



The Planning
Inspectorate

Meeting note

File reference	TR020002
Status	Final
Author	Richard Price
Date	12 June 2017
Meeting with	Civil Aviation Authority (CAA) and RiverOak Strategic Partners (RSP)
Venue	CAA House, London
Attendees	RSP Tony Freudmann - RSP George Yerrall – RSP Rob Grinnell - RSP Angus Walker – Bircham Dyson Bell Alex Hallatt - Bircham Dyson Bell Rich Connelly – Osprey Consulting Services Ltd Toby Gibbs – Amec Foster Wheeler James Trow – Amec Foster Wheeler Civil Aviation Authority Stuart Lindsey – Manager Airspace Regulation Seonaid Reed – Principal Airspace Regulator Imogen Brooks - Lawyer The Planning Inspectorate Gareth Leigh (Infrastructure Planning Lead) Richard Hunt (Senior EIA and Land Rights Advisor) Richard Price (Case Manager, National Infrastructure) Pauleen Lane (Group Manager, National Infrastructure)
Meeting objectives	Process evaluation presentation
Circulation	All attendees

Summary of key points discussed and any advice given:

The Planning Inspectorate advised on its openness policy, explaining that any advice given would be recorded and placed on the Planning Inspectorate's website under section 51 of the Planning Act 2008 (as amended) (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

RSP gave a presentation on its Pre-application programme (see **Appendix A**).

The following topics were presented by RSP to the Planning Inspectorate and the CAA:

- Interactions between the PA2008 process and the Airspace Change Process (ACP);

- Proposed timescale in respect of initiation of the ACP; and
- Requirements associated with assessing noise impacts in the EIA and CAA ACP.

No project-specific advice was issued by the Planning Inspectorate in the course of the meeting.

Appendix A



CAA/PINS Process Workshop

Agenda

- Introductions - All
- Confirm Purpose of Workshop - All
- Manston Project Update - RSP
- DCO Process Overview - PINS
- Airspace Change Proposal Process Overview - CAA
- Timescale and Phasing Challenges - RSP
- Combining Activities - RSP
- Respective Levels of Detail - RSP
- Resolving differences in approvals - All
- Any other Business - All

Workshop Purpose

In the context of the Manston Airport Project, and other projects which may be relevant, the purpose of the Workshop is to identify:

- How the Development Consent Order (DCO) and Airspace Change Proposal (ACP) processes can complement each other.
- How challenges associated with the timescales and phasing of the respective processes can be addressed.
- Specific areas of expertise and accountability between PINS and the CAA.
- How duplication of effort for PINS and the CAA can be minimised.
- How submissions to PINS and the CAA can be developed and prepared in the most efficient manner; minimising repetition of activities and ensuring they are developed in a complementary manner.

Manston Project Update



RiverOak Strategic Partners

Manston Airport Draft Statement of Community Consultation

NOTE: This draft has been prepared in accordance with section 47(2) of the Planning Act 2008. Dates and locations will be confirmed in the published Statement of Community Consultation and, as such, this draft is subject to change before publication.



RiverOak Strategic Partners

Business briefings

An opportunity for local businesses to find out more about RiverOak's plans for Manston Airport.

Location	Date and time
The King's Hall, Beacon Hill, Heme Bay, CT6 6BA	Wednesday 14 June, 10 - 11.30am
The Pavilion, Harbour Street, Broadstairs, CT10 1EU	Thursday 15 June, 10 - 11.30am



