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### **Pre-Stage 2 Gateway Assessment Co-ordination Advice: ACP 2018-75**

The CAA has stated<sup>1</sup> that it will use ACOG's advice to decide, in the CAA's role as owner of the Airspace Modernisation Strategy and co-sponsor of the airspace modernisation programme, whether it would be possible for a sponsor to proceed to a CAP1616 Stage 2 gateway assessment or not in the absence of an accepted masterplan. Such a decision does not remove the requirements of CAP 1616, nor does it remove the ability for the CAA to request further information and evidence as part of the CAP 1616 process.

The best course for delivering airspace modernisation in accordance with the CAA's statutory Airspace Modernisation Strategy remains a single, coordinated masterplan. We will therefore only consider a request to proceed to a CAP1616 Stage 2 gateway assessment in the absence of an accepted iteration 2 of masterplan, and taking advice from ACOG, when there is an immediate risk that the inability of an individual sponsor to proceed to the next stage, in the absence of a masterplan, would delay modernisation.

We have now considered advice in relation to Airspace Change Proposal (ACP) reference 2018-75, which is sponsored by RiverOak Strategic Partners Ltd and relates to proposed airspace changes below 7,000ft. The advice we have received from ACOG is, whilst there are likely to be interactions with ACPs below 7000ft relating to other airports within the scope of the commissioned Masterplan and NERL managed airspace above 7,000ft, there are likely to be solutions available to resolve the dependencies that may arise from these interactions that will not have a negative impact on the coordination required for the effective development of the Masterplan. We agree with that assessment. The geographical location of Manston and the proximity to other airports is an important factor in our decision in this particular case.

Evidence on the CAA's Airspace Change Portal also demonstrates that relevant airport stakeholders currently have no concerns with RiverOak Strategic Partners Ltd progressing to a Stage 2 gateway assessment. This is also an important factor in our decision that it is possible for this ACP to proceed to the Stage 2 gateway assessment. **We are therefore content for ACP 2018-75 to progress towards the Stage 2 Gateway Assessment.**

In the event that this ACP passes the CAP 1616 Gateway 2, ACOG will need to coordinate the potential solutions to be further defined and evaluated, in collaboration with all relevant stakeholders, during the Full Options Appraisal in Stage 3 of the Manston ACP. If this is the case and relevant ACPs restart following the current pause, then RiverOak Strategic Partners Ltd must understand the risk that they are unlikely to be able to progress any further (e.g. to a Stage 3 assessment) without co-ordinating development of their proposals with other airports and NERL as required by ACOG's masterplan process. We expect ACOG to continue to monitor this situation.

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<sup>1</sup> <https://www.caa.co.uk/Commercial-industry/Airspace/Airspace-Modernisation-Strategy/Airspace-Modernisation-Update/>

Regards



Policy Director