

MINUTES OF ACP 2019-23 MANCHESTER AIRSPACE MODERNISATION - DEPARTURES AND ARRIVALS (FASI-N) ASSESSMENT MEETING HELD AT AVIATION HOUSE, GATWICK ON 18TH JUNE 2019

19th June 2019

Present	Appointment	Representing
[REDACTED]	Principal Airspace Regulator	CAA
[REDACTED]	Technical Airspace Regulator	CAA
[REDACTED]	Airspace Regulator (Consultation & Engagement)	CAA
[REDACTED]	Airspace Regulator (Environment)	CAA
[REDACTED]	Trainee Airspace Regulator (Environment)	CAA
[REDACTED]	Airspace Regulator (Consultation & Engagement)	CAA
[REDACTED]	Airspace Regulator (Senior Economist)	CAA
[REDACTED]	Group CSR and Future Airspace Director	MAN
[REDACTED]	Corporate Affairs Director (Consultation Lead)	MAN
[REDACTED]	MAG ATM Specialist (Technical Lead)	MAN
[REDACTED]	Senior Project Manager	MAN
[REDACTED]	ATC General Manager (NATS Manchester)	NATS Manchester for MAN
[REDACTED]	Operations Director (Osprey)	Osprey for MAN

Item	Minutes	ACTION
1.	<p>Introduction</p> <p>1.1. The CAA confirmed the purpose of the meeting to review Manchester Airport's airspace change request ACP 2019-23.</p> <p>1.2. The CAA made an opening statement reproduced below:</p> <p><i>'The CAA has received the Statement of Need in advance of the Assessment Meeting and confirm that the documents will be published together with minutes of the meeting on the CAA's Airspace Change Portal. The CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA's CAP 1616 requirements, but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA's process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly for the Sponsor to present and discuss their Statement of Need, 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 intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stage of the airspace change process.'</i></p>	

<p>2.</p>	<p>Statement of Need (discussion and review)</p> <p>2.1. MAN used the supporting slide deck to highlight the context and drivers for the change as defined in the Statement of Need (SoN). MAN confirmed that the principal outcomes expected from the change would be compliance with regulatory requirements (including SESAR), implementation of Performance Based Navigation (PBN) routes in alignment with CAA and DfT policy, increased efficiency of operations and removal of reliance on ground based navigational aids. There were no questions or objections.</p>	
<p>3.</p>	<p>Issues or opportunities arising from proposed change</p> <p>3.1. MAN explained that it recognises that its change is one of a programme of changes under the FASI-N banner and confirmed that its proposed timings are broadly similar to the wider programme.</p> <p>3.2. As reflected in its SoN, MAN clarified that the DVOR rationalisation project presents a time constraint to this ACP. MAN confirmed that in response to this constraint, it is working with NERL to develop a mitigation strategy to protect against the risk of DVOR removal occurring before this ACP is implemented.</p> <p>3.3. MAN noted that it has a wide range of aircraft types using its airfield and Required Navigational Performance-1 (RNP1) capability will be explored at the design principle stage.</p> <p>3.4. MAN explained that the potentially affected area for this change is large, encompassing approximately 2.8m properties, and that its engagement and consultation strategy will be structured accordingly.</p> <p>The CAA asked how the boundary had been decided on.</p> <p>MAN explained that the boundary is based on areas that are currently and/or may potentially (following implementation of the change) be overflowed at an altitude of 7,000 feet or lower. The area may reduce in size as the project goes through the CAP1616 process but MAN felt it appropriate to use a more generous area for now to ensure all relevant stakeholders are engaged with.</p> <p>3.5. MAN noted that delivery of the process would enable regulatory compliance.</p> <p>3.6. MAN outlined several opportunities that it hoped may be secured through the process and explained that these would be explored at the Design Principles stage.</p>	
<p>4.</p>	<p>Options to exploit opportunities or address issues identified</p> <p>4.1. MAN explained that it has brought together a team of suitable advisors to enable it to commence this process with a solid foundation during the upcoming Stage 1B and beyond.</p> <p>4.2. MAN also confirmed that it will continue to work closely with its FASI-N partners, NERL and neighbouring airports to ensure a safe and efficient link to the network.</p>	

