

NOTES OF MANSTON AIRSPACE CHANGE ASSESSMENT MEETING HELD AT AVIATION HOUSE, GATWICK ON 9TH MAY 2019

10 May 19

Distribution List
Attendees

[REDACTED]

Present

[REDACTED]

Appointment

[REDACTED]

Representing

RSP
RSP
RSP
CAA
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CAA Assessment Meeting Opening Statement

The CAA has received the Statement of Need (SoN) in advance of this Assessment Meeting and can confirm that this will be published together with the minutes of this meeting on the CAA Website. It must be noted that this is an Assessment Meeting and not a Gateway. The Change Sponsor will be required to provide a broad description of their proposed approach to meeting the CAA’s CAP1616 requirements; however, the CAA will not at this stage decide whether the proposed approach met the detailed requirements of the CAA’s process.

The purpose of the Assessment Meeting as set out in detail in CAP 1616 is broadly for the Sponsor to present and discuss its SoN, to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process and to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor is required to provide information on how it intends to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor is required to provide information on how it intends to meet the engagement requirements of the various stage of the airspace change process.

	ACTION
<p>Item 1 – Introduction</p> <p>The CAA welcomed all attendees and read the introductory statement above. [REDACTED] thanked the CAA for accommodating the meeting. CAA agreed to provide RSP with the list of CAA attendees. RSP also made a brief explanation of the Development Consent Order (DCO) strategic infrastructure process which</p>	

<p>RiverOak Strategic Partners (RSP) (<i>Airspace Sponsor</i>) was undertaking with regard to the ground development of Manston Airport and its current timescale. [REDACTED] also stated that a meeting with CAA Aerodrome Inspectors and Legal had taken place last year to identify links between the DCO process, Airport licensing and the CAA's Airspace Change Process (ACP).</p> <p>CAA invited RSP to present the background slide pack in support of the Manston SoN.</p>	
<p>Item 2 – Statement of Need (discussion and review)</p> <p>RSP presented (slides attached) the broad content of the SoN. The presentation highlighted that the aim of the airspace project was to design and implement permanent changes to the airspace surrounding the airport. It would introduce new airspace constructs and new Instrument Flight Procedures (IFP). Main operations would be freight-based with some passenger airline operations. Procedures would be based on current and future Performance Based Navigation (PBN) requirements; acknowledging that procedures might lie in both Controlled and 'uncontrolled' airspace (Class G). Main operators have been and are being identified (affecting operational stakeholder engagement). Maximum commercial Air Traffic Movements (ATM) are expected to be 26,000 annually when fully operational (a DCO limit).</p> <p>There are other General Aviation users (GA) i.e. Sports & Recreation, in the area.</p>	
<p>Item 3 – Issues or opportunities arising from proposed change</p> <p>The slides attached indicate the opportunities and issues identified by the Sponsor. Further to the objectives identified in Item 2 above, the Sponsor will take the opportunity to:</p> <ul style="list-style-type: none"> • Integrated aviation, predominantly freight, hub • Build relationships with local, regional and national stakeholders through early and open dialogue (facilitated by CAP1616 guidance) • Minimise operational safety risks <p>The main issues identified were:</p> <ul style="list-style-type: none"> • The airspace solution will seek to provide an appropriate degree of protection to enable the safe management of the Airport associated ATMs • Constraints relating to facilitating Access to all airspace users • A need to introduce appropriate flight procedures and airspace to enable safe operations <p>CAA emphasised that the Sponsor consultation organisation should engage with the CAA at the early stages for any further advice on <i>engagement</i> prior to Stage 3. The sponsor is confident that a large part of the stakeholder environment has been mapped during the DCO process but that a wider geographic area will now need to be addressed in recognition of the IFP coverage as well the new aviation stakeholders.</p>	
<p>Item 4 – Issues and Opportunities Identified'</p>	

