

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

## **Cardiff International Airport Ltd**

Version 2

Date: 21 May 2021

## **Sponsor Name / ACP ID / Title of ACP:**

**Sponsor Name:** Cardiff International Airport Ltd

**ACP ID:** ACP-2019-41

**ACP Title:** Cardiff Airport - FASI-S

## **Context for the CAA Restart Process**

Since March 2020, the unprecedented COVID-19 pandemic has caused a significant change to the work being undertaken by airspace change sponsors. Given the uncertainty in the aviation industry at present many sponsors have decided to pause their Airspace Change Proposals (ACPs) and associated timelines.

The co-sponsors of UK airspace modernisation (DfT & CAA) considered how individual organisations may progress airspace change in these new circumstances being faced by the industry.

In response the CAA provided the October 2020 Policy Statement titled, 'Guidance for Sponsors currently progressing through the CAP 1616 process: Restarting a 'Paused' Airspace Change Proposal (ACP). This guidance requests that sponsors of a paused ACP consider any contextual changes which have occurred during the period of pause and the impact these may have on their ACP.

This document is intended to demonstrate a sponsor's approach to restarting their ACP. It will detail existing and newly identified stakeholders alongside any re-engagement of those stakeholders, as well as consideration of materials previously submitted to the CAA and whether any previously completed stages of the CAP1616 process require further development.

The CAA will use the details requested within this document regarding the impact of any contextual changes which have occurred during the period of pause to draw one of three conclusions. Either:

- a) Changes will have no impact on the previously submitted CAP1616 ACP material
- b) Changes may be addressed by updating previously submitted CAP1616 ACP material.
- c) Changes will require certain stages of the CAP1616 process to be revisited

## **ACP-2019-41 Progress to Date:**

**Description:** This proposal is for a Permanent change to the notified airspace design, and the change level is TBC. The detailed process requirements are published in Part 1 of CAP 1616.

**Current CAP1616 Stage:** Step 2a

**Current status:** Following the collapse of Flybe, coupled with the significant impact on the aviation industry as a result of the COVID19 pandemic, Cardiff Airport has taken the decision to Pause the current ACP Project. Cardiff Airport remain engaged with the relevant regulatory bodies and stakeholders to discuss the future of this ACP and UK Airspace Modernisation as a whole.

## **Changes to Background Context:**

In this section the CAA wishes to understand:

- 1) any changes to -
  - a) the issue or opportunity in the Statement of Need
  - b) the operating environment (such as changes to procedures, developments in adjacent ACPs or demographic changes on the ground) or
  - c) the geographical area in which the ACP is being developed;
- 2) changes to law, government policy or CAA requirements that would affect the development of an ACP, or parts of an ACP;
- 3) changes to identified stakeholders.

### *1a. Changes to the issue or opportunity contained in the Statement of Need*

Description of this change –

No change to the issues or opportunities described in the SoN.

Summary of impacts –

None

### *1b. Changes to the operating environment*

Operating environment as detailed in the SoN Section 4: Summary of Intended Change.

No additional changes to the operating environment are being considered as a consequence of the pause. Areas of potential change as expressed to the CAA in the SoN at the beginning of the CAP1616 process have remained the same.

This includes the following:

- Flight Information Region (ENR 2.1)
- ATCSMAC (AD-EGFF-5)
- Instrument Approach Procedure (AD-EGFF-8)
- Lower ATS Routes (ENR 3.1)

- Name-Code Designators (ENR 4.4)
- ATS Airspace (AD-EGFF-2.17)
- Standard Instrument Departure (AD-EGFF-6)
- Visual Reference Point
- Flight Procedures (AD-EGFF-2.22)
- Standard Arrival Route (AD-EGFF-7)

Additional items to those originally indicated in the SoN, prior to the pause:

None

1c. *Changes to the geographical area in which the change is being developed (including altitudes and/or flight levels)*

No additional changes to altitudes are being considered as a consequence of the pause. Altitudes in which there could potentially be a change as expressed to the CAA in the SoN at the beginning of the CAP1616 process have remained the same.

