Northern LTMA Region Airspace Change (OFJES, CLN CTA11/12, FL105+)

Stage 4 Airspace Change Proposal Document

ACP-2025-023

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Change History

Issue	Month/Year	Changes this issue (most recent first)
Issue 1.0	Oct 2025	Submitted to CAA and published to portal

Roles

Action	Role Table	Month/Year
Produced	Airspace Change Expert Airspace Change Compliance & Delivery	Oct 2025
Reviewed Approved	Manager Airspace Change Compliance & Delivery Airspace Change Compliance & Delivery	Oct 2025
Reviewed Approved	Operations Implementation Manager Airspace & Future Operations	Oct 2025
Reviewed Approved	Operations Development ATCO Operations Transformation	Oct 2025

Referenced Documents

Ref No	Name and description	Links
1.	CAA Airspace Change Portal for ACP-2025-023	Link to portal page
2.	Engagement strategy	Direct link for PDF download
3.	Engagement briefing pack	Direct link for PDF download
4.	CAP1616 Edition 5.1: Airspace Change Process	Link to CAA guidance page
5.	Engagement Feedback and Response document (published alongside this ACP)	Link to portal page
6.	Draft Summary of AIP changes document (published alongside this ACP)	Link to portal page

1. Introduction

1.1 Background

1.1.1 This document forms part of the document set required in accordance with the requirements of the UK Civil Aviation Authority (CAA) CAP1616 Airspace Change Process(Ref 4).

1.1.2 It aims to provide evidence to satisfy Stage 4, Airspace Change Proposal (ACP), and is assessed by the CAA to be a scaled Level 2.

1.1.3 The change sponsor is NATS En-Route Ltd (NERL).

2. Executive summary

2.1 Driver for change

2.1.1 NATS seeks to reduce Air Traffic Control (ATC) complexity and workload in a traffic flow interaction area to the north of the London Terminal Manoeuvring Area (TMA). This is detailed further in the Statement of Need (SoN) below.

2.2 Statement of need

2.2.1 **Objective:** NATS seeks to mitigate high controller workload due to airspace congestion in commonly occurring traffic scenarios, to the north of the London TMA, for Luton Airport arrivals from the east. This will further improve aviation safety in the London TMA.

2.2.2 **Issue to address:** Luton Airport arrival flow convergence in this region causes congestion and ATC complexity. This has the potential to affect safety if left unresolved as traffic levels increase. This ACP intends to address the issue before safety is affected. A reduction in congestion and complexity would lead to ATC workload reduction and further improve safety in the region.

2.2.3 **Current airspace design:** Luton Airport arrivals from the east using BARMI[1], RINIS, XAMAN and TOSVA STARs via OFJES converge with arrivals from the south using UNDUG, TELTU and SIRIC STARs via OXDUF. Stream integration must occur in the area between OFJES and OXDUF. For STARs from the east, the base-step between CAS volumes CLN CTA11/12 constrains controllers in their management of descents as effectively as required, where there is a need for multiple vertical integrations between the two flows.

2.2.4 **Current air traffic situation:** Approximately half of Luton's arrivals use the STARs from the east, and about 30% use the STARs from the south. Therefore, this convergence/streaming integration covers c.80% of Luton arrivals. In 2023 there were c.65,000 Luton arrivals, in 2024 this rose to over 67,000. We expect this post-COVID recovery trend to continue and intend to modify the airspace design to further improve safety in the region.

2.2.5 **Consistent with AMS:** This ACP intends to address a potential issue before safety is affected. This is consistent with the priority objective of the AMS to maintain and, where possible, improve the UK's high levels of aviation safety.

2.3 Aim for this proposal

2.3.1 The aim of this proposal is to reduce ATC workload by increasing flexibility in the region.

2.3.2 This would be achieved by the implementation of the final design option.

[1] An alternate waypoint is now used for this STAR, see paragraph 3.2.3 on p.8 for details.

2.4 Assumptions and constraints

2.4.1 During the development of this proposal, it was immediately clear that the Ministry of Defence (MoD) hosting the United States Air Force in Europe (USAFE) operations at RAF Lakenheath and RAF Mildenhall would constrain the design. We worked with the MoD via their Defence Airspace and Air Traffic Management (DAATM) unit, and directly with USAFE themselves to develop the design, minimising adverse impacts.

2.4.2 We also assumed that a degree of scaling was possible, we agreed this with the CAA as set out in their scaling document published on the airspace change portal (link).

