

CAA Decision Log

Airspace Change Proposal Title	Consideration of the Removal of Doncaster Sheffield Airport (DSA, EGCN) Airspace from the UK AIP
Airspace Change Proposal Reference	ACP-2022-082
Change Sponsor	CAA
AIS Submission Target Date	6 Jun 25 (AIRAC 09/25)
CAA Decision Target Date	May 2025
<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 APPLICABLENOT COMPLIANT/ACTION REQUIREDISSUE/CONCERN TO HIGHLIGHT	

V2.0 issued to correct an administrative error in the date of signature by the Decision Maker and amend the sensitivity label to OFFICIAL-Public.

Executive Summary

Insert narrative to provide the decision maker with a brief summary of the nature of this airspace change proposal – this should cover the following:

- *Issue/opportunity to be addressed*

EGCN (Doncaster Sheffield Airport- DSA) informed the CAA that they would 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 aerodrome traffic zone (ATZ) and associated procedures that were managed by DSA ATC/Operations, will need to be removed from the UK Aeronautical Information Publication.

- *Applicable procedure under CAP 1616 (permanent, temporary, trial, etc.)*

A permanent change – a scaled CAP1616 Level 2C that considers the principles for removal of an ATZ as described in SARG Policy 115 (Establishment And Dimensions Of Aerodrome Traffic Zones (ATZ)) by adopting a proportionate approach in line with the nature of the change.

- *Desired outcome*

Permanent removal of all airspace structures relating to the provision of Air Traffic Services at Doncaster Sheffield Airport, notably ATZ, CTR, CTAs, IFPs, FRZ, and RPZs.

- *Challenges/Risks*

The 2nd NOTAM: C2583/23 (revises C0879/23) Q) EGTT/QAECED/IV/NBO/AE/000/105/5327N00104W019 ends 08 Aug 2023 23:59 GMT (09 Aug 00:59 BST). We will not be following ICAO SARPS by issuing a 3rd extension to this NOTAM.

A request was made for the ACP to be called in under the SofS for the DfT Call-in process, the CAA has determined that it does not meet the call-in criteria (CAP2266) and the SofS is yet to determine whether or not to call it in.

City of Doncaster Council (CDC) are continuing to pursue the re-opening of the airport. A new operation will take time to establish, requiring appropriate CAA guidance, licensing, and oversight. Different aircraft operators using different aircraft for potentially different tasks may place demands on the airport and the local airspace that do not match those previously seen. This will also require consideration of the type of Air Traffic Services to be established, with safety arguments needing to be developed for the new operation and the airspace. The baseline environment for airspace use may change in this interim period and that will also need to be assessed as part of any re-opening of the airport.

There are no assurances that the current airspace structures will meet the operational and safety requirements of any new operation, nor that they will have been considered against the requirements of Section 70 of the Transport Act 2000, including the interests of other airspace users and any noise/environmental impacts. Different aircraft types, new Instrument Flight Procedures, numbers of flights etc and other local factors may lead to a determination that the current airspace design is not appropriate.

Indeed, the 2017 Post Implementation Report of the current Doncaster Sheffield Airport Controlled Airspace (implemented in 2008) identified that whilst safe and functional, it was not as efficient as it might be especially when considering up-to-date airspace policies and concepts. These policies and concepts have continued to evolve as the UK undertakes significant change under the Airspace Modernisation Strategy – these aspects need to be taken into account for any future re-opening of the airport.

Any new operator will need to consider their intentions for the airport, developing a plan for how they will establish appropriate capabilities that meet with safety and operational requirements, whilst considering the local environment and the needs of potentially affected parties. Airspace requirements are an intrinsic part of this evolution and there should be no assumptions made that the current airspace design would be safe, efficient, and appropriate. Indeed, there can be no assumptions made at this time that Controlled Airspace is even required.

- **Recommendation**

All airspace structures associated with Doncaster Sheffield Airport should be permanently disestablished through an amendment to the Aeronautical Information Publication. These include FRZ, RPZs, ATZ, CTR, CTAs, IFPs.

