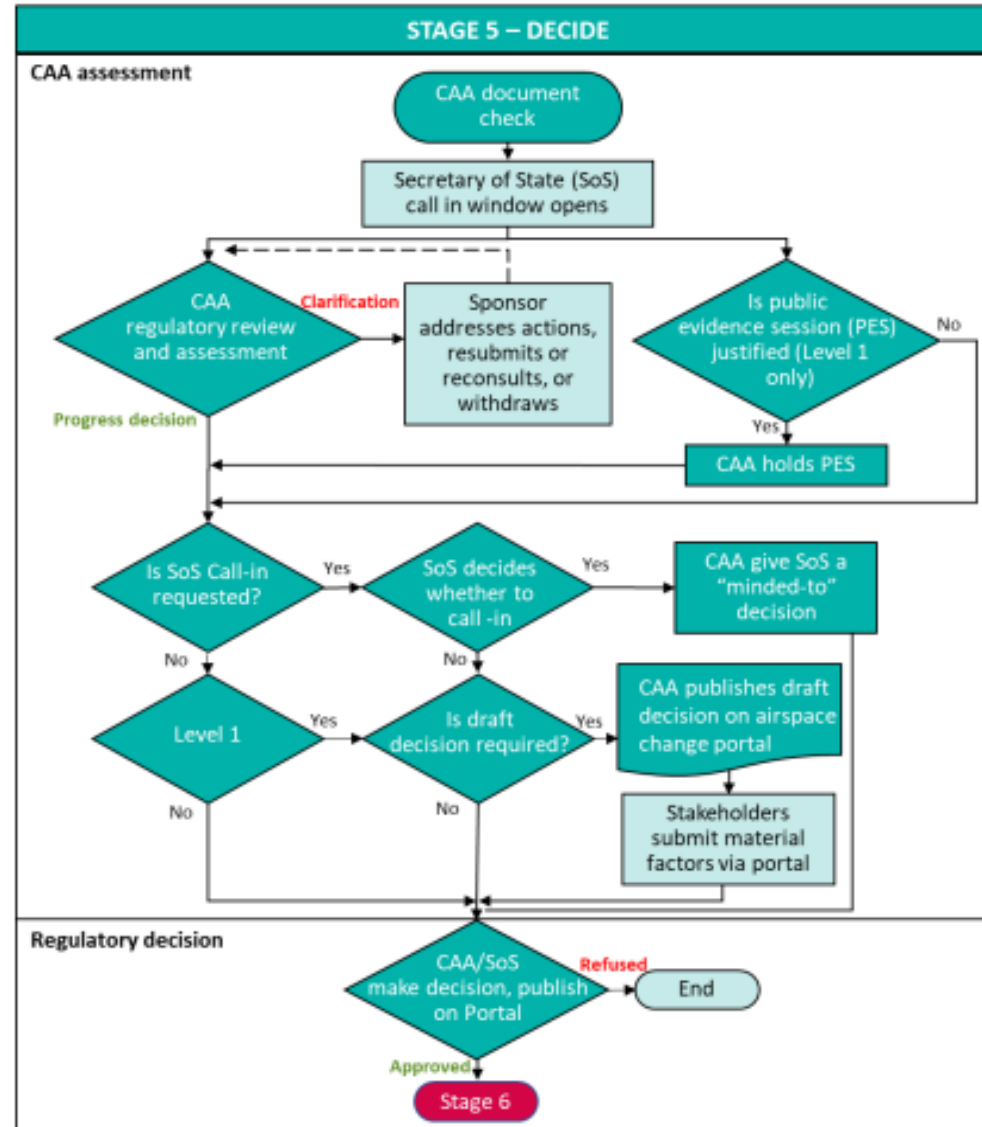
CAP 1616 – Stage 3 (Consult / Engage)



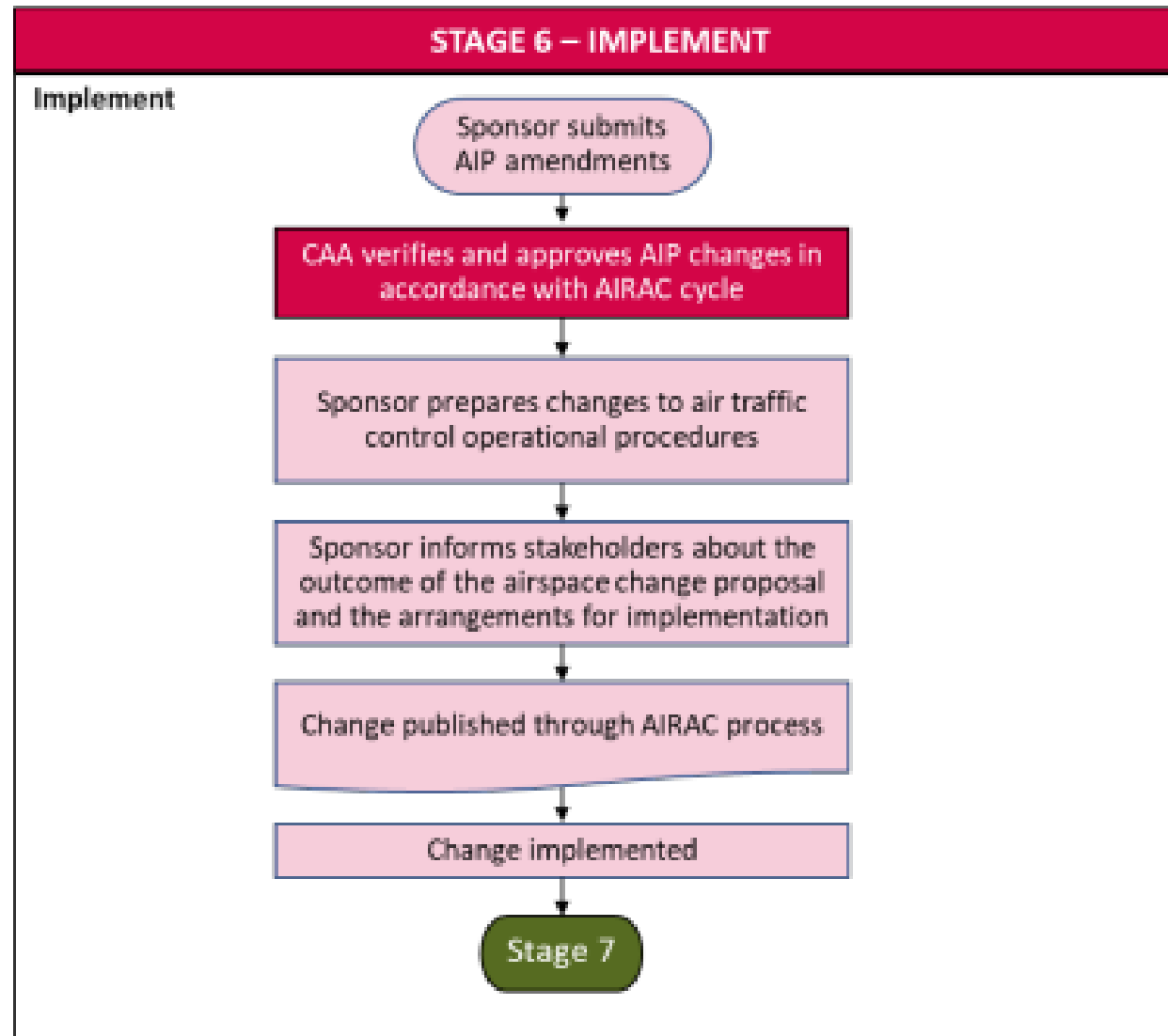
CAP 1616 – Stage 4 (Update and Submit)



