

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

**Sponsor:** London Luton Airport

**ACP ID:** ACP-2018-70

**ACP Title:** London Luton Airport Departures and Arrivals (FASI-S)

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

### Introduction and background

London Luton Airport (LLA) has currently paused this ACP as a result of the COVID-19 pandemic.

This ACP was paused in April 2020.

Following the announcement in March of 2021 from The DfT and CAA of Government financial support for the FASI programme (see statements below), LLA requests to restart this ACP in April 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 administrated 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

<b>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?</b>		
1A) Changes to the issue or opportunity in the Statement of Need	No	<p><b>Confirmation statement</b></p> <p>London Luton Airport propose that no change is necessary to the Statement of Need (SoN).</p> <p>The SoN refers to the fact that The Department for Transport have notified aviation stakeholders via the Upgrading UK airspace: strategic rationale, published in February 2017, that the controlled airspace in southern England used to support commercial air transport operations is capacity constrained, it has evolved over time and does not exploit modern navigation technology.</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>LLA is using this opportunity to look at options for aircraft reaching higher altitudes sooner on departure and</p>



		<p>remaining higher for longer on arrival enabling significant environmental benefits.</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><b>Confirmation statement</b></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. LLA 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><b>Confirmation statement</b></p> <p>LLA 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><b>Confirmation statement</b></p> <p>LLA 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 Luton Airport 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>



		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.
--	--	---

**Q3) Have there been any changes to the list of identified stakeholders?**

3A) Stakeholder changes	No	<b>Confirmation statement</b>  LLA set up a Community Airspace Modernisation Working Group (CAMWG) formed of individuals from local communities with knowledge and experience of airspace changes and noise impacts. CAMWG will provide additional insights during the design of airspace change proposals, including consultation material. There will still be extensive engagement with the wider community as part of the CAA's CAP1616 Airspace Change Guidance through our community focus groups, well as with our airlines and general aviation stakeholders.  There remains to be wider engagement as part of CAP1616 through our community focus group as well as our airlines and general aviation stakeholders.  London Luton Airport considers it would be prudent to undertake some re-engagement with both the new and existing stakeholders in preparation for the programme restarting. This is expected to include focus groups and briefings to the Airport Consultative Committee sub-committee for Noise and Track (NTSC).
-------------------------	----	---