



CAA Decision Log

Airspace Change Proposal Title	Future Combat Airspace for Military Collective Training
Airspace Change Proposal Reference	ACP-2020-026
Change Sponsor	MOD
AIS Submission Target Date	24 Nov 23
CAA Decision Target Date	17 Nov 23
<i>Instructions</i> In providing a response to each question and/or status, the following colour coding should be used: <ul style="list-style-type: none">• COMPLIANT/NOT APPLICABLE• NOT COMPLIANT/ACTION REQUIRED• ISSUE/CONCERN TO HIGHLIGHT	

Executive Summary

Issue/opportunity to be addressed:

Air Command, on behalf of the Ministry of Defence, has an obligation to provide relevant tactical collective training to its combat and combat support forces to ensure UK Forces are correctly prepared to defend UK interests in line with the UK Defence Strategy. An appropriate airspace that can safely facilitate exercising large forces of modern and future air platforms, in an efficient and representative combat environment is required to meet this need.

Desired outcome:

The Ministry of Defence is seeking to secure Segregated Airspace in the form of a danger area, for use by the UK and coalition partners during large scale, highly complex training exercises that are used to prepare aircrews for operational service.

Challenges/Risks:

Any delays to the decision-making process would result in missing the AIRAC cut-off, thereby impacting on the MOD large-scale exercise programme for 2024. This may result in the MOD requesting another interim solution such as further use of the previous temporary Danger Area (EGD597).

Recommendation:

Approve the Airspace Change and the request for dispensation from SARG Policy 131-SUA Buffer Policy for Airspace Design Purposes (Jul 23).

Implementation plan:

CAA Decision: 17 Nov 23.

AIS Cut-off: 24 Nov 23.

Implement: AIRAC 02/2024 (effective 22 Feb 24).

Intended first activation: ~26 Feb 24.

PART A – Airspace Change Process – GATEWAYS		
A.1	Airspace Change Portal	
A.1.1	Airspace change proposal public view (caa.co.uk)	
A.2	CAA SharePoint site	
A.2.1	COBRA Advanced Combat Area - Project - All Documents (sharepoint.com)	
A.3	Stage 1 DEFINE Gateway	30/04/2021
A.3.1	20210412-ACP-2020-026 Future Combat Airspace-Stage 1 Gateway Recommendation.docx	
A.4	Stage 2 DEVELOP AND ASSESS Gateway	11/03/2022
A.4.1	20220225 ACP-2020-026 FCA Permanent Stage 2 Gateway Recommendation.docx	
A.5	Stage 3 CONSULT Gateway	03/02/2023
A.5.1	<p>20230120-ACP-2020-026 Future Combat Airspace (FCA) Permanent-Stage 3 Gateway Recommendation.docx</p> <p><i>The sponsor conducted a consultation over a period of time that was in excess of the accepted standard set out within CAP 1616. The sponsor allowed an additional week to take account of the 2023 Easter holiday season. The sponsor has demonstrated a willingness to be influenced by feedback and an intent to work with stakeholders to address concerns and resolve issues. The sponsor acted upon feedback by agreeing air traffic management procedures and operational matters with their stakeholders. A Letter of Agreement, informed by previous temporary activations, has been submitted to the CAA addressing ATC management of potentially hazardous activities, dynamic ATM procedures, use of internal DA deconfliction patterns and holding areas for certain traffic plus airspace sharing arrangements. The sponsor has achieved meaningful consultation.</i></p>	