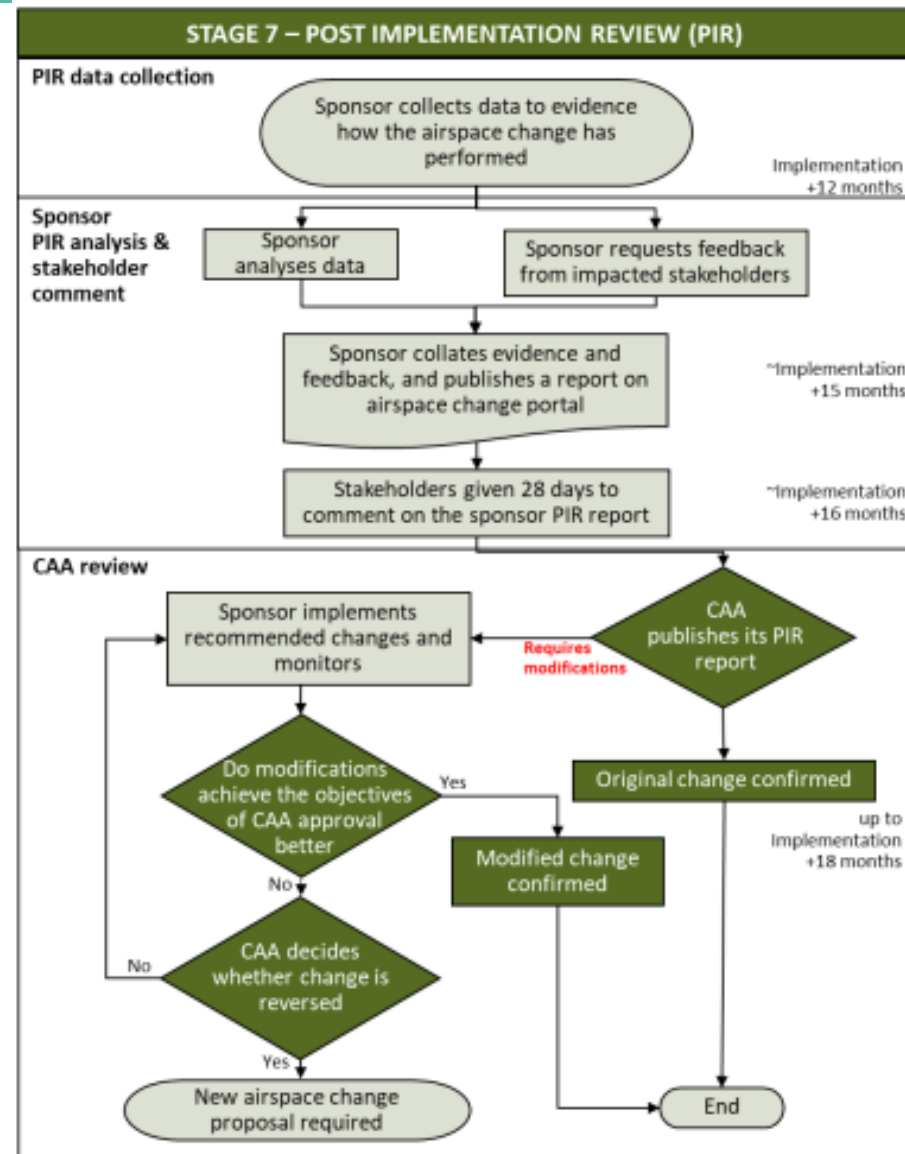
CAP 1616 – Stage 5 (Decide)



CAP 1616 – Stage 6 (Implement)



CAP 1616 – Stage 7 (Post Implementation Review)



Our Next Airspace Change – FASI (S)



NATS

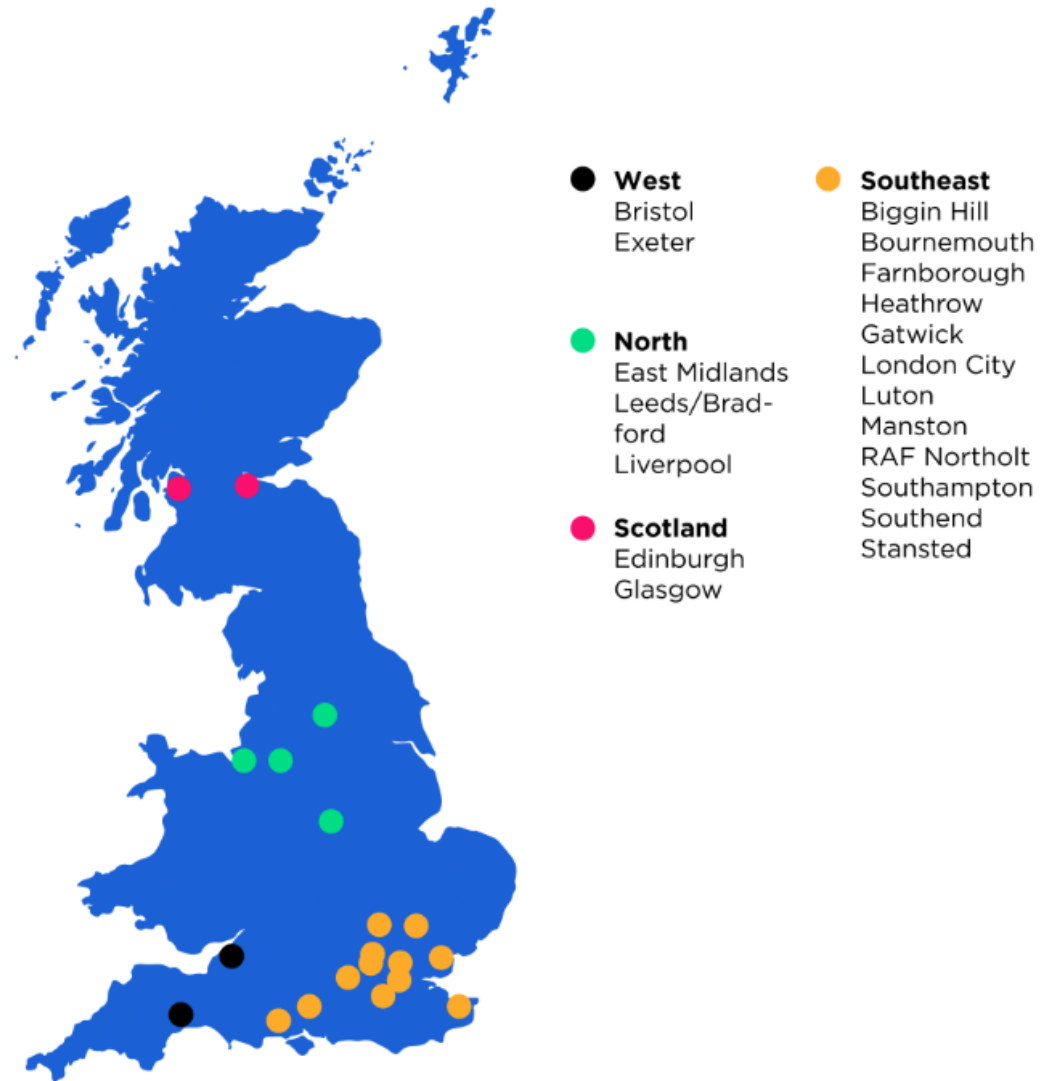


7,000 FT

7,000 FT



Where are we in this Programme?



Who Is Responsible for What?



Benefits of FASI (S)

Increased reliance of satellite technology for more accurate flight paths and increasing safety

Provision of respite to communities

Continuous climb

Reduction in emissions

Avoidance of Delays

Reduced amount of holds

FASI (S) – Stage 1B Design Principles

	Design Principle
1	Must be safe
2	Must meet the 3 aims of the NPSe, Air Navigation Guidance 2017 and all appropriate Government aviation policies, and updates thereof.
3	Should not constrain the airport's capacity, providing the environmental objectives/requirements have been met
4	Should enable continuous climb/descent to/from at least 7000ft & facilitate continuous climb/descent above that
5	Should provide an equitable distribution of traffic where possible, through eg; <ul style="list-style-type: none">• Use of multiple routes• New route structures• Options (mechanisms) for respite
6	Should avoid overflying the same communities with multiple routes, & take into account routes of other airports, below 7000ft
7	Should minimise tactical intervention by ATC below 7000ft
8	Should minimise the impact on other airspace users through; <ul style="list-style-type: none">• Keeping CAS requirements to a minimum• Simple airspace boundaries• Allowing flexible use of airspace, where possible

Post-Engagement Principles

FASI (S) Stage 1B – Design Principles (Who Did We Engage With?)

Governmental Organisations	
North Herts DC	Luton BC
Buckinghamshire CC	Aylesbury Vale District Council
Central Bedfordshire Council	North Hertfordshire District Council
Hertfordshire CC	Dacorum Borough Council
Stevenage Borough Council	St Albans City & District Council
Buckinghamshire & MK Association of Local Councils	Hertfordshire Association of Town & Parish Councils
Bedfordshire Association of Town & Parish Councils	London Luton Airport Town & Villages Communities Committee (LLATVCC)
Luton & District Association for the Control of Aircraft Noise (LADACAN)	PAIN
St Albans Quieter Skies	Breachwood Green Society
National Air Traffic Services	LLA Branch TGWU
EasyJet	BBGA Operators
Freight Airline Representative	Chamber of Commerce
Hertfordshire Association of Town & Parish Councils	St Albans & District Council
LADCACAN	St Albans Quieter Skies
<i>Other General Aviation Stakeholders and Governmental Aviation Organisations</i>	

FASI (S) Stage 2A – Impact of COVID-19

Pause

FASI (S) Stage 2 – Masterplan Release

Released Mar 2022 Version 2.2



FASI (S) Stage 2A - What Did We Design and What How Did We Assess?

Westerly Runway Operations	Easterly Runway Operations
8 Departure Groups	6 Departure Groups
4 Arrival Groups	4 Arrival Groups

Assessment against the design principles set out in set out in Stage 1B

Feedback received from stakeholders was largely positive – We Asked,
You Said, We Did.

