

By e-mail

Mr [REDACTED]
London Southend Airport

1st July 2019

Dear [REDACTED],

Southend Airspace Change Proposal (ACP) – CTAs 10 and 11

Further to our previous communications, this letter is to confirm that London Southend Airport (LSA) may continue with ACP-2017-25 (CTAs 10 and 11) under the Air Navigation Guidance 2014 (CAP 725 process), as amended by the requirements set out by Department for Transport (DfT) in a letter to the Civil Aviation Authority (CAA) dated 10 June 2019 ([the DfT Letter](#)).

As specified in the CAA's Decision Letter of 23 January 2015 for the original Southend CTR/CTA ACP (ACP-2013-09), I can confirm that LSA are not required to undertake a further Consultation in support of this ACP, providing the additional airspace proposed remains within the scope of Enclosure 4 to that letter. I note that LSA have already met the other key criterion of that letter by submitting the Statement of Need to launch the ACP within 2 years of the implementation of the previous ACP.

As indicated in the DfT letter, in order to reflect the development of best practice since 2015, the CAA requests that LSA undertake the following:

1. carry out further engagement activities on this proposal;
2. as part of this engagement activity, update to the latest available information any data such as traffic and utilisation figures you have relied on in the proposal for CTAs 10 and 11; and
3. undertake, as per the requirements in the Air Navigation Guidance 2017, an options appraisal considering, at the least, the “do nothing” and the proposed options. In doing so, this should utilise WebTAG, including consideration of emissions and, where relevant, noise data.

I note that you already have a mature draft of an Engagement Document. This should be updated with any revised figures as per point 2 (if these are not already included).

Additionally, the “Next Steps” section should be updated to reflect the options appraisal work. The relevant requirements for options appraisals are contained within CAP 1616. This ACP has the potential to affect aircraft tracks over land below 7000ft and LSA have already undertaken a full public consultation. The most appropriate version of the options appraisal would be the Final Options Appraisal for a Level 1 ACP as described in Stage 4 of the CAP 1616 process, since this provides the best analogy to LSA's current situation.

Civil Aviation Authority

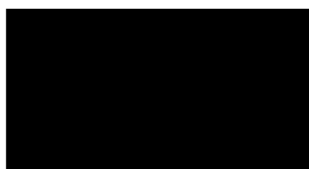
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More detailed guidance on options appraisals is contained within Annex E to CAP 1616, with additional detail on environmental considerations given in Annex B. As stated in CAP 1616, please note that various elements of the process are scalable, provided that the sponsor gives sufficient justification in each case, and that the CAA accepts this justification.

Finally, as is indicated in the DfT letter, the CAA will require LSA to submit the final Airspace Change Proposal by a specified date which I will confirm to you in writing before 1 August 2019.

Kind Regards



Airspace Regulation