This includes the following altitudes:

- Surface to below 4,000 feet
- 4,000 feet to below 7,000 feet
- 7,000 feet to below 20,000feet

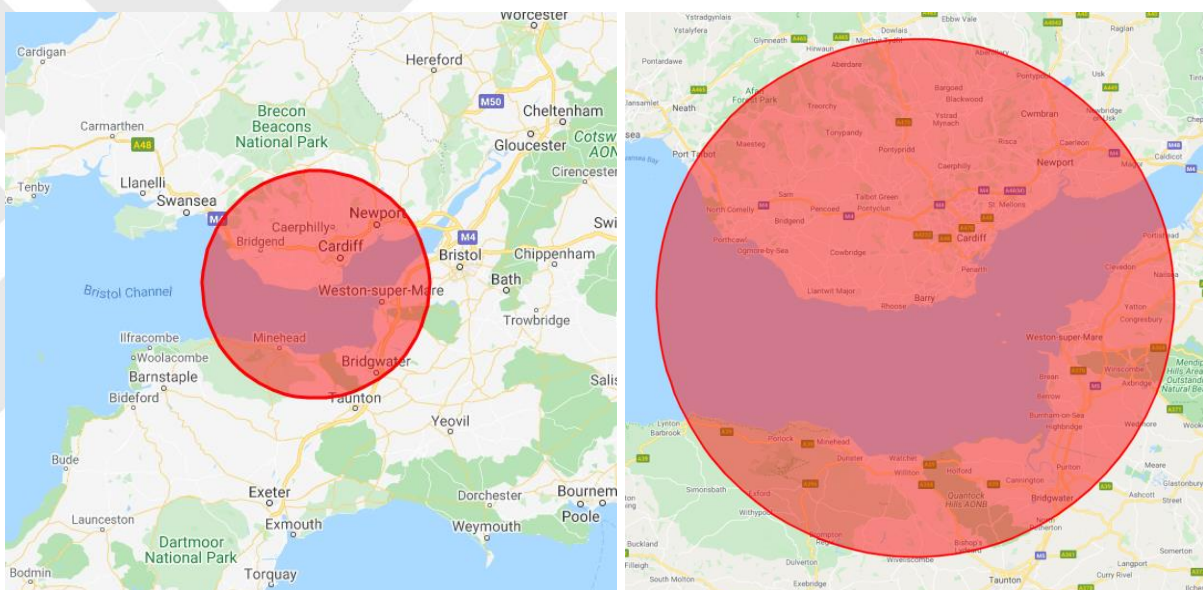
Additional altitudes to those originally indicated in the SoN:

None

Geographic area:

No additional changes to geographical boundaries are being considered as a consequence of the pause. The geographical area in which there could potentially be a change, as expressed to the CAA in the SoN at the beginning of the CAP1616 process have remained the same.

Images are taken from the CAA portal. Link [HERE](#).



## 2. Changes to law, government policy or CAA requirements

Description of this change –

No change.

The CAA has been clear, providing the following guidance in their October 2020 Policy Statement,

### “Policy changes during the COVID-19 period

Shortly before the COVID-19 pandemic resulted in a UK lockdown, the Appeal Court ruled Parliament’s Airports National Policy Statement (ANPS) had no legal effect unless and until the Secretary of State has undertaken a review of it. This ruling has been appealed to the Supreme Court by Heathrow Airport Ltd and judgement awaited. The Appeal Court did not decide that there is no need for additional capacity, nor did it find that the ANPS is necessarily incompatible with the United Kingdom’s commitment to reducing carbon emissions and mitigating climate change. As such, Parliament’s decision that aviation capacity will need to increase in the long term has not been affected by the Appeal Court decision.