2.5 Summary description of the current airspace and operation

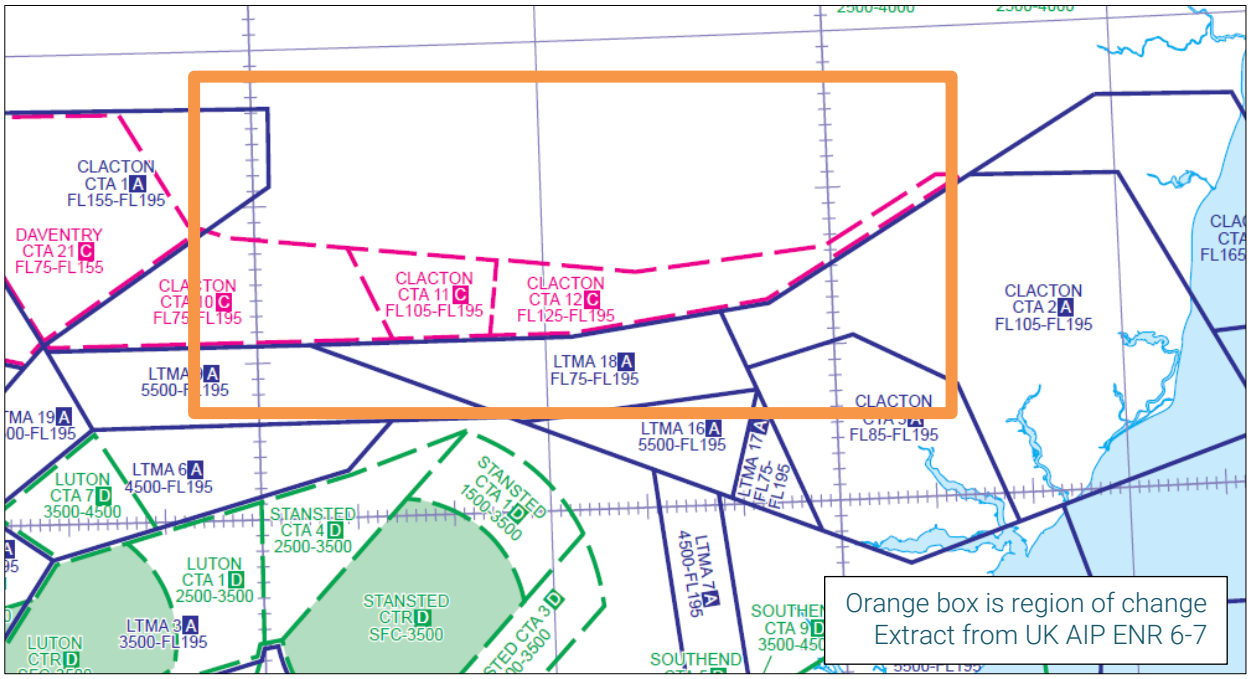

Figure 1 Overview of this ACP's region of change

2.5.1 The CAS base-step boundary between CLN CTA11 and CTA12 is the main issue.

2.5.2 The intended outcome is to give ATC more flexibility to safely merge two traffic flows.

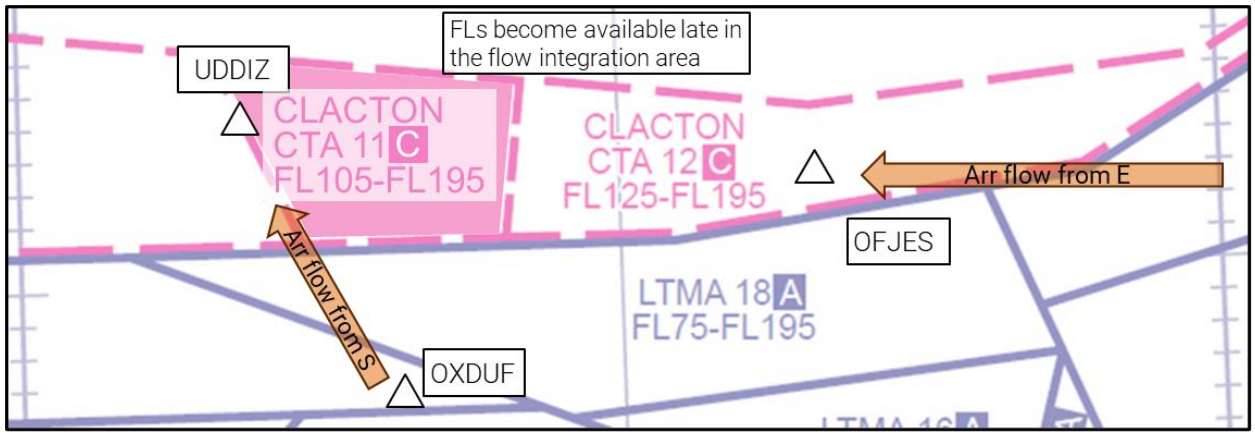

Figure 2 Current CAS and relevant traffic flows via OFJES and OXDUF (Chart extract UK AIP ENR-6-7) – this is Option 0.

2.6 Summary description of the changes to airspace design and operation

2.6.1 Amending this area would provide more flight levels for the OFJES arrival flow, helping with integration and reducing ATC complexity/workload.

