

LONDON AIRSPACE MANAGEMENT

PROGRAMME (LAMP) PHASE 1A

CAA DECISION: PART APPLICABLE TO

LAMP PHASE 1A MODULE E

CAP 1366/E

Published by the Civil Aviation Authority, 2015

The latest version of this document is available in electronic format at www.caa.co.uk

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References:

- A. Module E – South Coast Changes ACP Issue 2 dated March 2015.
- B. TAG Farnborough Airport Airspace Consultation Parts A, C, D and E (February 2014).
- C. TAG Farnborough Airport Airspace Consultation Feedback Report.
- D. NATS South Coast ACP Consultation Feedback Report Part B (February 2015).
- E. LAMP Phase 1a: ACP Environmental Benefits Report v 1.2 dated March 2015.
- F. LAMP Phase 1A Bridging Module Issue 1 dated February 2015.
- G. Route Design Assurance Report Issue 2 dated March 2015 (as amended).
- H. Project Safety Assurance Report Issue 1 dated February 2015 (as amended).
- I. Instrument Flight Procedure design submissions.

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 E (Reference A).
5. This Module proposes the following:

Changes to flight planned arrival and departure routes for Farnborough, Bournemouth and Southampton airports comprising:

- New RNAV-1 Standard Arrival Route (STAR), SAM2D for Southampton and Bournemouth from the south-east.
- New air traffic service (ATS) route N20 feeding the new SAM2D STAR.
- New air traffic service (ATS) route (U)N16 primarily for re-routing Farnborough, Southampton and Bournemouth departures to Dover for Europe above FL165.
- Minor route re-alignments for (U)Y8 and (U)M8.
- Revised flight plannable routes inbound to Farnborough from the south-west and south-east, and outbound to the east via Dover routing to Europe.
- Lowering of some Controlled Airspace (CAS) in the region of the Isle of Wight to enable the new procedures.

6. This proposal has been the subject of a consultation by the original sponsor (TAG Farnborough) which was followed by the publication of a consultation feedback report by them and the current sponsor, NATS. When submitted to the

¹ <http://www.caa.co.uk/CAP1366>.

CAA this proposal was accompanied and supported by the documents detailed above.²

7. 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

8. 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 Report, Consultation Report and Environmental Assessment.³

PROPOSAL OVERVIEW

9. This airspace change proposal requests the CAA approves the following changes:
- Withdraw the SAM1D STAR (arrival) for Southampton and Bournemouth and to replace it with a new RNAV-5 arrival route further south over the Solent designated as an RNAV-5 STAR known as the SAM2D.
 - Implement new ATS routes (U)N16, UN20, re-alignment of ATS routes (U)Y8 and (U)M8.
 - Increase the volume of controlled airspace by lowering CAS to FL65 in the following areas
 - The Isle of Wight region from FL105 to FL65.
 - The Selsey region from FL105 to FL65.
 - The Pagham region from FL75 to FL65.
 - The Y8 sliver east of Portsmouth from FL85 to FL65.
10. As discussed in more detail below, as part of our consideration of this airspace change proposal we have asked NATS to modify their design and reduce the amount of new controlled airspace required.

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

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

11. The location of these changes in relation to the volume of controlled airspace being proposed are shown in diagrams submitted as part of the airspace change proposal to the CAA⁴ which is reproduced at Annex A. That diagram shows the existing controlled airspace (CAS), the proposed CAS, and the volume of CAS now being sought, after the CAA required a revision to the proposal.⁵
12. The Module E proposal would enable departing traffic from Bournemouth, Southampton and Farnborough routing to Europe at FL165 and above to be given improved climb profiles, that is to climb sooner and more continuously.
13. This in turn enables the wider benefits of the LAMP Phase 1A proposals. That is, the re-positioning of the Gatwick STARs above 7000ft AMSL from the east, which in turn enables the revised routing of the Stansted SID switch routing; this enables the improved climb of the southerly London City departures and the re-positioning of the London City arrivals. The Module E proposals are proposed at this time to enable the full network change benefits of LAMP Phase 1A to be proposed.
14. The lowering of controlled airspace to FL65 over the Isle of Wight is proposed to enable the repositioning of the Bournemouth and Southampton arrivals from the south/south-east. This re-positioning of the arrival flows is proposed to reduce the complexity of the mixed flows through the congested airspace at Goodwood and thereby reduce the air traffic control workload in handling those aircraft.
15. The proposed RUDMO Hold, which is over the Solent to the south of Hayling Island, provides an enhancement to facilitate the removal of contingency holding at PEPIS (adjacent to Popham in Hampshire) which in turn reduces complexity in this very busy choke point.

CONSULTATION AND CHRONOLOGY

16. The proposals that form Module E are a subset of a larger set of proposals originally formulated by TAG Farnborough. The formal stages of this airspace change proposal commenced with a Framework Briefing between the CAA and TAG Farnborough on 15 February 2013. At that briefing the CAA advised TAG Farnborough that the consultation needed to include local airspace users and national organisations representing General Aviation (GA).

⁴ At pages 43-46.

⁵ Annex B shows the final airspace structure as considered by the CAA.

