



██████████
London Luton Airport
Navigation House
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Luton
Bedfordshire
LU2 9LY

11 December 2019

BY EMAIL ONLY: ██████████

Ref: ACP 2018-70 Luton Airport FASI-South Airspace Change Proposal (the ACP)

Dear ██████,

Thank you for your letter dated 3 October 2019.

We note and welcome your confirmation that Luton understands the context of the Airspace Modernisation Strategy (**AMS**), the role of the FASI-S initiative within it and your confirmation that you agree with our interpretation that Design Principle 2 includes the AMS. Further, we also note and welcome your commitment to working collaboratively with other airspace change sponsors to achieve the best airspace structure for all change sponsors and that this concept is captured within your Statement of Need (**SoN**). The CAA's position remains that the statement included within your SoN is capable of being interpreted as a reference to the Masterplan (as defined in my letter dated 10 September 2019) and that stakeholders will expect Luton to engage on this.

Accordingly, the CAA expects that you will engage with stakeholders in Stage 2 to clarify the context of the AMS and the Masterplan and set out how both interact with your Design Principles. Whilst we acknowledge that, at this stage, the Masterplan remains in draft, it is important that sponsors communicate to stakeholders the existence of a Masterplan and the impact that this will have design options sponsors are able to bring forward.

You mention in your letter that Luton have been working bilaterally and trilaterally with other airspace change sponsors. We welcome this coordination, however, in order to ensure that effective coordination takes place, we would expect to see evidence of further coordination with sponsors of interdependent ACPs being carried out under the Masterplan.

To reiterate, the CAA's position remains that an individual ACP should not proceed through Gateway 2 unless the sponsor can demonstrate the options developed at Stage 2 are the product of co-ordination with other sponsors of interdependent airspace change proposals, that this co-ordination must be carried out under the Masterplan, which has been 'assessed and accepted' by the co-sponsors of the AMS, and that those options are arrived at through engagement on both the AMS and the Masterplan with stakeholders.

The CAA has now published further guidance on the interaction between the Masterplan and the FASI-S and FASI-N programmes. This guidance can be found here - <https://www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Airspace-change-proposals-in-the-FASI-S-and-FASI-N-programmes/>



Principal Airspace Regulator
Civil Aviation Authority