

TREVOR METSON
CIVIL AVIATION AUTHORITY
COMMUNICATIONS & STRATEGY & POLICY
5th FLOOR, WESTFERRY HOUSE
11 WESTFERRY CIRCUS
LONDON
E14 4HD.

4th DECEMBER 2024

Dear Mr. Metson,

Thank you for sending me the "Airspace Modernisation Consultation on a U.K. Airspace Design Service". I have completed the tick box section for each question but have only felt able to explain or partly explain my decisions regarding Question 5 and Question 18. My knowledge about airspace design is limited and I am guided by Hacan East (see 4) below. I have looked at the web site for this consultation several times at my local library, but I do not have a computer at home.

ABOUT MYSELF :

- 1) I consent to my response being published.
- 2) I am not responding in an official capacity on behalf of an organisation.
- 3) I am a resident affected by aviation and I live in London, South East England.
- 4) I am a supporter of Hacan East, a community group which endeavours to give a voice to the views of people living under the flightpaths used by aircraft flying to and from London City Airport. Hacan East is broadly in agreement with the proposals for a U.K. Airspace Design Service.

Yours sincerely,
S.Macphee (MS.)
S. M. MACPHEE.

P.T.O

QUESTION 21,

COMMUNITY REPRESENTATION

A) It is unclear how the views of community groups, campaign groups, local authorities and overflow households will be represented. Maybe the Advisory Board could be tasked with insuring that UKADS stakeholders explicitly and consistently includes them.

B) With regard to local authorities the Mayor of London, Sadiq Khan, and the Greater London Authority have connections with all overflow London Councils. There is also an organisation called London Councils made up of councillors from the London Boroughs. It takes an interest in transportation.

C) John Stewart, former chair of the Heathrow Association for the control of aircraft noise (HACAN) for twenty years and currently and for the past ten years chair of HACAN EAST, which endeavours to represent the views of people affected by noise from aircraft using London City Airport, is knowledgeable about flight paths and the various ways the aircraft noise associated with them can be mitigated. John would very much welcome a place on the Advisory Committee where he could endeavour to ensure the views of community and campaign groups, local authorities and overflow households are given due consideration. Hacan East supports John's aspiration.

D) EXISTING AIRSPACE DESIGN PRINCIPLES.

I am very concerned that UKADS 1 (initially) may choose to disregard existing airspace design principals, some of which have been hard won and negotiated with communities since 2019.

Address for postal responses:

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London
E14 4HD

airspace.modernisation@caa.co.uk

Tel: 033 0138 2750

The consultation will close at 23.59 on 17 December 2024. We cannot commit to taking into account comments received after this date.

Unless you notify us otherwise, we will assume that all responses can be published on the CAA website (we will not publish your address or email address).

Please note that your response will be shared with the Department for Transport, Civil Aviation Authority and relevant employees of any consultancy firms that we contract to assist with the UK Airspace Design Service project.

AIRSPACE MODERNISATION: CONSULTATION ON A UK AIRSPACE DESIGN SERVICE

Consultation question 1: In general terms, do you agree that a single airspace design entity in the form of a UK Airspace Design Service (UKADS) provider, properly scoped, funded and implemented, would address the challenges identified and improve delivery confidence in airspace modernisation?

- yes
- maybe
- no
- don't know

If you wish, please explain your answer using the box below.

Consultation question 2: What are your views on our proposal that the end-state UKADS scope encompasses all ACPs in UK airspace?

- agree
- agree, subject to additional considerations
- disagree
- don't know

Please explain your answer including the additional considerations, where relevant.

Consultation question 3: What are your views on our proposal that the short-term UKADS scope should be the London TMA region?

- agree
- agree, subject to additional considerations
- disagree
- don't know

Please explain your answer including the additional considerations, where relevant, and also whether we have defined 'London TMA region' adequately.

Consultation question 4: What are your views on our proposals for the UKADS scope in the medium term?

Our proposed medium-term scope includes other ACPs deemed a priority, such as masterplan clusters at risk, changes mandated by law, and specific state-wide changes supporting the Airspace Modernisation Strategy. Please note that the CAA has already published prioritisation principles for airspace change and a delivery plan for the Airspace Modernisation Strategy.

