

LONDON AIRSPACE MANAGEMENT

PROGRAMME (LAMP) PHASE 1A

CAA DECISION: PART APPLICABLE TO

LAMP PHASE 1A MODULE A

CAP 1366/A

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LONDON AIRSPACE MANAGEMENT PROGRAMME (LAMP) PHASE 1A

AIRSPACE CHANGE PROPOSAL – MODULE A

STANSTED STANDARD INSTRUMENT DEPARTURE (SID) SWITCH

PROPOSED BY NATIONAL AIR TRAFFIC SERVICES (NATS) AND

SUPPORTED BY STANSTED

References:

- A. Module A - Stansted SID Switch ACP Issue 2.1 dated April 2015.
- B. Stansted SID Switch Consultation Document dated June 2014.
- C. Stansted Airport Departures Consultation Feedback Report dated 14 November 2014.
- D. LAMP Phase 1a: ACP Environmental Benefits Report v 1.2 dated March 2015.
- E. LAMP Phase 1A Bridging Module Issue 1 dated February 2015.
- F. Project Safety Assurance Report Issue 1 dated February 2015 (as amended).

INTRODUCTION

1. In February 2015, National Air Traffic Services (NATS) submitted an Airspace Change Proposal (ACP) titled the London Airspace Management Programme (LAMP) Phase 1A proposal to the Civil Aviation Authority (CAA), to propose changes to airspace in the south-east of England including proposals to change a number of arrival and departure procedures at a number of aerodromes. LAMP Phase 1A is a major airspace change designed to deliver modifications to airspace arrangements affecting a broad swathe of south-east England from Stansted to the Isle of Wight in order to provide, primarily, capacity and efficiency benefits. There are five individual elements (referred to as Modules) of the LAMP Phase 1A proposal.

2. The justifications presented by NATS for the LAMP Phase 1A proposals are that it will modernise airspace structure, improve the operational efficiency of the airspace providing capacity for the future, minimise future delay, improve the environmental performance of the airspace, reduce average CO₂ per flight and reduce the incidence of low level overflight of populated areas.
3. It is acknowledged that of themselves, none of the Modules will increase the capacity of the airspace at this time but each of the Modules collectively contribute to a modernisation of the airspace that enables further systemisation, as and when further phases of airspace change are developed for the south-east of England and are put forward for consideration by the CAA.
4. This decision document expressly incorporates the contents of the **CAA Decision: Part applicable to each LAMP Phase 1A Modules A – E¹** which thereby forms part of the CAA's decision in respect of the airspace change proposal in this Module. This decision document contains the information and decisions specific to the proposal outlined in LAMP Phase 1A Module A (Reference A).
5. This module proposes a switch of aircraft currently using the existing departure routing of the Stansted Standard Instrument Departure (SID) via Detling (a navigational aid close to Rochester) to Dover onto the routing of the existing Clacton SIDs, during the day. This proposal has been the subject of a consultation as detailed in Reference B which was followed by the publication of a consultation feedback report detailed in Reference C. This proposal was accompanied and supported by the documents detailed in References D – F above.²
6. The purpose of this document is to provide an overview of the proposal and the CAA's decision on it.

¹ <http://www.caa.co.uk/CAP1366>.

² <http://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Decisions/London-Airspace-Management-Programme-Phase-1A/>.

INFORMATION THAT HAS BEEN CONSIDERED

7. In making this decision, the CAA has considered the documents set out above and set out in the **CAA Decision: Part applicable to each LAMP Phase 1A Modules A – E** and we have recorded our analysis of that material in the CAA's Operational Assessment, Consultation Report and Environmental Assessment.³

PROPOSAL OVERVIEW

8. The proposal is to switch the Stansted Dover (DVR) SID departures over to the routing of the Stansted Clacton (CLN) SID routing to CLN VOR (the VOR is the navigational aid located at Clacton). At CLN VOR, a new Air Traffic Services Route (ATS) route (U)M84 will be established routing CLN-EVMEK-NONVA-ABTUM-KONAN (the UK boundary with Belgian airspace) with a lower limit of FL105. A diagram (from the consultation document) to show the re-routing is shown at Annex A and the new ATS Route (U)M84 is shown at Annex B (extract from the ACP). Revisions to such routings are detailed in the NATS Route Availability Document published in the AIP.
9. The re-routing is designed to achieve a better climb profile for Stansted departures than is achieved for departures which currently route via Detling to Dover. In addition, this re-routing is designed to enable the aims and objectives of the airspace change proposed in Module C of the LAMP 1A proposal.⁴ This Module does not propose to change the size or shape of controlled airspace.
10. The proposed revised routeing would be in operation daily from 0600-2300 Local. It is proposed that the Dover SIDs are retained for overnight use. Notwithstanding that the airspace change proposal indicated that there would be a few flights which still route via Detling during the day using the Lydd SID which also routes via Detling, we subsequently confirmed with NATS that there will be a few flights still using the Detling SID during the day; these will be for positioning flights to Gatwick, or an occasional flight routing through to French airspace via Dover. Therefore, the expectation is that there could still be an average of up to 3 flights routing from Stansted via Detling during the day other than an occasional positioning flight (numbers of which are impossible to predict).

