



CAA Strategy and Policy

21 August 2024

Registration identification number: 20044664

Application by London Gatwick Airport Limited for an Order granting Development Consent to support dual runway operations

Dear Sir or Madam,

On 14 August 2024, the Examining Authority (ExA) published a letter requesting further information. For those questions which were directed at the Civil Aviation Authority, along with other interested parties, the table below provides the answers from the Civil Aviation Authority.

R17d.3	CAA, NERL, The Applicant	<p>Airspace change Please provide a latest update on Airspace change/modernisation through the FASI-S programme together with the London Airspace South (LAS) element of this scheme, including a likely timescale of approval and implementation. In this latter respect the contents of the Statement of Common Ground between GAL and NERL are noted [REP5-066] and any update would be appreciated.</p> <p>CAA answer Gatwick Airport is currently sponsoring an airspace change to support the creation of additional airspace capacity, enable the efficient accommodation of additional traffic, facilitate environmental performance improvements, complement Gatwick's infrastructure development and help to address community environmental concerns. This airspace change proposal (ACP) is part of the Airspace Change Masterplan programme (formerly known as Future Airspace Strategy Implementation South (FASI-S) programme). The Airspace Change Masterplan is a single coordinated implementation plan for airspace changes in the UK up to 2040 to upgrade the UK's airspace and deliver the objectives of airspace modernisation at a system level.</p> <p>London Airspace South (LAS) is the first phase of airspace modernisation proposed for deployment in the South East of England. Future phases of deployment, which include ACPs to modernise the airspace serving the other South East airports, are under development. The Airspace Change Coordination Group (ACOG),</p>
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Civil Aviation Authority

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		<p>responsible for developing the Airspace Change Masterplan, carried out a public engagement exercise on the proposed LAS deployment in February and March 2024.</p> <p>The proposed LAS deployment includes two of the South East cluster ACPs. One is sponsored by Gatwick Airport to upgrade the arrival and departure routes below 7,000 ft. to the south of the airport. The other is sponsored by NATS En Route Ltd (NERL) to upgrade the route network and airspace structure above 7,000 ft. including the airborne holds serving Gatwick Airport arrivals. The proposed LAS deployment is a relatively simple airspace change that can be deployed sooner than the rest of the South East of England, realising benefits earlier.</p> <p>Gatwick Airport's ACP is currently at Stage 3 of the CAP 1616 airspace change process. Stage 3 is where the sponsor prepares and then, once it has passed the 'consult/engage' gateway which occurs in the middle of Stage 3, launches its consultation. This is the key stage of the airspace change process for sponsors to seek feedback that will help them understand stakeholders' views about the impacts of their ACP.</p> <p>Gatwick Airport and NERL plan to engage with stakeholders in September 2024 about rescoping their ACPs to deliver LAS. This may result in two ACPs for Gatwick Airport under the Airspace Change Masterplan - one for LAS, the other for the remaining areas of airspace in scope of Gatwick Airport's original ACP (non-LAS). Subject to approval of the rescoping exercise by the CAA, the CAA's airspace change portal shows that Gatwick Airport is currently planning to submit its materials and evidence for the 'consult/engage' gateway for the LAS ACP in November 2024, with the gateway taking place in January 2025. Beyond that, the timeline is not defined but it is expected that public consultation on the LAS ACP would occur in Spring 2025. If the LAS ACP is approved, implementation is envisaged for late 2028.</p> <p>As for the non-LAS ACP, the CAA intends to consult on a new UK Airspace Design Service (UKADS, formerly known as the Single Design Entity) in Autumn 2024. The UKADS is proposed to take over airspace design of the wider London region in the future (including the non-LAS ACP). Subject to those developments and ACP approval, it is anticipated that implementation of the non-LAS ACP (along with other changes in the South East of England) would take place towards the end of this decade.</p>
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If the ExA has further questions on these or any other topic, we will be happy to provide whatever assistance we can.

Yours sincerely,



Graham French
Head of Network Resilience Policy