

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

Sponsor: Edinburgh Airport

ACP ID: ACP-2019-32

ACP Title: Edinburgh Airport Airspace Change Programme

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

Introduction and background

Given the impacts of the COVID-19 pandemic on the aviation sector and the uncertainty regarding the length of any recovery period, Edinburgh airport thought it was prudent to pause this Airspace Change Proposal (ACP). This ACP was paused in April 2020.

Following the announcement in March of this year, from The DfT and CAA of Government financial support for the FASI programme (see statements below), Edinburgh 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	Confirmation statement Edinburgh Airport believes that there is no change to the issue or opportunity as described in the SoN. Shortly after departure Edinburgh airport's current route designs create a 'bottle neck' which due to vortex separation requirements causes inefficiencies in the airspace and limits runway capacity. This proposal, to introduce RNAV 1 SIDs and Arrival Transitions and RNAV 5 STARs will take advantage of these procedures improved navigational capabilities to improve airspace and runway efficiency and capacity and to minimise environmental impacts in terms of people overflowed and by cutting average CO2 emissions. These improvements will also serve to make Edinburgh Airport compliant with the existing European PBN-IR and it is assumed any subsequent UK interpretation of that regulation. 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-

		<p>Covid levels and beyond. Therefore, these issues remain to be addressed if the airspace is to be fit for the future.</p> <p>We feel these aims remain current in 2021.</p>
1B) Changes to the operating environment or geographical area	No	<p>Confirmation statement</p> <p>There is no change to the operating environment as set out at the start of this process.</p> <p>Any impacts of proposed changes will remain at 7000ft or below and within the area initially indicated.</p> <p>Neighbouring ANSPs with whom we have committed to undertake a collaborative approach to airspace change are expected to remobilise in the same time frame as Edinburgh airport although changes at Edinburgh are not contingent on changes at any other airport.</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>Edinburgh airport believes that there have not been any changes to the law or government policy which impact the proposed change.</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> <p>With respect to the European PBN-IR which was an original driver for airspace change, but which is no longer applicable to UK aviation, the airport believes that there is still a need to remain compliant with the potential future UK embodiment of this policy.</p>
2B) Changes to CAA requirements	No	<p>Confirmation statement</p> <p>Edinburgh 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 Edinburgh Airport do not believe this impacts on the work carried out to date in reaching the Define Gateway.</p> <p>In addition, CAP2091, Policy on Minimum Standard for Noise Modelling, published in January 2021, will have no impact. Edinburgh Airport is already equipped to Cat C noise monitoring equipment as detailed in CAP2091 and is progressing to Cat B when time and money allow. This is well above the minimum standard for an airport of Edinburgh’s size.</p> <p>The airport intends to continue working with ACOG in the development of further iterations of the Masterplan ensuring it meets the requirements of the CAA criteria for assessing</p>

		and accepting the Airspace Change Masterplan when it is published.
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Q3) Have there been any changes to the list of identified stakeholders?		
3A) Stakeholder changes	No	<p>Confirmation statement</p> <p>Edinburgh Airport have not identified any changes to external stakeholders that have been engaged on this ACP to date however a review will be conducted to determine if the stakeholder list requires updating considering changes in the aviation sector.</p> <p>It would be prudent to undertake re-engagement activities with stakeholders at the earliest opportunity, in preparation for the programme restarting and the airport expects this to include emails and workshops with community groups and local and industry stakeholders, including the Airport Consultative Committee.</p> <p>During the time that Edinburgh's ACP has been paused there has been regular engagement with NATS, ANS, AGS and the MoD regarding Airspace Change in the Edinburgh Airport vicinity (to the East of the Airport over the North Sea). Also, regular meetings have been held with the Airport Consultative Committee as well as EANAB (the Edinburgh Airport Noise Advisory Board). EANAB is currently undergoing a review process to look at its effectiveness in engagement with local communities and the focus of its work. The GA community have also been informed of Edinburgh Airport's plans to restart the ACP.</p>