A.6	Chronology
A.6.1	<p>Black text for this ACP (Permanent solution), and for context key dates have also been provided for the 3 ACPs related to the development of this airspace design (Blue for Airspace Trial, Green for 1st Temporary solution, Orange for 2nd Temporary Solution).</p> <p><i>23 Mar 20: Version 1 of Statement of Need submitted.</i></p> <p><i>22 May 20: Statement of Need for Airspace Trial.</i></p> <p><i>28 May 20: Assessment Meeting held for Airspace Trial.</i></p> <p><i>18 Jun 20: Version 2 of Statement of Need submitted.</i></p> <p><i>31 Jul 20: Formal Submission received for Airspace Trial.</i></p> <p><i>14 Aug 20: CAA Approval for Phase 1 of Airspace Trial.</i></p> <p><i>19 Oct 20: Start of Airspace Trial Phase 1.</i></p> <p><i>4 Nov 20: End of Airspace Trial Phase 2.</i></p> <p><i>6 Nov 20: CAA Approval for Phase 2 of Airspace Trial.</i></p> <p><i>9 Dec 20: Version 3 of Statement of Need submitted.</i></p> <p><i>17 Dec 20: Assessment Meeting held.</i></p> <p><i>1 Feb 21: Statement of Need for 1st Temporary Airspace solution.</i></p> <p><i>23 Feb 21: Assessment Meeting held for 1st Temporary Airspace solution.</i></p> <p><i>8 Mar 21: Start of Airspace Trial Phase 2.</i></p> <p><i>19 Mar 21: End of Airspace Trial Phase 2.</i></p> <p><i>14 May 21: Formal Submission received for 1st Temporary Airspace solution.</i></p> <p><i>30 Apr 21: Stage 1 Gateway, Decision Pending.</i></p> <p><i>5 May 21: Stage 1 Gateway conditions met, Passed.</i></p> <p><i>11 Jun 21: CAA Approval for 1st Temporary Airspace solution.</i></p> <p><i>15 Jun 21: Timeline delay at Sponsors' request.</i></p>

1 Jul 21: Statement of Need for 2nd Temporary Airspace solution.

5 Sep 21: 1st Temporary Airspace solution implemented for exercises in Sep 21 and Mar 22 (although the Mar 22 exercise was subsequently cancelled by the MOD).

27 Sep 21: Sponsor withdrawal from Sep 21 Gateway.

29 Sep 21: Assessment Meeting held for 2nd Temporary Airspace solution.

24 Dec 21: Unsuccessful Stage 2 Gateway.

11 Mar 22: Extraordinary Stage 2 Gateway, Decision Pending.

17 Mar 22: Stage 2 Gateway conditions met, Passed.

26 Mar 22: 1st Temporary Airspace solution disestablished.

5 Apr 22: Formal Submission received for 2nd Temporary Airspace solution.

16 Jun 22: CAA Approval for 2nd Temporary Airspace solution.

8 Aug 22: 2nd Temporary Airspace solution implemented for exercises in Aug 22, Sep 22, Mar 23, Aug 23, and Sep 23.

25 Nov 22: Stage 3 Gateway, Not Passed - Targeted Review.

3 Feb 23: Extraordinary Stage 3 Gateway, Passed.

5 Jun 23: Step 3D submission received.

25 Jul 23: Formal Submission received.

31 Jul 23: CAA Document Check complete.

22 Sep 23: Sponsor requested to provide supplementary information.

25 Sep 23: Sponsor submitted supplementary/revised documentation.

30 Sep 23: 2nd Temporary Airspace solution disestablished.

5 Oct 23: Sponsor requested to provide additional points of clarification.

18 Oct 23: Additional points of clarification received in a revised submission.

<p>A.7</p>	<p>Are there any additional process requirements of the Civil Aviation Authority (Air Navigation) Directions 2023 (the “Air Navigation Directions”) and/or the Air Navigation Guidance 2017 which apply to this airspace change, and have they been complied with?</p>	<p><i>N</i></p>
<p>A.7.1</p>	<p><i>Nil.</i></p>	

