



Department  
for Transport

██████████  
Airspace Regulation  
Civil Aviation Authority

████████████████████  
AVIATION POLICY DIVISION  
DEPARTMENT FOR TRANSPORT  
1/24 GREAT MINSTER HOUSE  
33 HORSEFERRY ROAD  
LONDON SW1P 4DR

Web Site: [www.dft.gov.uk](http://www.dft.gov.uk)

10<sup>th</sup> June 2019

Dear ██████████,

### **London Southend Airport – Airspace Change Proposal Linked to ACP 15-01**

Thank you for your letter of 2<sup>nd</sup> May 2019 requesting a view on the specific air navigation guidance arrangements which need to be followed by London Southend Airport (LSA) with its current airspace change proposal linked to ACP 15-01 which was given regulatory approval in January 2015.

We have considered the points you made in your letter, including the expected limited noise impacts of the proposal, the length of time this airspace change proposal has already taken, the terms of the regulatory approval set out in ██████████ letter to the airport of 23<sup>rd</sup> January 2015, as well as the progress of the proposal since 2015.

We have also noted the delays which have already taken place on this airspace change proposal and are mindful that restarting it under CAP1616 would increase this delay even further.

On balance, we consider there are reasonable grounds for the Civil Aviation Authority (CAA) to continue to consider this case under the Air Navigation Guidance 2014, but in doing so the proposal should now be progressed by LSA without delay.

In view of the delays, we also consider that it is reasonable for the CAA to require LSA to:

- carry out further engagement activities on its proposal;
- as part of this engagement activity, LSA should be required to update to the latest available information any data such as traffic and utilisation figures it has previously relied upon in its proposal for CTAs 10 and 11; and
- undertake, as per the requirements in the Air Navigation Guidance 2017, an options appraisal considering, at the least, the 'do nothing' and the proposed option. In doing so, this should utilise WebTAG, including consideration of emissions and, where relevant, noise data.

We respectfully suggest that LSA be asked to comply with the above requirements within a specified time and to be informed that, unless it does so, because of the length of time that has already passed it would have to commence a new proposal under CAP1616.

Please note that this decision relates to this specific case, and any similar cases from other airports will, of course, be treated on a case by case basis.

I hope this is helpful.

Yours sincerely,

[REDACTED]

[REDACTED]