

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

Sponsor: Gatwick Airport Ltd

ACP ID: ACP-2018-60

ACP Title: Gatwick redesign of departure and arrival routes and procedures (FASI-South)

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

Introduction and background

The uncertainty surrounding the extraordinary impact of the Coronavirus pandemic means this ACP has been paused whilst Gatwick Airport Ltd (GAL), and our stakeholders, consider the effects on the industry and the public, and adapt our plans accordingly.

This ACP was paused in April 2020.

Following the announcement in March 2021 by the DfT and CAA of Government financial support for the FASI programme (see statements below), GAL requests to restart this ACP in May 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>GAL propose that no change is necessary to the Statement of Need (SoN).</p> <p>The SoN identifies that UK airspace requires modernisation and that the best vehicle to achieve this is the FASI-S programme. At the core of the change will be design improvements to create additional capacity and allow GAL to manage traffic in ways that reduce, where possible, the impact on local communities.</p> <p>Whilst the current pandemic has seen traffic levels decrease, the expectation is for them to return to pre-COVID levels and beyond.</p> <p>This proposal should offer operational efficiencies in the form of reduced stacking, fuel burn and CO2 emissions and allow greater systemisation of procedures which when combined with new air traffic management tools and aircraft capabilities, should facilitate noise reduction and other environmental benefits.</p> <p>Desired Outcomes:</p>

		<ul style="list-style-type: none"> • Implement systemised departure and arrival procedures that improve safety and resilience, increase capacity and offer improved operational agility. • Efficiently integrate with LAMP airspace design and makes best use of enhanced network system capabilities • Limit and seek to reduce environment impacts on, and provide predictability for, local communities. <p>These issues remain to be addressed through this ACP.</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. GAL have 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>GAL 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>GAL 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 GAL 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>The 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>GAL have not identified any changes to external stakeholders that have been engaged on this ACP to date. However, it would be prudent to undertake some re-engagement with stakeholders in preparation for the programme restarting.</p> <p>GAL expects this to include engagement events with local and industry stakeholders - including the Airport Consultative Committee and the Noise Management Board - the aims of which include improving stakeholder understanding of the process and to inform the engagement plan going forward.</p>
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Signed for and on behalf of Gatwick Airport Ltd



Gatwick Airport Ltd