2.6.2 There would be no change to any instrument flight procedures, navigation waypoints or routes under this ACP, purely a change to the two controlled airspace volumes in pink, CLN CTA11 and CTA12.

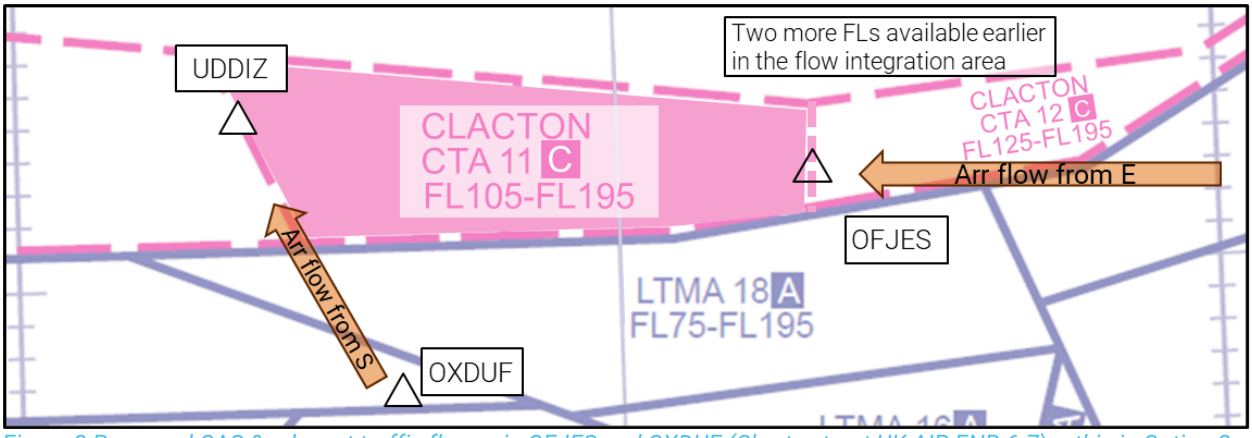

Figure 3 Proposed CAS & relevant traffic flows via OFJES and OXDUF (Chart extract UK AIP ENR-6-7) – this is Option 2

2.7 Summary of options analysis

2.7.1 We considered three options in this ACP:

- Option 0 baseline do-nothing (Figure 2 on p.5)
- Option 1 rejected design with lower CAS base (Figure 4 below)
- Option 2 with CAS base FL105+, as progressed (Figure 3 above)

2.7.2 Option 0 baseline failed to progress through the Stage 2 DPE, because it would not maintain or improve safety as traffic demand continues to increase.

2.7.3 Option 1 was an early design with CAS bases below FL100 that would have caused an unacceptable impact on USAFE operations, and was not the most airspace-efficient way of solving the issue.

2.7.4 It therefore failed to progress through the Design Principle Evaluation (DPE) at Stage 2 of the airspace change process.

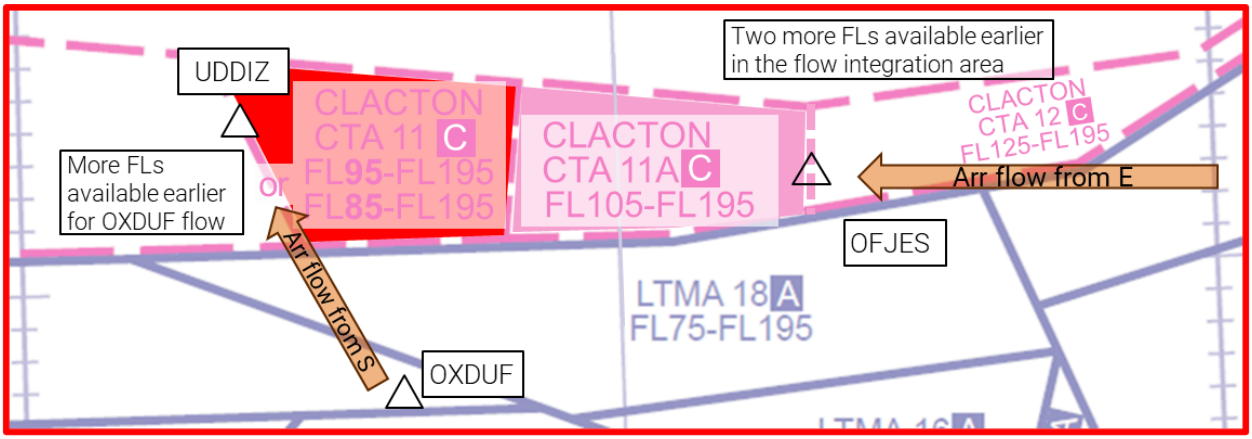

Figure 4 Rejected design following design principle evaluation (Chart extract UK AIP ENR-6-7) – this is Option 1.