- agree
- agree, subject to additional considerations
- disagree
- don't know

Please explain your answer including the additional considerations, where relevant.

Consultation question 5: Do you have any views on our proposed two-phase approach?

- about right
- minor modifications needed
- major modifications needed
- don't know

Please give reasons for your answer.

Reorganisation of London airspace can't wait until a body has been set up, which will probably require primary legislation, to deal with the reorganisation of airspace outside London.

Consultation question 6: Do you have any views on the models that have been considered?

- about right
- minor modifications needed
- major modifications needed
- don't know

Please give reasons for your answer.

Consultation question 7: Do you have any views on our proposal that NERL takes on the initial task of providing airspace design services through UKADS1?

- agree
- agree, but subject to additional considerations
- disagree
- don't know

Please give reasons for your answer, including if relevant any additional considerations.

Consultation question 8: Do you consider that in progressing a particular cluster of the masterplan, UKADS1 should take over ACOG's current coordination or masterplanning role for that cluster?

- agree
- agree, but subject to additional considerations
- disagree
- don't know

Please give reasons for your answer, including if relevant any additional considerations.

Consultation question 9: Do you agree that organisations should be able to continue sponsoring ACPs that are in scope of UKADS1 if UKADS1 is not able to prioritise them?

- agree
- agree, but subject to additional considerations
- disagree
- don't know

Please give reasons for your answer, and indicate whether such organisations should be required to consult UKADS1 or have the option of using some UKADS1 services.

Consultation question 10: Do you agree with the proposals for UKADS1's remit?

- about right
- minor modifications needed
- major modifications needed
- don't know

Please give reasons for your answer, in particular whether anything should be excluded in, or is missing from, the proposed remit.

Consultation question 11: Do you agree with the approach we propose for consultation and engagement on ACPs, including who pays for these activities?

- about right
- minor modifications needed
- major modifications needed
- don't know

Please give reasons for your answer, including any views on the other options suggested.

Consultation question 12: What are your views on our transition proposals?

- about right
- minor modifications needed
- major modifications needed
- don't know

Please give reasons for your answer.

Consultation question 13: What are your views on our proposal that, where appropriate, UKADS1 should merge the existing ACPs into a single ACP for the cluster or deployment?

- agree
- agree, with additional considerations
- another approach
- don't know

Please give reasons for your answer.

Consultation question 14: What are your views on our proposal that the CAA approves each transition plan?

- agree
- agree, with additional considerations
- disagree
- don't know

Please give reasons for your answer.

Consultation question 15: What changes would you propose to amend and/or supplement CAP 1616 in order to accommodate the UKADS?

Consultation question 16: What are your views on our proposals for UKADS1 governance?

- about right
- minor modifications needed
- major modifications needed
- don't know

Please give reasons for your answer, including whether the proposed arrangements would be sufficiently proportionate, transparent and robust, and how you see this working in practice.

Consultation question 17: Would these proposals give sufficient reassurance that potential conflicts of interest arising from NERL providing airspace design services through UKADS1 are mitigated?

- yes
- partly
- no
- insufficient detail / don't know

Please give reasons for your answer, including any comments or suggestions about the proposed Advisory Board.

Consultation question 18: What are your views on our proposed new Airspace Design Charge to meet the efficient costs of NERL in providing an airspace design service through UKADS1 and to create a UK Airspace Design Support Fund for other eligible UK airport ACPs?

- agree
- agree, but with qualifications
- use another method
- don't know

Please give reasons for your answer, including, if relevant, what other method you propose, such as our alternative hybrid option.

The community voice should not be overlooked just because it is not putting money in.

Consultation question 19: Which elements of expenditure on an ACP do you think should be eligible under the UK Airspace Design Support Fund?

Consultation question 20: Do you have any views on our proposed concept for UKADS2?

- about right
- minor modifications needed
- major modifications needed
- insufficient information / don't know

Please give reasons for your answer.

Consultation question 21: Do you have any other comments about the proposals in this consultation document or about the accompanying Regulatory Impact Assessment? Is there anything we have missed?

SEE SHEET ATTACHED PAGE 2.

