

# Consultation on a revised airspace change process



Civil Aviation Authority

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# Overview

- What is the airspace change process?
- Why are we changing it?
- How are we changing it?
- How to respond to the consultation

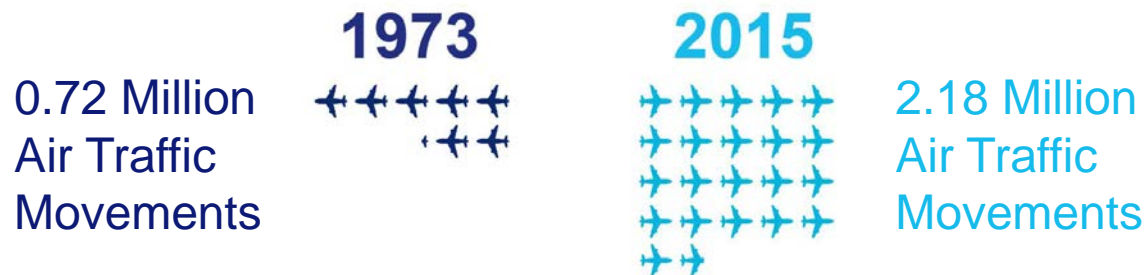


# What is the airspace change process?



# An introduction to airspace

- Airspace is a key part of our national infrastructure
- This includes the airspace commercial aircraft use to fly into, out of and between airports, as well as the military and General Aviation
- The basic structure of the UK's airspace was developed more than 40 years ago
- Much has changed in that time, including a significant increase in demand -



# How airspace works and the roles of those involved

1

Our skies are categorised as either controlled or uncontrolled airspace.

2

Safety is our priority, followed by a list of other duties. One of these is the environment, on which the Government tasks us with:

3

Controlled airspace is where most airliners fly and is found around major airports and includes the airways system that aircraft use to fly around the world.



IN 1973 UK AIRPORTS HANDLED 720,000 FLIGHTS BY AIRLINERS - BY 2014 THAT HAD GROWN TO OVER 2 MILLION

6,000

EACH DAY UK AIRSPACE HANDLES AROUND 6,000 FLIGHTS, OF WHICH 3,500 ARE TO OR FROM LONDON

CO<sub>2</sub>

ABOVE 7,000FT

Priority is the potential to minimise CO<sub>2</sub> emission

7,000ft

8,000ft

CONTROLLED

UNCONTROLLED



THE BASIC STRUCTURE OF OUR AIRSPACE WAS DEVELOPED OVER 40 YEARS AGO

**4**

In controlled airspace air traffic controllers manage the airspace to deliver safe and efficient operations based on the aircraft's flight plan and wishes of the pilot.



BETWEEN 4,000FT AND 7,000FT  
Balance of noise and CO<sub>2</sub> emissions

**5**

Uncontrolled airspace is primarily used by private aviation – balloons, light aircraft gliders etc, the military and other flights like emergency service helicopters.



**6**

If air traffic control or airports want to permanently change the structure of controlled airspace or the flightpaths within it then their proposed change needs to go through our airspace change process.

**7**

In uncontrolled airspace pilots mainly choose their own route while complying with CAA safety rules



BELOW 4,000FT  
Priority is managing and mitigating noise. Local air quality also considered



6,000ft

5,000ft

4,000ft

3,000ft

2,000ft

1,000ft

# Why does airspace need modernising?

- Single European Sky project to simplify and harmonise airspace use in Europe
- Future Airspace Strategy – a UK/Ireland plan to modernise airspace by 2030
- Key aim is saving time, fuel, noise and emissions using new technologies, bringing benefits to passengers, airspace users and UK economy
- To make a permanent change they must submit a proposal to the CAA through our **airspace change process**



# What is the airspace change process?

- The Process used by the CAA to ensure that proposed changes to UK airspace structures are undertaken in a timely, controlled and standardised manner
- Compliant with European and National Law
- Satisfies CAA's Statutory Duties
- Provides a framework for change sponsors to develop and submit an airspace change proposal to Airspace Regulation for regulatory approval
- Provides specific guidance for consultation and conducting environmental assessments
- Defines the Roles and Responsibilities of those involved





# Why are we revising the airspace change process?



# Why are we revising the airspace change process?

- CAA needs a rigorous process for ensuring that we can make robust and lawful decisions about airspace change proposals
- Modernisation means some changes will be significant
- But these may affect where aircraft fly, and so noise impacts...
- ...and may also impact airspace users and service providers where competing demands for a finite resource
- Communities exposed to aircraft noise have been vocal in expressing opposition to changes they consider unfair
- We need to rebuild confidence in our airspace change process



