

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

Sponsor: Exeter and Devon Airport Ltd

ACP ID: ACP-2018-47

ACP Title: Exeter Airport Controlled Airspace

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

Introduction and background

The Exeter Airport ACP was paused on 6th May 2020 and the following message was placed on the CAA Airspace Portal.

[Due to the restrictions on movement of people, and the non-availability of many of our key stakeholders, we are pausing our ACP. Thank you to all of our stakeholders and neighbours for your continued interest in our proposals; we hope to re-engage with you all in due course.]

- ‘Restrictions on the movement of people’ referred broadly both to the restriction of air passenger transport operations (including the knock-on economic effect on the airport) as a result of the UK government response to the global pandemic, as well as day to day restrictions on movement of airport employees and suppliers in accessing places of work.
- The ‘non-availability of key stakeholders’ referred to the extensive and necessary use of the furlough scheme by Exeter Airport and our neighbouring ANSPs who were similarly affected. Meaningful engagement for Stage 2 was not possible with the absence of these stakeholders and hence the decision to PAUSE was a pragmatic course of action.
- Following the announcement in March of 2021 of Government financial support for the FASI programme (see statements below), Exeter Airport requests to restart this ACP in July 2021.

Funding Statement from DfT and CAA:

[“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 Exeter Airport proposes that no change is necessary to the Statement of Need (SoN) as a result of the global pandemic or the pausing of the ACP. The primary driver behind Exeter Airport’s ACP is to address specific and significant operational safety risks associated with lack of protective airspace around Exeter Airport. These risks were identified by the CAA lead ATS Inspector in his oversight report of 2018 citing Exeter’s continued experience of general aviation aircraft passing |

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| | | <p>through the final approach track without advising Exeter ACP. Audit of the airport's UCS and incident investigation process '<i>gives defining evidence of the need to have the protection of CAS to avoid [airprox events]</i>'.</p> <p>The principle area of concern regarding current operations at Exeter is the limited protection currently afforded to Commercial Air Transport (CAT) aircraft flying final approach and initial departure routes through Class G Uncontrolled Airspace, outside the Aerodrome Traffic Zone (ATZ. Currently, commercial and passenger carrying aircraft operating in and out of Exeter require repeated ATC tactical intervention in order to maintain separation from local and transitory general aviation users.</p> <p>Safety remains the primary driver of the Exeter Airport ACP and as there are no changes to our operating environment (see 1b) there are no changes to the issues and opportunities in the SoN.</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>There have been no material changes to the operating environment since the pause. The mix of traffic remains as it was before the pause; Exeter continues to provide air traffic services to commercial airlines, general aviation users as well as civil and military transit traffic.</p> <p>The collapse of FlyBe (predating the pause of our ACP) was expected to have a big impact on the airport however, other airlines are now operating routes previously operated by FlyBe. All airports across the UK have been affected by a reduction in traffic levels associated with government restrictions because of the global pandemic, however passenger movements at Exeter are forecast to return to 2019 levels (1.2million passengers) within the implementation timeframe of the project (implementation expected 2024/2025 as per the ACOG FASI S Programme).</p> <p>There are no changes to our stated issues and opportunities, no changes to the diversity of our traffic, and forecast passenger numbers are expected to return to pre-pandemic levels. With this in mind, the Design Principles developed during Step 1B of the Airspace Change Process remain applicable.</p> <p>In order to progress with coordinated development of the airspace in the Southwest (specifically to align with Bristol and Cardiff Airport ACPs), the Exeter ACP will be included in the FASI S programme. The Design Principles developed during stage 1 remain applicable to Exeter's inclusion in the FASI S programme because our DP list already includes the mandatory HARMONISATION DP. A minor alteration to our DP report will be made to add a footnote to state that Exeter is included in the FASI S programme and why this does not invalidate the ACP work undertaken to date.</p> <p>When the ACP unpauses, Exeter plans to engage stakeholders to advise them that we are unpausing, remind them what happened during Stage 1 and to prepare them for what to expect during Stage 2.</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>Exeter 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 completing Stage 1.</p> |

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| | | <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> |
| 2B) Changes to CAA requirements | No | <p>Confirmation statement</p> <p>Exeter 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 CAP 1616 process has recently been up-issued (Version 4, revised 1st March 2021) and Exeter Airport do not believe this impacts on the work carried out to date in completing Stage 1.</p> <p>In addition, CAP 2091, Policy on Minimum Standard for Noise Modelling, published in January 2021, will have no impact as noise assessment has not yet been carried out but Exeter airport is aware that it should be taken account of going forward.</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?

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| 3A) Stakeholder changes | Yes | <p>Confirmation statement</p> <p>The airport will undertake a full review of all stakeholders as a normal part of embarking on the engagement requirements of Stage 2 but expects key non-aviation stakeholder organisations to remain extant. Some aviation stakeholders have changed as a result of the global pandemic impact on airline business.</p> <p>A programme of stakeholder engagement is planned in preparation for the programme restarting and the airport expects this to include emails, letters, document attachments, references to the portal, and the involvement of the Airport Consultative Committee.</p> |
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Proposed Remobilisation Action Plan

| Action | Description |
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| 1 | ACOG to provide narrative on how AMS, Masterplan and FASI S align for inclusion in Engagement materials. |
| 2 | Refine and update the aviation and non-aviation Stakeholder List – engage the ACC for assistance in ensuring we have the latest post holders for local council representatives, including environment officers. |

| Action | Description |
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| 3 | <p>Remobilisation Engagement:</p> <p>We propose engagement with all stakeholders to inform them of the following:</p> <ul style="list-style-type: none"> • Explanation of the pause • What has happened since the pause (our engagement with ACOG) and funding. • Explanation of AMS, Masterplan and FASI S, how Exeter fits into FASI S programme • Signposting that Exeter were not part of FASI S at the time of the DP process but that the airport now will be, as suggested by stakeholders, and to ensure that coordination takes place with neighbouring ACPs. • Narrative outcome of Stage 1 and detailed explanation of the Harmonisation DP in the context of FASI S, and a reminder of the DPs • Explanation of the minor update to the DP Report to include footnote reference to FASI S. • A reminder of how to access the portal • Narrative explanation of how we expect to engage fully on a comprehensive list of options with stakeholders during Stage 2 (including stakeholder events). • Indication of timeframes. <p>'Restart Engagement' expected to take place via emails, letters, website, committee meetings, and to include publication of materials on the portal. Subsequent Stage 2 engagement will follow CAP 1616 requirements.</p> |