

Sponsor Evidence and Justification for Restart of a Paused ACP

Sponsor: Glasgow Airport Limited

ACP ID: ACP-2019-46

ACP Title: Glasgow Airport Airspace Change

Version 3.1, 11/05/2021

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

Background

Glasgow Airport Limited (GAL) took the decision to pause ACP-2019-46 in April 2020 as the devastating effects of the COVID-19 pandemic and its associated impact on the demand for aviation became clear. Prior to the pandemic, GAL was participating in the FASI programme with 20 UK airports and NATS to develop a Masterplan for airspace modernisation. GAL's ACP was paused (alongside the other Masterplan proposals) when the pandemic hit and the airport's ability to continue investing in the airspace change was severely restricted.

GAL understands that airspace modernisation remains an urgent Government priority, offering a once in a generation opportunity to deliver quicker, quieter and cleaner flights. In addition, the new Performance-based Navigation (PBN) routes proposed as part of the ACP are crucial to replace GAL's existing procedures that are inefficient and based on outdated ground-based navigation aids that have reached their end of life.

Following the announcement in March of 2021 from The DfT and CAA of short-term financial support for the next phase of the FASI programme (see statement below), GAL intends to restart ACP-2019-46 in May 2021.

Statement from DfT and CAA as Airspace Modernisation Co-sponsors (March 2021): *"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 There are no material changes to the issues and opportunities that the ACP is intended to address that would require GAL to revisit the Statement of Need (SoN). The (SoN) describes that the ACP is taking place to enable the UK to modernise its airspace by 2025 in accordance with the Future Airspace Strategy Implementation North (FASI North) programme. This includes the introduction of PBN routes by 2024 in order to meet regulatory requirements and to remove the reliance on outdated ground-based navigation

		<p>aids by introducing procedures that are designed to advanced Global Navigation Satellite Systems (GNSS) standards.</p> <p>GAL expects the ACP to result in operational and environmental benefits in the form of reduced fuel burn and CO₂ emissions and to offer opportunities to better manage the effects of aircraft noise. The ACP will support a sustainable recovery in traffic levels following the pandemic and at the same time enable a review of the airport's Controlled Airspace (CAS) boundaries.</p> <p>The airport understands that whilst the Airspace Modernisation Strategy (AMS) is expected to undergo a review to create a new regulatory framework in line with UK law, not EU law, the FASI programme is expected to deliver as close as possible to the original timescales. This is because the fundamental objective of airspace modernisation, namely to enable sustainable growth whilst meeting UK Net Zero ambitions for the aviation sector is a key UK policy objective.</p> <p>In addition, NERL's DVOR withdrawal programme requires the airport to remove their reliance on the GOW and PTH VORs. Achieving this is dependent on the implementation of PBN Instrument Approach and Departure Procedures.</p> <p>The SoN also references increases in traffic demand and capacity. Whilst the current pandemic has seen traffic levels decrease, the latest industry forecasts expect flights to and from Glasgow Airport to recover to pre-covid levels and increase further over the next 5 to 10 years.</p>
<p>1B) Changes to the operating environment or geographical area</p>	<p>No</p>	<p>Confirmation statement</p> <p>The operating environment and geographical area in which the ACP is being developed has not changed.</p> <p>GAL considers that the airspace Design Principles developed through extensive stakeholder engagement during Stage 1b of the ACP remain a comprehensive and balanced framework to guide the upcoming airspace options development and assessment activities.</p>

<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?</p>		
<p>2A) Changes to law or government policy</p>	<p>No</p>	<p>Confirmation statement</p> <p>GAL understands that there has been no change to Section 70 of the Transport Act 2000, the Air Navigation Guidance or the CAP1616 process 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:</p> <p>"...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>

		With respect to the European PBN-IR which was a driver for airspace change but which is no longer applicable to UK aviation, GAL understands that there is still a need to remain compliant with the potential future UK embodiment of this policy that is currently subject to a Government consultation.
2B) Changes to CAA requirements	No	<p>Confirmation statement</p> <p>GAL is not aware of any changes to the CAA's requirements linked to the development of ACP-2019-46 that have arisen since the proposal was paused.</p> <p>The CAP1616 process has recently been updated to version 4 on 1st March 2021. GAL has reviewed the amendments made as part of the v4 update and find no material impact on the work conducted on ACP-2019-46 to reach Stage 2a.</p> <p>Similarly, the recent publication of CAP2091, Policy on Minimum Standard for Noise Modelling, in January 2021, has no material impact on the work conducted on the ACP.</p>

Q3) Have there been any changes to the list of identified stakeholders?		
3A) Stakeholder changes	No	<p>Confirmation statement</p> <p>GAL has reviewed the stakeholders engaged during Stage 1 of the ACP and found no required changes to the list of identified stakeholders. GAL have not identified any additional stakeholders who require engagement since this ACP paused. However, some key industry stakeholders are no longer present. In addition, following local elections, there have been some changes to MSPs and councillors. These changes will be reflected in an updated version of the engagement plan.</p> <p>As part of the ACP restart process, a short stakeholder engagement exercise will take place to re-confirm all points of contact and advise representatives of GAL's approach to remobilising the proposal as part of the FASI programme and Airspace Masterplan process.</p>