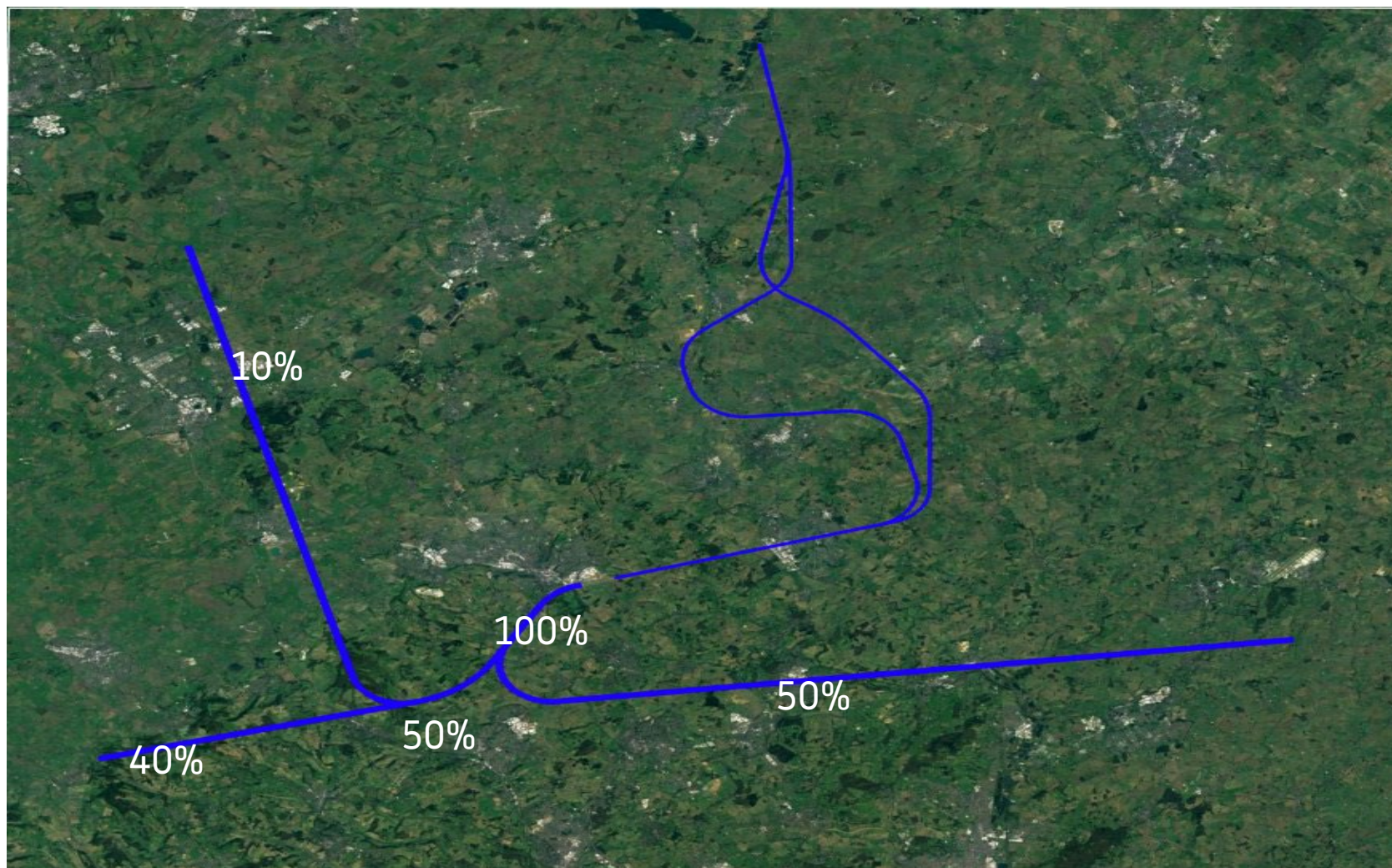
FASI (S) Stage 2B - How Did We Assess?

Group	Impact
Communities	Noise impact on health and quality of life
	Air Quality
Wider Society	Greenhouse gas impact
	Capacity / resilience
General Aviation	Access
General Aviation / Commercial airlines	Economic impact from increased effective capacity
	Fuel burn
Commercial airlines	Training costs
	Other costs
Airport / Air navigation service provider	Infrastructure costs
	Operational costs
	Deployment costs
All	Safety
All	Interdependencies, conflicts and tradeoffs
All	Airspace Modernisation Strategy (AMS) (CAP1711)

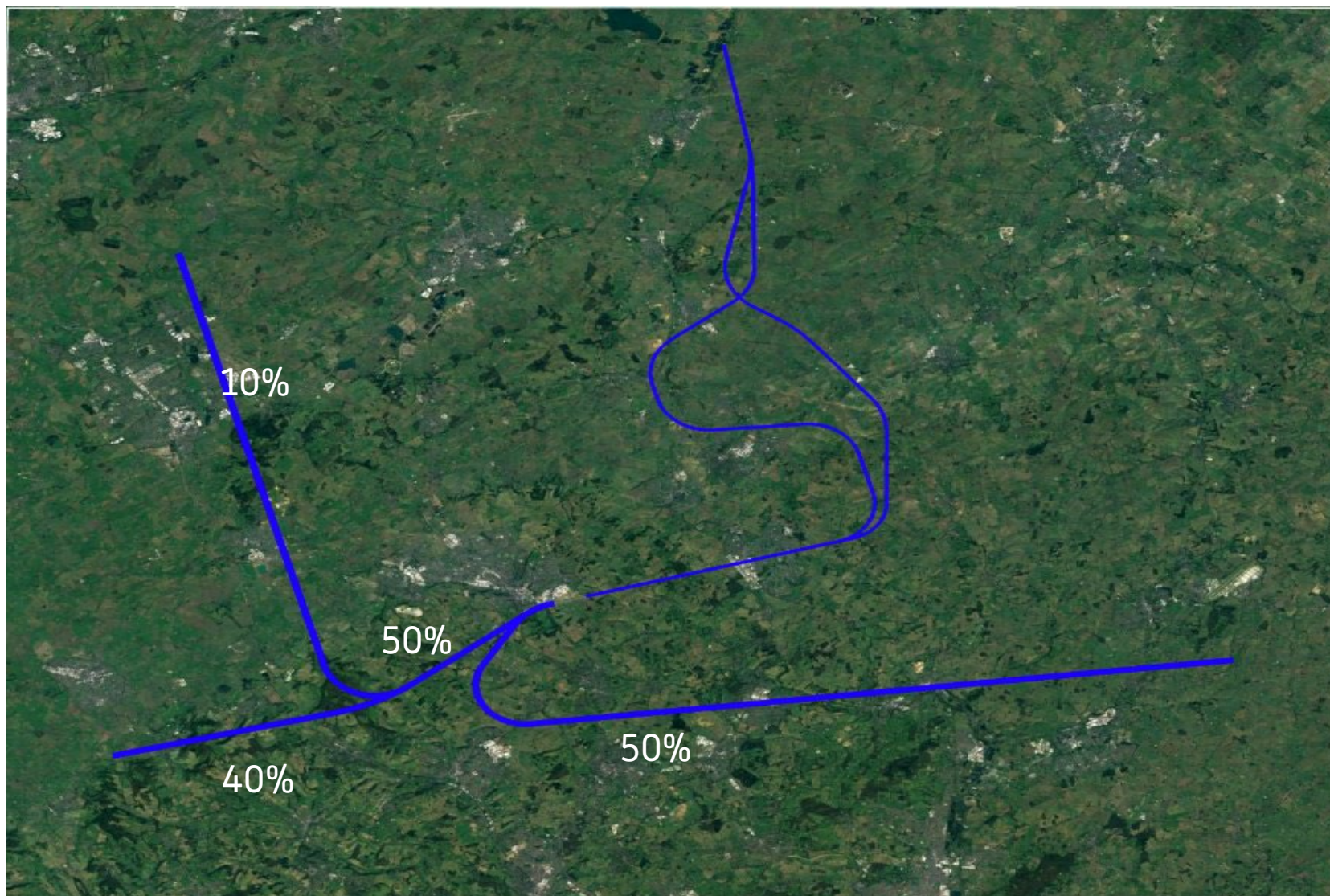
What Did We Progress to Stage 3?

	Westerly Departures							
	<u>W SID Grp 1</u>	<u>W SID Grp 2</u>	<u>W SID Grp 3</u>	<u>W SID Grp 4</u>	<u>W SID Grp 5</u>	<u>W SID Grp 6</u>	<u>W SID Grp 7</u>	<u>W SID Grp 8</u>
Progressed	X	YES	X	YES	YES	YES	X	X
	Easterly Departures							
	<u>E SID Grp 1</u>	<u>E SID Grp 2</u>	<u>E SID Grp 3</u>	<u>E SID Grp 4</u>	<u>E SID Grp 5</u>	<u>E SID Grp 6</u>		
Progressed	X	X	YES	YES	YES	YES		
	Westerly Arrivals							
	<u>W Arrival 1</u>	<u>W Arrival 2</u>	<u>W Arrival 3</u>	<u>W Arrival 4</u>				
Progressed	X	YES	YES	YES				
	Easterly Arrivals							
	<u>E Arrival 1</u>	<u>E Arrival 2</u>	<u>E Arrival 3</u>	<u>E Arrival 4</u>				
Progressed	X	X	YES	YES				

