

LONDON AIRSPACE MANAGEMENT

PROGRAMME (LAMP) PHASE 1A

CAA DECISION: PART APPLICABLE TO

LAMP PHASE 1A MODULE D

CAP 1366/D

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CONTENTS

CONTENTS	3
CAA DECISION: PART APPLICABLE TO LAMP PHASE 1A MODULE D	4
INTRODUCTION	4
INFORMATION THAT HAS BEEN CONSIDERED	5
PROPOSAL OVERVIEW	6
CHRONOLOGY AND ENGAGEMENT	6
STATUTORY DUTIES	7
Safety	8
The most efficient use of airspace	9
Requirements of aircraft operators and owners	10
Interests of any other person	11
Guidance on environmental objectives	11
Integrated operation of ATS	13
Interests of national security	13
International obligations	13
REGULATORY DECISION	13
ANNEX A	15
Luton and Northolt existing airspace and traffic routings	15
Luton and Northolt proposed change and traffic routings	16
ANNEX B	17
Conditions of the CAA's decision to approve the Module D proposal	17
GLOSSARY	18

CAA DECISION: PART APPLICABLE TO LAMP PHASE 1A MODULE D

LONDON AIRSPACE MANAGEMENT PROGRAMME (LAMP) PHASE 1A

AIRSPACE CHANGE PROPOSAL – MODULE D

LUTON AND NORTHOLT AIRPORTS STANDARD INSTRUMENT DEPARTURE (SID) SWITCH

PROPOSED BY NATIONAL AIR TRAFFIC SERVICES (NATS)

References:

- A. Module D – Interface for Luton and Northolt Airports (SID Switch) ACP Issue 2.0 dated March 2015.
- B. LAMP Phase 1a: ACP environmental benefits Report v 1.2 dated March 2015.
- C. LAMP Phase 1A Bridging Module Issue 1 dated February 2015.
- D. 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 D (Reference A).
5. This decision relates to the proposal outlined in Reference A which is known as LAMP Phase 1A Module D - Interface for Luton and Northolt Airports (SID Switch) ACP; this Module proposes switching aircraft using the existing departure routing of the Luton and Northolt Standard Instrument Departure (SID) via Detling to Dover onto the routing of the existing MATCH SIDs (MATCH is a reporting point to the east of Harlow). This proposal was presented to the airline communities at LAMP stakeholder forums prior to being submitted to the CAA for approval.
6. The purpose of this document is to provide an overview of the proposal and the CAA's decision on it.

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 and Environmental Assessment.²

¹ http://www.caa.co.uk/CAP_1366.

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

PROPOSAL OVERVIEW

8. The proposal is to switch the aircraft currently departing Luton and Northolt on the Detling SID departures which route to Dover via Detling, over to the routing of the existing MATCH SIDs which follow a track towards the Clacton VOR.³ At MATCH, the departures will then follow existing Air Traffic Services (ATS) route Q295 as far as DAGGA. At DAGGA, it is proposed a new ATS route M85 with a lower limit of FL85, will be established routing DAGGA – ITVIP. After ITVIP, the re-routed traffic will follow the existing ATS routes towards Belgian airspace. A diagram (extracted from the airspace change proposal submitted to the CAA) to show the re-routing and the new ATS route M85 (overlaid on existing airspace) is shown at Annex A.
9. The re-routing is designed to achieve an improved climb profile for Luton and Northolt departures. In addition, this re-routing is designed to enable the aims and objectives of the airspace change proposed in Module C of the LAMP Phase 1A. Cross reference to other Modules is highlighted in this Part of the decision where appropriate. This Module does not propose to change the shape or size of controlled airspace.
10. The proposed revised routing would be in operation for 24 hours of the day. However, the existing Detling SIDs will be retained for use for a small number of flights; these would be for infrequent positioning flights, or for a very small number of flights routing via Dover into French airspace via RINTI if they are unable to use the re-route via M85 due to high level Danger Area activity at Shoeburyness (D138). Whilst this is a possible scenario, the likelihood of high level Danger Area activity occurring at the same time as the flights routing into French airspace via RINTI is extremely small.⁴

CHRONOLOGY AND ENGAGEMENT

11. The CAA has accepted that consultation with environmental stakeholders (including those communities overflown by aircraft and therefore potentially affected by aircraft noise) was not required for this proposal because it is not anticipated that the proposed change (i.e. the re-distribution of departing traffic from the SIDs via Detling) will involve changes to the location or distribution of aircraft below 7000ft AMSL. This accords with the Secretary of State's guidance to the CAA (the 2014 Guidance)⁵ which states that consultation is not required

³ The VOR is the navigational aid located at Clacton.

⁴ The total numbers on this route from September 2014 to August 2015 was 23 in total, i.e. an average of 2 per month. High level Danger Area activation for Shoeburyness (D138) is also a very infrequent occurrence.

⁵ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/269527/air-navigation-

for changes below 7000ft.⁶ The Secretary of State's policy is that above 7000ft AMSL, the CAA's priority (as regards our consideration of the environmental impact of the proposed change) should be on minimising CO₂ omissions as opposed to noise emissions.

12. NATS, as the sponsor, presented the proposed route change that is the subject of this airspace change proposal at the LAMP stakeholders' forum on 4 March 2014.⁷

STATUTORY DUTIES

13. 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
14. 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 remaining 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 CAA will apply the material considerations in the manner it thinks is reasonable having regard to them as a whole. The CAA will give greater weight to material considerations that require it to "secure" something than to those that require it to "satisfy" or "facilitate". The CAA regards the term to "take account of" as meaning that the material considerations in question may or may not be applicable in a particular case and the weight the CAA will place on such

[guidance.pdf](#).

⁶ CAA's own guidance on airspace change proposals set out in CAP 725 (<https://www.caa.co.uk/CAP725>) has not been updated to reflect the changes in the Secretary of State's Environmental Guidance and is still based on the now withdrawn 2002 Guidance from the Secretary of State.

⁷ LAMP stakeholders' forums are attended by aviation stakeholders e.g. airlines, airports and associated Air Traffic Services Providers, GA airspace user groups and the MOD.

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.