



LJLA Airspace Transition

Stage 3 - Information Sheet

What is the Information Sheet?

The aim of this info-sheet is to keep stakeholders informed about the progress of the LJLA Airspace Transition, and signpost how you can contribute and ensure you or your organisation's opinions and circumstances are represented during our airspace change process.

Background

The main reason LJLA is seeking to undertake an airspace change is to update the means of navigation used by aircraft, in line with UK airspace modernisation. Aircraft have traditionally navigated by flying over a series of ground-based radio beacons or 'navigation aids' many of which are being decommissioned and rationalised during 2022. As well as this, new technology in aircraft means that increasingly, they will navigate by referencing satellites instead - in a similar manner to GPS or 'SATNAV' used by most of us to find our way on the ground. This creates an opportunity to systemise the way aircraft approach and depart LJLA to comply with a global move towards satellite navigation. The majority of airports across the UK are proposing to modernise their airspace in this way.

Any airport wishing to change their routes or airspace is required to follow the Civil Aviation Authority (CAA) guidance in a document called 'CAP1616 Airspace Design'. One of the main objectives of CAP1616 is to engage and involve stakeholders to ensure they have an opportunity to influence the design process. The seven-stage process involves a series of Gateway assessments by the CAA to determine if the airport has followed the guidance correctly, including that they have carried out the required level of engagement with stakeholders and communities at the relevant stages.

LJLA are seeking to introduce new Performance Based Navigation (PBN) flight procedure or routes to ensure compliance with international and national regulations: Resolution 36/23 ratified by the 36th International Civil Aviation Organization (ICAO) General Assembly, and the UK Airspace Modernisation Strategy (AMS) published by the CAA. The level of accuracy, safety and integrity of satellite navigation systems is greater than the traditional navigation methods and the aim of the regulations are to systemise the airspace into the wider national and global networks.

Other Airports Nearby

The regional airspace in NW of England around LJLA is known as the Manchester Terminal Manoeuvring Area (MTMA). This is a busy area of airspace with Manchester, Hawarden, BAe Warton and Blackpool airports all within 27 nm of LJLA. The airports in this area are either planning their own airspace changes or will be contributing to proposed changes by others. For example, Manchester Airport is in the early stages of the airspace design process; some people may be positively or negatively affected by changes at both LJLA and Manchester Airport.

CAP1616 can be found here <http://publicapps.caa.co.uk/docs/33/CAP1616E2interactive.pdf>

Potentially Affected Area

The map below illustrates the approximate area which may be affected by the LJLA airspace change; people living in and around this area may experience some change in the number of aircraft flying over them or may have concerns about other changes such as noise.



Our Progress so Far?

LJLA started the process in February 2018 with the submission of the Statement of Need to the CAA. The Statement of Need is the formal explanation of the reasons the sponsor needs to seek to change the airspace. An initial Assessment Meeting was held at the end of June 2018 where the CAA indicated that an airspace change was an appropriate mechanism to achieve the objectives in the Statement of Need.

1. Stage 1 was successfully completed when the LJLA submission passed through the Stage 1 Gateway at the end of November 2018. The work undertaken during Stage 1 established a set of Design Principles that encompass safety, environmental and operational criteria and act as a framework against which Design Options can be drawn up.
2. Stage 2 was successfully completed when the LJLA submission passed through the Stage 2 Gateway at the end of June 2019. Work during Stage 2 was aimed at developing a comprehensive set of Design Options, testing them with stakeholder representatives and reducing them to a longlist.

Further details about LJLA submissions to the CAA at Stage 1 and 2 can be found here:

We are now at Stage 3 Consult which is described below.

<https://airspacechange.caa.co.uk/PublicProposalArea?PID=28>

If you are interested in this and any other airspace change activities taking place in your area, visit the CAA portal page here:

<https://airspacechange.caa.co.uk/>;

just insert your postcode and it will highlight the current ACPs in your vicinity.



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If you have any questions or want more detail at any time, please do not hesitate to contact:

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What is Stage 3 of CAP1616?

CAP1616 Stage 3 has four separate steps; two before the Gateway assessment and two after:

- Step 3A - is about consultation preparation and full options appraisal that will form part of the consultation documentation. LJLA has completed this stage; we have carried out full environmental and economic assessment of the design options, including noise, greenhouse gas emissions and an operational appraisal, to reduce the longlist to a shortlist presented in the Consultation Document.
- Step 3B - the airport seeks approval from the CAA for the consultation strategy to ensure the material is clear, appropriate and unbiased. We have now submitted our material for the Stage 3 Gateway assessment which takes place on 20th December 2019.

If we pass the Stage 3 Gateway Assessment, we envisage the formal public facing consultation to start early in 2020.

- Step 3C - the airport implements the consultation strategy and launches the public facing consultation. We are planning to begin this in January 2020 and the consultation will run for 12 weeks. A number of stakeholder events are planned at the airport, with airport colleagues and other experts on hand to answer questions.
- Step 3D - this marks the end of the formal consultation where we will analyse, collate, review and categorise the responses received and determine how they influence our final designs.

How can you contribute?

This is your opportunity to help influence our future routes and to highlight any opportunities or concerns that you or your organisation may have as the process develops. Airspace changes of this nature happen once in a generation, we want to hear your views - positive or negative - as all are important. You are therefore invited to view our consultation material and submit your comments via the CAA online portal when our consultation goes live in the New Year. We will write to key stakeholders again to let you know when the consultation is open. You can keep an eye on our website at: <https://www.liverpoolairport.com/>; or on our CAA portal page at: <https://airspacechange.caa.co.uk/PublicProposalArea?PID=28>.

Details of other ways to contribute e.g. in person or in writing, will be contained in the Consultation materials at the above portal page in due course.

Airspace Change

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