

LAMP2 Airspace: Design Principles

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The NATS logo is displayed in a white, italicized, sans-serif font. It is positioned in the lower right area of the slide, above the footer text. The background of the slide features a dark teal gradient with two bright green lines that curve upwards from the bottom left towards the top right, creating a sense of motion or a stylized path.



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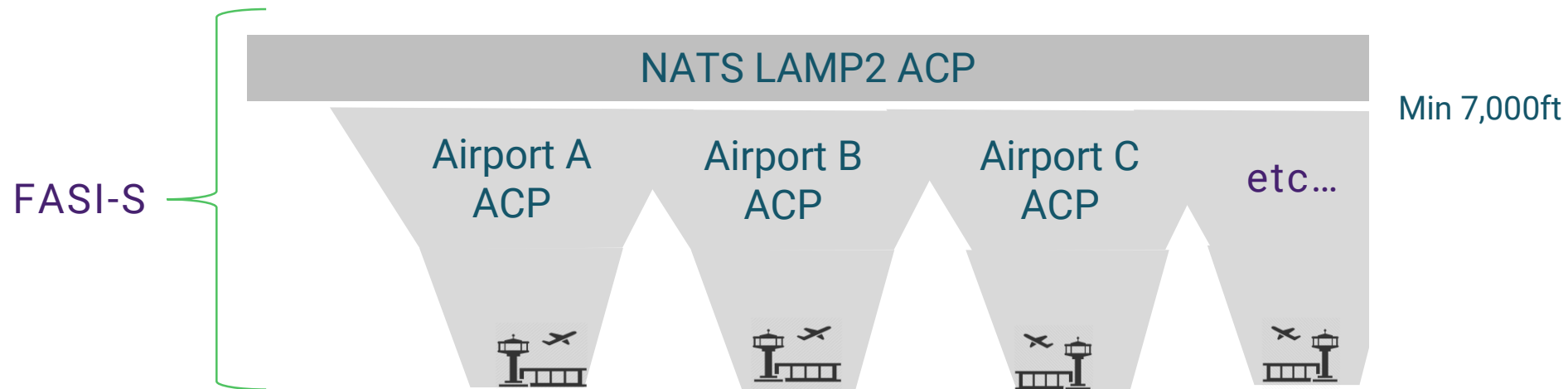
- Introduction to LAMP2
- LAMP2 scope
- LAMP2 design principles

What is LAMP2?

- LAMP stands for London Airspace Management Programme
- LAMP is an Airspace Change Proposal (ACP) that aims to modernise the airspace network above 7,000ft over London and surrounding area.
- Second phase of network modernisation
- It is part of a wider programme called Future Airspace Strategy (South) or FASI-S for short.

FASI-S

- FASI-S is a programme to modernise the whole network, from the ground upwards
- It comprises airspace change projects of individual airports and NATS through a collaborative approach



- Design and consultation below 7,000ft is led by airports

LAMP2 - airport interface

- LAMP2 will interface with airport ACPs via departure 'gateways' and arrival 'letterboxes' at 7,000ft (or above)
- NATS is a stakeholder in the airport ACPs and will feed in the technical requirements to the airports (e.g. the maximum number of gateways technically possible), but will not dictate their use or position
- The number and position of the gateways/letterboxes will be determined by the airports as part of their design process



LAMP2 Scope

- The NATS LAMP2 airspace change is from 7,000ft upwards
- DfT Air Navigation Guidance (2017) states that, at and above 7,000ft the minimising of noise is no longer a priority and consultation is unlikely to be necessary
- CAA defines ACP Level 2 change as one that will not change flight paths below 7,000ft (LAMP2 is at and above 7,000ft)
- Level 2 consultation (c.2021) will be focused on the impact to airspace users and the benefit/impact in terms of greenhouse gas emissions

Design Principles

- Principles are part of the CAA's Airspace Change Process (CAP1616)
- Design principles describe the general qualities a change should seek to achieve
 - more about the way something should be done
 - less about the specific how
- Can be contradictory, can be prioritised, can be accepted or rejected, provided there are reasons to do so

Proposed Design Principles for LAMP2



- DP0 (Golden) – Safety of all airspace users is the highest priority
- DP1 Engagement – ANSPs and Airports
- DP2 Engagement – Aviation Industry and Airspace Users
- DP3 Environment – Optimise network fuel performance
- DP4 Environment – NATS LAMP2 design scope is for routes 7,000ft and above
- DP5 Airspace – The volume of airspace under LAMP2 should be the minimum necessary to deliver an efficient airspace design capable of meeting future traffic demand, taking into account the needs of UK airspace users
- DP6 Airspace – The needs of GA and other airspace users will be considered, in the airspace at and above 7,000ft
- DP7 Airspace – The needs of MoD users will be considered, in the airspace at and above 7,000ft
- DP8 Modernisation – The current airspace design will not constrain efforts to systemise the network, for efficiency and capacity
- DP9 Modernisation – RNAV1 would be the minimum navigation standard for the main route network linking Airport procedures with the En Route phase of flight