# How are we changing the airspace change process?



# How are we revising the airspace change process?

- Independent review by Helios consultancy
- Consultation on proposed changes launched in March
- Consultation on a bespoke website designed to make complex policy consultations easier to understand & responses published
- Aim: a fair, transparent process, including more rigorous evidence-gathering, scrutiny and validation, appropriately scaled to keep it proportionate, taking on board views of those affected
- Communities need to see that their voice has a more formal place in the process, helping to rebuild their trust in airspace change sponsors and the CAA



## CURRENT PROCESS

Framework briefing

Proposal development

Preparing for consultation

Consultation and formal proposal submission

Regulatory decision

Implementation

Operational review

Stage 1  
**DEFINE**

Stage 2  
**DEVELOP  
and ASSESS**

Stage 3  
**CONSULT**

Stage 4  
**UPDATE  
and SUBMIT**

Stage 5  
**DECIDE**

Stage 6  
**IMPLEMENT**

Stage 7  
**PIR**

## PROPOSED PROCESS

Step 1A Assess requirement

Step 1B Design principles

**DEFINE Gateway**

Step 2A Option development

Step 2B Options appraisal

**DEVELOP and ASSESS Gateway**

Step 3A Consultation preparation

Step 3B Consultation validation

**CONSULT Gateway**

Step 3C Commence consultation

Step 3D Collate & review responses

Step 4A Update design

Step 4B Submit proposal to CAA

Step 5A CAA assessment

Step 5B CAA decision

**DECIDE Gateway**

Step 6 Implement

Step 7 Post-implementation review

# How are we revising the airspace change process? Key points

## CAA more hands-on:

- process 'gateways'
- better oversight of engagement
- design principles
- Public Evidence Session

## Transparency:

- everything published
- new online portal

## Evidence:

- Impacts assessed in 'options appraisal'

No appeal

## Clarity for sponsors:

- more guidance
- scaled process

No Oversight  
Committee



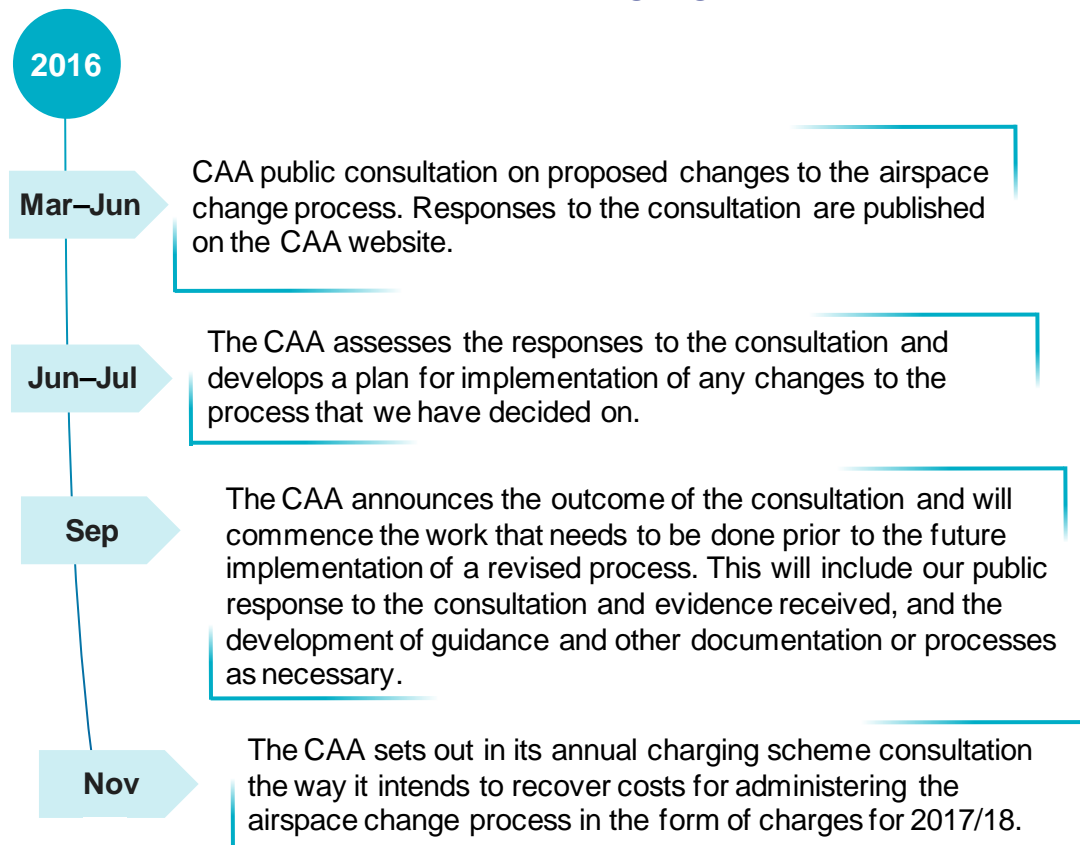
# What is the consultation not about?