The point at which additional capacity in airspace becomes crucial has no doubt been delayed due to the impact the pandemic has had on the aviation sector. The exact recovery path for the aviation industry following the COVID-19 pandemic remains uncertain. Several international forecasts currently predict that air traffic could return to 2019 levels in the period 2023-2025, although this is dependent on virus containment measures, consumer confidence, and economic conditions. However, the policy position remains that airspace capacity, additional to that achieved in 2019, will be required during the term of the CAA’s Airspace Modernisation Strategy (AMS) as traffic levels rise again in some of the most complex and congested airspace in the world. The current AMS contains detailed initiatives up to 2024 and will eventually be updated to cover the period to 2040.

Our continued commitment to airspace modernisation includes an intention to focus on the environmental benefits of modernisation. Section 70 of the Transport Act 2000 sets out the CAA’s duties in relation to air navigation. These include taking into account environmental objectives given to the CAA by the Secretary of State. Such Air Navigation Guidance on our environmental objectives the current issue of which is dated October 2017.

We will therefore continue to make our airspace decisions in accordance with the CAA’s Airspace Modernisation Strategy, following the CAP1616 process which both reflect the factors set out in s70 and the Air Navigation Guidance on our environmental duties made under it. Therefore, 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.

As stated in our airspace modernisation update July 2020 the CAA will review the AMS in 2021. We will keep government policy and the AMS under review and will update this statement if and when applicable.”

## Summary of impacts –

None

### 3. Changes to identified stakeholders

Cardiff airport considers that the same stakeholders consulted prior to the pause, are all still relevant, with the exception of FlyBe who have ceased operating. The only additional stakeholders will be Wizz Air who are setting up a base at Cardiff Airport in the spring of 2021 and both Stobart Air and Logan Air who will be commencing operations in Summer 21.

### Re-engagement Activities

Cardiff airport considers it would be prudent to undertake some re-engagement with these stakeholders in preparation for the programme restarting. This is expected to include emails and briefings to the Airport Consultative Committee.

### 4. Changes in Traffic Levels

#### Description of this change –

No change.

The CAA has been clear, providing the following guidance in their Policy Statement,

#### “Actual and forecast traffic during the COVID-19 period

Actual traffic levels have changed significantly in 2020 and the exact recovery path for the aviation industry following the COVID-19 pandemic remains uncertain. For the time being, the CAA does not expect a sponsor restarting an ACP to immediately revisit the need for their proposal based on current unprecedented traffic levels. An example might be a change intending to address a safety issue which may have temporarily subsided but is likely to resurface as traffic levels increase again. We also do not expect a sponsor to be able to immediately produce an updated forecast at the present time given the levels of industry uncertainty.

The timing of when to consider introducing updated traffic levels/forecasts will need to be judged by the sponsor and will be influenced by where in the CAP1616 process they currently are. Should an ACP progress following a restart and be submitted to the CAA for a decision based on pre-COVID traffic levels/forecasts, the CAA will need to consider if the proposal is still justified and may, if approved, apply conditions on the subsequent implementation. An example might be an airport reaching a certain traffic level within a certain period of time before the change can be implemented.”

## Summary of Impacts –

None

## **Conclusion:**

The impact of any contextual changes which have occurred during the period of pause should lead to one of the following three outcomes for a sponsor's ACP:

- a) Changes will have no impact on the previously submitted CAP1616 ACP material
- b) Changes may be addressed by updating previously submitted CAP1616 ACP material
- c) Changes will require certain stages of the CAP1616 process to be revisited

Based on the details contained within this document in answer to the CAA's questions, Cardiff airport believes that this ACP falls into category, a) Changes will have no impact on the previously submitted CAP1616 ACP material'.

As a consequence of Cardiff airports conclusion that our ACP falls into category 'a', our intention is to complete the following actions:

- Expansion of stakeholder groups – as detailed above
- Re-engagement activities – as detailed above

Cardiff airport does not intend to alter any other previously submitted material outside of those detailed above, in connection with restarting this ACP.

## **Attachments**

None