

Airspace, Aerodromes and Air Traffic Management
Airspace Regulation



██████████
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Allendale Road
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YO7 3NY

**ACP-2017-37 Teesside International Airport - Introduction of RNAV (GNSS)
Instrument Approach Procedures (CAP725)**

Dear ██████████,

The CAA are writing to you to summarise the contents of our recent email conversations and to ensure the sponsor is aware of the CAA requirements in order to progress this ACP to the Stage 5 decision under CAP725.

The CAA notes the email from ██████████ on 2nd May 2025 but I can confirm that the CAA are currently awaiting your response to the CAA IFP comments sent on 28th April 2025. Please contact ██████████ should you wish to discuss the outstanding IFP requirements.

The CAA have also taken the opportunity to review the submissions and assessments to date for this ACP and require the sponsor to update their documentation to reflect the time elapsed since the original submission. The CAA recognises this is a CAP725 Airspace Change Proposal and any updates to the sponsor's documentation are limited to those that are proportional and reasonable in order to provide the CAA regulatory team with an up to date scenario to assess the change against.

Firstly, the most recent ACP Impact Assessment received by the CAA is dated 9th November 2018 (V2.1). Given the amount of time that has passed, the CAA requires an updated CAP725 Impact Assessment with particular attention given to the following:

- The CAA notes that the Operators Equipage Survey may not need updating provided the sponsor can justify that the original operators requirements are shared by the current operators, including any navigational performance capabilities of the current fleet. The CAA expect the reasons to be captured in the updated Impact Assessment.
- The baseline scenario requires updating, along with the information on the total number of movements and IFR aircraft arrivals to and departures from Teesside International Airport.
- Please provide a 5-year traffic forecast and include information on the number of aircraft that are anticipated to use the new procedures.

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- The sponsor must update/provide an indication of how often these procedures will be used and include updated information on the number and length of ILS outages, including planned maintenance, occurred in the past 5 years.

In addition, the sponsor is recommended to give an update to all affected stakeholders given the time elapsed since the original ACP submission.

ATS Inspector team will need to see the updated Impact Assessment, plus sight of any draft Supplementary Instructions for MATS Part 2, supporting hazard analysis and the conversion training plan for operational staff prior to their sign off.

Finally, on receipt of the re-submission, the CAA IFP team will assess the changes whilst the rest of the Airspace Regulation re-assess both the Operational Assessment and Environmental Assessment prior to issuing the CAP 725 Stage 5 decision. The ACP will continue to be reviewed in accordance with CAP 725 but it is considered best practice to apply elements of the updated CAP 1616 stage 5 process – for example the assessment will be published using the CAP 1616 Decision Log which provides a clearer explanation of the decision.

Hopefully this aligns with your current expectations based on recent discussions. In response to this letter, the CAA requires an update regarding your expected date of re-submission of the IFP and the Impact Assessment, along with your requested implementation timeline. The IFP team are currently planning for receipt in September 2026, with re-assessment planned in October 2026.

The CAA will upload a redacted copy of this letter to the CAP725 website in the interests of transparency.

We look forward to hearing from you soon. Please contact me should you wish to discuss this ACP further.

Yours Sincerely,

[Redacted signature block]

[Redacted name]

Airspace Regulator (Technical)

[Redacted contact information]

8th May 2026