

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

Sponsor: London City Airport

ACP ID: ACP-2018-89

ACP Title: FASI-S (London City) Redesign of Departure and Arrival Routes and Procedures

1 Introduction and background

London City Airport remains committed to the airspace modernisation process and the benefits it will create for the industry and communities. However, our ACP has been paused as we, and partners, consider the implications of COVID-19.

This ACP was paused in June 2020.

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

2 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 London City Airport propose that no change is necessary to the Statement of Need (SoN). The SoN indicates a desire to integrate arrival and departure routes and associated airspace structures with higher level route changes proposed by NATS.

		<p>The DfT/CAA identified that existing airspace design is approaching the limits of its capacity and contains design features which have adverse operational, financial and environmental consequences and inhibit improvements. It considers that further modernisation of the airspace will free up capacity, manage traffic efficiently and enable innovations that could reduce the environmental impacts of aviation. Whilst the current pandemic has seen traffic levels decrease, the expectation is for them to return to pre-covid levels and beyond. Changes will also be made to maintain compliance with future PBN regulatory frameworks.</p> <p>The SoN considers each of the above points and is considering altering arrival and departure routes to and from London City Airport below 7000ft.</p> <p>These issues remain to be addressed if the airspace 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. London City Airport 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>London City 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:</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. With respect to the European PBN-IR which was a 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 any potential future UK embodiment of this policy.</p>
2B) Changes to CAA requirements	No	<p>Confirmation statement</p> <p>We are 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 London City Airport do not believe this impacts 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>London City Airport have not identified any changes to external stakeholders that have been engaged on this ACP to date.</p> <p>However, we consider it would be prudent to undertake some re-engagement with stakeholders at the earliest opportunity in preparation for the programme restarting. This is expected to include an update to our website,</p>

		<p>an email to all key stakeholders, and briefings to the Airport Consultative Committee. The latter was updated regularly during the pause. We engage with several industry partners on progress with UAM.</p>
--	--	---