PART B – Airspace Change Process – STAGE 5				
B.1	Was a Public Evidence Session required for this proposal?		<i>N</i>	
B.1.1				
B.2	Were any requests made for this decision to be called-in by the Secretary of State?		<i>N</i>	
B.2.1				
B.3	Does the Secretary of State call-in criteria apply to this proposal?		<i>N</i>	
B.3.1	<i>Air Navigation Directions, direction 6(9)(1)</i> <i>The Secretary of State may not determine that the proposal will be decided by him/her if the proposed change was submitted by, or on behalf of, the Ministry of Defence.</i>			
B.4	Has the Secretary of State decided to call-in this proposal?		<i>N/A</i>	
	NOTE: if 'Yes' the content of this log concerns the recommendations linked to the 'minded-to' decision that has been presented to the Secretary of State.			
B.4.1				
B.5	Subject Matter Expert (SME) Regulatory Assessments			
	NOTE: this captures RAG status only – full details contained within each assessment (hyperlinks inserted below)			
	ATM Safety	<u>COMPLETE</u>	Environmental	<u>COMPLETE</u>
	Economic Assessment & Statement	<u>COMPLETE</u>	IFP	<i>NOT APPLICABLE</i>
	Engagement / Consultation	<u>COMPLETE</u>	Operational	<u>COMPLETE</u>

B.5.1	<p>Is there any other information outside of the regulatory assessments above which should be brought to the attention of the decision maker (e.g. outstanding Letters of Agreement)?</p> <p><i>A Letter of Agreement between NATS En Route, MOD, Newcastle International Airport and Teesside International Airport has been drafted; this requires sign-off prior to the first activation of the proposed Danger Area.</i></p> <p><i>The LOA provides details of the operating procedures, including confirmation of the need for robust briefing for exercise participants, committing to the need for ingress/egress procedures, and providing details about MOD mitigation for the impacts (suppressing adjacent danger areas and the provision of military Air Traffic Services to some flights to assist with connectivity with the ATS Network).</i></p>			
B.6	Other Relevant Documents (title and hyperlinks to be inserted)			
	<u>European Route Network Development Plan Part 1: Airspace Design Methodology Guidelines</u>	<u>European Route Network Development Plan Part 3: Airspace Management Handbook</u>	<u>CAP 740: UK Airspace Management Policy</u>	<u>SARG Policy 118: Policy for Permanently Established Danger Areas and Temporary Danger Areas</u>
	<u>SARG Policy 131: SUA Buffer Policy for Airspace Design Purposes</u>			
B.7	<p>Has the relevant legal and policy framework to the airspace change process been taken into account, including:</p> <ul style="list-style-type: none"> • the Air Navigation Directions; • the Airspace Modernisation Strategy; • section 70 of the Transport Act 2000; • the Air Navigation Guidance 2017; and • CAP 1616 and associated publications? 			Y

<p>B.8</p>	<p>CAA consideration of whether the proposal is in accordance with the Airspace Modernisation Strategy (Air Navigation Directions, direction 5(1)).</p> <p><u>NOTE:</u> the left column captures RAG status only and the right column captures the rationale – full details will be contained within the SME Regulatory Assessments. Reference should be made to the AMS characteristics. For more information on the AMS strategic objectives, see <i>Airspace Modernisation Strategy 2023-2040 Part 1: Strategic Objectives and Enablers</i> (CAP 1711).</p>
<p>Safety</p>	<p><i>The aims of the Airspace Modernisation Strategy are to deliver quicker, quieter and cleaner journeys and more capacity for the benefit of those who use and are affected by UK airspace, whilst maintaining/improving safety, integrating diverse users, simplifying airspace design, and considering environmental sustainability.</i></p> <p><i>This proposal proposes the introduction of a new Danger Area for MOD activity to ensure that other airspace users are not exposed to additional hazards. Therefore, the introduction of the Danger Area segregating non-participants enables safe operation and is appropriate in this context. Further, by utilising internationally recognised airspace structures (including the use of a Flight plan Buffer Zone), publication methods and Airspace Management, the accuracy of aeronautical information is assured, and alternative predictable flight-plannable routes would be available for General Air Traffic.</i></p> <p><i>Agreements between the MOD and relevant parties introduces the need for the MOD to provide Air Traffic Services to certain civil flights – where this is not possible, the proposed Danger Area would not be activated.</i></p>
<p>Integration of diverse airspace users</p>	<p><i>Whilst the proposed Danger Area introduces a large volume of airspace that segregates activity for safety reasons, this enables diverse use of airspace by temporarily allocating the airspace to the MOD for specific events. These events would be scheduled well in advance of their anticipated use to consider any potential impacts on other airspace users, and activation would only occur for the minimum amount of time necessary.</i></p> <p><i>The Danger Area would be managed by the UK Airspace Management Cell for the correct notification of activations times; additionally, a Level 3 airspace management function would be in place to enable tactical (on the day) deactivation should it be identified that the Danger Area is no longer required.</i></p>

