

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

Sponsor: NATS Ltd.

ACP ID: ACP-2019-073

ACP Title: Future Airspace Strategy Implementation (North) – ScTMA Glasgow

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

Introduction and background

This ACP was paused in June 2020 due to factors related to the COVID-19 pandemic.

Following the announcement in March of 2021 from The DfT and CAA of Government financial support for the FASI programme (see statements below), NATS Ltd. requests to restart this ACP in June 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 NATS Ltd. propose that no change is necessary to the Statement of Need (SoN). The SoN makes reference to the Scottish TMA airspace and ATS route network including STARs. This ACP will reduce conflicts by systemising the traffic leading to a reduction in fuel burn and CO ₂ emissions for flights using these routes. The recent Government funding announcements reiterate the belief that this remains an essential driver for change.
1B) Changes to the operating environment or geographical area	No	Confirmation statement The operating environment or geographical area in which the ACP is being developed has not changed. With this in mind, the Design Principles developed during Stage 1B of the Airspace Change Process remain applicable. NATS Ltd. have not identified any reason to revisit materials submitted as part of the airspace change to date.
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>NATS Ltd. 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>NATS Ltd 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 NATS Ltd. 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>

Q3) Have there been any changes to the list of identified stakeholders?		
3A) Stakeholder changes	No	<p>Confirmation statement</p> <p>NATS Ltd. 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 NATS Ltd. expects this to include emails and workshops with community groups and local and industry stakeholders, including the relevant Airport Consultative Committee.</p>