

Southend CTA 10X and CTA 11 Airspace Change Decision

CAP 1982

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Chapter 1

Executive summary

Objective of the Proposal

1. London Southend Airport (LSA) initially submitted a formal request for the creation of Controlled Airspace (CAS) to support their growing Commercial Air Transport (CAT) operations in 2014. The CAA's Decision Letter¹ (dated 23 January 2015 and published as ACP-15-01) approved the creation of Class D CAS covering most, but not all, of the LSA request. The new LSA CAS was implemented on 2 April 2015. It included the airspace requested in ACP-15-01 except for an area to the East (now known as "CTA 10X") and an area to the South (now known as "CTA 11").
2. The CAA's Decision Letter accepted that the CTA 10X and CTA 11 controlled airspace segments could be introduced in the future if justified by sufficiently increased traffic levels and airspace complexity. Furthermore, if this were requested within 2 years of the implementation of the airspace approved in ACP-15-01, LSA could re-submit a case under the terms of Civil Aviation Publication (CAP) 725 without undertaking a further public consultation.
3. Growth in passenger numbers, destinations served, air traffic movements and airspace complexity at LSA from 2015 onwards meant that in 2017 LSA management considered that it was appropriate to submit the request to the CAA for the additional airspace (CTA 10X and CTA 11). This was done on 31 March 2017 (within the 2-year deadline) through the launch of ACP-2017-25. ACP-2017-25 requested no controlled airspace over and above that identified in ACP-15-01. In fact, although the horizontal outlines of CTA 10X and CTA 11 are identical in both ACPs, due to third party changes above LSA's airspace, ACP-2017-25 actually requested smaller volumes of airspace than the equivalents in ACP-15-01 since it only requested the 2000ft block between 3500ft (above mean sea level – AMSL) and 5500ft (AMSL). ACP-2017-25 requested no changes to Air Traffic Control (ATC) operating procedures, utilisation of the airspace, or distribution of traffic beyond that which was detailed in ACP-15-01.

¹ <https://www.caa.co.uk/WorkArea/DownloadAsset.aspx?id=4294972733>

Summary of the decision made

4. The CAA has decided to approve the implementation of CTA 10X subject to the conditions identified below. This airspace block will be merged with the existing CTA 10 to create a larger CTA 10 block.
5. The CAA has decided not to approve the implementation of CTA 11. The CAA has considered the submitted material and concluded that it does not make the case for creating this new block of Controlled Airspace.
6. The approval to implement CTA 10X is subject to (i) yearly traffic levels reaching 2018 levels within 3 years of 27 October 2020, and (ii) there being no changes to the wider context which would have a material impact on the validity of the decision... These Conditions are set out in more detail at paragraph 48.

Next steps

7. LSA will identify if/when the conditions have been met and will discuss this with the CAA to seek confirmation and agree an appropriate implementation date.
8. Implementation of the revised airspace will be notified through a single AIRAC cycle as and when LSA and CAA have agreed that the conditions have been met to implement the change.
9. Should the change be implemented, the CAA's Post Implementation Review (PIR)² of the changes approved by the CAA in this decision will commence at least one year after implementation of those changes. It is a condition of the CAA's approval that the sponsor provides data required by the CAA throughout the year following implementation to carry out that PIR. In due course, the sponsor will be advised of the specific data sets and analysis required, and the dates by when this information must be provided.
10. Should the Conditions not be met by the end of 3 years from this Decision 27 October 2020, this approval to implement CTA 10X will lapse. Should LSA then wish to implement CTA 10X in the future, it will be subject to a new ACP under the regulatory process in force at the time.

² PIR is the seventh stage of the CAA's airspace change proposal process