2.8 Summary of engagement

2.8.1 We agreed with the CAA that engagement was sufficient for this scaled Level 2 ACP, and formal consultation was not required.

2.8.2 We identified two categories of stakeholders. Our two key stakeholders were USAFE due to their proximity and operation, and the MoD, both engaged via DAATM. Our other stakeholders were relevant airports, airlines, General Aviation (GA) airfields and relevant National Air Traffic Management Advisory Committee (NATMAC) member organisations.

2.8.3 We engaged our two key stakeholders to refine and develop our initial design, rejecting Option 1 following their early feedback. We then invited responses from all our stakeholders in a 4-week period, engaging on Option 2. We held online briefings upon request.

2.8.4 We received responses from our key stakeholders and 8 of the other stakeholders, with an overall response rate of 52%. Half the responses stated there may be a minor adverse impact, however none of the responses stated there would be a major adverse impact. The other half of the responses were a mix of "no impact" and "minor benefit".

2.8.5 We concluded that the engaged-upon Option 2 did not require any modification following engagement, therefore we are progressing Option 2 unchanged. No further engagement was required.

2.8.6 For details see the separately-published Engagement Feedback and Response Document(Ref 5).

2.9 Summary of anticipated benefits and impacts

2.9.1 ATC and airlines using the OFJES traffic flow would benefit from reduced complexity and increased vectoring flexibility, leading to more expeditious flow integration. In turn this would enhance safety for commercial traffic, and MoD-USAFE have deemed the design acceptable with no national security implications.

2.9.2 This design is in line with CAP1711, the UK Airspace Modernisation Strategy (AMS) strategic objectives on safety and simplification. It would generally meet the AMS strategic objective on integration of diverse airspace users because the impacts on those users – in this case, those operating outside CAS in the vicinity of the change – are minimal.

2.9.3 Regarding the AMS strategic objectives on environmental impacts and sustainability, there would be no change in impact on noise/tranquillity/biodiversity, nor would there be a change in greenhouse gas emissions due to this proposal.

2.9.4 There would be no change in impact on spaceflight activities nor international obligations under this proposed change, nor would there be any change in impact on any other air navigation service provider (ANSP) except the minor impact on USAFE as discussed above.

2.10 Assessment of criteria for the Secretary of State for Transport's call-in process

2.10.1 This proposal does not meet any of the call-in criteria.

2.11 Timeline for implementation

2.11.1 Presuming approval of this ACP in line with the CAA-agreed timeline, we intend to implement the change on 19th March 2026 in line with AIRAC 03/2026.

2.11.2 This is a minor change. No training or simulation is required, there are no changes to Letters of Agreement, there would be a minor engineering change to radar display equipment with no other changes to infrastructure required.

3. Detailed description of the current airspace and operation

3.1 Structures and routes

3.1.1 See Figure 5 and Figure 6 below for operational diagrams illustrating the current airspace system.

3.2 Airspace usage, airlines, fleet mix, STARs and airspace volumes

3.2.1 Air traffic services (ATS) in the region are provided by NERL, the ANSP. In the year 2024 there were 32,103 commercial airline flights in scope, all of which were LLA arrivals, using the OFJES arrival flow from the east.

3.2.2 Of these flights in scope, the most common airlines were Wizzair group (58.8%), easyJet (17.7%) and Ryanair (7.1%). Wizzair and easyJet both use the Airbus A320 family of aircraft types in their fleets (76.5%), with Ryanair using the Boeing 737 family (7.1%). Combined, these three airlines make up 83.6% of the OFJES arrival flow.

3.2.3 In 2023 there were c.65,000 Luton arrivals, in 2024 this rose to over 67,000. We expect this post-COVID recovery trend to continue. The relevant STARs are EGGW London Luton, MEGEL1N, RINIS1N, XAMAN1N and TOSVA1N. There would be no change to any of these STARs under this proposal.

3.2.4 Clacton CTA11 (Class C, base FL105) and Clacton CTA12 (Class C, base FL125) are the two airspace structures within the scope of change.

3.3 Operational efficiency, complexity, choke points, delays, safety

3.3.1 The base-step between CAS volumes CLN CTA11/12 (Class C) constrains controllers in their management of descents as effectively as required, where there is a need for multiple vertical integrations between the arrival flows from the east (OFJES) and from the south (OXDUF).

3.3.2 This causes ATC and pilot workload, increasing complexity.

3.3.3 If we do not make a change now, traffic will continue to increase and ATC complexity will build, with the potential for a future increase in risk.

3.3.4 Safety is at the heart of everything we do, so when we identify a potential future safety issue, we act.

3.4 Non-aviation stakeholders and environmental matters

3.4.1 The scope of this airspace change is FL105 and above, which is well above the 7,000ft altitude below which environmental matters such as local air quality, noise, tranquillity and biodiversity impacts must be considered.