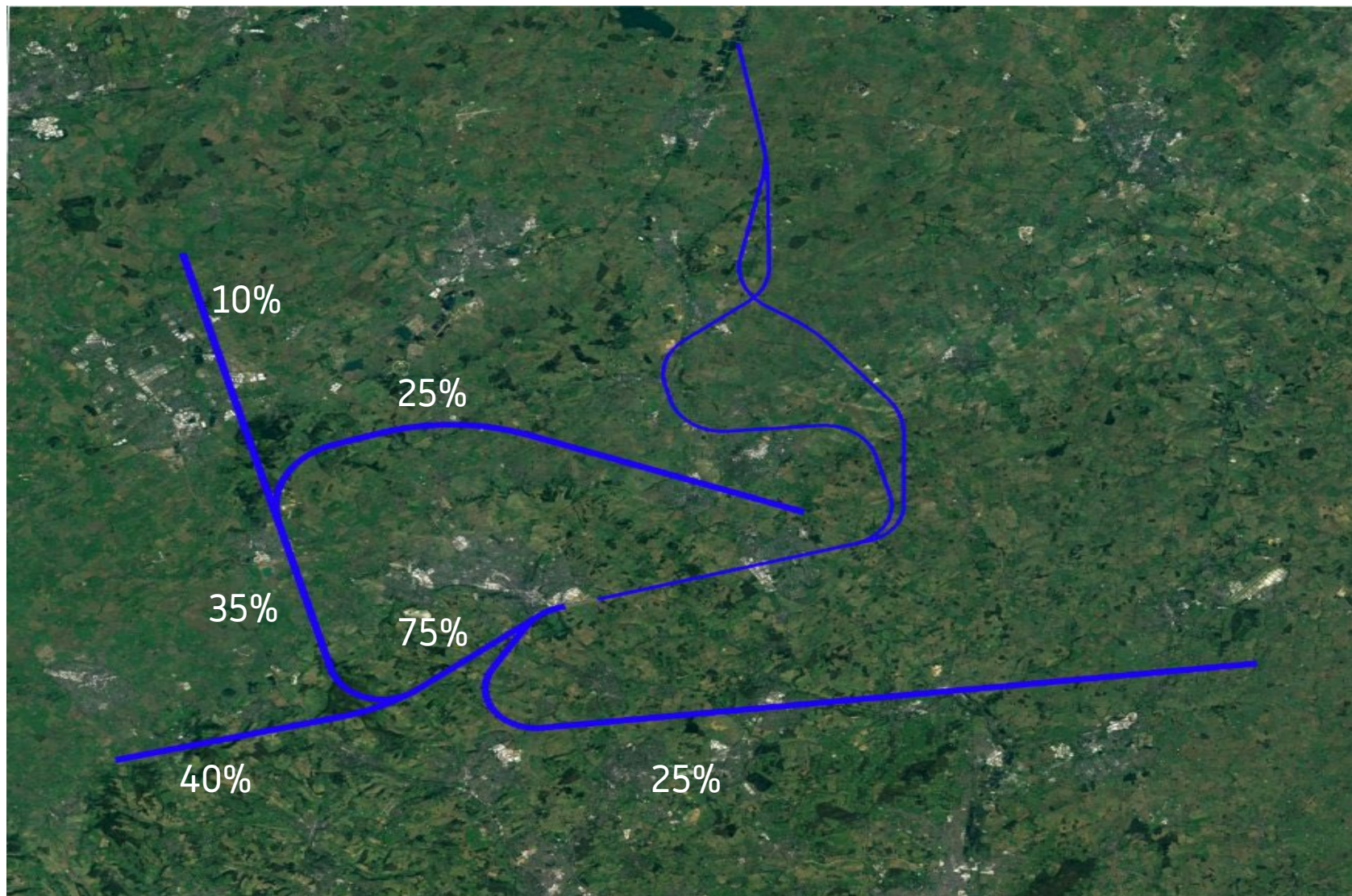
Stage 2B Options Appraisal Results – Westerly Departures SID Gp 2



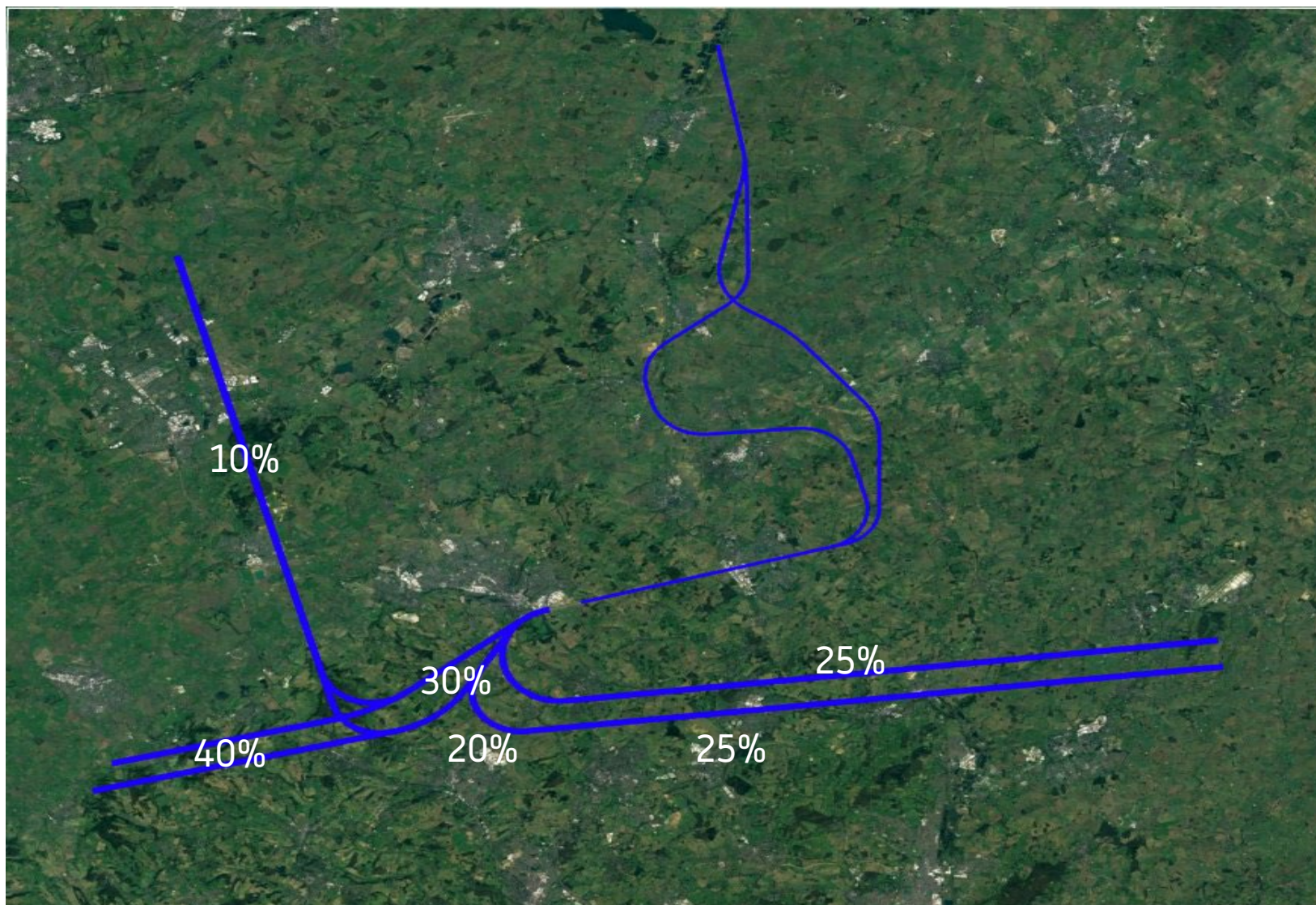
Stage 2B Options Appraisal Results – Westerly Departures SID Gp 4



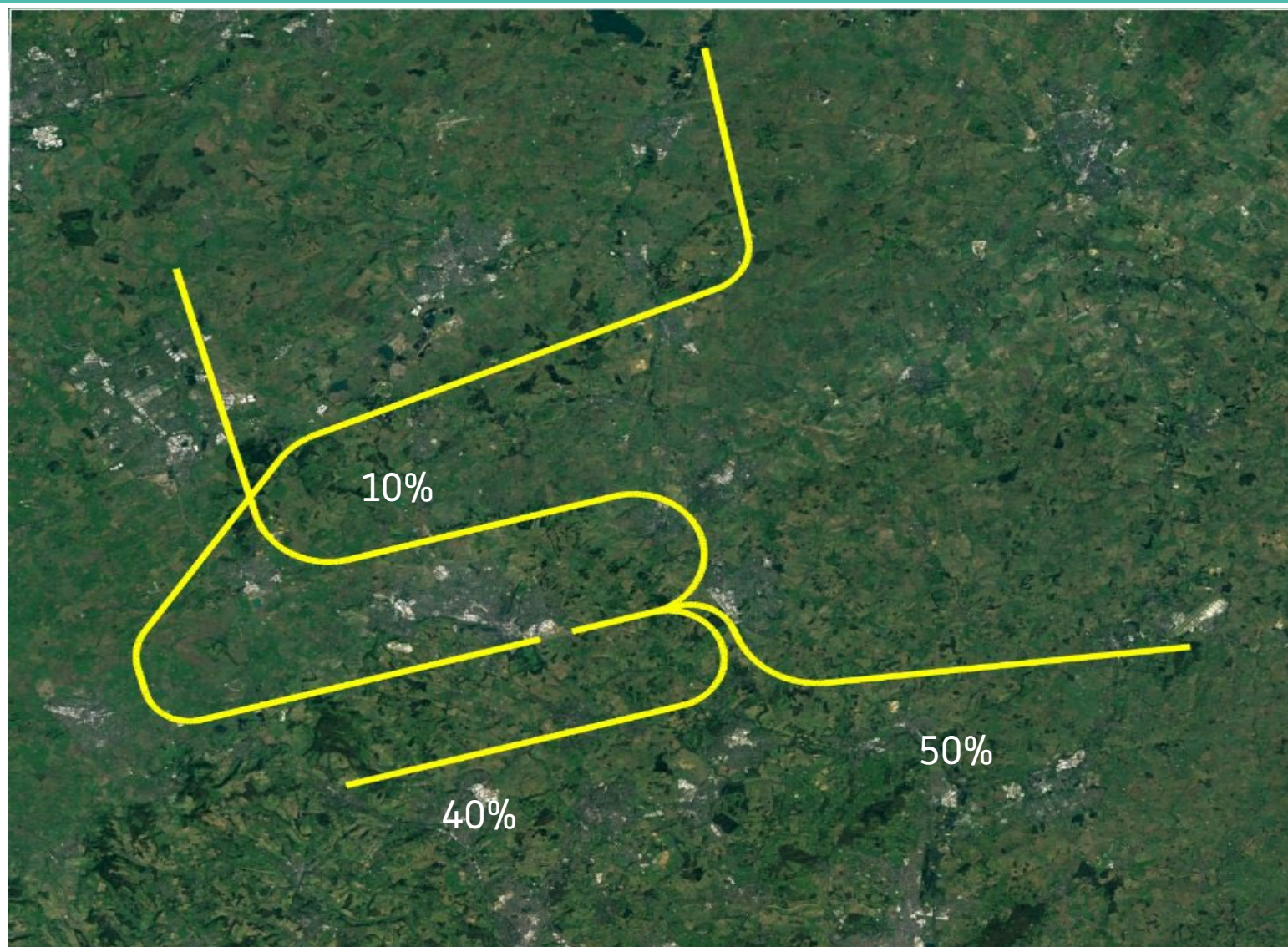
Stage 2B Options Appraisal Results – Westerly Departures SID Gp 5