<p>Simplification of airspace system</p>	<p><i>The proposed Danger Area is a single structure established mostly over the sea, with a common lower level at an altitude that reduces the impact on most General Aviation flights. Publication and promulgation of the Danger Area and other associated airspace structures would be in accordance with international, European and UK protocols. Airspace classifications are unaffected.</i></p> <p><i>Analysis by the MOD and NATS has shown that there is a likely net benefit to General Air Traffic due to the design of the airspace and operating procedures that enable more direct routes to be flown than when other Danger Areas operated by the MOD are activated. These routes would be flight-plannable, visible in the European Air Traffic Services Network, require no changes to airborne navigation equipment and will provide predictability to airline operators.</i></p>
<p>Environmental sustainability</p>	<p><i>It is acknowledged that certain reporting points/waypoints used by North Atlantic Tracks and traffic routing via the Amsterdam and Copenhagen FIRs which are within the proposed DA will also become unavailable during its activation. The unavailability of these routes will thereby require GAT to reroute around the DA using longer alternative tracks which will result in increased fuel burn and CO2 emissions. However, the baseline for the CO2 assessment involves simultaneous activations of D323 and D613 which are replaced by an activation of FCA in the design option scenario. This comparison establishes that although a small number of flights may still continue to be negatively impacted on specific reroutes (e.g., between Newcastle/Teesside and Aberdeen/Edinburgh airports), the overall impacts in terms of fuel burn and CO2 emissions when considering all GAT impacted by FCA are assessed to be positive when compared to the modelled baseline values within the London/Scottish FIR boundaries.</i></p> <p><i>Note that it is unclear whether the airspace design also facilitates a decrease in fuel burn and CO2 emissions over entire flight trajectories (including those outside the London/Scottish FIR boundaries) in cases where the Oceanic Entry/Exit Points to the London/Scottish FIR are different from those in the original flight plan.</i></p>

<p>B.9</p>	<p>CAA consideration of factors material to our decision whether to approve the change (section 70, Transport Act 2000).</p> <p><u>NOTE:</u> the left column captures RAG status only and the right column captures a summary of the rationale – full details will be contained within the SME Regulatory Assessments. Reference should be made to the Section 70 characteristics.</p>
<p>Maintain a high standard of safety in the provision of air traffic services section 70(1)(a)</p>	<p><i>The UK CAA’s primary duty is to maintain a high standard of safety in the provision of Air Traffic Services, and this takes priority over all other duties.</i></p> <p><i>This submission proposes the introduction of a new Danger Area for MOD activity to ensure that other airspace users are not exposed to additional hazards from large-scale military exercises. Therefore, the introduction of the Danger Area segregating non-participants enables safe operation and is appropriate in this context. Further, by utilising standard airspace structures (including the use of a Flight plan Buffer Zone), publication methods and Airspace Management techniques, the accuracy of aeronautical information is assured, and alternative flight-plannable routes would be available for General Air Traffic.</i></p> <p><i>Agreements between the MOD and relevant parties introduces the need for the MOD to provide Air Traffic Services to certain civil flights where connectivity to the ATS Network is impacted (ie Newcastle and Teesside flights operating across the North Sea) – where this is not possible, the proposed Danger Area would not be activated.</i></p>
<p>Secure the most efficient use of airspace consistent with the safe operation of aircraft and the expeditious flow of air traffic section 70(2)(a)</p>	<p><i>The UK CAA has a duty to secure the most efficient use of the airspace consistent with the safe operation of aircraft and the expeditious flow of air traffic. The UK CAA considers the most efficient use of airspace to mean securing the greatest number of movements of aircraft through a specific volume of airspace over a period of time so that the best use is made of the limited resource of UK airspace. The UK CAA considers the expeditious flow of air traffic to involve each aircraft taking the shortest amount of time for its flight. It is concerned with individual flights.</i></p> <p><i>Although a small number of flights might be required to adopt longer routes due to the activation of the proposed Danger Area, there would be a likely overall net benefit when considering all General Air Traffic flights affected by the Danger Area when compared to a common weekday airspace scenario where other danger areas are in use for MOD activities. This is down to the airspace having been designed to facilitate efficient routing of en-route traffic as much as possible with an agreement from the MOD to not activate adjacent danger areas simultaneously.</i></p>