3.4.2 Metrics for greenhouse gas emissions are not expected to change under this proposal. Qualitative justification was provided in previously approved documentation for Stages 2 and 3.

3.5 Military training and logistics in the region

3.5.1 To the north of the region, the United States Air Force (USAF) operates two adjacent air bases, RAF Lakenheath and RAF Mildenhall. They conduct fast-jet flight training and heavy logistics freight aircraft, among other military operations, in the vicinity of Clacton CTA11 and CTA12. They have several flight procedures defined beneath and/or adjacent to the CAS in this area.

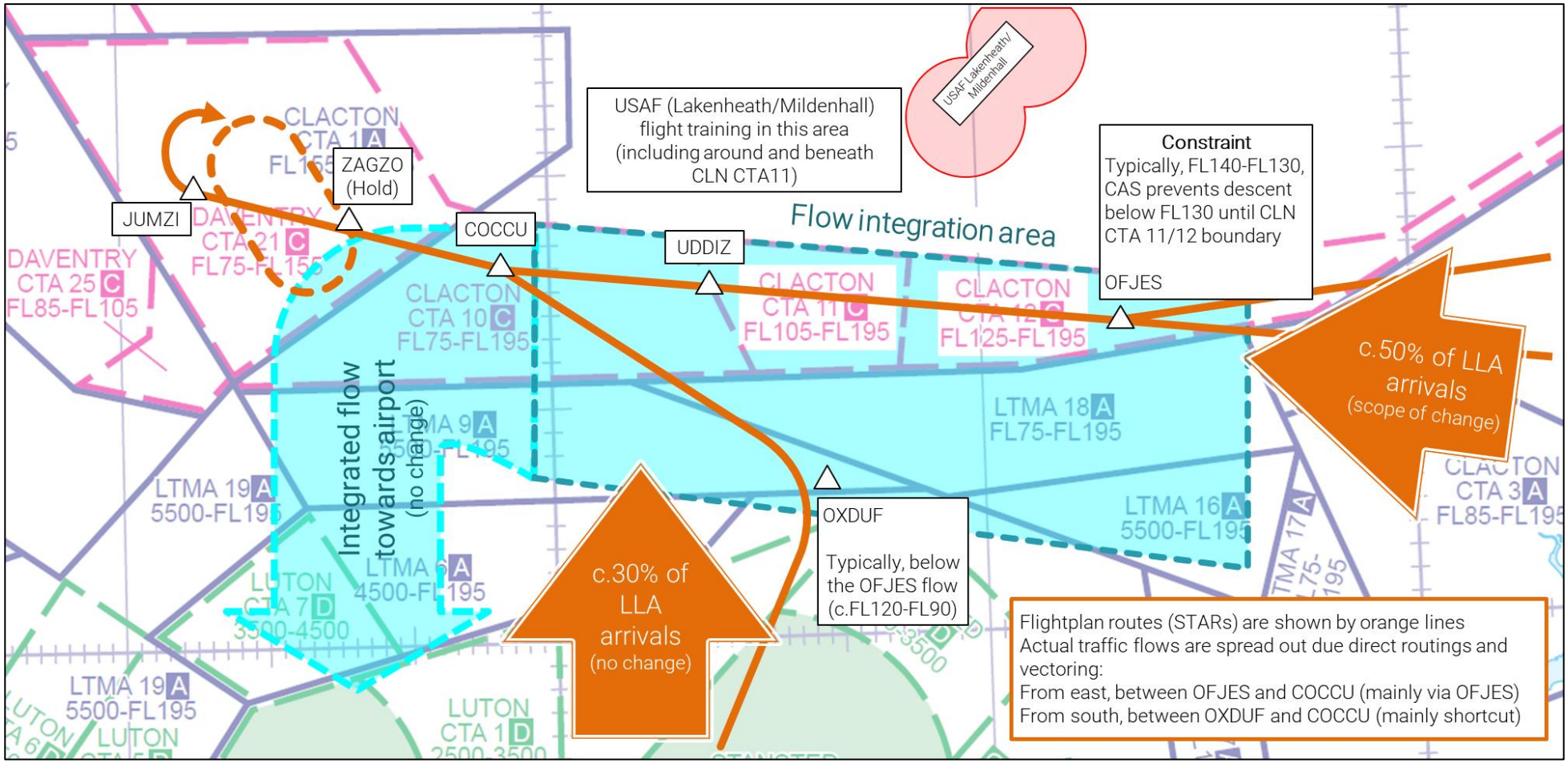

Figure 5 Schematic of relevant flows, the scope is CLN CTA11 and CTA12 in the region between OFJES and UDDIZ from FL105 and above

3.5.2 To the north of the region, USAFE operates two adjacent air bases, RAF[2] Lakenheath and RAF Mildenhall (see paragraph 2.4.1 on p.5).

