

Safety and Airspace Regulation Group

Airspace Change Process

Post Implementation Review Data Request (Scaled)

ACP Project Reference:	ACP-2017-025		
Title of Airspace Change:	Southend CTA 10X and CTA 11		
Change Sponsor:	London Southend Airport		
CAA Decision Document:	CAP1982 - https://www.caa.co.uk/publication/download/18135		
CAA Decision Date:	October 2020	AIRAC Date(s):	AIRAC 09/2022
PIR Data Submission Requested:	15 th February 2024	PIR Data Submission Required by:	28 th March 2024

Introduction

1. The CAA's airspace change process is a seven-stage mechanism that is set out in detail in CAP 1616. Stage 7 of this process is a Post Implementation Review (PIR) that normally begins one year after implementation of the change. The PIR is an assessment of whether the anticipated impacts and benefits in the approved change and published decision are as expected and where there are differences, what steps (if any) the CAA requires to be taken.
2. Irrespective of whether the CAA decision to approve the change was made under the previous process (set out in CAP 725), all PIRs should normally be in accordance with the process requirements of CAP 1616. However, when assessing the expected impacts against the actual impacts, the methodology adopted at the time of the original CAA decision should be used.
3. Airspace Change Proposals can vary in size, scale and complexity, which has led the CAA to scale the PIR process appropriately. A PIR of Level 2 changes will be undertaken when it is proportionate to do so. For some changes, the CAA may proportionately reduce the extent of evidence and data required from the change sponsor or allow more flexibility in the format of the data required¹.
4. This data request form sets out that list of data required for the CAA to complete the assessment for a scaled PIR. On receipt of this data request form, the change sponsor should provide qualitative statements against each of the general observations listed below. The date on which the CAA requires the data to be submitted is stipulated at the top of this document.

¹ CAP 1616 – Para 294, 295 & Appendix H
APR-AC-TP-041

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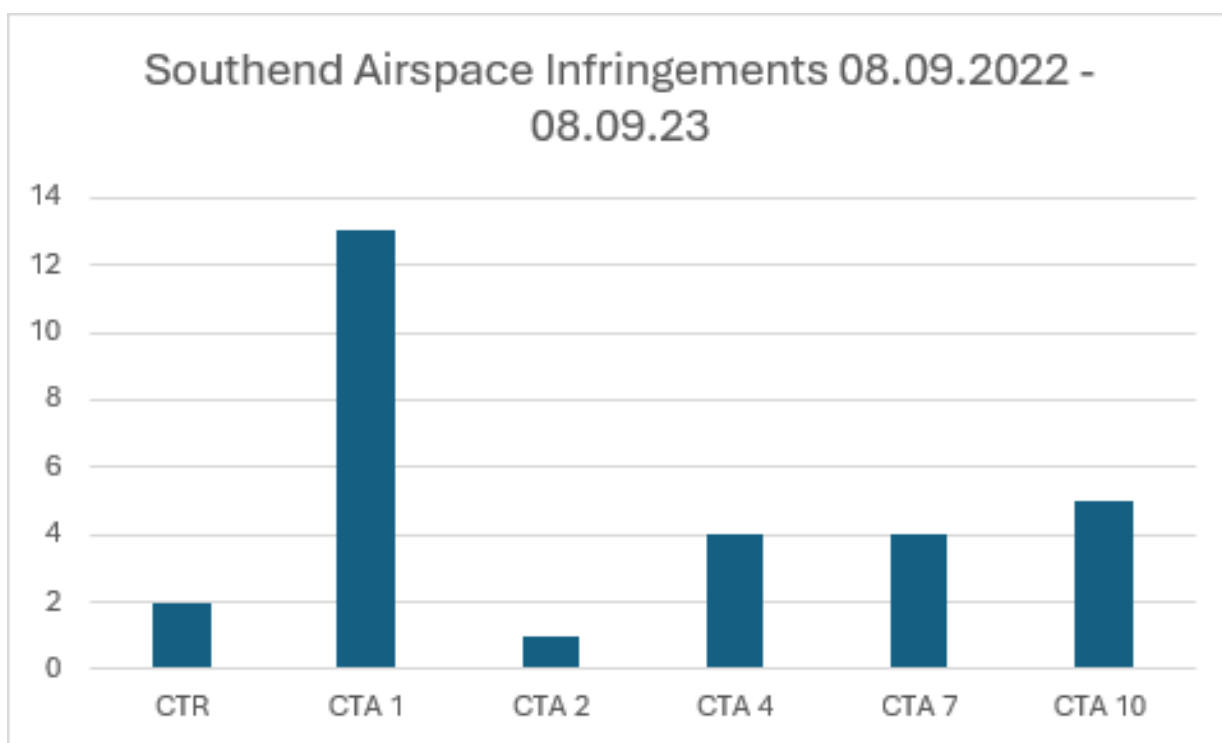
General Observations

