

The Civil Aviation Authority's response to the request for comments and further information from the Secretary of State for Transport further to an application by RiverOak Strategic Partners Limited for an order granting development consent.

CAP 1898

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# CAA response

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## Background and scope of response

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The Civil Aviation Authority (**CAA**) was invited by the Secretary of State for Transport (**SST**) to submit comments on the late representations received regarding an application by RiverOak Strategic Partners Limited for an Order granting Development Consent for the reopening and development of Manston Airport.

The CAA's role as a Statutory Consultee is set out under the Airports National Policy Statement (**ANPS**). Accordingly, we therefore engage with relevant DCO applications and comment where our regulatory functions are engaged and where we are competent to do so.

As such, we have limited our comments to addressing only those representations which concern our regulatory functions and/or fall within our areas of competency (as delegated).

We have therefore provided our comments in relation to RiverOak Strategic Partners Limited's (**RSP**) engagement with our airspace change process (**CAP1616**) and provided our initial view on the aviation noise modelling as submitted in RSP's Environmental Statement in support of their DCO application.

## Airspace Change Process (CAP1616)

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As a matter of policy, the CAA does not comment on the progress of an individual Airspace Change Proposal (ACP) aside from that information which is available on our online portal. The CAA has however offered comments to correct misunderstandings on process and addressed factual inaccuracies and misattributions contained in the above-mentioned late submissions.

The change sponsor (RSP) submitted their application (Statement of Need) to begin an airspace change under CAP1616 on 5 November 2018.

The comment from the CAA's External Response team referenced by Five10Twelve relates to the Formal ACP submission to the CAA (Stage 4b of CAP1616). The formal airspace change submission to the CAA is a step conducted at Stage 4b. On completion of this Step, the CAA will conduct Stage 5 (regulatory decision period) which typically takes 17 weeks before a Final Decision is made.

The CAA understands that RSP are presently engaging with stakeholders to agree a list of Design Principles as part of Stage 1b and the current agreed timeline indicates that RSP will submit their documentation for the CAA to review at the Gateway on 28 February 2020.

The Airspace Change Process requires a separate consultation from that of the DCO which will be conducted at Stage 3 in line with guidance detailed within CAP1616 Appendix C.

As part of Stage 3, RSP will be required to produce a consultation strategy which will be assessed by the CAA as part of the Gateway. This Gateway includes a review of the target audience as defined within the consultation strategy.

The present target implementation date for the airspace change is August 2022.

## Noise Modelling

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Further to the concerns raised by Five10Twelve in their letter dated 20 December, the CAA conducted an initial review of the data included in the Environmental Statement (**ES**) relating to air noise modelling.

It is the CAA's view that, taken on face value, RSP's air noise modelling does not appear to have been undertaken to assess the *best-case scenario* as Five10Twelve have stated in their letter dated 20 December 2019. Rather, following initial analysis, it seems likely that RSP have applied a mixture of *likely plausible* and *worst-case* assumptions in what has been presented in the ES.