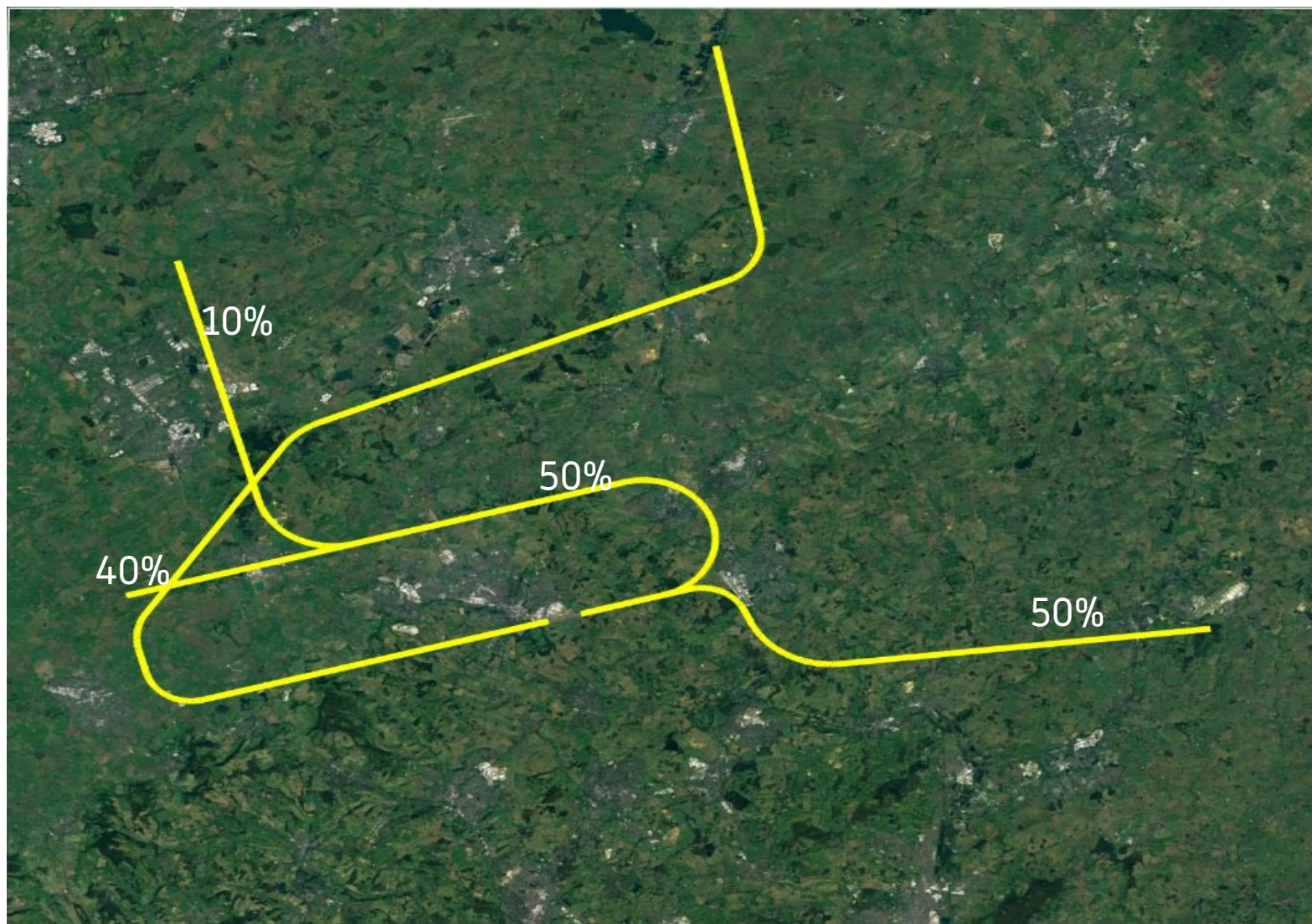
Stage 2B Options Appraisal Results – Westerly Departures SID Gp 6



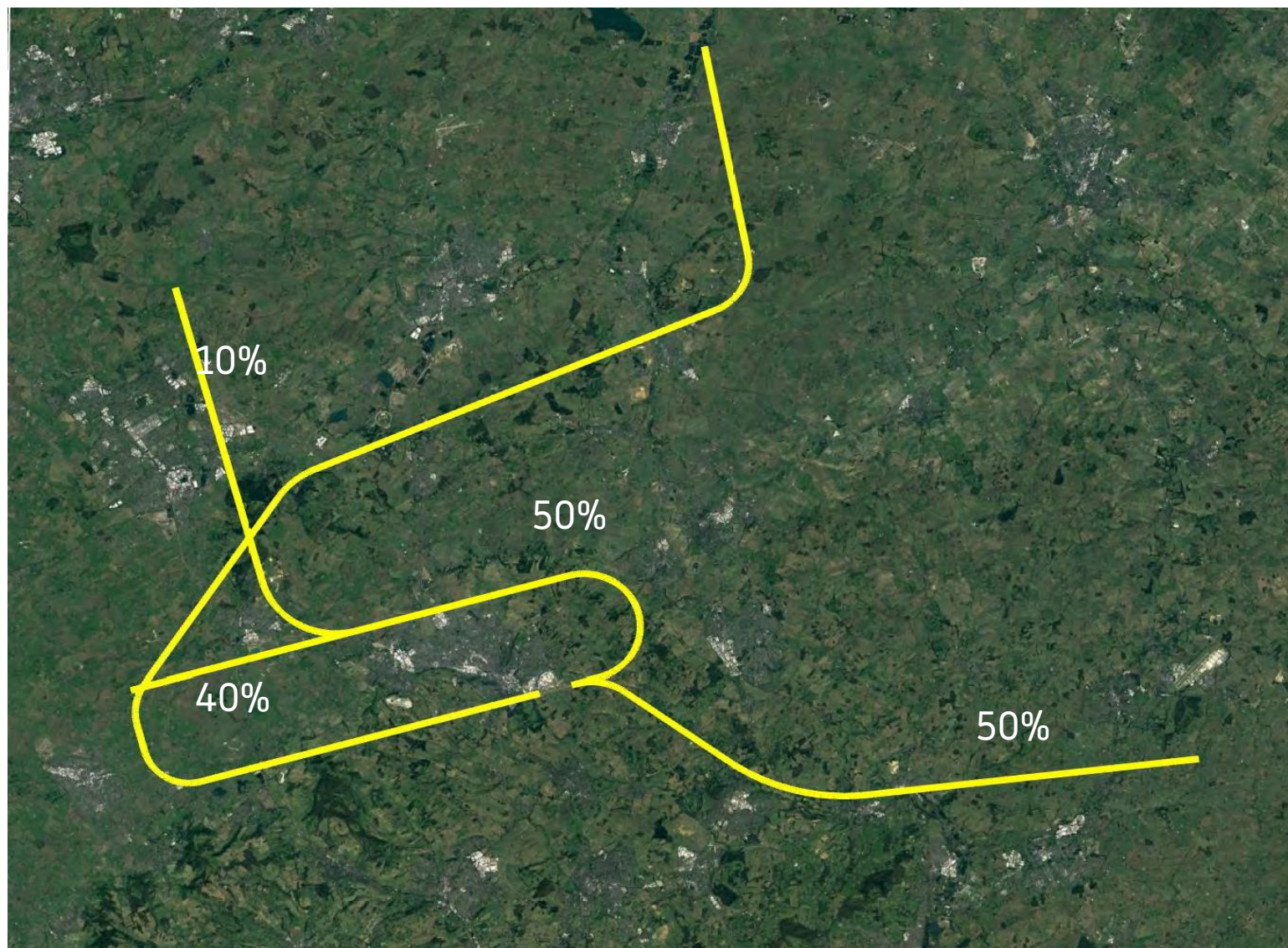
Stage 2B Options Appraisal Results – Easterly Departures SID Gp 3



