

14th May 2021

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

Sponsor: Biggin Hill Airport Ltd

ACP ID: ACP-2018-96

ACP Title: Biggin Hill - Redesign of Departure and Arrival Routes and Procedures (FASI-South)

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

Introduction and background

Due to restrictions imposed by the Covid 19 pandemic, London Biggin Hill Airport (LBHA) decided to pause this ACP until the necessary engagement and consultation with our Stakeholders and the public could be satisfactorily and safely achieved, meeting the requirements of the CAP1616 Airspace Change Process.

This ACP was paused in November 2020.

Following the announcement in March of 2021 from The DfT and CAA of Government financial support for the FASI programme (see statements below), LBHA 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

Confirmation statement

LBHA propose that no change is necessary to the Statement of Need (SoN).

A letter sent to LBHA from Baroness Sugg (dated 23rd June 2018) set out the need for an Airspace Modernisation

		<p>Programme to facilitate the future needs of UK airspace users and asked for our 'commitment to the development and delivery of the Airspace Modernisation programme in the south east of the UK'.</p> <p>In accordance with this request LBHA stated the need to design and introduce new and/or revised departure and arrival routes that will fully and properly integrate with the new London Terminal Area architecture which will result from the Airspace Modernisation programme.</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.</p> <p>These issues remain to be addressed if this ACP is to be fit for the future.</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. The 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>LBHA 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:</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> <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>LBHA 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 LBHA does 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>

		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.
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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>LBHA 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 re-engagement activities with stakeholders at the earliest opportunity, in preparation for the programme restarting and the airport expects this to include emails, focus groups/forums and briefings to the Airport Consultative Committee.</p>
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Regards,

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