

## ACP-2018-90 London Southend Airport FASI

### Stage 2 'Develop & Assess' Gateway Outcome – 27<sup>th</sup> January 2023

[STATEMENT]

As part of Stage 2 'Develop & Assess' of the CAP 1616 airspace change process, the UK Civil Aviation Authority (CAA) has completed a 'Develop & Assess' Gateway Assessment of London Southend Airport's airspace change proposal (ACP) – London Southend Airport FASI (ACP-2018-90).

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.

At the Gateway assessment for this proposal, the CAA concluded that Criteria 1, 2, 3 and 4 were not met for the following reasons:

#### **Criterion 1: The change sponsor must have produced a comprehensive list of airspace change design options;**

- Whilst a number of viable options have been identified, the swathe approach is very generic and there is scope for additional options to realise the range of benefits that modernisation can deliver.

#### **Criterion 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;**

- The change sponsor did not provide sufficient evidence that it had engaged with some key stakeholders.
- The change sponsor did not demonstrate a consistent approach in how it addressed feedback and did not provide sufficient information to demonstrate how decisions they have taken relate to stakeholder feedback.

#### **Criterion 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;**

- The change sponsor has not explained the criteria used and rationale applied to carry forward all the options considered in the long list to the IOA and there are inconsistent conclusions (e.g. safety impact) which is not same in the DPE and the IOA.

- The change sponsor has not identified the baseline for each subgroup options of departure and arrival procedures.

**Criterion 4: The change sponsor must have produced an Initial options appraisal (phase I);**

- The change sponsor has not established a robust and logical discounting method to prove the least preferable options were discounted and not being carried forward to Stage 3.
- The IOA is not clear about which options were selected as baselines. Therefore, the CAA is not able to validate the sponsor's conclusion with the refined options list.

The CAA 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 CAA 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 - DECIDE).

[END STATEMENT]