



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

Sponsor: London Southend Airport

ACP ID: ACP-2018-90

ACP Title: London Southend Airport, FASI- South, redesign of departure and arrival routes

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

Introduction and background

Due to the impact of COVID-19, this airspace change proposal was paused.

This ACP was paused in April 2020.

Following the announcement in March of 2021 from The DfT and CAA of Government financial support for the FASI programme (see statements below), London Southend Airport requests to restart this ACP in May 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?		
1A) Changes to the issue or opportunity in the Statement of Need	No	<p>Confirmation statement</p> <p>London Southend 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 through a coordinated programme (FASI-S) as prescribed by the DfT and CAA in order to increase capacity and airspace efficiency.</p> <p>The recent Government funding announcements reiterate the belief that this remains an essential driver for change 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>The airport departure and arrival routes will be redesigned using satellite navigation standards to help achieve:</p> <ul style="list-style-type: none">• More effective and efficient use of Southend Airport CAS.• Reducing or removing conflicting routes with traffic from surrounding airports.• Improved continuous descent or climb operations.

		Each of these aims remain to be addressed if the airspace is to be fit for the future.
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>London Southend Airport have not identified any reason to revisit materials submitted as part of the airspace change to date.</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	<p>Confirmation statement</p> <p>London Southend 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: “...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 any potential future UK embodiment of this policy.</p>
2B) Changes to CAA requirements	No	<p>Confirmation statement</p> <p>London Southend 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 1b.</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 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>London Southend Airport recognises that there have been changes to the external stakeholders engaged on this ACP to date.</p> <p>Therefore, it would be prudent to undertake re-engagement activities with stakeholders at the earliest opportunity and to establish new and existing points of contact, in preparation for the programme restarting.</p> <p>As well as updating the stakeholder list the airport expects re-engagement activities to include emails and workshops with community groups and local and industry stakeholders, including the Airport Consultative Committee.</p>
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