- **Decision on whether to call-in made**

12 May 2025

- **AIC Publication date – 24 Jul 25**
- **AIP to be updated AIRAC 09/2025 – 4 Sep 25**

PART A – Airspace Change Process – GATEWAYS		
A.1	Airspace Change Portal	
A.1.1	<u>ACP-2022-082</u>	
A.2	CAA SharePoint site	
A.2.1	<u>SPO site for ACP-2022-082</u>	
A.3	Stage 1 DEFINE Gateway	
A.3.1	<i>Not applicable</i>	
A.4	Stage 2 DEVELOP AND ASSESS Gateway	
A.4.1	<i>Not applicable</i>	
A.5	Stage 3 CONSULT Gateway	
A.5.1	<i>Not applicable</i>	
A.6	Chronology	
A.6.1	<p><i>Insert a summary of the change sponsors' progress through the regulatory process.</i></p> <ul style="list-style-type: none"> <i>On the 12th Oct 2022, the CAA were made aware that ATCSL (ANSP to DSA) were asked to look into removing the provision of ATS at DSA.</i> <i>The SoN was published 21st Oct 2022.</i> <i>A CAA SME Assessment Meeting was held on 26th Oct 2022.</i> <i>The CAA were informed that DSA would remain open until 23rd Nov 2022, with just a Radar Service.</i> <i>The CAA published/issued a Statement of Intent 4th Nov 2022.</i> <i>Manager Airspace Regulation held a meeting with a local MP, 15th Nov 2022.</i> 	

- *The CAA were informed 16th Nov 2022 that provision of ATS will remain and no redundancies would be made.*
- *The CAA paused the ACP 17th Nov 2022 and issued a statement on the CAA Airspace Change Portal.*
- *The CAA held a progress meeting on 23rd Nov 2022 and were informed that a request for a Judicial Review (re the closure) was being considered and as such the provision of an ATS would remain in place until at least 2nd Dec 2022.*
- *The CAA were formally told on 28th Nov 2022 that the contract for the provision an ATS would terminate 2359, 2nd Dec 2022.*
- *The CAA held a progress meeting 29th Nov 2022 to agree a Safe course of action, including management and promulgation of the NOTAM.*
- *The CAA un-paused the ACP 2nd Dec 2022 and took over management of the NOTAM.*
- *The CAA received a letter from the CDC 13th Dec 2022, requesting a meeting with the CAA to discuss the future of the airspace.*
- *The CAA responded to the CDC with a letter on 20th Dec 2022, with an explanation of our response given the removal of the provision of an ATS and agreement to meet as required.*
- *An internal CAA SME meeting was held 14th Dec 2022 in order to confirm the level of the ACP as described in CAP1616. It was provisionally given a Level 2C at the AM and this was confirmed. A statement was uploaded to the Airspace Change Portal (16th Dec 2022) explaining the CAA's rationale and the intent to follow the abbreviated methodology described in Annex B and Appendix 1 of the CAA Policy Statement 'Establishment and Dimensions of Aerodrome Traffic Zones (ATZ)'.*
- *Leeds Bradford Airport (LBA) submitted a statement of intent to manage the DSA CTAs 8 and 10, on 16th Feb 2022.*
- *CDC submitted a letter of consideration to the CAA, seeking a '... a temporary extension of the current airspace arrangements...', on the 17th Feb 2022.*
- *On the 27th Apr 2022, LBA informed the CAA that, 'Following due consideration and engagement with internal and external stakeholders, we would like to withdraw our request to manage Doncaster extant CTAs 8 & 10.'*
- *The SofS DfT call-in window opened 18th May 2023. This was to coincide with the extension of the NOTAM from 11th May -8th Aug 2023.*
- *The SofS DfT call-in window closed 19th Jun 2023 with call-in requests being made on 24th May and 19th Jun 2023. The call-in window was extended by 2 days due to an error with the CAA Airspace Change Portal when the window first opened.*
- *The CAA published CAP2566, CAA Assessment on SofS call-in for ACP2022-082 on 12th Jul 2023.*