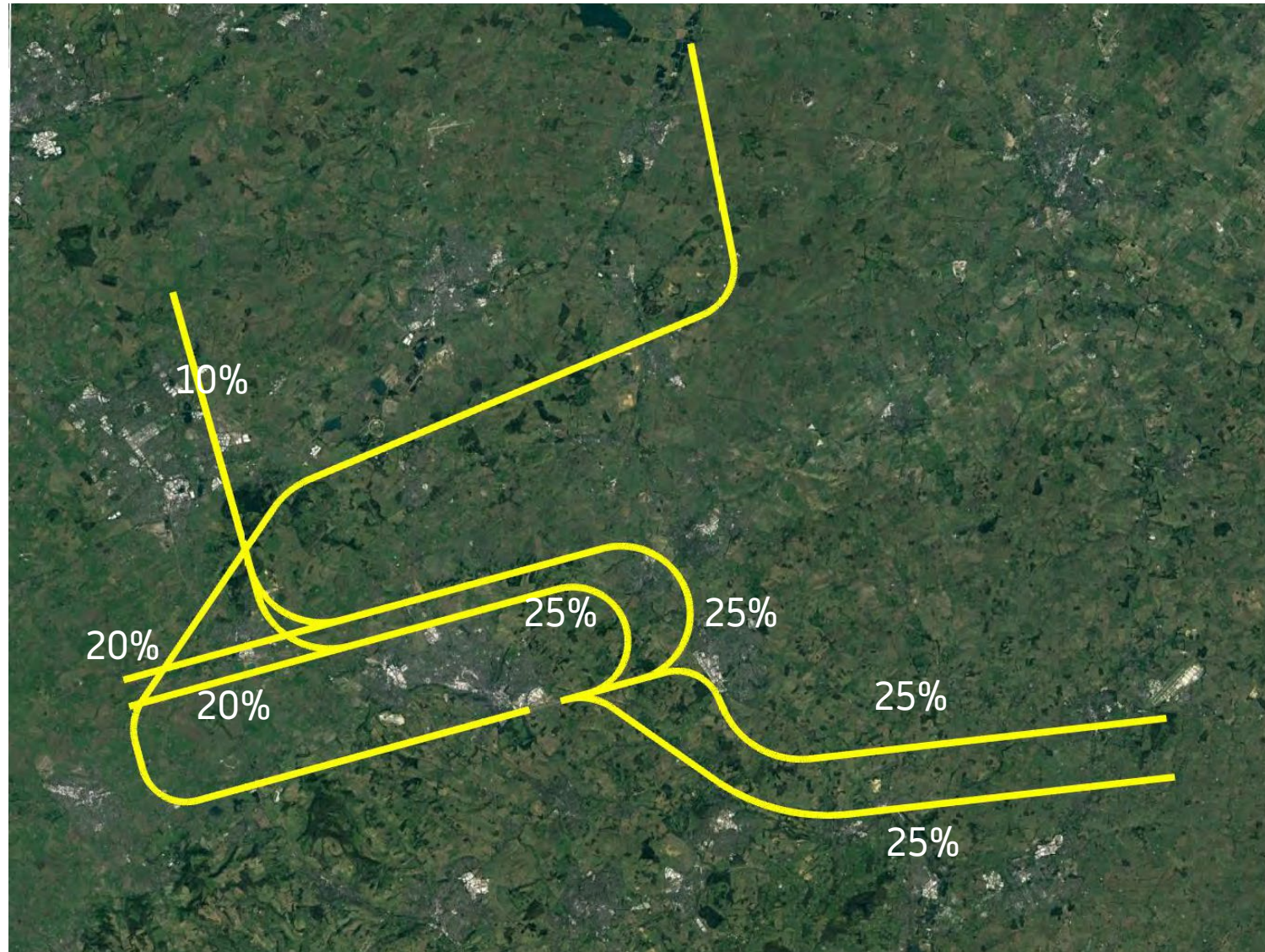
Stage 2B Options Appraisal Results – Easterly Departures SID Gp 4



Stage 2B Options Appraisal Results – Easterly Departures SID Gp 5



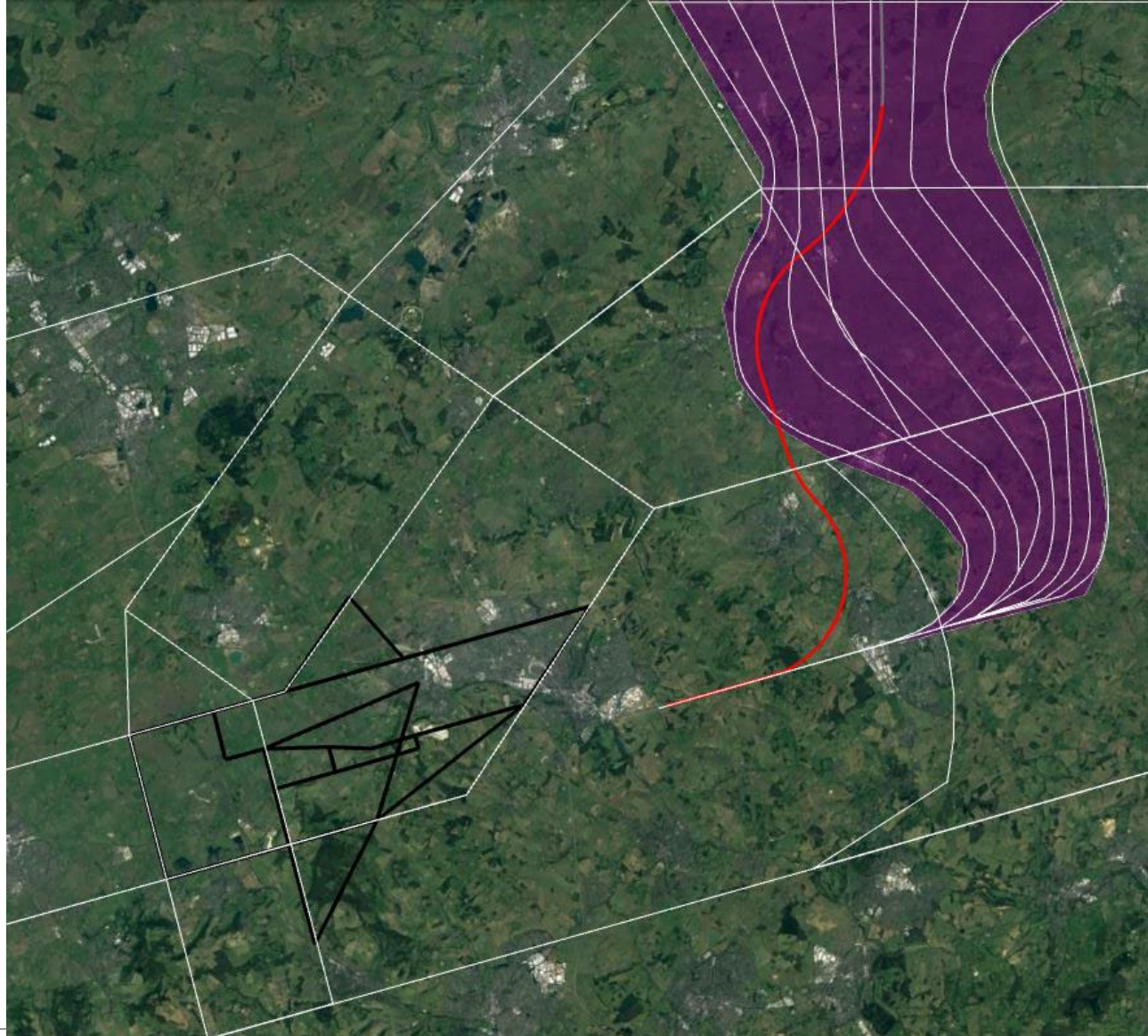
Stage 2B Options Appraisal Results – Easterly Departures SID Gp 6