- The consultation is not about specific airspace changes that have already happened or underway
- It is only about the process governing a permanent airspace change
- The consultation is not about matters of Government policy, like whether flightpaths are concentrated along a narrow path or deliberately dispersed



# Airspace change process consultation: 2016

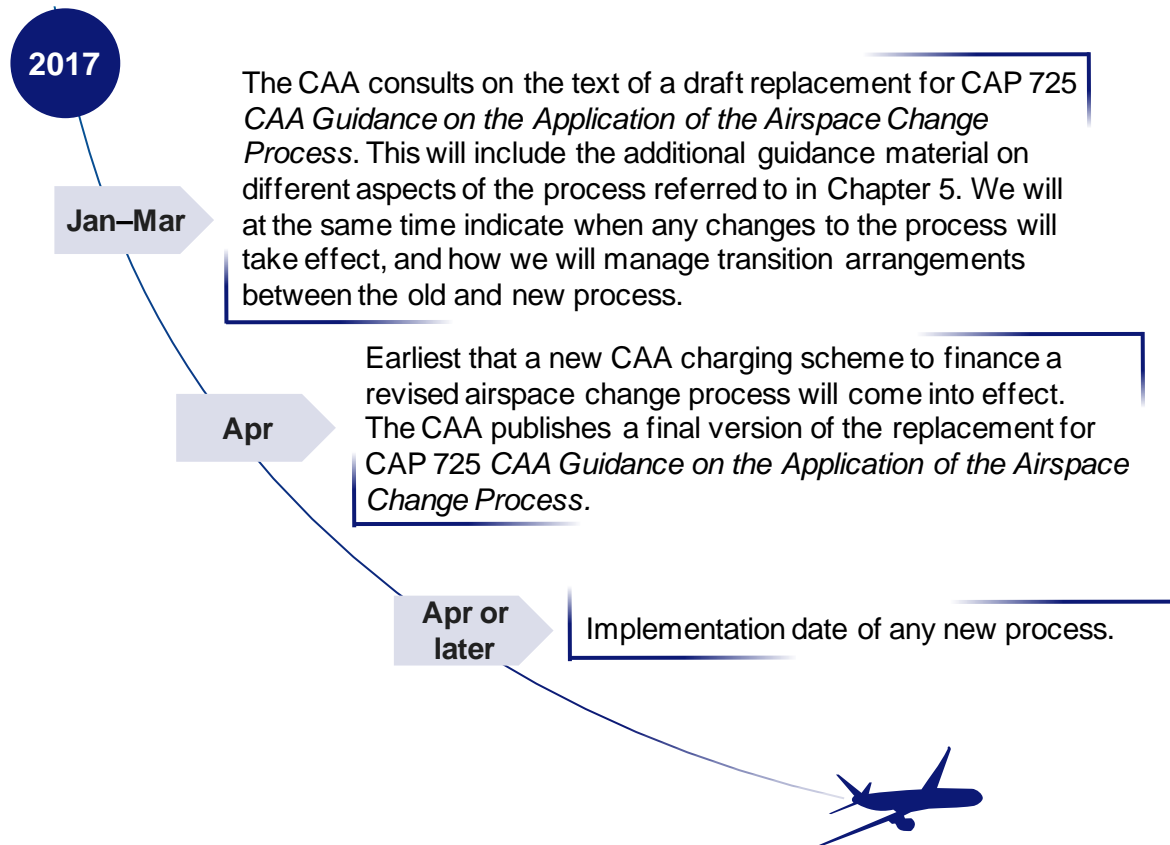
- Consultation outcome announced in late September.
- Preparation of guidance and new process by the end of 2016
- Consult in November on new charging scheme to recover admin costs





# Airspace change process consultation: 2017

- Consult on a revised version of CAP 725
- May be able to apply new charging scheme from April
- Implement the new process



# How to respond to the consultation

[consultations.caa.co.uk](https://consultations.caa.co.uk)

closing date 15 June

[airspace.policy@caa.co.uk](mailto:airspace.policy@caa.co.uk)