5.	<p>Provisional indication of the scale level and process requirements</p> <p>5.1. The CAA indicated that it provisionally considered this as a level 1 classification. It was noted that this indication was provisional and that a final decision would be confirmed at the end of Stage 2 of the CAP1616 process.</p>																					
6.	<p>Provisional process timescales</p> <p>6.1. MAN tabled its envisaged process timescales, summarised below:</p> <table border="1" data-bbox="304 539 1219 987"> <thead> <tr> <th>Activity</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>MAN submission for Define Gateway</td> <td>Fri 22-Nov-19</td> </tr> <tr> <td>CAA Define Gateway decision</td> <td>Fri 20-Dec-19</td> </tr> <tr> <td>MAN submission for Develop & Assess Gateway</td> <td>Fri 01-May-20</td> </tr> <tr> <td>CAA Develop & Assess Gateway decision</td> <td>Fri 29-May-20</td> </tr> <tr> <td>MAN submission for Consult Gateway</td> <td>Fri 30-Oct-20</td> </tr> <tr> <td>CAA Consult Gateway decision</td> <td>Fri 27-Nov-20</td> </tr> <tr> <td>MAN submission of formal ACP</td> <td>Fri 30-Jul-21</td> </tr> <tr> <td>CAA Decide Gateway decision</td> <td>Fri 26-Nov-21</td> </tr> <tr> <td>Target AIRAC cycle</td> <td>3/2022</td> </tr> </tbody> </table> <p>6.2. The CAA advised it would confirm availability for those gateway dates in due course.</p> <p>6.3. The CAA confirmed that MAN will be required to submit documents 4 weeks ahead of each gateway meeting date. MAN noted this requirement.</p>	Activity	Date	MAN submission for Define Gateway	Fri 22-Nov-19	CAA Define Gateway decision	Fri 20-Dec-19	MAN submission for Develop & Assess Gateway	Fri 01-May-20	CAA Develop & Assess Gateway decision	Fri 29-May-20	MAN submission for Consult Gateway	Fri 30-Oct-20	CAA Consult Gateway decision	Fri 27-Nov-20	MAN submission of formal ACP	Fri 30-Jul-21	CAA Decide Gateway decision	Fri 26-Nov-21	Target AIRAC cycle	3/2022	CAA
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7.	<p>Next steps</p> <p>7.1. MAN to draft minutes of the assessment meeting and issue to the CAA for approval.</p> <p>7.2. Once approved, MAN to publish redacted minutes and assessment meeting material on the CAA portal.</p> <p>7.3. MAN to commence Stage 1B activities.</p>	MAN MAN MAN																				
8.	<p>Any other business</p> <p>8.1. The CAA explained that a map of the potentially affected area is required for a level 1 change. MAN explained that this is already visible on the portal.</p> <p>8.2. The CAA confirmed that whilst efforts of time and resource can be combined with FASI-N colleagues, the outputs cannot as the Change Sponsor is responsible for its own submission documents. MAN noted this requirement.</p> <p>8.3. The CAA advised MAN to be take account of the cumulative effects of other airspace changes in their consultation materials.</p>																					

	<p>8.4. The CAA advised MAN to ensure that a clear record of all minutes, and/or materials is kept as evidence of engagement. MAN confirmed its awareness of this requirement.</p> <p>8.5. The CAA referred MAN to Appendix B of CAP1616 for the environmental requirements that will be required. MAN confirmed its awareness of this requirement.</p> <p>8.6. The CAA advised that whilst a documented engagement strategy was not required by CAP1616 until the consultation strategy at stage three, it is considered good practice to create one for earlier stages and offered to advise on suitability in due course.</p> <p>8.7. The CAA confirmed that examples can be used to demonstrate matters during Stage 1B discussions. MAN noted this requirement.</p> <p>8.8. The CAA reiterated that the region is a complex area of airspace and collaboration and engagement with NATS and the CAA is imperative. The CAA also noted that the primary driver for this change is the implementation of FAS and that DVOR rationalisation should be treated as an opportunity being taken at the same time. MAN confirmed its understanding of this.</p> <p>8.9. The CAA reminded MAN that WebTag is required as part of the cost-benefit analysis in later stages. MAN confirmed its awareness of this requirement.</p>	
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ACTIONS ARISING FROM MANCHESTER AIRSPACE MODERNISATION - DEPARTURES AND ARRIVALS (FASI-N) ASSESSMENT MEETING

Subject	Name	Action	Deadline
Gateway dates	CAA	The CAA to confirm availability of the requested gateway dates. <i>Post meeting note – The process timescales shown in Section 6.1 of these minutes are those agreed with the CAA.</i>	n/a
Meeting Minutes	MAN	MAN to draft minutes of this meeting and issue to the CAA for approval. Once approved, MAN to publish redacted minutes and assessment meeting material on the CAA portal.	2 nd July 2019

Manchester Airport
ACP Sponsor