

14 May 2021

## CAP1616 ACP Restart

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

**Sponsor:** Bournemouth International Airport Ltd

**ACP ID:** ACP-2019-43

**ACP Title:** Bournemouth FASI-South

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

### Introduction and Background

Due to the business impact of the Coronavirus on Bournemouth Airport, the Airspace Change Proposal (ACP) was placed on indefinite hold in April 2020.

The support by Government is acknowledged and welcomed. The Department for Transport (DfT) and the Civil Aviation Authority (CAA) stated, *"We are pleased to announce that we will be providing funding to enable FASI airspace change sponsors through a grant administered 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"*.

Continuation of the ACP has been reviewed, In light of the release of Government funding, Bournemouth Airport have reviewed the option to continue the ACP and formally request to restart this project in May 2021.

## 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 change	<p><b>Confirmation statement</b></p> <p>Bournemouth International Airport propose that no change is necessary to the Statement of Need (SoN).</p> <p>The SoN makes reference to the requirement for airspace modernisation and revised departure and arrival routes as a consequence of this modernisation, taking account of neighbouring airports identified in the FASI programme.</p> <p>The recent Government funding announcements reiterate the belief that this remains an essential driver for change and must be addressed if the airspace is to be fit for the future.</p>
1B) Changes to the operating environment or geographical area	No change	<p><b>Confirmation statement</b></p> <p>The operating environment or geographical area in which the ACP is being developed has not changed.</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 change	<p><b>Confirmation statement</b></p> <p>Bournemouth 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 1b.</p> <p>In October 2020 the CAA released an airspace modernisation policy statement which outlined the following:</p> <p><i>"...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".</i></p> <p>There has been no further communication from the CAA to affect the validity of this statement.</p>
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**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?**

2B) Changes to CAA requirements	No change	<p><b>Confirmation statement</b></p> <p>Bournemouth 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 1<sup>st</sup> March 2021) and Bournemouth Airport do not believe this will impact on the work carried out to date in reaching Stage 1b.</p> <p>In addition, CAP2091, Policy on Minimum Standard for Noise Modelling, published in January 2021, will have no impact on the stage reached to date.</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 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?**

3A) Stakeholder changes	No change	<p><b>Confirmation statement</b></p> <p>Bournemouth Airport has not identified any changes to external stakeholders that have been engaged on this ACP to date.</p> <p>It would be prudent to 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.</p>
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