



ACP-2018-90 London Southend Airport FASI

Stage 2 'Develop & Assess' Gateway Outcome – 15th December 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;

- The sponsor has not defined the 'baseline' appropriately and as such there are some options missing. There is a requirement to have both a 'do nothing' baseline and a 'do minimum' design option in this ACP.
- 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 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 sponsor has not developed a clear list of criteria from its design principles nor included the rationale applied to carry forward all the options considered in the long list to the IOA. More discussion of the interaction of this ACP with the high-level objectives of the AMS in Section 1 of its Options Development and DPE seems appropriate.
- The sponsor has not evaluated options in a fair and consistent manner.

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

- The sponsor has not established a robust and logical discounting method to prove the least preferable options which are not being carried forward to Stage 3. In addition, there is no acknowledgement that discounted options may need to be represented.
- The IOA is not clear about the baseline and impacts. It is also unclear how the sponsor has derived its shortlist of options from its Statement of Need. Therefore, the CAA is not able to validate the sponsor's assessments and conclusion.

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]