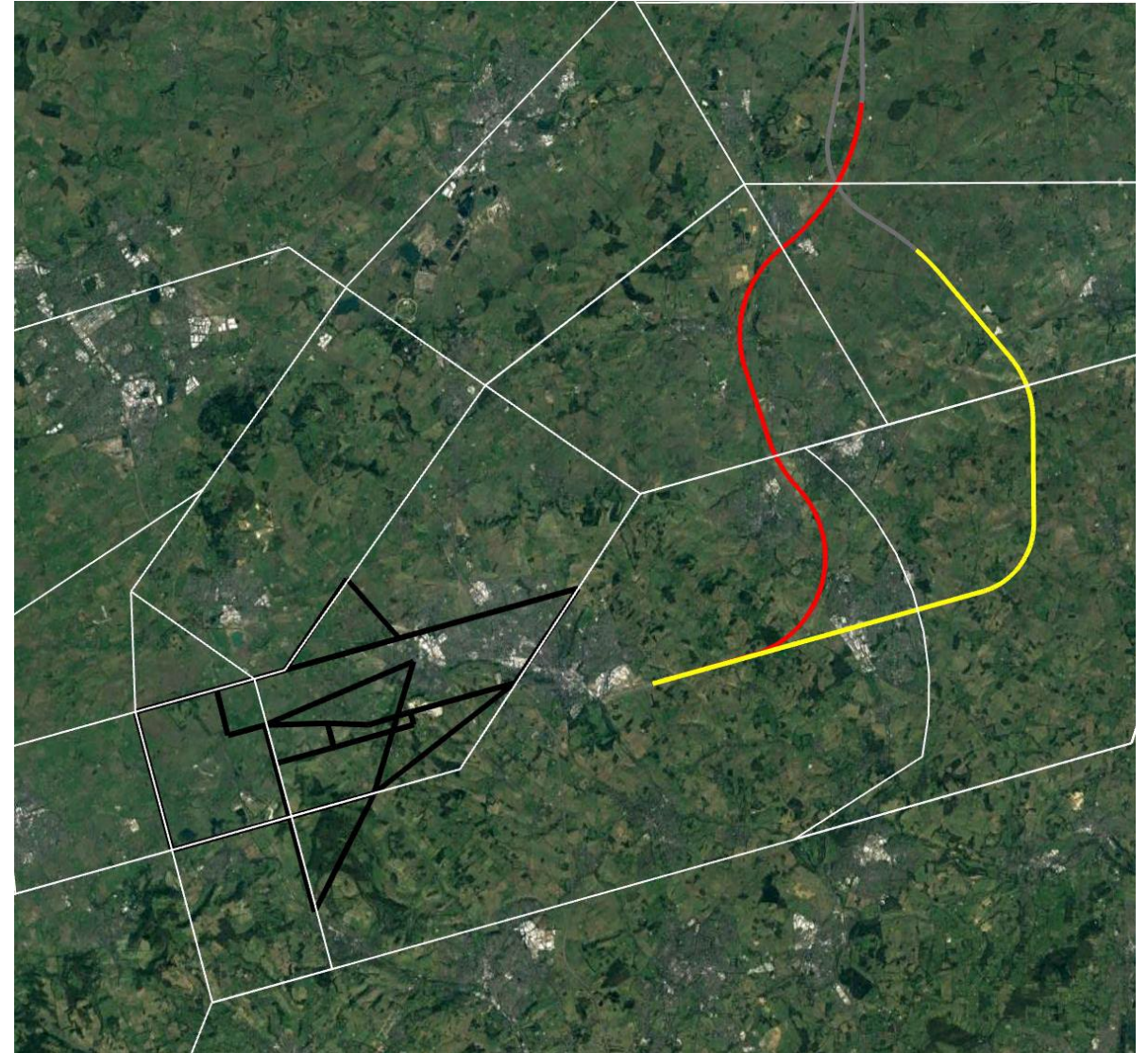
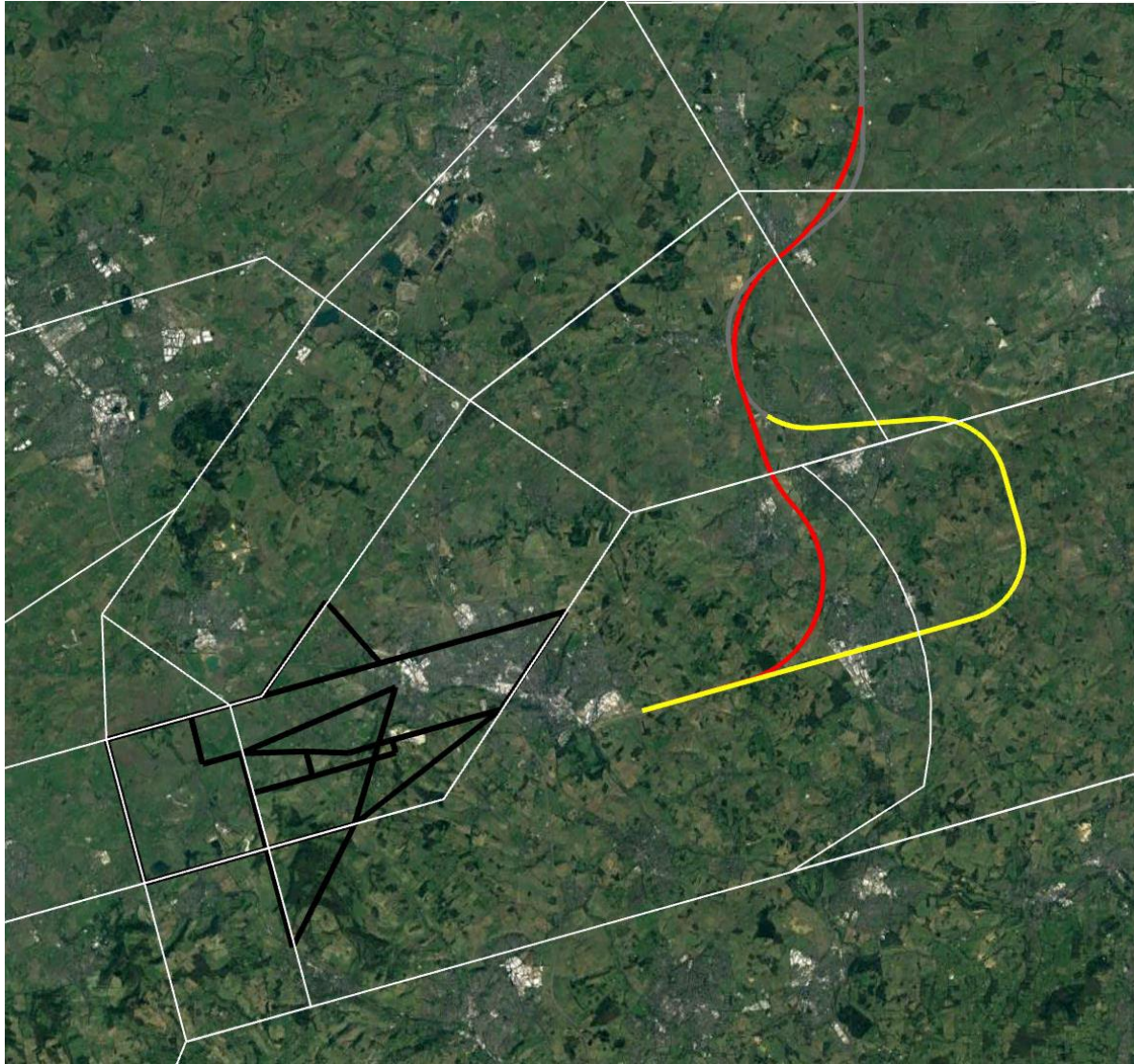
Stage 2B Options Appraisal Results – Westerly Arrivals Option 2



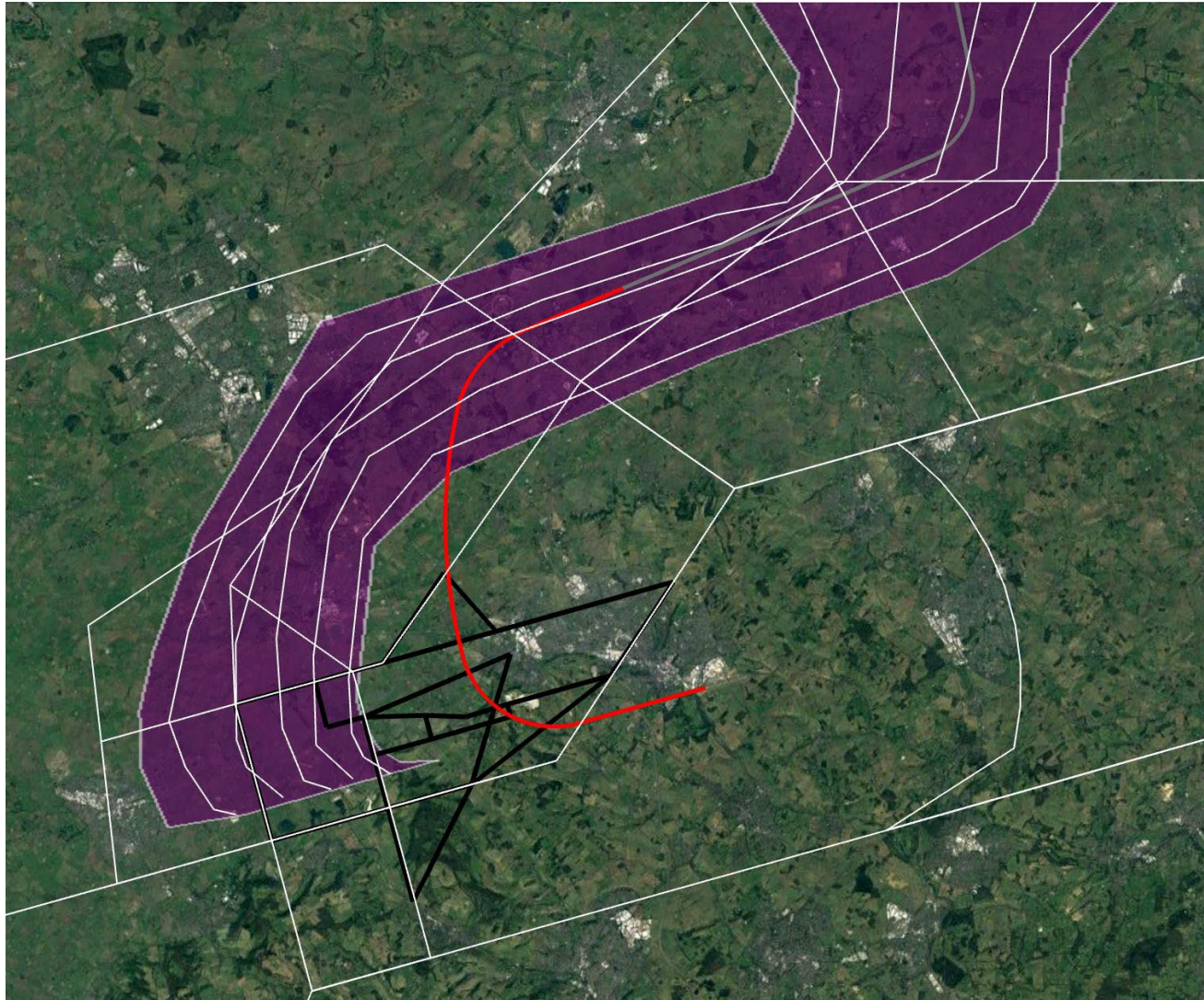
Stage 2B Options Appraisal Results – Westerly Arrivals Option 3