1. The following general observations are to enable an overview of the effectiveness of the airspace change.
2. The change sponsor is required to submit a qualitative statement against each data request which supports the conclusion reached in each case.
3. The CAA will review the analysis of the data submitted to ensure the anticipated impacts and benefits in the approved change were as expected.

a) An overview statement on whether, in the change sponsor’s view, the original proposal met the intended objectives as described on the CAA’s decision to approve the change.

Safety data

The following data was captured demonstrating the geographical spread of airspace infringements across Southend’s controlled airspace:



The infringements of CTA-10, although featured, were low in number and non-risk bearing; often owing to the CTA lying over open water without distinguishable features which would aid visual navigation. Please note the infringements within CTA-10 include both the existing CTA and the newly added portion.

Southend ATCOs protectively seek to assist pilots to prevent airspace infringements, providing Lower Airspace Radar Services in the surrounding area between the hours of 0900 – 1800 (local).

Service provision/resource issues

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Since implementation there has been no period, where ATC were open and service / access has been refused. During periods of planned or reactive closure, CTA 10 has reverted to Class G Airspace. During periods of planned and reactive radar outages, LSA uses the NATS ORRD feed to continue to provide a service.

Operational stakeholder feedback

No feedback or complaints received between 8th September 2022 and to date.

LSA regularly attend forums and meetings where feedback could be raised by stakeholders including Airport Consultative Committee (ACC), Manoeuvring Area Safety Team (MAST), LSA Local Airspace Infringement Team (LAIT), London LAIT, Stansted LAIT, Annual Safety Evenings, Noise Forum and Engagement on other ACPs.

Utilisation data

In the 12 months following implementation movement numbers were 31,234, and in the most recent 12 months, movement numbers were 30,186. The airport is continuing to grow and strengthen its commercial passenger offering with 12 destinations currently on sale; summer and winter schedules are bouncing back in a reassuring manner.

b) An overview statement on whether, in the change sponsor's view, the original proposal met any conditions described on the CAA's decision to approve the change (if applicable).

London Southend Airport (LSA) were required to achieve two conditions in order for the ACP to be implemented.

• The sponsor is able to demonstrate that traffic levels have returned after the COVID-19 pandemic such that there is sufficient traffic volume and complexity to justify implementation. The measure for this is the recorded 2018 airport movements (32,531) being achieved within any consecutive 12-month period between the date of this decision and 3 years from this decision.

Between Jan - Dec 2021, LSA recorded 34,111 movements meeting the threshold required. LSA confirmed this in writing to the CAA on the 15th March 2022.

• The sponsor is able to demonstrate that there have been no material changes or developments in terms of implementable technology or operational practices which would deliver the same operational outcomes as CTA 10X without requiring the airspace being designated as part of the Southend CTA.

There were no material changes or developments in terms of implementable technology or operational practices.

c) Confirm that implementation occurred on the dates identified in the Decision Letter. If no implementation date was specified in the Decision, please state so.

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Decision Letter was dated October 2020 and notification to the Sponsor was received on the 3rd November 2020. LSA confirmed in writing to the CAA that the conditions had been met on the 15th March 2022. The CAA confirmed on the 22nd March 2022, that they were in agreement that the conditions had been met. CAA suggested two AIRAC implementation dates 09/22 or 12/22.

AIRAC 09/22 was agreed for implementation to coincide with NATS System build.