MANSTON AIRPORT:
A NATIONAL AND REGIONAL
AVIATION ASSET

VOLUME IV
The economic and social impacts
of airport operations

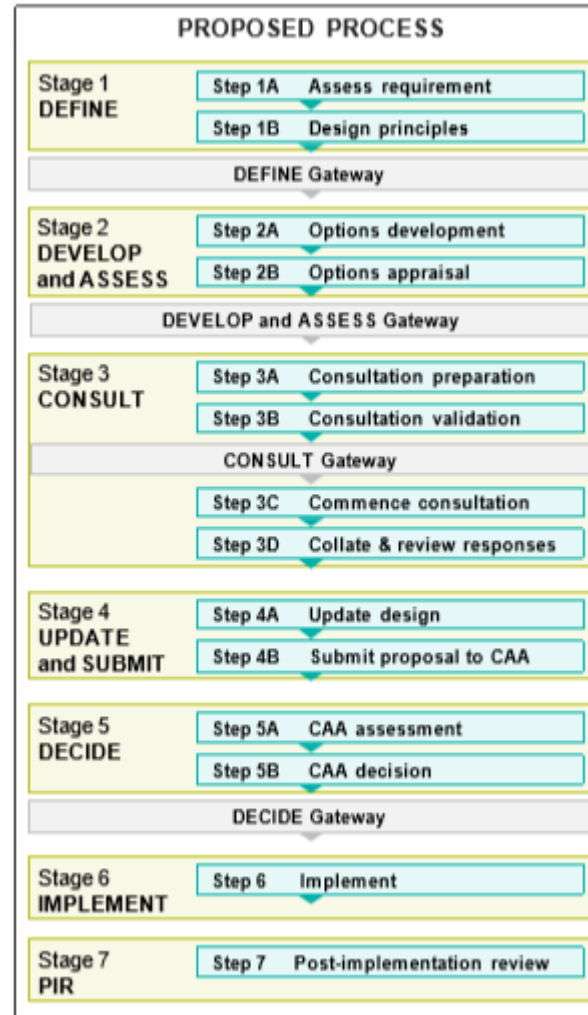
MAY 2017

AZIMUTH ASSOCIATES RSP

DCO Process Overview

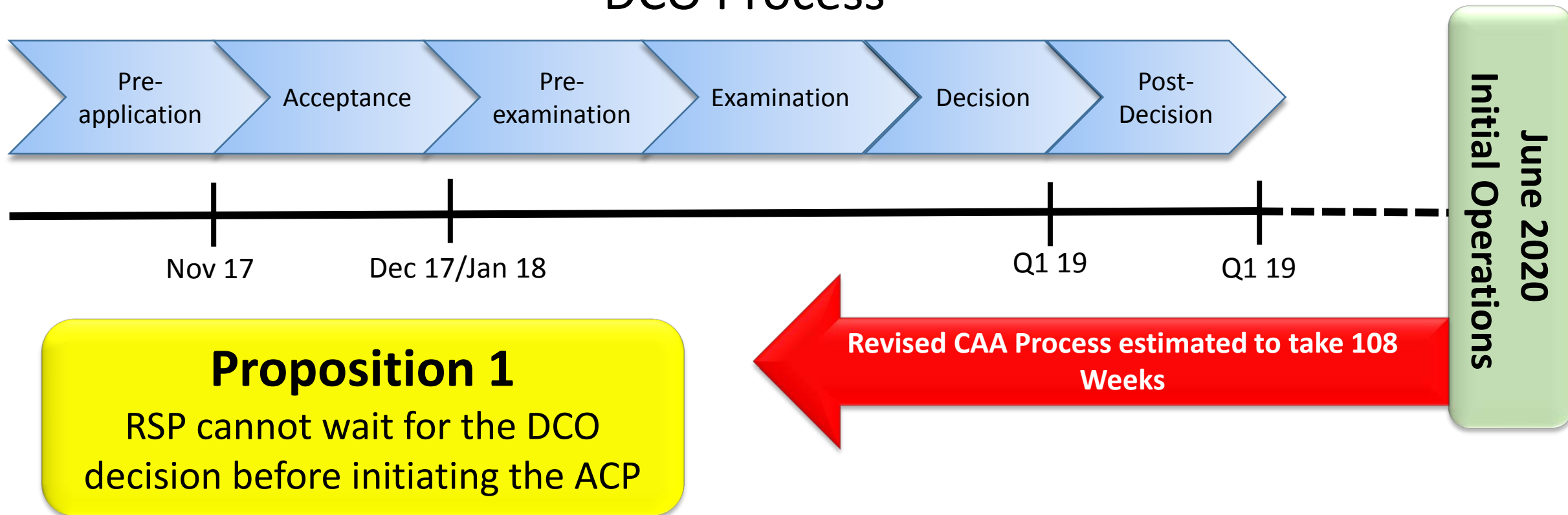


Airspace Change Proposal Process Overview

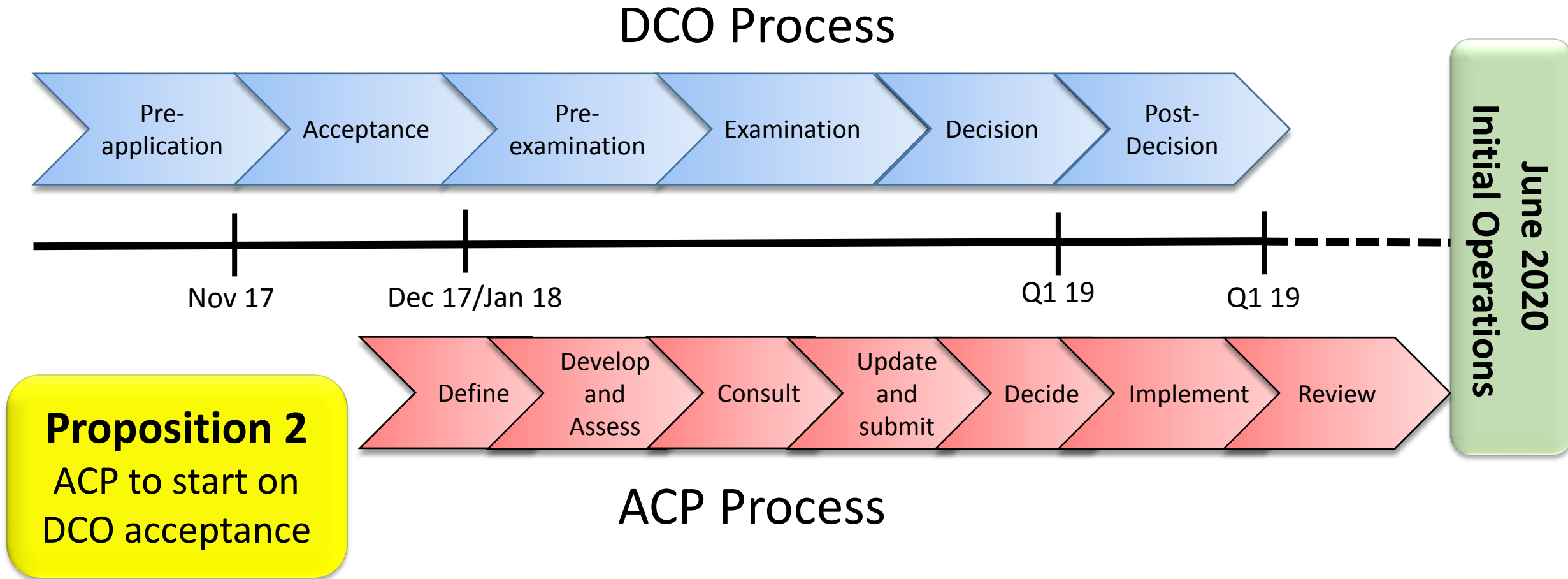


Timescales and Phasing Challenges

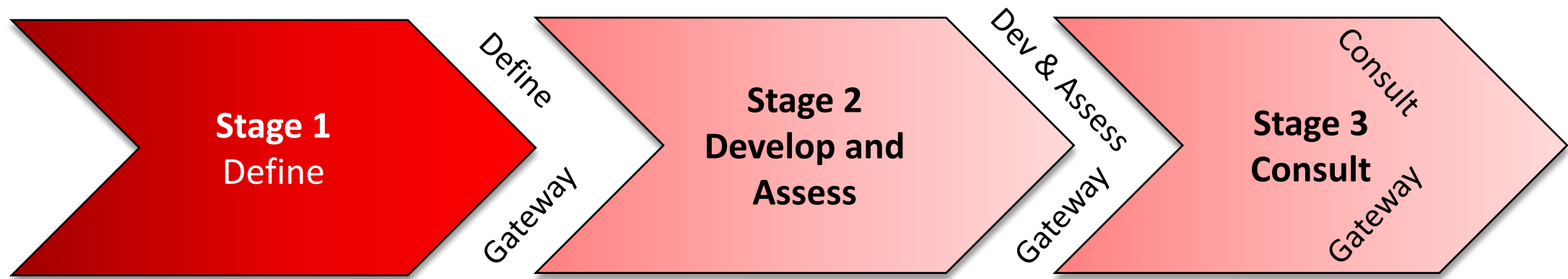
DCO Process



Timescales and Phasing Challenges



Combining Activities



Stage 1a - Assess Requirement

'Statement of need' setting out what airspace issue it is seeking to address. CAA meet with the Change Sponsor to agree whether the requirement is appropriate... and to conduct initial discussions about the appropriate scale of such a change and what parts of the process are applicable.