<p>Satisfy requirements of operators and owners of all classes of aircraft section 70(2)(b)</p>	<p><i>The UK CAA has a duty to satisfy the requirements of operators and owners of all classes of aircraft.</i></p> <p><i>Whilst the proposed Danger Area introduces a large volume of airspace that segregates activity for safety reasons, this enables diverse use of airspace by temporarily allocating the airspace to the MOD for specific events. These events would be scheduled well in advance of their anticipated use to consider any potential impacts on other airspace users, and activation would only occur for the minimum amount of time necessary.</i></p> <p><i>The proposed Danger Area is a single structure established mostly over the sea, with a common lower level at an altitude that reduces the impact on most General Aviation flights. The Danger Area is the minimum required to achieve the aims. Publication and promulgation of the Danger Area and other associated airspace structures would be in accordance with international, European and UK protocols. Airspace classifications are unaffected.</i></p> <p><i>The Danger Area would be managed by the UK Airspace Management Cell for the correct notification of activation times; additionally, a Level 3 airspace management function would be in place to enable tactical (on the day) deactivation should it be identified that the Danger Area is no longer required.</i></p>
<p>Take account of the interests of any other person (other than an operator or owner of an aircraft) in relation to the use of any particular airspace or the use of airspace generally section 70(2)(c)</p>	<p><i>The UK CAA has a duty to take account of the interests of any person (other than an owner or operator of an aircraft) in relation to the use of any particular airspace or the use of airspace generally.</i></p> <p><i>The proposed Danger Area is predominately over the High Seas with a base level established to minimise the impacts on other airspace users. The CAA is directed not to take into account any impacts on the environment resulting from the use of military aircraft; where there are consequential impacts to non-participating airspace users, these are minimal and would not create any impacts related to the interests of others.</i></p>
<p>Take into account the Secretary of State's guidance relating to spaceflight activities section 70(2)(d)</p>	<p><i>The UK CAA has a duty to take account of any guidance relating to spaceflight activities (within the meaning of the Space Industry Act 2018) given to the CAA by the Secretary of State.</i></p> <p><i>This proposal does not relate to spaceflight activities. However, the Danger Area would only be activated when required, with the scheduling of the large-scale exercises coordinated through the UK Airspace Management Cell where discussions about possible competing requirements for spaceflight activities would be discussed.</i></p>

