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6 April 2018

Ref: Hawarden Airport – GNSS RNAV Approaches & Conventional IFP Review

Dear [REDACTED]

After recent consultation with the DfT the CAA has recently published a clarification to its transition policy. The DfT decided that after consideration of this important matter our Ministers have come to the view that ongoing airspace change proposals which had commenced their consultation by 2<sup>nd</sup> January 2018, or which would have done but for the Christmas period, and whose noise impact currently affects less than 10,000 people in the standard 54dB LAeq 16 noise contour, should be allowed to continue to follow the 2014 Air Navigation Guidance. All other proposals which had not commenced their consultation by that date should follow the 2017 Air Navigation Guidance.

As a consequence, in order to apply ANG 2014 to your proposal when it is submitted to us for a decision the CAA will need to be satisfied that your airports current noise impact affects less than 10,000 people in the standard 54dB LAeq 16 noise contour.

We write to advise you that you must prepare a 54dB noise contour map to enable us to determine whether your airport current noise impact is below that threshold and so your proposal when submitted will be assessed against ANG 2014 and CAP 725 (or not) or some other suitable means of making this assessment which is acceptable to the CAA.

Yours sincerely

[REDACTED]

Head of Airspace, Air Traffic Management and Aerodromes (AAA)  
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