



## GATWICK AIRPORT ROUTE 4 AIRSPACE CHANGE PROPOSAL

### Stage 2 Develop & Assess Gateway Outcome - 29<sup>th</sup> July 2022

#### [STATEMENT]

As part of ‘Stage 2 – Develop & Assess’ of the CAP 1616 airspace change process, the UK Civil Aviation Authority has completed a Develop & Assess Gateway Assessment of Gatwick Airport Ltd’s airspace change proposal (ACP) – Gatwick Airport Route 4 (ACP-2018-86).

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 1, Criterion 3 and Criterion 5 above for the reasons set out below:

1. **Criterion 1 (Design Options Development):** Despite rejecting a design principle at Stage 1 which sought to keep traffic within the existing NPR (so that the change sponsor could explore all options), the change sponsor has not included design options that seek to keep traffic within the existing NPR or provided a rationale for why such options were not included within the comprehensive list of airspace change design options.
2. **Criterion 3 (Design Principle Evaluation):** The Design Principle Evaluation contained errors and inconsistencies which did not allow the CAA to conclude that it had been correctly undertaken.
3. **Criterion 5 (Initial Options Appraisal):** The Initial Options Appraisal (which built on Step 2A) contained errors and inconsistencies which did not allow the CAA to conclude that it had been correctly undertaken.

The Civil Aviation Authority has informed the change sponsor of this decision. In line with CAP 1616, 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]