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20 May 2021

RAF Northolt (FASI South) ACP Restart (ID: ACP-2018-66)

In November 2020 RAF Northolt paused its Airspace Change Proposal (ACP)¹ in order to maintain a coherent approach with neighbouring Airports. RAF Northolt has passed through CAP 1616 Stage 1 Gateway and has been working toward Step 2a of Stage 2 and remains committed to the Government’s Airspace Modernisation Strategy.² The March 2021 announcement of Government financial support to the FASI programme has enabled all airports³ to begin remobilising their respective ACPs and RAF Northolt’s intent to maintain a coherent approach remains extant.

After considering the CAA’s Policy Statement ‘[Guidance for Sponsors currently progressing through the CAP 1616 process: Restarting a ‘paused’ ACP](#)’, dated October 2020, RAF Northolt has not identified any contextual changes during the intervening period. Therefore, RAF Northolt requests to restart the ACP and has compiled the following short statements in response to the contextual considerations for restarting an ACP:

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?	
Changes to the issue or opportunity in the Statement of Need	Confirmation statement RAF Northolt proposes that no change is necessary to the Statement of Need (SoN). The SoN makes reference to the DfT’s belief in the need for airspace modernisation. The recent Government funding announcements reiterate the belief that this remains an essential driver for change.

¹ [ID: ACP-2018-66](#)

² [CAP 1711](#)

³ RAF Northolt ineligible for Govt Finance Support

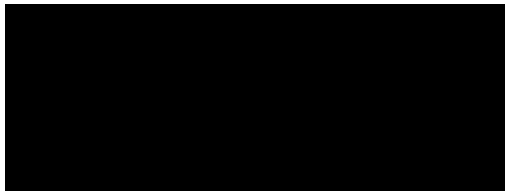
	<p>Thought was given to Heathrow in particular, due to its proximity and the current conflicts experienced due to runway configuration and the potential conflicts of a third runway. However, the SoN clearly articulates that a potential third runway is just one of several scenarios under consideration, therefore Heathrow's future intentions do not affect the extant RAF Northolt SoN.</p> <p>The changes also aim to introduce flight efficiencies by removing current dependencies on operations at both Heathrow and Luton airports and in so doing to improve environmental efficiencies.</p> <p>The intention is to design flight procedures for civilian aircraft using the latest satellite navigation standards, to maintain compliance with future PBN regulatory frameworks and in so doing to future proof RAF Northolt's operation.</p>
Changes to the operating environment or geographical area	<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. RAF Northolt have not identified any reason to revisit materials submitted as part of the airspace change to date.</p> <p>Any potential change to Heathrow's ACP will not affect the RAF Northolt operating environment which is based on a requirement to maintain independent operations. Work conducted to this point has considered Heathrow's generic location rather than a specific 2 or 3 runway option.</p>
<p>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>	
Changes to law or government policy	<p>Confirmation statement</p> <p>RAF Northolt 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>Additionally, engagement with the DAATM and the MAA has confirmed that there have been no changes to MOD Policy that will impact on RAF Northolt's ability to resume its ACP activity.</p>
Changes to CAA requirements	<p>Confirmation statement</p> <p>RAF Northolt 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 CAP 1616 (Version 4, revised 1st March 2021) has been reviewed and RAF Northolt does not believe changes made impact on the work conducted to this point.</p> <p>In addition, CAP2091, Policy on Minimum Standard for Noise Modelling, published in January 2021, will have no impact.</p> <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</p>

	assessing and accepting the Airspace Change Masterplan when it is published.
Changes to identified stakeholders	
Identified Stakeholders	Confirmation statement RAF Northolt has not identified any changes to external stakeholders that have been engaged on this ACP to date. It would be prudent to undertake re-engagement activities with stakeholders at the earliest opportunity, in preparation for the programme restarting and the airport is committed to doing so. This will include correspondence in the form of emails and letters to the stakeholder community providing an update on RAF Northolt's ACP position.

RAF Northolt believes that this letter provides the evidence required to enable it to restart ACP activity from its pre-pause position, continuing to work toward Step 2a and ultimately Stage 2 Gateway. RAF Northolt looks forward to future ACP Timeline engagement with the CAA.

If any further information or clarification is required please contact RAF Northolt through the following email address: NOR-AirSpacePortal@mod.gov.uk.

Yours sincerely,




 RAF Northolt
ACP Sponsor