<p>Take into account the Secretary of State's guidance on environmental objectives section 70(2)(d)</p>	<p><i>The UK CAA is required to take into account the Air Navigation Guidance 2017. In the Air Navigation Guidance 2017, the Government has set environmental objectives with respect to air navigation. These environmental objectives are designed to minimise the environmental impact of aviation within the context of supporting a strong and sustainable aviation sector. The objectives are, to:</i></p> <ul style="list-style-type: none"> <i>• limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise;</i> <i>• ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions; and</i> <i>• minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality.</i> <p><i>The ACP is scaled as a Level M1 as it has potential to alter civil aviation traffic patterns below 7,000 ft. over an inhabited area and is being sponsored by the MoD. For Level M1 ACPs, the CAA is directed to disregard the environmental impacts that are a direct result of military aircraft or military operations (including civil aircraft carrying out military function under contract). However, consequential environmental impacts from other airspace users (i.e., civil aviation) that are a result of the proposed change must be assessed in accordance with Level 1 requirements.</i></p> <p><i>Despite being scaled as a Level M1 change, the CAA accepts the sponsor's rationale and supporting evidence and concludes that there is no material change in traffic patterns of other airspace users below 7,000 ft. that are caused as a result of this ACP. Therefore, ground based environmental impacts below 7,000 ft. (noise, local air quality, tranquillity and biodiversity) have been scoped out of the environmental assessment. As this ACP is unlikely to impact GA activities, consequential impacts on CO2 emissions resulting from any such change in GA traffic patterns have also been excluded from the environmental assessment.</i></p> <p><i>It is acknowledged that certain reporting points/waypoints used by North Atlantic Tracks and traffic routing via the Amsterdam and Copenhagen FIRs which are within the proposed DA will also become unavailable during its activation. The unavailability of these routes will thereby require GAT to reroute around the DA using longer alternative tracks which will result in increased fuel burn and CO2 emissions. However, the baseline for the CO2 assessment involves simultaneous activations of D323 and D613 which are replaced by an activation of FCA in the design option scenario. This comparison establishes that although a small number of flights may still continue to be negatively impacted on specific reroutes (e.g., between Newcastle/Teesside and Aberdeen/Edinburgh airports), the overall impacts in terms of fuel burn and CO2 emissions when considering all GAT impacted by FCA are assessed to be positive when compared to the modelled baseline values within the London/Scottish</i></p>
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	<p><i>FIR boundaries.</i></p> <p><i>In terms of impacts on IFR flight paths and resulting CO2 emissions, the sponsor's assessment predicts a decrease in average fuel burn per flight of 78 kg, leading to a decrease in average CO2e emissions per flight of 249 kg within the London/Scottish FIR boundaries. In terms of total emissions, the sponsor's assessment predicts a decrease by 1,700 tCO2e in 2023 and by 1,901 tCO2e by 2033, an annual decrease of 2% from baseline values. For the appraisal period between 2023 – 2033, this amounts to an estimated total saving of 19,911 tCO2e.</i></p> <p><i>Note that it is unclear whether the airspace design also facilitates a decrease in fuel burn and CO2 emissions over entire flight trajectories (including those outside the London/Scottish FIR boundaries) in cases where the Oceanic Entry/Exit Points to the London/Scottish FIR are different from those in the original flight plan.</i></p> <p><i>The sponsor also lists several mitigation measures that will be implemented to minimise the scale of impacts on other airspace users.</i></p>
<p>Facilitate the integrated operation of air traffic services provided by or on behalf of the armed forces of the Crown and other air traffic services section 70(2)(e)</p>	<p><i>The UK CAA's duty is to facilitate the integrated operation of Air Traffic Services provided by or on behalf of the armed forces of the Crown and other Air Traffic Services.</i></p> <p><i>The MOD is the sponsor for this change and the provision of Air Traffic Services by the MOD has been considered, in that the MOD will provide appropriate service to exercise traffic inside and outside the Danger Area. The MOD has also agreed to provide Air Traffic Services to some General Air Traffic flights directly impacted by the activation of the proposed Danger Area.</i></p>
<p>Take account of the interests of national security section 70(2)(f)</p>	<p><i>The UK CAA's duty is to take account of the impact any airspace change may have upon matters of national security.</i></p> <p><i>The CAA is satisfied that the proposal has no detrimental impacts on national security.</i></p>
<p>Take account of any international obligations notified to the CAA by the Secretary of State section 70(2)(g)</p>	<p><i>No such international obligations have been notified to the CAA under section 70(2)(g) of Transport Act 2000.</i></p>

