

By Email



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Airspace Change Organising Group
4000 Parkway, Whiteley
Fareham, Hampshire, PO15 7FL

8th February 2022

Dear ██████████

Assessment of whether the Constituent ACPs accord with the AMS including UK Masterplan Iteration 2

Following the co-sponsors decision to accept Iteration 2 of the UK Masterplan as detailed in CAP 2312A, Airspace Regulation has a requirement to assure that the Stage 2 Develop & Assess Gateway submissions for airspace changes under the Masterplan programme are in accordance with this iteration of the Masterplan which has now been accepted into the AMS.

To enable Airspace Regulation to undertake this activity, seven indicators have been defined as follows and against which Airspace Regulation will review the Stage 2 Develop & Assess Gateway submissions:

1. Has the change sponsor identified, or otherwise can Airspace Regulation identify, the regional cluster within which the ACP sits?
2. Has the change sponsor identified all adjacent airspace change proposals as identified under the Masterplan programme for the regional cluster in which the ACP sits and has highlighted the potential for conflicts in the Design Options?
3. Has the change sponsor evidenced that the comprehensive list has identified all viable options, noting that the Masterplan is a high-level coordinated implementation plan of a series of individual airspace design changes that need to be developed in coordination to achieve the range of benefits that modernisation can deliver?
4. Evidence that the change sponsor's Design Options developed at Stage 2 are the product of co-ordination with other change sponsors of interdependent ACPs carried out under the masterplan programme. A key indicator will be that change sponsor has engaged with ACOG and the change sponsors of interdependent ACPs, as part of the masterplan programme, in developing its comprehensive list of options and undertaking its Design Principle Evaluation and subsequent Initial Options Appraisal.
5. Evidence that the change sponsor's Design Principle Evaluation (DPE) includes an assessment of how the different Design Options respond to the relevant AMS Design Principle (i.e. achieve network optimisation). This can only be based on available

evidence and assumptions about the outcome of integrating different ACPs, as there are various risks and unknowns until, at least, the change sponsor has carried out the Full Options Appraisal (i.e. the quantitative work) during Stage 3.

Additionally, evidence that the change DPE and Initial Options Appraisal (IOA) include a qualitative (high-level) assessment of how the Design Options perform against the vision and parameters / strategic objectives of the AMS.

6. Evidence that the change sponsor has justified, based on available evidence, why certain Design Options have been discounted, noting that the Design Option may need to be re-introduced after “integration” occurs in Stage 3 for masterplan reasons.
7. Are the change sponsor’s proposed next steps/timelines consistent with those set out by ACOG in Iteration 2 for the regional cluster within which the ACP sits?

For the purposes of transparency, this letter will be published onto each of the sponsor’s Airspace Portal pages.

Best Regards



Head of Airspace Modernisation

Cc  - Manager Airspace Regulation