

ACP-2021-066 Leeds Bradford Airport FASI

Stage 2 'Develop & Assess' Gateway Outcome – 31 May 2024

[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 Leeds Bradford Airport's airspace change proposal (ACP) – Leeds Bradford Airport FASI (ACP-2021-066).

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 CAA has not been able to clearly determine how the change sponsor developed the stated comprehensive list of options.
- The change sponsor did not clearly describe the do-nothing and do-minimum options.

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 has not clearly and consistently demonstrated how decisions it has 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 did not produce a fair and consistent DPE nor provide a clear explanation as to how options have been reviewed against the criteria, taking into account the language for each design principle.
- The change sponsor did not present a clear or consistent discounting methodology.

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

- The change sponsor did not present robust rationale and evidence to support the discounting methodology followed in the initial options appraisal.
- The change sponsor must provide a qualitative statement on the potential impact of each option on safety.

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]