	<p>NOTE 8 Jan 2024: <i>It was agreed with Man AR that an AIP SUP would be issued at the earliest opportunity to replace the current NOTAM.</i></p> <ul style="list-style-type: none"> <i>The AIP SUP was first issued in Feb 24 and remains valid.</i> <i>12 May 2025, SofS confirmation that the ACP will not be called in.</i> <i>12 May 2025, internal Decision Meeting held via TEAMS.</i> 	
A.7	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?	N
A.7.1	<p><i>Insert requirements (if relevant).</i></p> <p><i>Nil notified</i></p>	

PART B – Airspace Change Process – STAGE 5				
B.1	Was a Public Evidence Session required for this proposal?		N/A	
B.1.1	Insert narrative and hyperlinks to any relevant documentation as required.			
B.2	Were any requests made for this decision to be called-in by the Secretary of State?		Y	
B.2.1	Insert narrative and hyperlinks to any relevant documentation as required. Feedback responses for Consideration of the removal of Doncaster Sheffield Airport airspace			
B.3	Does the Secretary of State call-in criteria apply to this proposal?		N	
B.3.1	Insert narrative and hyperlinks to any relevant documentation as required. CAP2566 CAA Assessment on SofS Call-in for ACP2022-082			
B.4	Has the Secretary of State decided to call-in this proposal?		N	
B.4.1	See the letter from the DfT here on the CAA Website.			
B.5	Approval Status for Subject Matter Expert (SME) Regulatory Assessments NOTE: this captures RAG status only – full details contained within each of assessment (hyperlinks inserted below)			
ATM Safety		APPROVED	Environmental	NOT APPLICABLE
Economic Assessment & Statement		NOT APPLICABLE	IFP	NOT APPLICABLE
Engagement / Consultation		NOT APPLICABLE	Operational	APPROVED
B.5.1	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)?				
B.6	Other Relevant Documents (title and hyperlinks to be inserted)				
	<u>ICAO Annex 11 – Air Traffic Services</u>	<u>ICAO Annex 15 – Aeronautical Information Services</u>	<u>UK CAA Policy for the Design of Controlled Airspace Structures</u>	<u>CAP778 - Policy and Guidance for the Design and Operation of Departure Procedures in UK Airspace</u>	
	<u>CAP493 – Manual of Air traffic Services Part 1</u>	<u>UK CAA Policy for the Establishment and Dimensions of an Aerodrome Traffic Zone</u>	<u>CAP1054 - Aeronautical Data Quality – Guidance for the provision and maintenance of aeronautical data and aeronautical information in UK Aeronautical Information Products</u>		
B.7	Has the relevant legal and policy framework to the airspace change process been taken into account, including: <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; andCAP 1616 and associated publications?				Y
B.8	CAA consideration of whether the proposal is in accordance with the Airspace Modernisation Strategy (Air Navigation Directions, direction 5(1)). <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> (<u>CAP 1711</u>).				

<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>There is no longer any provision of Air Traffic Services so for the safety of other airspace users, the airspace structures should be permanently removed; this enables the airspace design and provision of Air Traffic Services to be correctly represented in the Aeronautical Information Publication and on charts.</i></p> <p><i>For a potential re-opening of Doncaster Sheffield Airport, the safety requirements of the new operation would need to be considered, and using an airspace design dating back to 2008 without challenge against the aims of the Airspace Modernisation Strategy would not be appropriate. Safety obligations would not have been considered robustly should a new operation adopt the existing airspace design without due consideration of its suitability.</i></p>
<p>Integration of diverse airspace users</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>There is no longer any provision of Air Traffic Services so to achieve appropriate integration of other airspace users the airspace structures should be permanently removed; this enables the airspace design and provision of Air Traffic Services to be correctly represented in the Aeronautical Information Publication and on charts.</i></p> <p><i>For a potential re-opening of Doncaster Sheffield Airport, the integration requirements and considerations of the new operation would need to be considered, and using an airspace design dating back to 2008 without challenge against the aims of the Airspace Modernisation Strategy would not be appropriate. Integration would not have been considered robustly should a new operation adopt the existing airspace design without due consideration of its suitability.</i></p>