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d) If there was a significant delay between the planned and actual implementation date, please provide an explanation.

Decision Letter was dated October 2020, with a validity of implementation within three years.

LSA confirmed in writing to the CAA that the conditions had been met on the 15th March 2022. The CAA confirmed on the 22nd March 2022, that they were in agreement that the conditions had been met. CAA suggested two AIRAC implementation dates 09/22 or 12/22.

AIRAC 09/22 was agreed for implementation to coincide with NATS System build.

e) Identify whether any other issues of significance have occurred during the period 12 months after date of implementation.

LSA ceased H24 operations on the 1st of April 2023. During periods of ATC closure (whether planned or reactive), CTA 10 (along with the other CTAs / CTRs) reverts to Class G.

In December 2023 Radar in the Tower procedures were approved, improving the quality of service that can be provided during the aerodrome opening hours i.e. continued radar provision when approach procedural control would otherwise be employed.

f) Other than normal promulgation activity (e.g. NOTAM, AIC etc.), identify what steps were undertaken to notify local aviation stakeholders that the airspace change was about to be implemented.

LSA undertook engagement with adjacent aerodromes / local flying clubs (inc on airport) / adjacent airspace users.

Email notification of the impending change sent 3rd August 2022 by LSA HoATS.

Hotspot Narrative issued 26th August 2022 by the CAA. by 6th September 2022, the page had had 1200 views.

ASI Tweet issued 7th September 2022, the day before the airspace was implemented.

g) Feedback/complaints received from stakeholders, aviation stakeholders or the Ministry of Defence by the change sponsor in the period between implementation and post-implementation review (including feedback/complaints received via an FCS 1522 Form (UK Airspace Access or Refusal of ATS Report)).

No feedback or complaints received between 8th September 2022 and to date.

LSA regularly attend forums and meetings where feedback could be raised by stakeholders including Airport Consultative Committee (ACC), Manoeuvring Area Safety Team (MAST), LSA Local Airspace Infringement Team (LAIT), London LAIT, Stansted LAIT, Annual Safety Evenings, Noise Forum and Engagement on other ACPs.

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Other information of relevance (if appropriate)

h) Any other information that is relevant to this ACP.

Nil.

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For CAA use only

In providing a response for each general observation, please ensure that the 'status' column is completed using the following options and that they are colour coded accordingly:

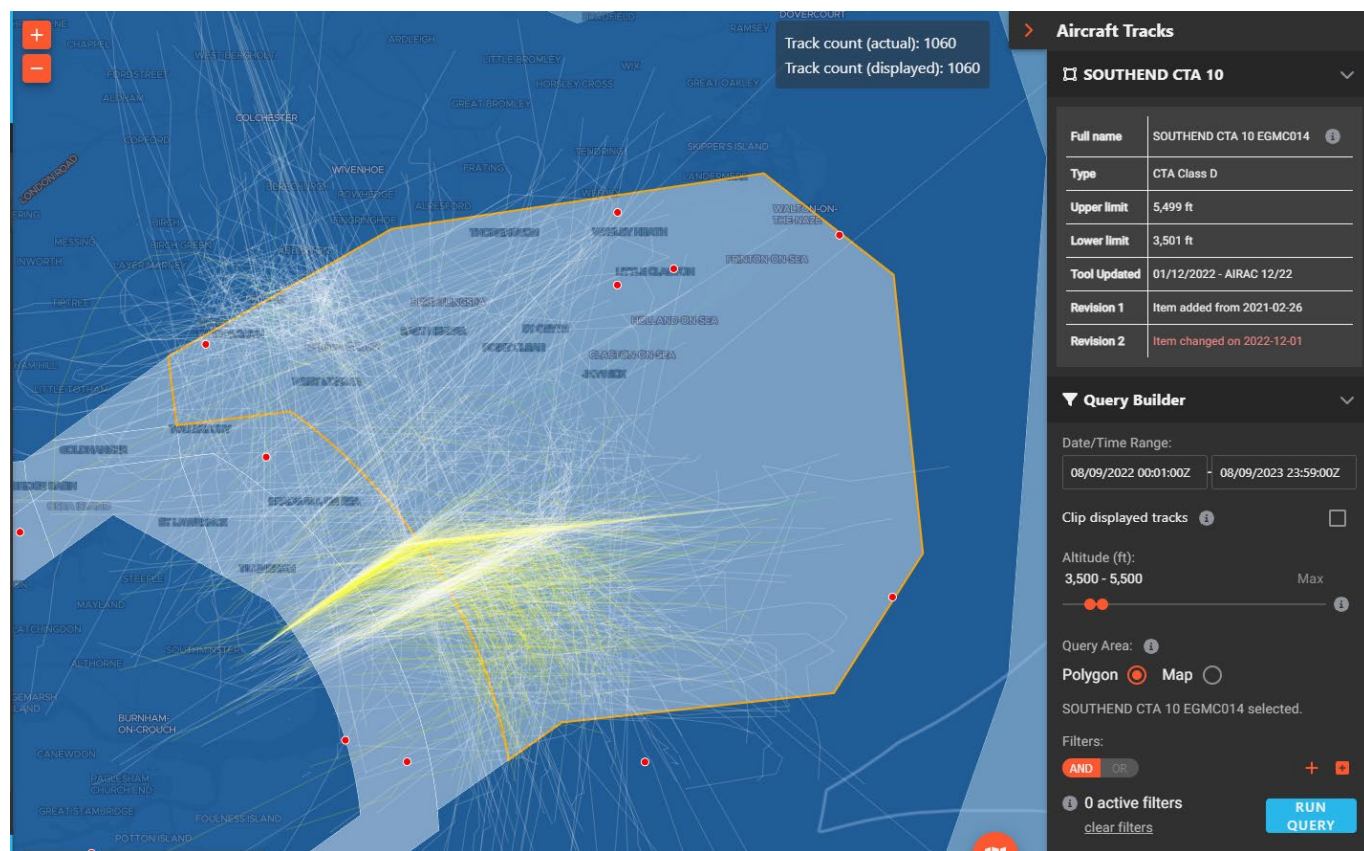
YES • NO • PARTIALLY • N/A

A summary of any issues arising should be provided against each question in the appropriate text box.