3.5.3 On the next page, Figure 6 shows a flight trajectory density diagram from 1-31 May 2025.

[2] The USAFE leases these bases which are owned by the Royal Air Force. In effect, they are historic RAF stations which host USAF.

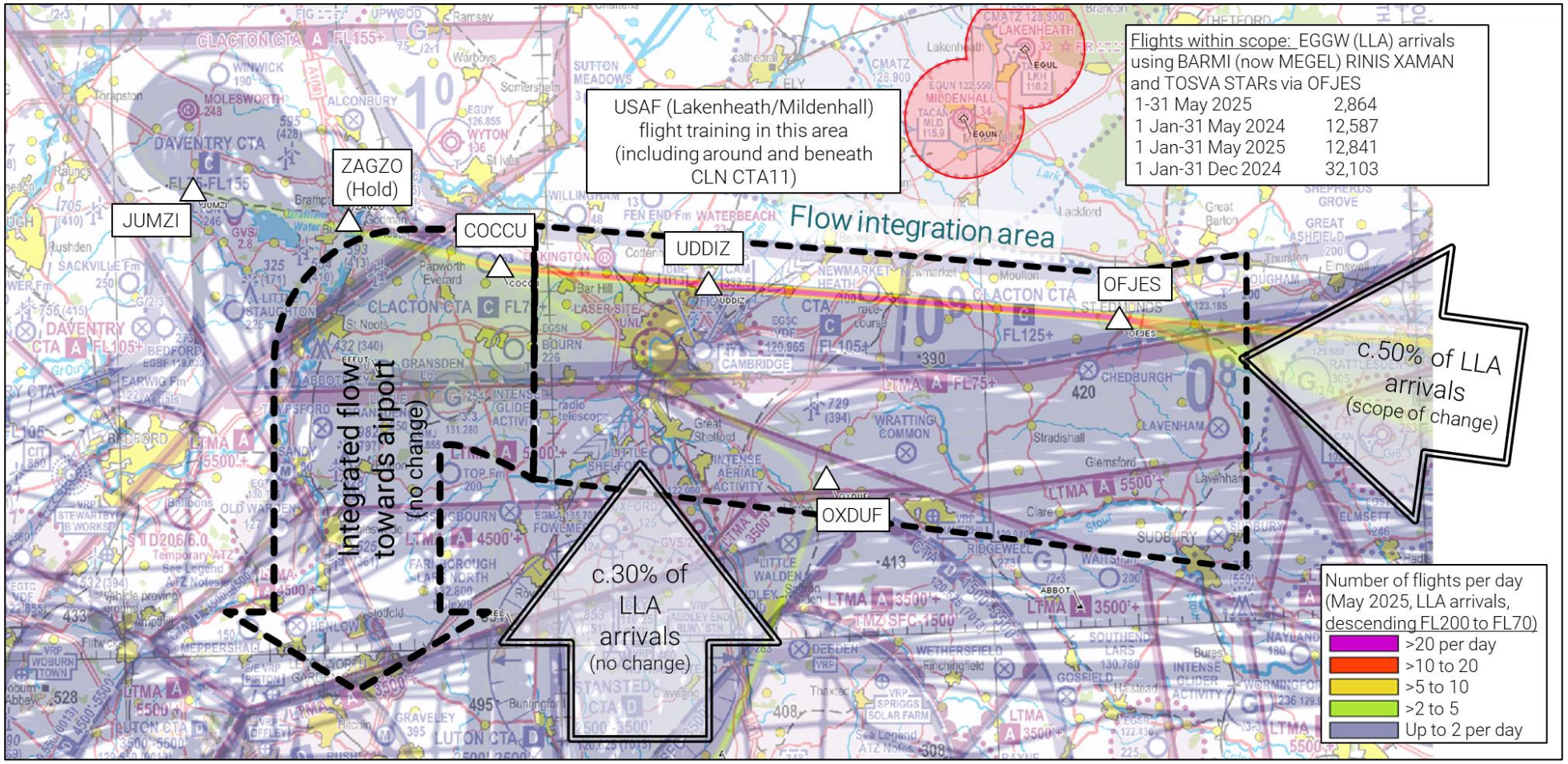

Figure 6 Flight trajectory density diagram covering the same region as Figure 5

3.5.4 Figure 6 shows a radar data sample of how the flows converge. From the east, most tend to follow the flightplan route via OFJES but there is a tactical spread which depends on the specific traffic situation at the time.

3.5.5 Arrivals from the south via OXDUF spread between the flightplanned route and a tactical spread towards COCCU. Only the OFJES flow from the east is within scope of this proposal, there would be no change to the OXDUF flow from the south.

3.5.6 This diagram only shows civilian air traffic using the air route network. USAF military flights operating in the vicinity of Clacton CTA11 are not shown.

