

**Minutes of “Network Improvements on the UK Dover (DVR) Interface” (ACP-2025-006)
Assessment Meeting held on Teams on 21st March 2025**

Participants	Appointment	Representing
[REDACTED]	Airspace Change Specialist	NATS
[REDACTED]	Airspace Change Specialist	NATS
[REDACTED]	Operations Implementation Manager	NATS
[REDACTED]	Airspace Implementation Manager	NATS
[REDACTED]	Airspace Change Account Manager	CAA
[REDACTED]	Airspace Regulator (Environmental)	CAA
[REDACTED]	Airspace Regulator (Technical)	CAA
[REDACTED]	Airspace Regulator (Engagement and Consultation)	CAA
[REDACTED]	Airspace Regulator (Economist)	CAA
Observing		
[REDACTED]	Airspace Regulator (Technical)	CAA
[REDACTED]	Airspace Regulator (Technical)	CAA
[REDACTED]	Airspace Regulator (Technical)	CAA
[REDACTED]	Account Specialist (Portal)	CAA
Apologies		
[REDACTED]	Airspace Regulator (Economist)	CAA

CAA Assessment Meeting Opening Statement

CAA noted that the statement of need, agenda and presentation were received in advance of the Assessment Meeting and confirmed that the documents must be published by the sponsor, together with minutes of the meeting, on the Airspace Change Portal page. CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA’s CAP 1616 requirements, but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA’s process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:

- for the Sponsor to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process, including determining whether the proposal falls within the scope of a pre-scaled ACP process/Level 3,
- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stages of the airspace change process.

	ACTION
Item 1 – Introduction Introductions made and opening statement read by CAA.	
Item 2 – Statement of Need (discussion and review) NERL presented assessment meeting slide pack. SoN reviewed: No questions or comments.	

Item 3 – Area of scope Slide showing the primary area of change. NERL explained that although the diagram indicates the primary area of scope, connectivity may be required within a greater area.	
Item 4 – Current day scenario Slide presented current day scenario. Clarified that the significant volume of traffic is tactically managed, which increases controller workload. Overflying and LTMA outbound traffic currently flight plans through KONAN but airspace is currently inefficient due to the single COP and capacity restriction.	
Item 5 – Opportunities and issues arising from the proposed change Concept for development was explained by NERL – additional COPs will be created with traffic allocated by flow. Systemisation of traffic will increase capacity, reduce workload, and improve efficiency. Engagement to date: NERL explained that engagement and development work has been undertaken with neighbouring ANSPs and EUROCONTROL to test network improvements and determine this viable concept for delivery which is aligned with EUROCONTROL and other ANSPs. CAA advised this should be captured within Stage 2 engagement evidence explaining the design development. Allocation of traffic: The CAA asked whether the allocation of traffic and utilisation of the COPs were part of the ACP. NERL advised that this will be part of the proposed design. CAA advised the importance of evidencing the engagement undertaken in the design development, particularly at Stage 2 of CAP1616. Changes below 7000ft: The CAA asked if this might be a product of this change, or a design constraint? NERL advised that the working assumption is that there will be no changes below 7000ft; this is not anticipated to be a constraint for the design, as it is not expected to be an issue. CAA template: The CAA advised there may be areas of the template which are not relevant in this instance, where this is the case, NERL should supply a rationale for why data is not provided. Similarly, where specific requirements of CAP1616 have not been conducted, this should also be explained.	
Item 6 – Level, process requirements* and provisional timelines** Proposed this meets the criteria for a Level 2 ACP. CAA would provisionally allocate this as a Level 2 ACP. Economic requirements: Comply with CAP1616 & CAP1616f. (Sections 3.15 and 3.18 are of particular relevance for the development of the baseline and IoA process. For further information on the options appraisal process and requirements by stage, see 3.38 in CAP1616f). Engagement/Consultation requirements: As above, inclusion of all relevant engagement is necessary and should be evidenced. NERL should provide a clear rationale of engagement durations / limited selection of stakeholders. There are differences in relation to engagement in CAP1616 v5 compared to v4, primarily to engage on the current day scenario in stage 1 and on the baseline scenarios in stage 2. Environmental: The environmental requirements are detailed in CAP1616i. As this airspace change will be above 7000ft the priority is on greenhouse gas emissions over noise. NERL can scope out environmental assessments for noise, local air quality and tranquillity. The Habitats Regulation Assessment can be easily screened out based on the fact that no change is expected below 3000ft. The airspace change sponsor must assess and quantify the change as regards fuel burn and CO₂ emissions, as per the requirements of CAP 1616f and CAP 1616i.	

<i>* When the sponsor submits their gateway materials for each Gateway at the agreed submission deadline, the period between this and the gateway decision will be an analysis by the CAA Airspace Regulatory team (Airspace Regulation) of the documentation submitted, for the purposes of making a recommendation to the CAA Gateway decision maker(s). In conducting the gateway assessment, the CAA is assessing the process employed and its compliance with the guidance stipulated within CAP 1616. It is not an assessment of the merits of the submission itself, which is reviewed at Stage 5 - Decision. We may request documentation from the sponsor that is referred to in the gateway submission but has not been provided as part of the Gateway submission materials. We may also request the sponsor to provide information by way of clarification relating to statements or assumptions made in the submission. Any further information sought by Airspace Regulation at this stage is for clarificatory purposes and is only for determining compliance with the CAP 1616 process.</i> <i>In any instance where a sponsor has not met the requirements of the process, we will inform them after the gateway decision and advise of next steps.</i> <i>Please note that <u>this text does not apply to airspace change proposals involving the sole implementation of RNP Instrument Approach Procedures (IAPs) without an Approach Control</u>, as Gateway Assessments are not required. Therefore, this text can be removed from the Assessment Meeting minutes.</i> <i>** The timeline agreed may become subject to change by the CAA. As outlined in CAP 2541 it is not the CAA's intent to conduct a re-prioritisation of all ACPs currently in progress, but only to prioritise when we believe this is required. Such prioritisation will be conducted on a case-by-case basis and in accordance with the principles outlined in CAP 2541. Should it be considered necessary to reprioritise an ACP a member of the Airspace Regulation team will contact the sponsor directly.</i>	
Item 7 – Safety Case requirement¹ No comments made.	
Item 8 – Next steps Timeline to be taken away by CAA for review. Draft minutes to CAA by 28th March 2025. Minutes finalised by CAA by 4th April 2025.	
Item 9 – Any other business None raised.	

**Actions arising from “Network Improvements on the UK Dover (DVR) Interface” (ACP-2025-006)
Assessment Meeting**

There were no actions arising from this meeting.

¹ The default position is that if the safety case contains proprietary information which is commercially sensitive in nature, it may be agreed by the CAA not to have it published in its entirety at stage 4. However, it must be submitted to the CAA, labelled accordingly and a Plain English summary of the final safety assessment explaining why the proposal will maintain a high standard of safety, must be published on the Portal, in accordance with CAP1616 para 1.31'.