³ <http://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Decisions/London-Airspace-Management-Programme-Phase-1A/>.

⁴ Note: Subsequent to the position at the time of consultation in 2014, the DVR SID has been truncated to DET; this does not impact on the procedures and airspace structure that is the subject of this proposal; however, as there are many references to DVR in the proposal, for the purposes of this decision, reference to the DVR SID can be read to refer to the truncated SID to DET.

CHRONOLOGY AND CONSULTATION

11. The formal stages of this airspace change proposal commenced with a Framework Briefing on 12 February 2013 although at that time the specific arrangements for consultation for this Module were subsequently to be confirmed.
12. NATS, supported by Stansted Airport, undertook a consultation⁵ with the Stansted Airport Consultative Committee (STACC), with the NATMAC⁶ aviation stakeholders and with a number of environmental stakeholders, from 16 June 2014 to 8 September 2014, a period of 12 weeks. During the same period, Stansted Airport also published the consultation on its website and publicised the consultation to the public at the request of STACC. STACC provided a combined response to the consultation in the role of aviation stakeholder, whilst individual representative organisations responded separately as environmental stakeholders. All consultation feedback has been provided and has been available for the CAA to examine. There were 407 responses from local organisations/government and members of the public. Of those, there were 316 objections, 54 in support of the proposal, with the remainder either not objecting or not providing an opinion either way. In the consultation process, a number of stakeholders complained that their feedback had been ignored.
13. We conducted an assessment of the consultation based on the criteria set out in the **CAA Decision: Part applicable to each LAMP Phase 1A Modules A – E** incorporated into this decision document. We concluded that the Consultation Report and associated material were comprehensive, well presented and met our requirements. We concluded that NATS had properly taken the results of the consultation into account. We reached this conclusion by undertaking an analysis of the sponsors' consultation feedback and conclusions in comparison with the original consultation responses from stakeholders. The sponsor had correctly identified the points raised and had responded to those issues adequately.
14. We gave careful consideration to the contents of the consultation. We had particular regard to the objectives of the change articulated in the consultation. We noted that the consultation identified the primary purpose of the change being the anticipated ability for more aircraft to achieve an improved flight climb profile on departure from Stansted and the consequential reductions in noise and CO₂ emissions.

⁵ A copy is published at <http://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Decisions/London-Airspace-Management-Programme-Phase-1A/>.

⁶ NATMAC is the National Air Traffic Management Advisory Committee which is comprised of a broad cross representative body of airspace users and air navigation service providers, including NATS and the MOD. The only environmental body is the Aviation Environment Federation (AEF).

15. Whereas, as set out in the airspace change proposal subsequently submitted to the CAA, an objective of this proposed change was also to enable the changes proposed under LAMP Phase 1A Module C, relating to London City Airport departures, we did note that there were links in this consultation to the Module C proposal – see paragraph 5.14 and Footnote 8 of the Consultation document.
16. We considered whether this compromised the adequacy of the consultation. We have decided that the consultation provided sufficient and clear information on the expected impacts of the proposed change that would enable someone reading the consultation to understand the impact of the changes on them. We decided that the presentation of the objectives of the change would not have affected the ability of someone to properly and effectively participate in the consultation. However, we also acknowledge that the consultation would have been improved if this matter had been more clearly highlighted and set out.
17. On that basis, we have decided that the consultation contents met our requirements set out in CAPs 724 and 725.⁷ Further detail of the CAA's assessment of the consultation is set out in the CAA Module C Consultation Assessment.

STATUTORY DUTIES

18. As set out in the **CAA Decision: Part applicable to each LAMP Phase 1A Modules A – E**, the CAA's statutory duties and functions are contained in section 70 of the Transport Act 2000 (the Transport Act), the CAA (Air Navigation) Directions 2001, as varied in 2004 (the 2001 Directions), and the 2014 Guidance to the CAA on Environmental Objectives relating to the exercise of its air navigation functions (the 2014 Guidance).⁸
19. In summary, the CAA's primary duty under section 70(1) of the Transport Act requires that the CAA exercises its air navigation functions so as to maintain a high standard of safety in the provision of air traffic services. This duty takes priority over the material considerations set out in section 70(2). Where an airspace change proposal satisfies all of the material considerations identified in section 70(2) and where there is no conflict between those material considerations, the CAA will, subject to exceptional circumstances, approve the airspace change proposal. Where an airspace change proposal satisfies some of the material considerations in section 70(2) but not others, this is referred to as a conflict within the meaning of section 70(3). In the event of a conflict, the

⁷ CAP 724 <https://www.caa.co.uk/CAP724> and CAP 725 <https://www.caa.co.uk/CAP725>.

⁸ Revised in 2014 by the Department for Transport
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/269527/air-navigation-guidance.pdf.