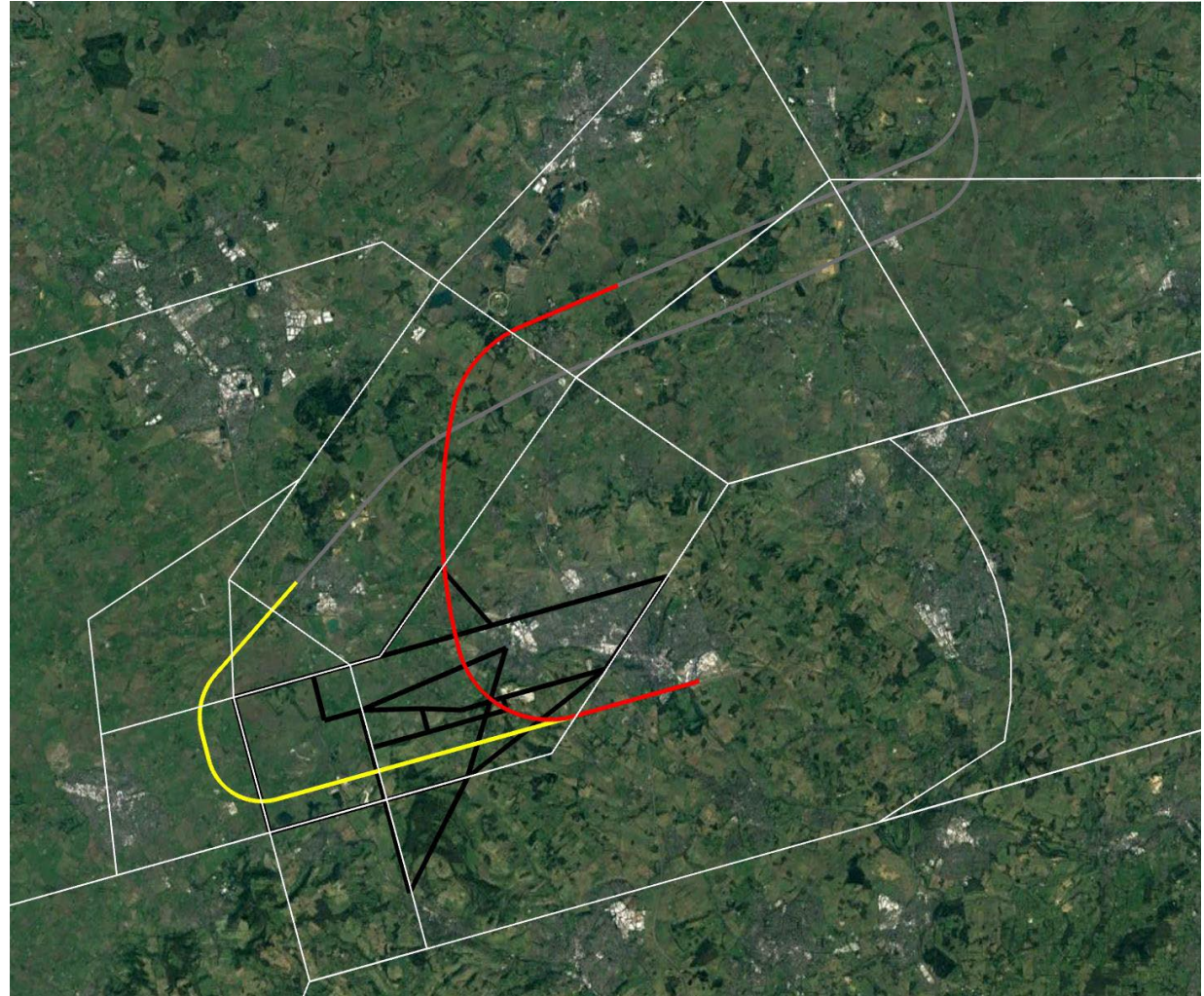
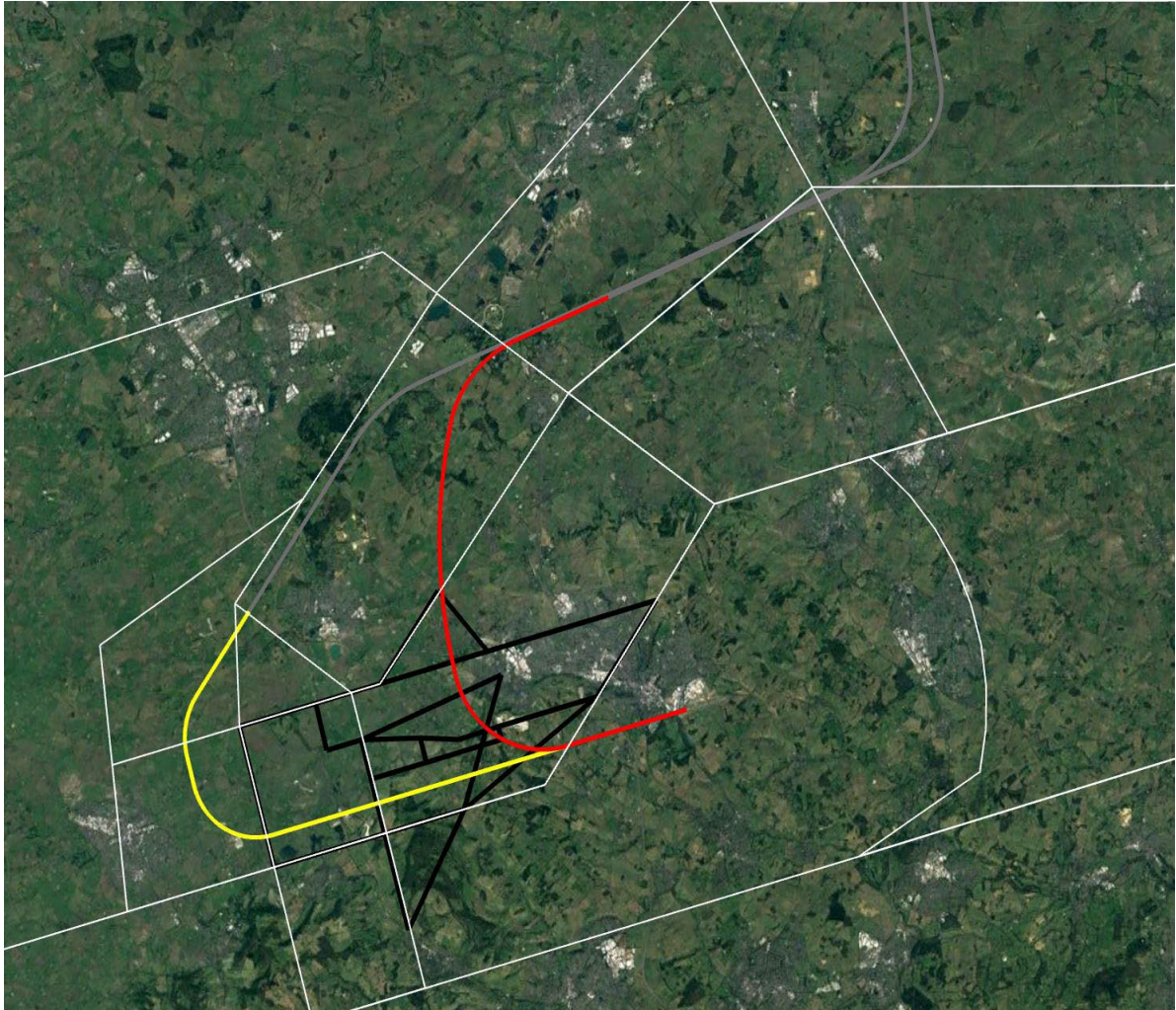
Stage 2B Options Appraisal Results – Westerly Arrivals Option 4



Stage 2B Options Appraisal Results – Easterly Arrivals Option 3



Stage 2B Options Appraisal Results – Easterly Arrivals Option 4



Where We Are Now – Stage 3

- We wait for our neighboring airports to catch up, in order to consider overlapping route designs.
- We continue to engage with ACOG.
- The next stage is to develop full public consultation works on the options taken forward from Stage 2, depending our neighboring airports routes.

SAIP AD6 Progression

- AD6 still in Stage 7.
- Post implementation review feedback portal closed 11 Sep 2024.
 - LLAO Ltd and NATS (as co-sponsors) await the CAA decision.

Thank you and now for questions

Question Time

- Thank you and now for Questions