17. TAG Farnborough, undertook a consultation with aviation and environmental stakeholders from 3 February 2014 to 12 May 2014 as detailed in Reference B.⁶
18. On 25 September 2014 NATS agreed with TAG Farnborough that:
 - Some elements of TAG Farnborough's proposals were key enablers for LAMP Phase 1A.
 - That if those changes were not pursued, none of the other LAMP Phase 1A proposals could be submitted to the CAA for consideration, approval and if applicable, implementation.
 - That the remainder of the TAG Farnborough proposals were not ready for submission to the CAA.
 - That NATS would take over as sponsor of the necessary elements of TAG Farnborough's airspace change proposal, which would become Module E of LAMP Phase 1A.
19. Once TAG Farnborough's consultation closed, TAG Farnborough prepared a consultation feedback report. NATS reviewed that report, as regards the feedback received in respect of those proposals that became Module E, and prepared its own consultation feedback report (NATS South Coast ACP Consultation Feedback Report Part B).⁷ NATS then considered modification of the airspace change proposal originally developed by TAG Farnborough, which ultimately became this Module E airspace change proposal.
20. We conducted an assessment of the TAG Farnborough 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. In summary, we concluded that the consultation report and associated material were comprehensive, well presented and met our requirements. Notwithstanding that we have, as set out below, as part of this decision process, required NATS to modify its proposals (as a result of some of the feedback received during the consultation, and our view that further mitigations to the impact of the proposals can be achieved without compromising the objectives of the proposal) we have concluded that NATS has properly taken the feedback received into account.
21. We reached this conclusion by undertaking an analysis of the sponsors' consultation feedback and conclusions in comparison with the original

⁶ <http://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Decisions/London-Airspace-Management-Programme-Phase-1A/>.

⁷ <http://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Decisions/London-Airspace-Management-Programme-Phase-1A/>.

consultation responses from stakeholders.⁸ There were a large number of responses received during the consultation undertaken by TAG Farnborough, but 219 stakeholders responded to the part of the consultation associated with the airspace that is affected by these proposals in Module E. However, as respondents were asked to respond to a wide range of questions in this consultation it has not been possible for the CAA to state the precise numbers of respondents that support, object to, or have no objection to this element of the proposal.

22. The individual responses to the TAG Farnborough consultation were forwarded to the CAA by the sponsor in unprocessed form and all items have been individually read.
23. Aspects of the feedback are discussed in more detail below in respect of the material considerations the CAA must take into account in order to decide whether to approve the change requested.
24. However, some feedback has been received directly by the CAA that the consultation process was flawed due to the transfer of sponsorship from TAG Farnborough to NATS for the changes that have become LAMP Phase 1A Module E.
25. We have concluded that this is not the case. This was a competent consultation with a good level of analysis undertaken by the original sponsor that was carried through to the formal NATS proposal with appropriate consideration of the issues raised. There was a clear linkage from the original design and impact assessment of the proposal throughout the change of sponsorship. It is clear that the LAMP Phase 1A development team in NATS played a key part in the development of the original TAG Farnborough proposal and in our view were competent to take over sponsorship of the South Coast Area proposals, which became Module E.
26. In particular, in our view, there is clear evidence that the issues raised by consultees with TAG Farnborough were carried through to the final design by NATS with appropriate mitigation employed (as referenced in the NATS South Coast ACP Consultation Feedback Report Part B).

⁸ Discussion of key themes was presented in the TAG Feedback Report, as are responses to more specific questions raised by respondents.

One such question and response for example was: Will more people be overflown?

The response provided was: "No. By replicating the existing routes, the same areas/people will be overflown. Over time due to the increasing proportion of RNAV equipped aircraft there will be a small degree of concentration of the traffic along the route centre-line. This will result in fewer people being directly overflown, but we expect the change to have only a marginal impact on people's experience of noise"

27. We have also received feedback asserting that the original consultation was flawed because the purpose behind the change now proposed (as Module E of LAMP Phase 1A) is now different to that contained in TAG Farnborough's consultation document. In our view this is not the case.
28. Firstly, although the TAG Farnborough consultation did not specifically refer to the enabling of LAMP Phase 1A, the proposal was coordinated with the LAMP Phase 1A development team within NATS. Therefore, at that time the separate proposals were complementary to each other and that remained the case once the proposal was taken into LAMP Phase 1A. The link to the requirements for Bournemouth/Southampton traffic was referenced in the TAG Farnborough consultation. Secondly, we are satisfied that the consultation provided sufficient and clear information on the expected impacts of the proposals (that have been carried forward as this Module E) that would enable someone reading the consultation to understand the potential impact of the changes on them and therefore enabled a stakeholder to properly participate in the consultation process.
29. On that basis we have decided that the consultation met out our requirements set out in CAPs 724 and 725.⁹

STATUTORY DUTIES

30. 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).¹⁰
31. 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

⁹ CAP 724 <https://www.caa.co.uk/CAP724> and CAP 725 <https://www.caa.co.uk/CAP725>.

¹⁰ Revised in 2014 by the Department for Transport
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/269527/air-navigation-guidance.pdf.