



ACP-2023-033 – London Oxford Airport – Instrument Approach Procedures – RWY01 and RWY19

Stage 1 - DEFINE Gateway Outcome – 28/06/2024

[STATEMENT]

As part of Stage 1 of the CAP 1616 airspace change process, the UK Civil Aviation Authority (CAA) has completed a Stage 1 – DEFINE Gateway Assessment of Oxford Aviation Services Ltd's airspace change proposal (ACP) – ACP-2023-033 – London Oxford Airport – Instrument Approach Procedures – RWY01 and RWY19.

In accordance with CAP 1616f (Paragraph 2.35 – 2.59), in order for the CAA to sign-off the Stage 1 – DEFINE Gateway, the following criteria must have been met:

1. Current Day Scenario

- a. The change sponsor **must** describe the current-day scenario.

2. Design Principles

- a. The change sponsor **must** develop a list of design principles to provide a framework against which design options can be developed and evaluated.
- b. The change sponsor **must** use the Mandatory Design Principles (MDP).
- c. The change sponsor **must** consider using the Discretionary Design Principles (DDP).
- d. The change sponsor **must** consider developing bespoke design principles.
- e. The change sponsor **must** consider both local context and national policy when developing the list of design principles.
- f. The change sponsor **must** identify any local circumstances and competing priorities that may need to be considered when developing the list of design principles.

3. Stakeholder Engagement

- a. The change sponsor **must** identify relevant stakeholders.
- b. The change sponsor **must** consider the unique requirements of their stakeholders when developing their engagement methodology (approach and materials)
- c. The change sponsor **must** share the current-day scenario and proposed design principles with relevant stakeholders so that they can comment accordingly and take those comments into account.

- d. The change sponsor **must** explain the criteria that will inform and influence the development of design options, clearly setting out competing priorities and choice of design principles.
- e. The change sponsor **must** provide relevant engagement evidence.
- f. The change sponsor **must** demonstrate what they have heard and how this feedback has, or has not, informed the content of the design principles.

At the Gateway assessment for this proposal, the CAA concluded that the following criteria were not met, for the reasons indicated:

Criterion	Reason
1a	The change sponsor has not demonstrated a clear current-day scenario for the airport's operation.
1a	The change sponsor has not demonstrated a clear current-day scenario for aircraft in the surrounding area.
1a	The change sponsor has not demonstrated a clear description of the current impacts on noise, greenhouse gas emissions, local air quality, biodiversity and tranquillity.
2a	The rationale given against some of the design principles does not provide a framework for development and evaluation of options.
2b	The change sponsor has not used the mandatory design principles.
2c	The change sponsor has not described why they have not used the discretionary design principles.
2d	The change sponsor has not demonstrated that the bespoke design principles are specific to the local context and circumstances of individual airspace change proposal.
2e	The change sponsor must consider both local context and national policy when developing the list of design principles.
2f	The change sponsor has not identified fully the local circumstances and competing priorities that may need to be considered when developing the list of design principles
3b	The change sponsor must consider the unique requirements of their stakeholders when developing their engagement materials. Sponsor should rectify discrepancies on any materials and ensure clarity to enable non-aviation stakeholders to understand and engage properly.
3d	The change sponsor has not explained the criteria that will inform and influence the development of design options, clearly setting out competing priorities and choice of design principles.
3f	Although the change sponsor has gone out to engage and heard stakeholder feedback, they have not engaged on the MDPs and considered the DDPs which means the feedback received did not inform the correct content of the design principles as required by the CAP1616 process.

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 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]