4. Detailed description of the changes to airspace design and operation

4.1 Proposed New Airspace / Route Definition and Usage

4.1.1 This proposal exclusively seeks to extend Clacton CTA11 eastward to OFJES, with Clacton CTA12 reducing by the same distance.

4.1.2 There would be no change to any fleet mix or usage of traffic flows, no change to instrument flight procedures, navigation waypoints, standing agreements or routes under this ACP, purely a change to the two controlled airspace volumes in pink.

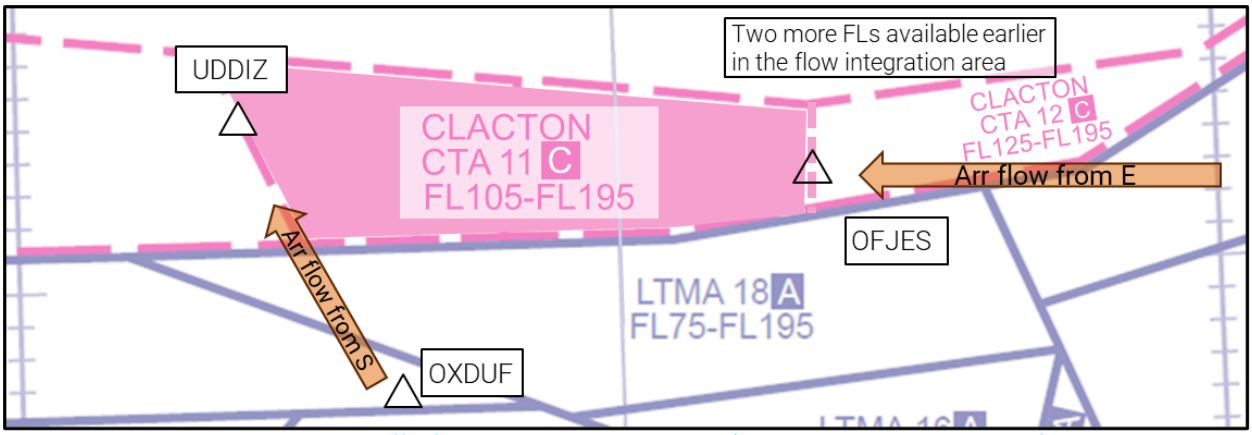

Figure 7 Proposed CAS & relevant traffic flows via OFJES and OXDUF (Chart extract UK AIP ENR-6-7) – this is Option 2

The proposal should provide a full description of the proposed change including the following:	**Description for this proposal**
New or modified airspace structures; for example, controlled airspace, air traffic service routes, special use airspace, instrument flight procedures, waypoints etc. and how they will interact with other existing airspace structures	Para 4.1.1, 4.1.2 and Figure 7 above.
The hours of operation of airspace structures and any seasonal variations, including aspects relating to airspace management	H24 no change
Descriptions of instrument flight procedures, matching or taken from the instrument procedure design technical report, including relevant details on what has influenced the final design option	No change
Supporting information on traffic data including statistics and forecasts for the various categories of aircraft movements (passenger, freight, test and training, aero club, other) and terminal passenger numbers	Scaled relevant information supplied at Section 3.2 on p.8
Details of the purpose of new, or modified, draft letters of agreement, including any that have developed out of consultation and/or from airspace management requirements	Not applicable
Evidence that the airspace design is compliant with International Civil Aviation Organisation standards and recommended practices and other applicable UK policies, or sufficient information for the CAA to consider any applications for dispensation	Para 4.1.1, 4.1.2 and Figure 7 above are sufficient for the CAA to determine compliance.
High-quality diagram(s) of the airspace change in its entirety as well as supplementary diagrams illustrating different parts of the change as necessary. These diagrams must, as a minimum, show the extent of the airspace change in relation to known geographical features and centres of population.	Figure 7 above is sufficiently detailed for this scaled ACP.

Table 1 Demonstrating evidence of compliance with CAP1616f p.131

4.1.3 See Section 10 on p.15 for a list of supporting documents.

5. Detailed description of anticipated operational impacts

5.1 Operational impacts for this CAS boundary amendment

5.1.1 The introduction of this CAS boundary amendment would not require any update to the concept of operations for the region and is anticipated to cause minimal adverse impacts on a small number of airspace users operating outside CAS.