General Observations	Status														
<p>a) Has the change sponsor indicated that the original proposal met the intended objectives as described on the CAA's decision to approve the change?</p>	<p>Yes</p>														
<p>The sponsor has provided safety data, service provision/resourcing, operational stakeholder feedback and utilisation data to support this section of the PIR as required in the CAA decision. Taking each area separately,</p> <p>Safety data</p> <p>The data provided by the Sponsor shows 5 infringements of CTA10 in the period for 8/9/2022 to 8/9/2023.</p> <p>A summary of the infringements of CTA10 is below (Please note that the first entry states CTA10 in the text, but is logged against a different airspace volume, in the airspace analyser tool it shows 6 red dots).</p> <table border="1" data-bbox="124 1115 1465 2051"> <thead> <tr> <th data-bbox="124 1115 316 1155">Date</th> <th data-bbox="316 1115 1465 1155">Description</th> </tr> </thead> <tbody> <tr> <td data-bbox="124 1155 316 1317">18/09/2022*</td> <td data-bbox="316 1155 1465 1317">An aircraft infringed the Class D Southend Control Area (CTA-10) on 18 September 2022 at 1103 hours UTC. The aircraft was observed on radar to enter the CTA approximately 15NM northeast of Southend Airport squawking 7000 and climbing to 3,700 feet where the base of controlled airspace is 3,500 feet AMSL.</td> </tr> <tr> <td data-bbox="124 1317 316 1485">23/03/2023</td> <td data-bbox="316 1317 1465 1485">An aircraft infringed the Class D Southend Control Area (CTA-10) on 23 March 2023 at 1343 hours UTC. The aircraft was observed on radar to enter the CTA in the vicinity of Clacton VOR/DME (CLN) indicating 4,100 feet where the base of controlled airspace is 3,500 feet AMSL.</td> </tr> <tr> <td data-bbox="124 1485 316 1603">18/05/2023</td> <td data-bbox="316 1485 1465 1603">An aircraft infringed the Class D Southend Control Area (CTA-10) on 18 May 2023 at 1043 hours UTC. The aircraft was observed on radar entering the CTA tracking southbound at 4,000 feet where the base of controlled airspace is 3,500 feet AMSL.</td> </tr> <tr> <td data-bbox="124 1603 316 1753">08/06/2023</td> <td data-bbox="316 1603 1465 1753">An aircraft infringed the Class D Southend Control Area (CTA-10) on 8 June 2023 at 0902 hours UTC. The aircraft was observed on radar to enter the CTA approximately 25NM east northeast of Southend Airport indicating 3,800 feet where the base of controlled airspace is 3,500 feet AMSL.</td> </tr> <tr> <td data-bbox="124 1753 316 1906">09/06/2023</td> <td data-bbox="316 1753 1465 1906">An aircraft infringed the Class D Southend Control Area (CTA-10) on 9 June 2023 at 1320 hours UTC. The aircraft was observed on radar to enter the CTA squawking 1177 climbing to an indicated 5,400 feet where the base of controlled airspace is 3,500 feet AMSL.</td> </tr> <tr> <td data-bbox="124 1906 316 2051">25/06/2023</td> <td data-bbox="316 1906 1465 2051">An aircraft infringed the Class D Southend Control Area (CTA-10) on 25 June 2023 at 1129 hours UTC. The aircraft was observed on radar to enter the CTA in the vicinity of Clacton (CLN) VOR/DME indicating 4,000 feet where the base of controlled airspace is 3,500 feet AMSL.</td> </tr> </tbody> </table>		Date	Description	18/09/2022*	An aircraft infringed the Class D Southend Control Area (CTA-10) on 18 September 2022 at 1103 hours UTC. The aircraft was observed on radar to enter the CTA approximately 15NM northeast of Southend Airport squawking 7000 and climbing to 3,700 feet where the base of controlled airspace is 3,500 feet AMSL.	23/03/2023	An aircraft infringed the Class D Southend Control Area (CTA-10) on 23 March 2023 at 1343 hours UTC. The aircraft was observed on radar to enter the CTA in the vicinity of Clacton VOR/DME (CLN) indicating 4,100 feet where the base of controlled airspace is 3,500 feet AMSL.	18/05/2023	An aircraft infringed the Class D Southend Control Area (CTA-10) on 18 May 2023 at 1043 hours UTC. The aircraft was observed on radar entering the CTA tracking southbound at 4,000 feet where the base of controlled airspace is 3,500 feet AMSL.	08/06/2023	An aircraft infringed the Class D Southend Control Area (CTA-10) on 8 June 2023 at 0902 hours UTC. The aircraft was observed on radar to enter the CTA approximately 25NM east northeast of Southend Airport indicating 3,800 feet where the base of controlled airspace is 3,500 feet AMSL.	09/06/2023	An aircraft infringed the Class D Southend Control Area (CTA-10) on 9 June 2023 at 1320 hours UTC. The aircraft was observed on radar to enter the CTA squawking 1177 climbing to an indicated 5,400 feet where the base of controlled airspace is 3,500 feet AMSL.	25/06/2023	An aircraft infringed the Class D Southend Control Area (CTA-10) on 25 June 2023 at 1129 hours UTC. The aircraft was observed on radar to enter the CTA in the vicinity of Clacton (CLN) VOR/DME indicating 4,000 feet where the base of controlled airspace is 3,500 feet AMSL.
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A review of the airspace analyser tool on Southend CTA10 for the period 8/9/2022 to 8/9/2023, supports the data provided by the sponsor. The airspace appears to be functioning as intended, and tracks can be seen transiting CTA 10 as well as inbound and outbound from Southend Airport.



The data and arguments made by the Sponsor are consistent with supporting data.

Service provision/resource issues

The Sponsor has stated that when ATC has been available, no service/access has been refused. From the airspace analyser tool, there are clear aircraft tracks transiting CTA10.

Operational stakeholder feedback

The Sponsor has not received any feedback on this volume of airspace since its implementation. The sponsor is proactive in attending several forums, committees and groups and appears to have been accessible and made reasonable efforts to engage stakeholders.

