

CAP1616 ACP Restart: Sponsor Evidence & Justification for Restart of a Paused ACP

Sponsor: Bristol Airport Ltd

ACP ID: ACP-2018-55

ACP Title: Bristol – airspace, departure and arrival procedures FASI South Programme

Link to CAA Policy Statement: [Guidance for Sponsors](#)

Introduction and background

Due to the current restriction on the movement and gathering of people and reduced resources at the airport, as a result of the Covid-19 pandemic, Bristol Airport has chosen to pause its ACP.

Following the announcement in March 2021 from The DfT and CAA of Government financial support for the FASI programme (see statements below), Bristol Airport requests to restart this ACP in April 2021.

DfT and CAA stated, “We are pleased to announce that we will be providing funding to enable FASI airspace change sponsors through a grant administered by the CAA. This will enable sponsors to continue through Stage 2 of the airspace change process (ACP) known as CAP1616 as part of the government’s commitment to supporting restart in the aviation sector and decarbonisation”.

“The investment has been made available to airports involved in the Airspace Modernisation Strategy to ensure this vital project remains on track, reflecting the government’s commitment to modernising the airways while supporting the aviation sector as we recover from the pandemic”.

Sponsors ACP restart proposal

Q1) Have there been any changes to the issue or opportunity in the Statement of Need, the operating environment or geographical area in which the ACP is being developed?		
1A) Changes to the issue or opportunity in the Statement of Need	No	<p>Confirmation statement</p> <p>Bristol Airport propose that no change is necessary to the Statement of Need (SoN).</p> <p>The SoN references the fact that The Department for Transport have notified aviation stakeholders that the controlled airspace in southern England used to support commercial air transport operations, is capacity constrained. The recent Government funding announcements reiterate the belief that this remains an essential driver for change.</p> <p>The SoN also references increases in traffic demand and capacity and whilst the current pandemic has seen traffic levels decrease, the expectation is for them to return to pre-covid levels and beyond. Therefore, these issues remain to be addressed if this ACP is to be fit for the future.</p> <p>Bristol Airport is planning to conduct an airspace change proposal to modernise the airports arrival and departure routes and update some of the associated airspace structures from 0 to 7000ft.</p> <p>The redesign of Bristol Airport’s arrival and departure routes using satellite navigation standard will enable the airport to address several local airspace issues, specifically:</p> <ul style="list-style-type: none"> • Minimise flight paths over populated areas where possible

		<ul style="list-style-type: none"> • Reduce emissions through minimising track miles • Alter the location of the main hold • Seek flexibility of boundaries with local airports to facilitate continuous use of RNAV <p>Each of these issues remain to be resolved.</p>
1B) Changes to the operating environment or geographical area	No	<p>Confirmation statement</p> <p>The operating environment or geographical area in which the ACP is being developed has not changed.</p> <p>With this in mind, the Design Principles developed during Stage 1b of the Airspace Change Process remain applicable. Bristol Airport has not identified any reason to revisit materials submitted as part of the airspace change to date.</p>

Q2) Have there been any changes to law, government policy or CAA requirements that would affect the development of an ACP or parts of an ACP?		
2A) Changes to law or government policy	No	<p>Confirmation statement</p> <p>Bristol Airport understands there have been no changes to Section 70 of the Transport Act 2000 or the Air Navigation Guidance which would affect the work carried out to date in reaching Stage 2a.</p> <p>In October 2020 the CAA released an airspace modernisation policy statement which outlined the following: “...as of October 2020, we do not believe there are any policy changes in the last 12 months that by themselves would require an airspace change sponsor to revisit materials submitted as part of an airspace change”.</p> <p>There has been no further communication from the CAA to affect the validity of this statement.</p>
2B) Changes to CAA requirements	No	<p>Confirmation statement</p> <p>Bristol Airport is not aware of any changes to CAA requirements since this proposal has been paused which would impact the restart of this ACP.</p> <p>The CAP1616 process has recently been up-issued (Version 4, revised 1st March 2021) and Bristol Airport do not believe this impacts on the work carried out to date in reaching Stage 2a.</p> <p>In addition, CAP2091, Policy on Minimum Standard for Noise Modelling, published in January 2021, will have no impact.</p> <p>Bristol Airport intends to continue working with ACOG in the development of further iterations of the Masterplan and we commit to meeting the requirements of the CAA criteria for assessing and accepting the Airspace Change Masterplan when it is published.</p>

Q3) Have there been any changes to the list of identified stakeholders?		
3A) Stakeholder changes	No	<p>Confirmation statement</p> <p>Bristol Airport have not identified any changes to external stakeholders that have been engaged on this ACP to date.</p> <p>It would be prudent to undertake some re-engagement with stakeholders at the earliest opportunity, in preparation for the programme restarting and the airport expects this to include emails and running forums/focus groups as well briefing the Airport Consultative Committee.</p>