<p>Simplification of airspace system</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>There is no longer any provision of Air Traffic Services so for the simplicity of airspace design the airspace structures should be permanently removed; this enables the airspace design and provision of Air Traffic Services to be correctly represented in the Aeronautical Information Publication and on charts.</i></p> <p><i>For a potential re-opening of Doncaster Sheffield Airport, the operational requirements would need to be considered, and using an airspace design dating back to 2008 without challenge against the aims of the Airspace Modernisation Strategy would not be appropriate. Simplicity of the airspace design would not have been considered robustly should a new operation adopt the existing airspace design without due consideration of its suitability.</i></p>
<p>Environmental sustainability</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>Airspace modernisation is expected to result in a further reduction in the average noise levels per flight. For example, modernisation could enable aircraft to climb more quickly and descend more quietly and to navigate more accurately around population centres or other noise-sensitive areas. However, noise impacts will also depend on other factors like planning decisions, traffic growth or airline route networks.</i></p> <p><i>There is no longer any provision of Air Traffic Services so to ensure other airspace users fly optimal flights the airspace structures should be permanently removed; this enables the airspace design and provision of Air Traffic Services to be correctly represented in the Aeronautical Information Publication and on charts.</i></p> <p><i>For a potential re-opening of Doncaster Sheffield Airport, the environmental impacts would need to be considered, and using an airspace design dating back to 2008 without challenge against the aims of the Airspace Modernisation Strategy would not be appropriate. Environmental impacts of the airspace design would not have been considered robustly should a new operation adopt the existing airspace design without due consideration of its suitability.</i></p>

B.9	<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</p> <p>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>For the foreseeable future there will be no aircraft operations from Doncaster Sheffield Airport. As such, safety in the airspace requires the accurate publication of the situation relating to the provision of Air Traffic Services and the status of airspace in the Aeronautical Information Publication and on aviation charts.</i></p> <p><i>With a reversion to a Class G environment, safe operations are considered to be achieved through the application of the Rules of the Air, as is the case for much of the UK. Reliance on a short-term notification via NOTAM is not appropriate and may lead to missed information, with the possibility of inappropriate flight planning activities or tactical decision-making taking place.</i></p> <p><i>Retention of the current airspace for any future reopening of the airport could not automatically be considered a safe airspace solution for any new operation.</i></p>
<p>Secure the most efficient use of airspace consistent with the safe operation of aircraft and the expeditious flow of air traffic</p> <p>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>For the foreseeable future there will be no aircraft operations from Doncaster Sheffield Airport. As such, the most efficient use of airspace and the means to ensure an expeditious flow of traffic is to remove the airspace structures associated with the Airport.</i></p> <p><i>Retention of the current airspace for any future reopening of the airport could not automatically be considered efficient or expeditious. These aspects need to be tested against any proposed developments.</i></p>

<p>Satisfy requirements of operators and owners of all classes of aircraft</p> <p>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>For the foreseeable future there will be no aircraft operations from Doncaster Sheffield Airport. As such, the requirements of aircraft operators/owners are best met by removing the airspace structures associated with the Airport.</i></p> <p><i>Retention of the current airspace for any future reopening of the airport could not automatically mean that the requirements of based aircraft operators/owners, those based locally, or those passing through the area have been considered. These aspects need to be tested against any proposed developments.</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</p> <p>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>For the foreseeable future there will be no aircraft operations from Doncaster Sheffield Airport. As such, the current airspace structures need to be correctly disestablished. The interests of any other person need to be considered as part of any proposed developments for reopening of the airport given that the baseline environment may change in the interim and that a new operation might introduce different benefits and dis-benefits for communities.</i></p>
<p>Take into account the Secretary of State's guidance relating to spaceflight activities</p> <p>Section 70(2)(d)</p>	<p><i>This ACP does not impact on any current spaceflight activities. These aspects would need to be tested again for any proposed future operations at the airport.</i></p>
<p>Take into account the Secretary of State's guidance on environmental objectives</p> <p>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>

