

## LONDON SOUTHEND AIRPORT

### AIRSPACE CHANGE PROPOSAL

Introduction of Standard Instrument Departure Procedures  
to Routes in the London Terminal Control Area

**Sponsor Consultation – 2016**

#### Part C

#### Information about the Consultation Process



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## 18. Who are we consulting?

- 18.1. Given the nature of the proposed changes the CAA requires that we consult with representatives of communities on the ground who might be affected by the change, either adversely or beneficially.
- 18.2. Therefore we are consulting County, Borough and District Councils, together with Parish Councils, in the areas of Essex and North Kent that may be potentially affected.
- 18.3. The consultation is not limited to these organisations and is freely available to the general public via the LSA website. **We welcome the views of the general public and other interested parties who may or may not be affected by the proposed changes.**
- 18.4. In addition we are consulting the major airspace users who will most likely be using the proposed SID procedures, that is to say the airlines using LSA and other aircraft operators based at LSA who require regular access to the Airways System. We are also consulting the adjacent ATS organisations that interface with LSA ATC.
- 18.5. Whilst we have endeavoured to explain the proposed SID procedures as simply as possible, it is expected that some consultees may not be familiar with aviation terminology, particularly with the technical aspects of IFP design. Thus the offer is made for them to seek clarification, preferably by e-mail query, if they so desire. (See paragraph 19.7). We ask that any such queries are submitted as early as possible in order that any subsequent responses to the consultation can be submitted within the consultation period.
- 18.6. We also intend to develop a list of “Frequently Asked Questions” that arise from the consultation. These will be posted separately on the consultation page of the LSA website in due course.
- 18.7. A list of the consultees is given separately at **Appendix B<sup>1</sup>**.

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<sup>1</sup> The Appendices to the Consultation Documents are posted as a separate document on the LSA website.

## 19. Responding to the consultation

19.1. You are invited to respond to the consultation via a discrete e-mail address:

[LSASID@southendairport.com](mailto:LSASID@southendairport.com)

or follow the links on the LSA website to:

<http://www.southendairport.com/8-english/75-standard-instrument-departure-procedures/>

19.2. Please indicate clearly that this is your **RESPONSE** to the consultation.

19.3. If you cannot submit your response by email you may do so in writing to the following address:

SIDs Consultation

Airport Development Co-ordinator

London Southend Airport

Southend-on-Sea

Essex

SS2 6YF

19.4. Please note that we cannot guarantee that a response submitted by any other means will be accounted for in the consultation.

19.5. E-mail responses will be electronically acknowledged by automatic response e-mail. Responses sent by post will not be acknowledged; if confirmation of receipt is required please use a recorded delivery service. Late responses received after the closing date will be logged and stored but not analysed.

**19.6. We will not enter into correspondence with individual respondents on issues relating to this consultation.**

19.7. However, if you have any queries about what is presented in this document please contact the Focal Point (as detailed in paragraph 9.1 or 9.3 above) as soon as possible. Please indicate clearly that this is a **QUERY** about the consultation. (NB If using the e-mail link detailed above you will receive the electronic automatic e-mail acknowledgement. However we will be checking e-mails regularly and will respond to your query as quickly as possible.)

19.8. A summary of the key issues raised in the consultation and further details of the next steps will be provided in a feedback report which will be published on the LSA website after the end of the consultation. No personal details of respondents will be included in the Report.

## 20. Confidentiality

- 20.1. The CAA requires that all consultation material, including copies of responses from consultees and others, is included in any formal submission to the CAA of an airspace change proposal necessary for the implementation of the SID procedures.
- 20.2. LSA undertakes that, apart from the necessary submission of material to the CAA and essential use by our consultants for analysis purposes, LSA will not disclose any personal details or content of individual responses to any third parties. Our consultants are signatories to confidentiality agreements in this respect.
- 20.3. LSA will treat all responses with due care and sensitivity. If you do not want your personal details to be forwarded to the CAA please let us know. All data passed to the CAA is bound by the Data Protection Act.
- 20.4. However, it should be noted that the CAA has recently introduced a Policy that all documentation submitted by the Sponsor of an ACP will eventually be published on the CAA website.

## 21. Analysis of the consultation feedback

- 21.1. LSA will consider all relevant feedback received from consultees or the general public, taking into account the guidance from Government and the CAA and the various CAA policy requirements.
- 21.2. As detailed above, a summary of the key issues raised in the consultation and conclusions drawn from the responses, together with further details of the next steps will be provided in a feedback report which will be published on the LSA website after the end of the consultation. The report will form part of the formal ACP to be submitted to the CAA.
- 21.3. All of the feedback from the consultation will be made available to the CAA as part of the airspace change proposal. This will allow them to assess independently whether we have drawn the appropriate conclusions from the feedback received whilst, at the same time, complying with the procedure design and consultation requirements.
- 21.4. However, it is essential to note that whereas some changes may be individually desirable from a community point of view, they may not be feasible for procedure design or operational reasons or may be outweighed by dis-benefits to other communities.
- 21.5. It will be the CAAs decision whether or not to approve the procedures that we submit following this consultation. In reaching that decision they will assure themselves that the procedures submitted are safe and in compliance with their procedure design requirements and that we have correctly complied with their environmental analysis and consultation requirements.
- 21.6. The CAAs decision will be published on the CAA website.
- 21.7. Approximately 1 year following introduction of the SID procedures the CAA will conduct a Post-Implementation Review (PIR) in order to satisfy itself that the objectives and benefits of the procedures have been achieved and that the ATM System is working as stated in the ACP documentation. The PIR will be published on the CAA website.

## 22. Compliance with the consultation process

22.1. If you have any concerns regarding **our** compliance with the consultation requirements set out in the CAAs guidance for airspace change (CAP725) you may direct your concerns to the CAA at:

Airspace Regulator (Co-ordination)  
Airspace Regulation,  
Safety and Airspace Regulation Group  
CAA House  
45-59 Kingsway  
London WC2B 6TE

e-mail: [airspace.policy@caa.co.uk](mailto:airspace.policy@caa.co.uk)

22.2. Please note that this address must not be used for direct responses to the consultation; doing this will make it unlikely that your views will be captured.

22.3. Furthermore, please note that the CAA will respond only to concerns about LSA's compliance with the process. They will not comment on the proposal itself.

## 23. What happens next?

- 23.1. This consultation runs from **26 February 2016 to 27 May 2016**, a period of 13 weeks, during which consultees can consider the proposed procedures and submit responses as detailed in Section 19 above.
- 23.2. On completion of the consultation we will analyse all responses submitted and compile a Report of the consultation. We will identify any major themes that emerge from the consultation and make a response to them in the Report. The Report will be posted on the LSA website and will form part of the formal ACP.
- 23.3. Where it is identified that a change to the proposed procedure designs may be of overall benefit, taking due regard of the safety, procedure design criteria and airspace management constraints, we will consider implementing changes. However, as stated previously, whereas some changes may be individually desirable from a community point of view, they may not be feasible for procedure design or operational reasons or may be outweighed by dis-benefits to other communities.
- 23.4. LSA will then compile a formal ACP for submission to the CAA, together with the proposed procedure designs. We expect to make this submission in July 2016.
- 23.5. The CAA will assess the ACP in accordance with CAP725 and will assess the procedure designs in accordance with the provisions of CAP778 and CAP785 and we expect a regulatory decision on both aspects in December 2016.
- 23.6. In the event that the CAA approves the ACP and the procedure designs then the SIDs we expect the SIDs will be promulgated in the UK AIP in March 2017.