

31st March 2017

**LONDON SOUTHEND AIRPORT CONTROLLED AIRSPACE –
ABBREVIATED ACP FOR ENCLOSURE 4**

1 Executive Summary

- 1.1 This document outlines the case for additional airspace in the vicinity of London Southend Airport (LSA).
- 1.2 For consistency, this document will make reference to Enclosure 4, which was created by the CAA during the decision making process. A copy has been sent with this document. References to CTA 10 and CTA 11 are as per Enclosure 4 and not the current LSA CAS configuration.
- 1.3 As agreed with the CAA, this is an initial ACP containing an introduction and justification and may be updated as required by LSA.

2 Introduction

- 2.1 In February 2013, London Southend Airport (LSA) met with members of the CAA's Safety & Airspace Regulation Group (SARG) to conduct an Airspace Change Proposal (ACP) Stage 1 Framework Briefing on a plan to implement a Class D CTR and CTA in the vicinity of the airport
- 2.2 In February 2014, LSA produced a Consultation Report demonstrating that it had taken account of stakeholder input to the consultation and as a result, the shape and size of the proposed CTR/CTA was reduced to take account of the requirements of stakeholders
- 2.3 On 30th May 2014 LSA submitted to the CAA an ACP for the implementation of class D airspace in the vicinity of Southend airport.
- 2.4 Following CAA internal debate concerning the amount of CAS proposed for Southend contained within the ACP, a team of CAA specialist airspace regulators engaged extensively with LSA in order to reach agreement on further reducing the size of the controlled airspace (CAS).
- 2.5 During December 2014, the CAA was minded to approve CAS, but only out as far as TRIPO and not including CTA 10 and CTA 11. However, all the CAS associated with the initial LSA ACP submission would be introduced (i.e. CTA 10 and all of CTA 11) without the need for additional consultation, aligned with the implementation of LAMP 1A and the introduction of new RNAV STARs; (see Enclosure 4). Six months after the wholesale LAMP 1A changes, should LSA traffic levels and complexity not fully justify the expansion of the airspace contingent with the LAMP Phase 1A design, the

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volume of LSA associated CAS would be reduced within area CTA 10 out to a 20 DME arc.

- 2.6 Following further discussion within the CAA during January 2015, it was determined that complete containment of proposed LSA procedures was not required at that stage due to the number of commercial movements currently supported by the airport. A final decision was then made to approve one iteration of the airspace.
- 2.7 The CAA stated in the decision letter that if LSA wishes to introduce any further CAS, the airport would first need to prove that traffic levels and/or levels of complexity justify the requirement for this airspace and a separate ACP would have to be submitted in order to gain CAA approval. If such an application is received within two years of implementation and the increased airspace requirement is within that contained in Enclosure 4, there would not be a requirement for further consultation, as LSA has already consulted on this airspace.
- 2.8 Following 2 years of operations within class D airspace, LSA still believes that the airspace depicted in enclosure 4 is justified as per the reasons presented to the CAA in the original ACP.
- 2.9 Considering LSA have already submitted a full ACP which details everything that is required under CAP725 in respect of CTA 10 and CTA 11, LSA is only including in this document that which was specified in the decision letter i.e. volume of traffic and levels of complexity to justify the requirement for the CAS as per enclosure 4.

3 Statistics from 2016

- 3.1 During 2016 Southend had 4 based aircraft, 3 x EasyJet A319/A320 and 1 x Stobart air AT76. LSA is also the number one diversion airfield for (BA City Flyer/CityJet/Flybe/Luxair for LCY and KLM CityHopper for LCY/LHR/NWI).
- 3.2 Total Air Transport Movements: 9201

4 Predicted statistics for 2017

- 4.1 May 2017 sees the arrival of 2 further based aircraft operated by FLYBE/Stobart air introducing 11 new destinations. These routes will be operated by E195/RJ85 aircraft.
- 4.2 Predicted Air Transport Movements: 11737
- 4.3 This will see an increase of 2536 ATMs.
- 4.4 LSA is also confident that additional capacity will be added within this year by both existing and new carriers.

5 Predicted statistics for 2018/2019

- 5.1 LSA are in advanced talks with several other airline operators and are optimistic that these will come to fruition in the near future.
- 5.2 Predicted Air Transport Movements: 27288
- 5.3 The predicted ATMs for 2018/2019 is aligned with the forecast growth to 2.5m passengers.