	<ul style="list-style-type: none"> <i>minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality.</i> <p><i>For the foreseeable future there will be no aircraft operations from Doncaster Sheffield Airport. As such, the current airspace structures need to be correctly disestablished. The environmental impacts need to be considered as part of any proposed developments for re-opening of the airport given that the baseline environment may change in the interim and that any new operation might introduce different benefits and dis-benefits from a noise and environmental perspective.</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</p> <p>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 CAA is satisfied that the proposal to remove the airspace structures associated with Doncaster Sheffield Airport has no detrimental impact on the Air Traffic Services provided by or on behalf of the armed forces of the Crown.</i></p> <p><i>Retention of the current airspace for any future reopening of the airport could not automatically mean that matters relating to the integrated operation of Air Traffic Services provided by or on behalf of the armed forces of the Crown have been considered. These aspects would need to be tested again for any proposed future operations at the airport.</i></p>
<p>Take account of the interests of national security</p> <p>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 to remove the airspace structures associated with Doncaster Sheffield Airport has no impact on national security.</i></p> <p><i>Retention of the current airspace for any future reopening of the airport could not automatically mean that matters of national security have been considered. These aspects would need to be tested again for any proposed future operations at the airport.</i></p>

Take account of any international obligations notified to the CAA by the Secretary of State Section 70(2)(g)		No such international obligations have been notified to the CAA under section 70(2)(g) of Transport Act 2000.
B.10	Are there any other associated publications relevant to the proposal and, if so, have the requirements of those publications been met? NOTE: associated publications include Airspace Policy Statements listed here .	Y
B.10.1	<i>ICAO Annex 11 – Air Traffic Service</i> <i>CAA CAP 493 – Manual of Air Traffic Services Part 1</i> <i>CAA CAP 778 - Policy and Guidance for the Design and Operation of Departure Procedures in UK Airspace</i> <i>CAA SARG Policy 126 – Policy for the Design of Controlled Airspace Structures</i> <i>In accordance with ICAO, the establishment of Controlled Airspace is directly linked to the provision of an Air Traffic Control Service, which is a sub-category within the suite of Air Traffic Services that also includes Air-Ground Communication Service and Flight Information Service. The provision of Controlled Airspace supports safety arguments that include the need for instrument flight rules traffic to be separated and sequenced; separation and sequencing can only be provided through an Air Traffic Control Service.</i> <i>In ICAO terms Air Traffic Control is provided inside Controlled Airspace; therefore, if there is no Air Traffic Control Service, there is no need for Controlled Airspace. It was seen during COVID lock-down that, where airports were unable to provide Air Traffic Control, the Controlled Airspace was temporarily deactivated by Notice to Aviation (NOTAM). This included Doncaster Airport.</i> <i>The function of an Aerodrome Traffic Zone is also directly linked to the provision of Air Traffic Services, but in this case also applies where Air-Ground Communication Service or Flight Information Service are provided. As such, when the provision of these services is not available, either as part of a schedule or through other circumstances, the Aerodrome Traffic Zone is deactivated.</i> <i>Runway Protection Zones and Flight Restrictions Zones are sub-categories of Restricted Areas. They are in place around airfields to provide a safety mechanism such that operations of uncrewed air vehicles can be properly considered against the risks to other aircraft. Without aircraft operating at an airfield there is no reason to restrict uncrewed air vehicles through the provision of Restricted Areas.</i>	

