

CAA ACP2022-082 – Consideration of the Removal of Doncaster Sheffield Airport (DSA, EGCN) Airspace from the UK AIP – Process Document

Airport Operator/Licensee – Doncaster Sheffield Airport

Unit Name – EGCN - Doncaster Sheffield

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1. Stage 1

1.1 Statement of Need:

ISSUE- EGCN (Doncaster Sheffield Airport- DSA) will suspend operations including ATS provision at 1500UTC 18 Nov 22. As a result, the aerodrome information (AD2), controlled airspace (CAS) for which DSA is the nominated unit providing service, the DSA air traffic zone (ATZ) and associated procedures that are currently managed by DSA ATC/Operations, will need to be removed from the UK AIP.

OPPORTUNITY- Another certified ANSP, subject to approval by the CAA, could manage part or all of the current published construct; there will be no opportunity to amend the current construct. The last date to submit considerations to manage the current construct(s) is the 17 Feb 23. Other sections of the AIP, where DSA is referenced, may require removal/amending. The UK VFR charts will also require amending.

[DAP 1916 221031-543 V1](#)

- 1.2 The CAA carried out an assessment meeting 27 Oct 22, the minutes/actions were uploaded to the CAA Portal 2 Dec 22 and can be found [here](#).
- 1.3 At the CAA SME [assessment meeting](#), it was agreed that this would be a scaled CAA Sponsored ACP (Level 2C) and would likely follow the SARG Policy 115: Establishment And Dimensions Of Aerodrome Traffic Zones (ATZ) format. This is an accepted scaled process under CAP1616 v4.
- 1.4 The CAA has followed this process while considering the differences associated with the removal of the airspace design associated with Doncaster Sheffield (EGCN).

2. Stage 2

2.1 Options Appraisal:

Options – There is a requirement to respond to the withdrawal of the provision of air traffic service (ATS) for the airspace that EGCN had been the nominated service provider.

a) Permanent NOTAM to de-notify the EGCN airspace and AIP data.

This option was rejected as it was recognised that the AIP should reflect the fact above, therefore the NOTAM will only be used to cover a reasonable period during which engagement with suitable ANSPs can take place as required.

b) Airspace change request (ACR) to permanently de-notify the EGCN airspace and AIP data.

This option was accepted as it was recognised that unless a suitable ANSP could be found to manage the EGCN airspace construct (part or all) its permanence in the AIP would not be reflective of reality. Under UK Regulation (EU) 923/2012, Section 6 (SERA.6001) all flights in Class D airspace shall be subject to an ATC clearance. Without the requirement for ATC, the airspace must revert to Class G airspace, for which IFR and VFR flight do not require an ATC clearance (See ICAO Annex 11 Section 2).

c) Accept and consider submissions from suitable ANSPs to manage any of the extant airspace. Considerations were based on a review of the relevant considerations presented under Appendix F of CAP1616.

This option was also accepted as, subject to a review in accordance with CAP1616, it was considered that it may allow for the safe and efficient use of some of the extant airspace structures to support adjacent operations.

3. Stage 3

3.1 Engagement and Confirmation Statement.

The CAA used a Skywise notification and emailed a [statement of intent](#) to members of National Air Traffic Management Advisory Committee (NATMAC) in order to publicise the ACP and ask for considerations from relevant ANSPs with regard to managing the extant EGCN airspace construct (part/all).

3.2 Responses.

The CAA received the following relevant responses:

a) NATS PC – [Response received 10 Feb 23](#) – NATS do not require the use of the de-notified DSA Airspace. It was also identified that reporting point ROGAG can be removed. NATS identified that the removal of CTA10 may have a detrimental impact on arrivals to LBA from the east. NATS will not be responsible for any knock-on impacts including any PPR as a result of the removal of the DSA Airspace. NATS considered the de-notification of DSA airspace as part of their stage 2 (see para 2.14 of [ACP-2019-77](#) MTMA).

b) Leeds Bradford Airport [16 Feb 23](#) – Initially requested that they be considered as the ANSP for CTAs 8 and 10 of the DSA Airspace. However, following further consideration they withdrew their [request 27 Apr 23](#), citing due consideration and engagement with stakeholders as the reason.

c) We received a [formal request from the City of Doncaster Council](#) to retain the DSA airspace 17 Feb 23.

b) The CAA received 4 external responses including 3 from members of the public and one from a MP, which were all reviewed and considered.

4. Stage 4

4.1 ACR details of AIP Amendments:

a) i) Remove references to EGCN Doncaster Sheffield AD2-2.25 from the relevant areas of the AIP.

ii) Remove the 5 LNC ROGAG from ENR 3.2 L603 and ENR4.4 as this is solely used for EGCN SIDs.

b) The VFR Charts amendments page will reflect the AIP until the paper charts are updated next year. The current airspace has been extant since 2022 via a SUP.

5. Stage 5

5.1 **Call-in – A call-in request was made 25 May 23.** The CAA uploaded their assessment of the call-in criteria for this ACP 12 July 23, it can be found [here](#). The CAA determined that this ACP did not meet any of the criteria, including criterion D (Class G airspace being re-classified) from the 2019 directions, which was removed in March 2023.

The SofS decided not to call in the ACP on **12th May 25**.

5.2 **Recommendation** – The removal of EGCN references within the UK AIP. Under UK Regulation (EU) 923/2012, Section 6 (SERA.6001) all flights in Class D airspace shall be subject to an ATC clearance. Without ATC, the airspace must revert to Class G airspace, for which an ATC clearance is not required. Without the requirement for the provision of an ATS due to DSA being closed, the extant airspace construct as described within the UK AIP ceases to exist and therefore must be removed for the UK AIP. Any further delay to removal should only be to meet administrative procedures.

5.3 The recommendation will be reviewed by another Airspace Regulator, who has not been part of this process, and a decision log produced for consideration by the decision maker.

6. Stage 6

6.1 The ACP should be implemented AIRAC 09/2025, which is the next available AIRAC. An AIC will also be issued to provide further details.

7. Stage 7

7.1 Should not be required given the cessation of the provision of an ATS and the re-classification of the airspace to Class G via NOTAM and then an AIP SUP. This situation has been extant since the end of 2022.