<p>The main issues to address were felt to be:</p> <ul style="list-style-type: none"> • Aviation stakeholder engagement • Enable reduced Air Traffic Control (ATC) intervention as an aspiration (in line with LAMP) • Minimise track miles flown <p>The main opportunities were felt to be:</p> <ul style="list-style-type: none"> • Comprehensive options requirement of CAP1616 • Integration with the Airspace Modernisation Strategy and London Airspace Management Programme (LAMP) <p>CAA was clear that RSP should be consistent in the evidence used, from the DCO process, for the airspace change environmental assessments; but note there are subtle differences in metrics and method.</p> <p>CAA also noted that this approach could underpin Design Option selection.</p>	
<p>Item 5 – Provisional indication of the scale level and process requirements</p> <p>CAA confirmed that the proposed airspace change fell within the requirements of CAP 1616 and at this stage was <u>provisionally</u> considered to be a CAP 1616 Level 1 project. The category would be confirmed at the end of Stage 2, following the Develop and Assess Gateway.</p> <p>CAA stated that, in terms of scalability, the CAA stated that should the sponsor not consider this appropriate the sponsor would need to articulate why they considered this to be the case and seek agreement with the CAA prior to any reduction on timescales.</p>	CAA
<p>Item 6 – Indicative process timescales</p> <p>RSP provided indicative timescales which were contingent upon the initial operational date for Manston Airport. The timescale aligned to the CAP 1616 process gateways also reflects the Future Airspace Strategy Implementation (South) (FASI(S)) individual airport ACP and LAMP2 network timelines. However, it was emphasised that these were demanding timescales, but which made provision for Manston Airport licensing & certification delays.</p> <p>The indicative dates at this point are as follows:</p> <ul style="list-style-type: none"> • Define Gateway – 20 December 2019 <ul style="list-style-type: none"> ○ Contingent upon the DCO decision • Develop and Assess Gateway (End of Stage 2) – 27 March 2019 • Consult Gateway, prior to <i>formal consultation</i> (Stage 3) – 29 May 2020 • Consultation (Stage 3) – June 2020 – October 2020 (12 weeks) <ul style="list-style-type: none"> ○ End of Stage 3 – December 2020 • Submit (end of Stage 4) – 1 February 2021 • Decide Gateway – 2 August 2021 • AIRAC 12/2021 (effective 02/12/2021, AIS Submission 03 Sep 2021) 	

<p>█ stated that this would be iterative in planning, interlinked with FASI(S) and to CAA resource. Whilst CAP1616 states 'at least 2 weeks' prior to the Gateway for document submissions, due to the size and impact of the FASI(S) programme, there is a requirement for more time (4 weeks) to ensure the necessary period for the CAA to review documentation and prepare for the Gateway.</p>	
<p>Item 7 – Next steps</p> <p>█ described the anticipated next steps which will be conducted under Step 1B and the DCO Stakeholder list that had been identified in the DCO process would be expanded to reflect aviation stakeholders and the expanded geographic catchment area. The CAA stated that those NATMAC representatives whose organisations are most likely to have an interest should be added to the list:</p> <ul style="list-style-type: none"> - The use of a structured questionnaire which would be tailored to specific stakeholder groups; - Engagement with local community groups; - Engagement through airspace and community representative bodies such as National Air Traffic Management Advisory Committee (NATMAC). <p>CAA emphasised the importance of a two-way process, maintaining records throughout the project to confirm and validate statements that would be made in the subsequent CAP 1616 submission.</p> <p>CAA reminded all present that a map can now be loaded to the portal to allow stakeholder postcode searches. CAA also highlighted the increase in iterative interaction required towards the end of the CAP1616 process to allow coordinated aerodrome licensing/certification and the airspace approval.</p>	<p>Sponsor</p> <p>Sponsor</p> <p>Sponsor</p>
<p>Item 8 – Any other business</p> <p>CAA summarised a couple of helpful advice points with regard to IFP tech requirements & the availability for tech guidance from the IFP regulator.</p>	

Instrument Flight Procedure Team



ACTIONS ARISING FROM MANSTON AIRSPACE CHANGE ASSESSMENT MEETING

Subject	Name	Action	Deadline
5. Level & Scale	CAA	Provisional Level 1 – add to Portal	
7. Next Immediate Steps	Sponsor	Develop Engagement, Consultation & Delivery Strategies	Stage 2
6. Timelines	CAA/Sponsor	Agree indicative timelines.	23 May 19

RSP
Manston Airport ACP Sponsor