



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

Sponsor: Manchester Airport

ACP ID: ACP-2019-23

ACP Title: Manchester Airspace Modernisation – Departures and Arrivals (FASI-N)

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

Introduction and background

The future airspace programme is paused while Manchester Airport assess the implications of the COVID-19 pandemic.

This ACP was paused in July 2020.

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

| 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? | | |
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| 1A) Changes to the issue or opportunity in the Statement of Need | No | Confirmation statement Manchester Airport propose that no change is necessary to the Statement of Need (SoN). The SoN refers to The Department for Transport’s strategic rationale for ‘Upgrading UK Airspace’, recognising that airspace constraints could hinder growth, cause delays for travellers and negatively impact the environment. Additionally, National Air Traffic Services (NATS) formally notified Manchester Airport of its intention to remove its support for a number of ground-based beacons upon which Manchester’s flight procedures depend. The modernisation process that Manchester seeks to implement, will involve introducing new technologies while |

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| | | <p>phasing out the old ground-based navigational aids. Changes will be made to maintain compliance with future PBN regulatory frameworks.</p> <p>As a result, it will seek to deliver benefits to passengers, by reducing delays, and to the environment, by facilitating more efficient operations, including reducing unnecessary aircraft holding.</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 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.</p> <p>Manchester Airport have not identified any reason to revisit materials submitted as part of the airspace change to date.</p> |
| <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?</p> | | |
| 2A) Changes to law or government policy | No | <p>Confirmation statement</p> <p>Manchester 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: “...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> <p>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 the potential future UK embodiment of this policy.</p> |
| 2B) Changes to CAA requirements | No | <p>Confirmation statement</p> <p>Manchester Airport 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 the 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, has not had an</p> |

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| | | <p>impact up to this point, but we will keep this under review as the process moves forward to ensure this policy is taken into account if required..</p> <p>We are aware of the 12 May 2021 letter from DfT to NATS that requires NERL to extend the scope of the original masterplan to cover the whole UK.</p> <p>We can confirm that the Manchester Airport ACP will be developed in coordination with ACOG under the Masterplan process, and we commit to meeting the requirements of the CAA criteria for assessing and accepting the Airspace Change Masterplan when it is published.</p> |
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| Q3) Have there been any changes to the list of identified stakeholders? | | |
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| 3A) Stakeholder changes | No | <p>Confirmation statement</p> <p>Manchester Airport have not identified any changes to external stakeholders that have been engaged on this ACP to date. Whilst we recognise that some individuals within organisations may have changed, we will monitor these changes and take account of them throughout the engagement process.</p> <p>We will undertake re-engagement activities with stakeholders at the earliest opportunity, in preparation for the programme restarting and the airport expects this to include emails and workshops with community groups and local and industry stakeholders, including the Airport Consultative Committee. Some engagement, depending on Covid restrictions, may be held virtually.</p> <p>During our paused period we have provided ACP updates through the Manchester Airport Consultative Committee (MACC), these meetings have been held at regular intervals. The Technical Advisory Group (TAG) have also been kept abreast of the ACP situation on a regular basis.</p> |