Stage 1b - Design Principles

Encompass the safety, environmental and operational criteria, as well as strategic policy objectives that the Change Sponsor aims for in developing the airspace change proposal. The design principles will then form the structure against which design options can be evaluated.

Proposition 3

If clearly identified as such, elements of the DCO Consultation could be used as engagement to inform the ACP Design Principles

Combining Activities



Stage 2a – Options Development Overview

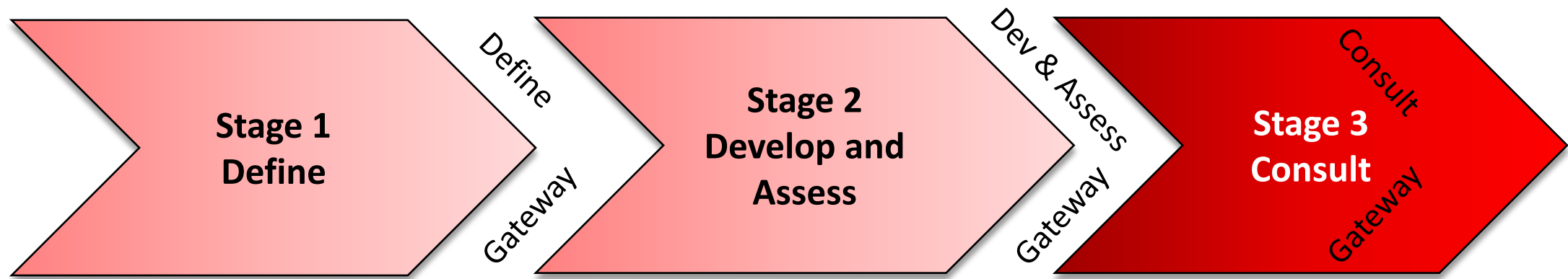
The change sponsor develops one or more options that address the statement of need and align with the defined design principles.

Stage 2b – Options appraisal overview

Each option, even if there is only one, is assessed to understand the impact, both positive and negative. The change sponsor carries out the options appraisal against requirements set by the CAA in an iterative approach: this is the first of three appraisal phases.

Proposition 4
Elements of the DCO
Environmental Statement
could contribute to the ACP
Environmental Analysis

Combining Activities



Stage 3a - Consultation preparation Overview

The change sponsor plans its stakeholder consultation and engagement, and prepares consultation documents, including the 'Developed' options appraisal.

Stage 3b - Consultation validation Overview

The CAA reviews and validates the consultation and engagement plan and consultation documents. This is to ensure the plan is comprehensive, the materials clear and appropriate, and the questions unbiased..

Step 3c - Commence consultation Overview

Step 3d - Collate and review responses Overview

Proposition 5
Elements of the DCO
Consultation feedback
could support the ACP
consultation submission

