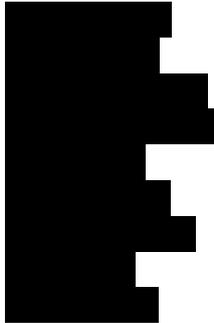


CAA/MAN Meeting

Manchester Airport Future Airspace Project

Wednesday 22nd June 2022 at 11:00 hrs

Attended



MAG, CSR & Airspace Change Director
MAG, Airspace Change Programme Manager
MAG, Future Airspace Senior Project Manager
MAG, Future Airspace Consultation Senior Advisor
CAA, Account Manager
CAA, Airspace Regulator (Technical)
CAA, Airspace Regulator (Economist)
CAA, Airspace Regulator (Engagement & Consultation)
CAA, Airspace Regulator (Environment)

Agenda

Introductions

Manchester Airspace Change Proposal (ACP) – CAP1616 Assessment Scenarios

Minutes

- Introductions took place.
- It was agreed that, whilst there was no formal agenda for the meeting, the discussion was in response to a recent letter from Manchester Airport (MAN) which set out the proposed assessment scenarios at MAN and sought confirmation that these complied with CAP1616.
- NR provided context to the letter, explaining that the choice of baseline to inform the assessment process was fundamental to the ACP, and the team at MAN had wanted to share their proposed approach to the baseline and other assessment scenarios with the CAA at an early stage. This was intended to allow the CAA to offer guidance regarding the CAP1616 process to MAN.
- MG sought further clarification of the proposed ‘do minimum’ scenario at MAN, including the proposed changes to the LISTO route.
- Drawing on the letter, NR explained that it was proposed that the ACP would have a ‘do nothing’ scenario against which all options would be assessed. However, as detailed in the letter, the ‘do nothing’ scenario is not a feasible solution due to the temporary nature of a solution under CAP1781. Further, the statement of need submitted to and approved by the CAA was clear that, MAN sought to make best use of its runways. Whilst detailed air traffic forecasts had not yet been prepared, it was clear that the ‘do nothing’ scenario would not allow MAN to make best use of its runways. NR explained that the ‘do minimum’ scenario had been developed in accordance with CAP1616, to represent an informed view of the future and incorporate the minimum changes to address the issues identified. In addition, it was intended to increase transparency for stakeholders, by setting out the minimum interventions that would be expected to take place should the current ACP not be progressed.

- ADC provided guidance regarding the options appraisal for stage 2 of CAP1616, explaining that it was necessary to consider all options against a consistent baseline (see paras E20/21 CAP1616). The discussion that followed considered whether the 'do minimum' scenario set out in the letter was one of the options under consideration rather than a 'do minimum' scenario. The guidance offered referred to the need for stakeholders to understand any potential impacts each option may introduce and as such the described 'do minimum' appeared to be an 'option' for MAN, which may result in change and would therefore require a separate ACP if introduced in isolation.
- NR explained that MAN did not intend to implement the proposed 'do minimum' scenario. Rather, it was expected that the preferred 'do something' option resulting from the current ACP would be implemented, negating any need to make the changes set out in the 'do minimum' scenario, including any amendment to the restrictions currently applied to the LISTO route. As such, the 'do minimum' scenario is intended to provide a counterfactual, an alternative future, for assessment purposes to provide stakeholders with a transparent assessment that sets out the minimum changes likely to be introduced, to meet MAN's future objectives, if the current ACP is not implemented.
- JP thanked NR and confirmed that with the benefit of this fuller explanation of the proposals, the letter made sense. It was understood that the ACP provided additional capacity and that in the event that it was not introduced, some additional capacity would be realised in an alternative way. JP stressed that MAN would need to carefully explain this to stakeholders to be as transparent as possible.
- It was explained by MG that MAN should be careful to explain to people the difference between the options, starting with the baseline of 'do nothing', the current understood level of impacts, versus a change that would result in impacts. This could be a change (option) which the sponsor considers to be a 'do minimum' or 'do something' and MAN should consider and communicate the differences. With regard to the implementation of CAP1781, MAN would need to determine and clearly present whether this would result in any different impacts.
- TJ provided guidance regarding the environmental assessment requirements set-out in CAP1616, specifically regarding paragraph B27 which states that a baseline is required for all environmental assessments. It was also noted that B27 states that the baseline will be a 'do-nothing' scenario even if the option to 'do-nothing' is not in itself a feasible option for consideration in reality.

END