B.10	<p>Are there any other associated publications relevant to the proposal and, if so, have the requirements of those publications been met?</p> <p>NOTE: associated publications include Airspace Policy Statements listed here.</p>	Y
B.10.1	<p>CAP 740: UK Airspace Management Policy</p> <p><i>The proposal has considered the requirements of CAP 740, with the airspace design and operational procedures achieving the aims of flexible use of airspace. The publication, notification, management, and oversight of the Danger Area are in keeping with other danger areas established for MOD activities.</i></p> <p>SARG Policy 118: Policy for Permanently Established Danger Areas and Temporary Danger Areas</p> <p><i>The proposal has considered the requirements of SARG Policy 118. The publication, notification, management, and oversight of the Danger Area are in keeping with other danger areas established for MOD activities.</i></p> <p>SARG Policy 131: SUA Buffer Policy for Airspace Design Purposes</p> <p><i>The proposal has considered the requirements of SARG Policy 131 and a request for a reduced lateral flight plan buffer (from 10nm to 5nm) has been included as part of the airspace design. This has been trialled as part of the evolution of the proposal and is in keeping with other established buffers utilised elsewhere in the UK under similar circumstances. The reduced lateral buffer is deemed safe by the Sponsor and is acceptable to the CAA.</i></p>	
B.11	<p>Conclusions in respect of requirement to ensure that the amount of controlled airspace is the minimum required to maintain a high standard of air safety and, subject to overriding national security or defence requirements, that the needs of all airspace users is reflected on an equitable basis.</p> <p>NOTE: this section only applies if the CAA is classifying or amending the classification of UK airspace.</p>	
B.11.1	<p><i>Not applicable, there are no proposed changes to airspace classification.</i></p>	

PART C – Stage 5 Recommendation		
C.1	Taking the above information into account, what is your recommendation to the decision-maker for this proposal?	
C.1.1	<p><i>It is recommended that:</i></p> <ol style="list-style-type: none"> 1. <i>The Airspace Change Proposal is approved.</i> 2. <i>The dispensation to SARG Policy 131 for a reduced lateral flight plan buffer is approved.</i> <p><i>The proposal enables essential MOD training events whilst maintaining the safety of other airspace users by employing temporary segregation. The airspace design and its operation are sympathetic to other airspace users, with the likely outcome of being a net-benefit to en-route General Air Traffic due to the orientation of the new Danger Area and agreement with the MOD for the suppression of other adjacent danger areas. The publication and employment of the new Danger Area and associated structures are in keeping with international procedures, providing predictability to other airspace users whilst ensuring the ability to flight planning around it.</i></p> <p><i>The proposal is aligned with the AMS as it enables diverse use of airspace through segregating activity only when necessary and in a manner that considers the requirements of other airspace users not participating in the MOD exercises as much as is practicable.</i></p>	
C.2	Are there any Recommendations and/or Conditions for the change sponsor to address prior to implementation (if approved)?	Y
C.2.1	<p><i>This section will initially be populated with those recommended by the SMEs but will be updated to reflect only those which have been deemed necessary by the decision makers.</i></p> <p><i>Recommendations are not mandatory, whereas conditions are requirements that must be met before the airspace change is activated. Conditions may include, for example, the need for all other necessary consents and approvals to be in place, notification and management processes, etc.</i></p>	

CONDITIONS

The following condition must be met prior to the first activation of the Danger Area:

- 1. Finalise the Letter of Agreement. A copy of the final version must be provided to the CAA along with evidence of the agreement of all parties (either through signatures on the document or alternative information that confirms acceptance by all parties).*

The following condition must be observed by the Change Sponsor, otherwise the CAA may be required to revoke approval to use the Danger Area until potential impacts can be assessed:

- 2. Amendments to the airspace management and operational procedures in the Letter of Agreement may alter the impacts of the airspace design; these must therefore be discussed with the CAA in advance of any proposed modifications to assess if an airspace change may be required.*

The sponsor must fulfil the following conditions either before or after implementation of the ACP.

