



MANSTON AIRPORT (FASI SOUTH)

Develop & Assess Gateway Outcome - 26th March 2021

[STATEMENT]

As part of 'Stage 2 – Develop & Assess' of the CAP1616 airspace change process, the UK Civil Aviation Authority has completed a Develop & Assess Gateway Assessment of RiverOak Strategic Partners (RSP) airspace change proposal (ACP) – Manston Airport FASI-South (ACP-2018-75).

In order for the CAA to allow an ACP to pass through the Develop & Assess Gateway:

1. the change sponsor must have produced a comprehensive list of airspace change design options;
2. the change sponsor must have engaged with relevant stakeholders to explore those options to the CAA's satisfaction against the requirements in Appendix C;
3. the change sponsor must have produced a design principle evaluation that the CAA has accepted, showing how its design options have responded to the design principles;
4. the change sponsor must have produced an Initial options appraisal (phase I);
5. the CAA must have produced and then published an assessment that the options appraisal is satisfactory against the requirements in Appendix E.

In our Gateway Assessment, the CAA concluded that the submission did not meet Criterion 3 and Criterion 5 above for the reasons set out below:

1. **Criterion 3 (Design Principles Evaluation):** The development of the baseline ("Do-Minimum") scenario and comparative assessment of the suggested Design Options against the Design Principles contained errors and inconsistencies which did not evidence clearly that the Design Options had been adequately assessed against the Design Principles. (CAP 1616 - Step 2A Para 128 and Para E21).
2. **Criterion 5 (Initial Options Appraisal):** In Step 2B, the presentation of the Options Appraisal (which built on Step 2A) contained errors and inconsistencies which did not allow us to conclude that it had been correctly undertaken. (CAP 1616 - Step 2B Para 133 and Appendix E Para E12).
3. **Criterion 5 (Initial Options Appraisal):** The Options Appraisal did not take account of all environmental assessment requirements associated with an ACP that has potential to alter traffic patterns below 7,000 feet (CAP1616 - Appendix B Para B12).

The Civil Aviation Authority has informed the change sponsor of this decision. In line with CAP1616, the change sponsor is now able to reconsider its submission before resubmitting it for further review by the Civil Aviation Authority at a future Develop & Assess Gateway.

It is important to note that whether an ACP passes a gateway successfully or not does not predetermine the CAA's later final decision on whether to approve the airspace change proposal. This decision is not an explicit or implicit comment on the merits or otherwise of this ACP. This will come at the decision-making stage (Stage 5).

[END STATEMENT]