DCO versus ACP – the challenge

- DCO requires Environmental Statement on potential procedures

BUT

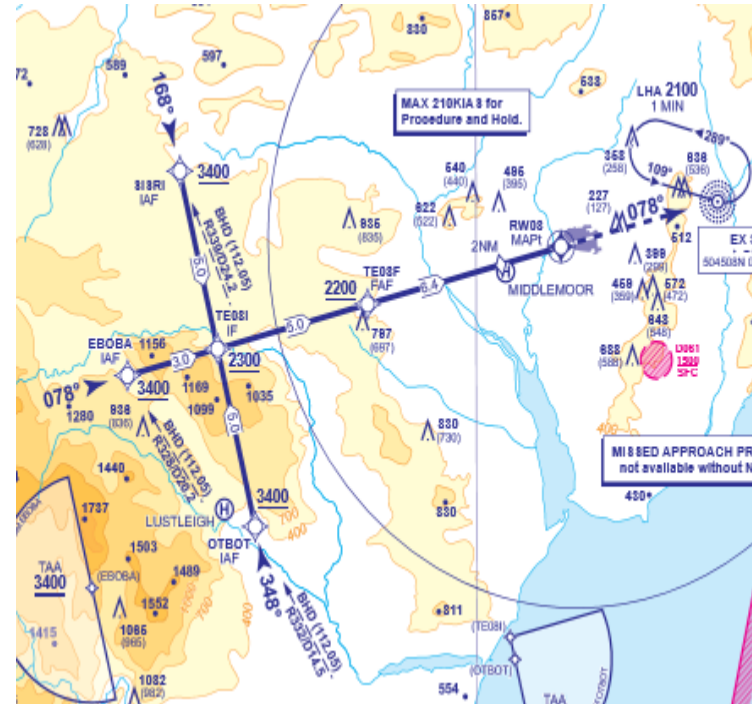
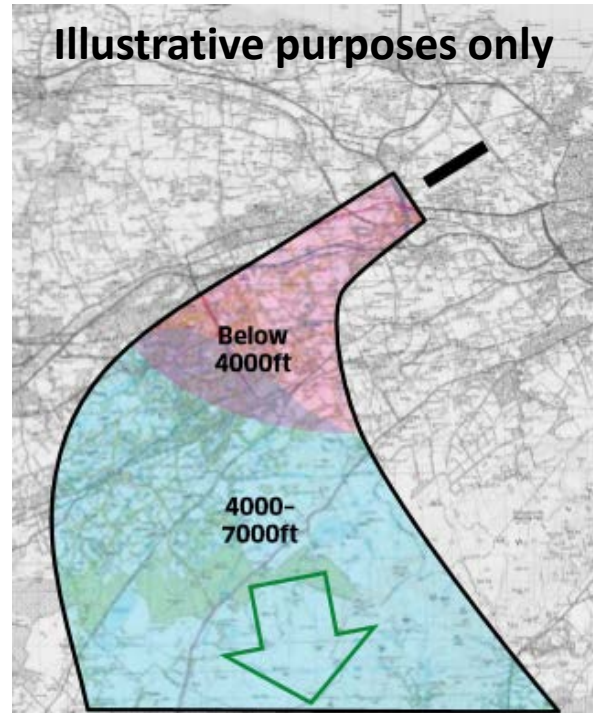
- Exact procedures will need to:
 - Consider engagement input from ACP Stage 1 (Design) and Stage 3 (Consult)
 - Be designed in Stage 2 (Develop and Assess) and revised in Stage 4 (Update and Submit)
 - Take into account:
 - Procedure Design Regulations (CAP 785)
 - Revised CAP 725 process (guidance currently under consultation)
 - Operator and aircraft requirements
 - ‘Flyability’ – ability for aircraft systems to follow procedures (possibly flight trials)
 - Simulations – integration into the air traffic network

DCO Noise Assessment

- What it can do
 - Assess very early route design options which could seek to:
 - Minimise the total number of people overflown
 - Prefer overflying open space
 - Develop examples of balanced designs;
 - Consider the sensitivities of any mitigation within each route design;
 - Present a range of assessment outcomes and sensitivities in accordance with CAP 1520
 - Identify locations where likely significant effects would:
 - Occur in all instances and are not affected by the airspace operational design
 - Be dependent upon the finalised airspace designs through the ACP
- What can't it do
 - Be precise about the magnitude and geography of all likely significant effects of aircraft noise
 - Be sufficiently confident about any restrictions in the form of noise contours size or population exposure requirements

Respective Levels of Detail

For the DCO
'Swathe' or 'Route Envelope' to represent a worst case scenario for the operational airspace effects of the Proposed Development; the final refined design, which will likely result in an improved environmental situation, will then be agreed with the CAA through the Airspace Change Process.



For the ACP
Engagement for Stage 1 (Define) will be based on the 'Swathes' or 'Route Envelopes'.

Final submission will be based on consultation and environmental impact assessment of precise routings (within the 'Swathe' or 'Route Envelope').

Proposition 6

Precise flightpaths will be developed, assessed, refined and approved by the CAA, within the bounds of the DCO approval, as part of the Airspace Change Process

Resolving differences in approvals

- RSP believe risk of this is very low.
 - Airspace and procedures are being developed in accordance with revised CAP 725 process
 - Design Envelopes:
 - Have been developed by CAA-approved Procedure Designer
 - Will cater for all potential aircraft types
 - Allows a margin for design changes (flyability, consultation feedback etc)
- There is, nevertheless, a *possibility* that an unanticipated factor may influence procedures beyond the Design Envelopes
 - Change in regulation
 - Changes to air traffic network

Proposition 7

If the ACP approval exceeds the DCO permission
RSP will apply to amend the DCO permission

Any other business?