- 3. Confirm whether the airspace design also facilitates a decrease in fuel burn and CO2 emissions over entire flight trajectories (including those outside the London/Scottish FIR boundaries) in cases where the Oceanic Entry/Exit Points to the London/Scottish FIR are different from those in the original flight plan.*
- 4. Provide an explanation for the split of traded and non-traded sector emissions considered in the TAG Greenhouse Gases Workbook.*
- 5. Update the TAG Greenhouse Gases Workbook using input values for tCO2e that are based on 55 activations of FCA.*

RECOMMENDATIONS

It is recommended that:

- 1. References to Fast Jet Areas in the Letter of Agreement should be updated to include the new identifications that define them as Danger Areas (ie in the UK Aeronautical Information Publication ENR 5.1 where they are now published as EGD713 and EGD901).*
- 2. The terminology in the Letter Of Agreement should be amended to remove reference to Managed Danger Areas (MDAs) as this term is no longer in use.*

	<p>3. <i>The Letter of Agreement glossary reference to ‘USAFE’ should be amended to the correct meaning of ‘United States Air Forces in Europe’.</i></p> <p>4. <i>Traffic forecasts used in the environmental assessment should be based on the most up-to-date and credible, clearly referenced sources of data (e.g., Eurocontrol’s STATFOR October 2023).</i></p>		
C.3	Are there any specific requirements in terms of the data to be collected by the change sponsor for the Post Implementation Review (if approved)?		Y
C.3.1	<p><i>If ‘Yes’, insert hyperlink and additional narrative as required.</i></p> <p>See Post Implementation Review Data Request.</p>		
C.4	Are any other consents and approvals needed in order to permit the intended operation (title and hyperlinks to be inserted)?		
C.5	Are there any other comments/observations for the decision maker?		N
C.5.1	<p><i>Use this section to provide a short summary (by numbers and themes) of any correspondence that we have received directly in relation to the airspace change proposal. Relevant data can be obtained from the Airspace Specialist (Correspondence).</i></p> <p><i>Insert additional narrative as required.</i></p>		
C.6	Regulator’s Signature		
Technical Regulator / Account Manager	██████████	████████████████████	8 Nov 23

PART D – Draft Regulatory Decision – Comment (for Level 1 Airspace Change Proposal’s only)		
D.1	Was a Draft Regulatory Decision published for this proposal?	<i>N</i>
D.2	Was any feedback received in relation to the Draft Regulatory Decision?	<i>N/A</i>
D.3	Has the Draft Regulatory Decision been amended in light of feedback received?	<i>N/A</i>

PART E – Final Regulatory Decision – Comment/Approval

Manager Airspace Regulation comments and recommendation:

This ACP seeks to establish a permanent structure that is activated by NOTAM, designed to support specific large scale MoD exercises that have historically been conducted within this area. Through arrangements contained within the Letter of Agreement (LoA) between NATS and the MoD, if this proposed Danger Area were activated then other specified MoD Danger Areas would not be activated concurrently. This arrangement leads to a net environmental benefit when considering civil traffic transiting through UK airspace; this effect therefore highlights the importance of the arrangement within the LoA. Whilst this ACP proposes to introduce a new 'segregated' airspace volume, this proposal does limit activations, ensures activations are only made when necessary, conforms to standard airspace management processes, make provision for an ATS service for some impacted traffic and is in support of a Defence requirement; this ACP therefore aligns with the Airspace Modernisation Strategy and S70 of the Transport Act requirements. Subject to the conditions and recommendations noted in C2.1 above, where I would highlight the criticality of the airspace management conditions, I would recommend approving this ACP.

Manager Airspace Regulation	[REDACTED]	[REDACTED]	23 Nov 23
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Head AAA comments and regulatory decision: Approved.

Head AAA	[REDACTED]	[REDACTED]	27 Nov 23
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