	<p><i>With no Air Traffic Services available at Doncaster Airport and no aircraft operating, the associated published airspace structures must be deactivated. This provides safety and clarity for other airspace users through accurate information on services and airspace structures.</i></p> <p><i>In the UK, the guiding principle in establishing a volume of Controlled Airspace is that we must “seek 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”.</i></p> <p><i>Where there are changes to an airport operation and/or the provision of Air Traffic Services, there is a need for any supporting airspace structures to also be reviewed. This includes where any Instrument Flight Procedures need to be amended as part of a review or where there is a new requirement. The purpose being to ensure that the service provider can provide its services in a safe, efficient, continuous, and sustainable manner, consistent with any foreseen level of overall demand for a given airspace.</i></p> <p><i>Whilst the airspace environment is an important consideration when opening/operating an airfield, the absence of Controlled Airspace does not in itself prevent safe operation. There are many examples in the UK of different types of airfield operating safely without the provision of Controlled Airspace, including those supporting Commercial Air Transport for fare-paying passengers.</i></p> <p><i>With no clear plan to reinstate the provision of Air Traffic Services the Proposal to permanently remove the airspace structures associated with Doncaster Sheffield Airport achieves the obligations as described in ICAO Standards and CAA publications. It cannot be assumed that the current airspace structures would be safe or meet the requirements of any new airport operation.</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><u>NOTE:</u> this section only applies if the CAA is classifying or amending the classification of UK airspace.</p>
B.11.1	<p><i>This Proposal meets with the requirement to establish the correct airspace classification in accordance with the Air Traffic Services being provided, and that the volume of Controlled Airspace is the minimum required to maintain a high standard of air safety, with the needs of all airspace users being reflected on an equitable basis.</i></p> <p><i>Retaining the existing airspace structures associated with Doncaster Sheffield Airport would not be in accordance with the aims and requirements of the Air Navigation Directions (2023) and there is a risk of challenge that any safety, noise, environmental and efficiency obligations would not have been tested should a new operation adopt the previous airspace without due consideration of its suitability.</i></p>

	<p><i>Further, the Proposal meets with the international obligations for the correct publication of aeronautical information relating to airspace structures; where there is no provision of Air Traffic Control there is no requirement for Controlled Airspace. With no current clear path to establishing Air Traffic Control or any other Air Traffic Services, this can only be considered as a permanent situation and, as such, the airspace should revert to Class G, with this being reflected in the Aeronautical Information Publication and on charts as a permanent airspace design. This is also of relevance to other airspace structures that relate to the provision of Air Traffic Services and the absence of any aircraft movements.</i></p>
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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	<i>All airspace structures associated with Doncaster Sheffield Airport should be permanently disestablished through an amendment to the Aeronautical Information Publication and associated charts. These include FRZ, RPZs, ATZ, CTR, CTAs, IFPs (enroute references).</i>	
C.2	Are there any Recommendations and/or Conditions for the change sponsor to address prior to implementation (if approved)?	N
C.2.1	No	
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)?	N/A
C.3.1	N/A	

C.5	Are there any other comments/observations for the decision maker?	Y
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><u>Copy of SoS Call-in Feedback ACP-2022-082 Decision Log.xlsx</u></p> <p><i>Many comments provide arguments for ensuring that the airport is reopened, and some relate to a misunderstanding that the airport cannot reopen without the airspace structures in place as they are a 'basic necessity'. Some of these are the same statement provided by different individuals.</i></p> <p><i>Some respondents provide an opinion that the airport could open quicker if the airspace structures are retained and this should form part of the ongoing negotiations for reopening.</i></p> <p><i>A small number state that the airspace should be removed permanently as there are no air traffic services in place to support them, and that it will take a number of years to reopen the airport. One respondent cited that the removal of the airspace structures may provide some noise and environmental improvements for flights to/from Leeds Bradford Airport. Others cite that it would not be appropriate to automatically reapply the airspace design to a new operation, and that more a up-to-date design would need to be developed, taking into account current design methodology.</i></p>	

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?	N/A
<i>If applicable, insert narrative providing a summary.</i>		
D.2	Was any feedback received in relation to the Draft Regulatory Decision?	N/A
<i>If applicable, insert narrative providing a summary (numbers and themes) of the feedback received.</i>		
D.3	Has the Draft Regulatory Decision been amended in light of feedback received?	N/A
<i>If applicable and answer 'no' insert narrative to confirm that the draft regulatory decision is the final regulatory decision.</i> <i>If applicable and answer 'yes', insert narrative to indicate what the amendments are and why, setting out the terms of the final regulatory decision and the reasons for it.</i>		

PART E – Final Regulatory Decision – Comment/Approval				
Technical Regulator				12 May 2025
Head AAA comments and regulatory decision: Following secretary of state assessment that this does not meet the call-in criteria, it is approved and follows international criteria that all elements of Doncaster Airspace should be disestablished.				
Head AAA				12 May 2025