



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

Sponsor: East Midlands International Airport Ltd

ACP ID: ACP-2019-44

ACP Title: East Midlands Airport Future Airspace (FASI-N & S)

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

Introduction and background

The future airspace programme is currently paused while we 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), East Midlands Airport requests to restart this ACP in January 2022.

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?		
1A) Changes to the issue or opportunity in the Statement of Need	No	<p>Confirmation statement</p> <p>East Midlands Airport propose that no change is necessary to the Statement of Need (SoN).</p> <p>East Midlands airport plans to update its airspace in line with the CAAs Airspace Modernisation Strategy to facilitate quicker, quieter and cleaner journeys, whilst increasing airspace capacity and removing reliance on outdated ground-based infrastructure.</p> <p>The recent Government funding announcements reiterate the belief that this remains an essential driver for change as</p>

		<p>we anticipate the return of growth in traffic levels to beyond those of pre-Covid.</p> <p>Utilising the capability of modern aircraft navigation technology and techniques could increase efficiency, reduce fuel burn and CO2 emissions, enhance safety and reduce the impact of aircraft noise. Any changes will be made to maintain compliance with future PBN regulatory frameworks.</p> <p>Each of these stated aims remains relevant 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. East Midlands Airport have not identified any reason to revisit materials submitted as part of the airspace change to date.</p> <p>The area around the airport has been taken forward as one of the shortlisted sites for the development of a freeport. Whilst, if successful, this is likely to stimulate greater economic growth and commercial development in the region that may result in some increased demand for air services, it is not expected to have any significant impact on the ACP.</p> <p>In part due to the COVID pandemic and the loss of cargo capacity on long haul passenger aircraft, EMA has experienced an increasing demand for air cargo services, including greater use of wide body aircraft. Whilst it is unclear whether this change will be temporary or more sustained, we believe that any effects are adequately captured by our agreed design principles, including those on being “Fit for the Future” and “Managing Demand”. This requires that designs should ensure the continuation of services offered today and meet any future demand and is in line with the Government’s policy on making best use of existing runway capacity.</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>East Midlands 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.</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>East Midlands 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. In addition, CAP2091, Policy on Minimum Standard for Noise Modelling, published in January 2021, has not had an 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. We can confirm that the East Midlands 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>

Q3) Have there been any changes to the list of identified stakeholders?		
3A) Stakeholder changes	No	<p>Confirmation statement</p> <p>East Midlands 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</p>

	<p>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 East Midlands Airport Consultative Committee (ICC) also the Monitoring, Environment Noise & Track Keeping Sub-Committee (MENT), both of these forums have been held at regular intervals. Parish Councils have also been kept informed throughout the paused period.</p> <p>Prior to pausing, EMA were engaged with organisations involved in UAS operations, primarily linked to the air freight element of the operation. As the ACP progresses, we will continue to engage within this environment in order to understand and accommodate the unique nature of these operations both in terms of accommodating trials and in the long-term design and operations.</p>
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