Utilisation data

The data provided supports the decision and indicates that the movements have been maintained to the levels required for the additional volume CTA10X to be incorporated to CTA 10. The traffic levels have remained above 30,000 in a 12-month period.

Summary

The objective of this ACP is set out in CAP1982 paragraphs 1–3. In summary, the objective was to provide an additional airspace volume based on an increase in air traffic levels and airspace complexity.

The traffic levels did increase, triggering the implementation of this ACP. The traffic levels have been maintained post implementation, and the airspace structure appears to be functioning as intended, with appropriate air traffic services to support the airspace volume.

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<p>b) Has the change sponsor indicated that the original proposal met any conditions described on the CAA's decision to approve the change (if applicable)?</p>	<p>Yes</p>
<p>The Sponsor was required to achieve two conditions before implementation.</p> <p>The first traffic numbers should have returned to pre COVID-19 levels. The measure set by the CAA was 32,531 based on 2018 data. Between January and December 2021 London Southend Airport recorded 34,111 movements. The Sponsor informed the CAA of the traffic levels in writing on 15th March 2022. This condition was met.</p> <p>The second condition was that in the period between ACP decision and implementation, that no material changes or developments in terms of implementable technology or operational practises could be deployed instead of this airspace change. As stated by the Sponsor and accepted in this ACP, no other option existed, therefore the airspace was implemented as proposed. This condition was met.</p>	
<p>c) Did the implementation occur on the date(s) identified in the Decision Letter?</p>	<p>Yes</p>
<p>The implementation occurred when the conditions referenced above were met. The Sponsor notified the CAA on the 15th March that the conditions had been met. The CAA agreed that the conditions had been met in writing on 22nd March 2022.</p> <p>The airspace was implemented in AIRAC 09/22 on 8th September 2022.</p>	


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General Observations	Status
d) Was there a significant delay between the planned and actual implementation date?	No
There was no significant delay in implementing the airspace, once a plan was agreed, it was followed.	
e) Has there been any other issues of significance that occurred during the period 12 months after date of implementation?	Yes
<p>The Sponsor has submitted that in April 2023, some periods of ATC closure occurred. During these periods of closure, when an Air Traffic Service was unavailable the Sponsor NOTAMed the closure and CTA10 reverted to Class G.</p> <p>Outside the review window, the Sponsor has stated that in December 2023, Radar in the Tower procedures were approved allowing Southend ATC to improve the quality of service that can be provided.</p>	
f) Other than normal promulgation activity (e.g. NOTAM, AIC etc.), were there any steps undertaken to notify local aviation stakeholders that the airspace change was about to be implemented?	Yes
The Sponsor has provided details of proactive engagement with Stakeholders.	
g) Were there any feedback/complaints received from stakeholders, aviation stakeholders or the Ministry of Defence by the change sponsor in the period between implementation and post-implementation review?	No
<p>The Sponsor has stated that no feedback or complaints have been received in relation to CTA10(x) since its implementation on 8th September 2022.</p> <p>The Sponsor has been active in several forums and has remained open to feedback on this airspace change.</p>	

Other information of relevance (if appropriate)	Status
h) Any other information that is relevant to this ACP.	N/A
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General Summary and recommendation	
Based on the above, does the CAA Project Officer recommend that this concludes the PIR assessment for this ACP?	Yes
<p>The Sponsor has provided evidence that the airspace is working as set out in the original ACP and CAA decision.</p> <p>The Sponsor has demonstrated that the number of movements required to implement the airspace change has been maintained throughout the period of the PIR.</p> <p>The Sponsor has remained open to stakeholder engagement and no issues or complaints have been raised with the sponsor around CTA10.</p> <p>I am satisfied that the implementation of Southend CTA10 has satisfactorily achieved the intended objectives and recommend that the PIR is concluded for this ACP.</p>	

Decision and Sign Off	
Based on the above, does the Decision Maker conclude that the PIR assessment for this ACP complete?	Yes
I support the recommendation that the PIR for this ACP is complete.	
	
Manager Airspace Regulation/Principal Airspace Regulator (delete as applicable)	
Date: 03/05/2024	