An analysis of the impact of the change on all airspace users, airfields and traffic levels must be provided, and include an outline concept of operations describing how operations within the new airspace will be managed. Specifically, consideration should be given to:	**Evidence of compliance/ proposed mitigation**
The impact on the flow of instrument flight rules flights, including general air traffic and operational air traffic	Paras 2.8-2.9 on p.7 and separately-published Engagement Feedback and Response Document (Ref 5)
The impact on visual flight rules operations	Paras 2.8-2.9 on p.7 and separately-published Engagement Feedback and Response Document (Ref 5)
The impact on existing procedures and airspace/airport capacity	Paras 2.8-2.9 on p.7 and separately-published Engagement Feedback and Response Document (Ref 5)
The impact on aerodromes and other aviation activities within or adjacent to the area of the proposed changes	Paras 2.8-2.9 on p.7 and separately-published Engagement Feedback and Response Document (Ref 5)
Any flight planning restrictions or navigation requirements	No change
Details of any changes to the provision of air traffic services, including justification for any delegation of the provision of air traffic services	No change
The impact of the traffic mix on complexity and workload of operations	Traffic mix would not change under this ACP, neither would it cause a change to these impacts (para 4.1.2 on p.11).
Consideration of access requirements of other airspace users in accordance with the type and classification of airspace structure, including details on the ability to support the provision of air traffic services in accordance with the nature of the operation and the classification of airspace	Paras 2.8-2.9 on p.7 and separately-published Engagement Feedback and Response Document (Ref 5)
Consideration of how connectivity to/from the air traffic service network is to be achieved, including arrangements for aerodromes outside controlled airspace	No change

Table 2 Demonstrating evidence of compliance with CAP1616f p.132 upper

5.1.2 The separately-published Engagement Feedback and Response Document(Ref 5) details how stakeholders described the benefits and impacts of this ACP on their aviation operations.

6. Supporting infrastructure and resilience

6.1 Anticipated impacts on supporting infrastructure and resilience

6.1.1 The CAS boundary change is in a region well covered by communications, navigation and surveillance (CNS) infrastructure and is demonstrably sufficient.

General requirements	Evidence of compliance/ proposed mitigation
Matters relating to communication equipment and services, including operational coverage of frequencies and contingency procedures	Demonstrably sufficient
Matters relating to conventional navigation equipment and services, including navigation specifications and contingency procedures	Demonstrably sufficient
Matters relating to satellite-based navigation equipment and services, including navigation specifications and contingency procedures	Demonstrably sufficient
Matters relating to surveillance equipment and services and associated display equipment, including electronic conspicuity, contingency procedures.	Demonstrably sufficient

Table 3 Demonstrating evidence of compliance with CAP1616f p.132 lower

6.1.2 Should additional CNS evidence be required for audit purposes, the CAA should review commercially confidential documents supplied directly to them in July 2021 for their assessment of ACP-2018-65 (Swanwick Airspace Improvement Programme - Airspace Deployment 6, known as SAIP AD6). Those documents show a high level of multiple redundant CNS coverage for the entire region down to 5,000ft. These were not published and will not be published for this ACP.

7. Regulations, policies and harmonisation

7.1.1 This proposal is simple, scaled, and will comply with all CAA airspace design policies and regulations, including:

- SARG Policy 126 Design of Controlled Airspace Structures
- SARG Policy 127 Classification of UK Airspace

7.1.2 There is no requirement to request any dispensation from any relevant airspace policy or guidance material published by the CAA.

7.1.3 Additionally, section 2.9 on p.7 describes how the proposal would align with the UK AMS strategic objectives.

8. Safety

8.1 NATS Safety assurance processes

8.1.1 Safety assurance for this airspace change will follow NATS SAF006 (ATC Procedures Safety Assessment, or APSA) safety process. An APSA will be carried out in due course and prior to implementation.

8.1.2 Service improvement feedback from London Terminal Control has identified this change would raise no issues within the terminal environment, and would not impact the en-route environment.

8.1.3 The amended CAS boundary would reduce controller workload and increase flexibility.

8.1.4 The purpose of this ACP is to mitigate a potential future safety risk caused by an increase in ATC complexity as traffic demand increases.

8.1.5 The required updates would ensure current safety levels are retained or improved.

9. Final options appraisal

9.1 Including environmental assessments

9.1.1 The final design for this proposal is unchanged from Option 2 as per the Initial Options Appraisal, covered in Stage 2 of this ACP. The following table is an identical reproduction, and the scaled nature of this ACP means a qualitative approach is deemed proportionate.

Environmental and technical impacts	Qualitative assessment
Communities: Noise	Not applicable – in accordance with the DfT's Air Navigation Guidance 2017 altitude-based priorities, the minimising of noise is no longer a priority in the airspace at or above 7,000ft. The region for this change is well above 7,000ft.
Communities: Local air quality	Not applicable – in accordance with the DfT's Air Navigation Guidance 2017, emissions from aircraft above 1,000ft are unlikely to have a significant impact on local air quality. The region for this change is well above 1,000ft.
Wider society: Greenhouse gas emissions	As a general principle, aircraft burn less fuel and produce lower emissions the higher they are. However, when subjected to stepped descents, where aircraft alternate between short periods of descent and level flight, fuel-burn and emissions are adversely impacted. Under Option 2, aircraft will regularly be offered descent earlier than under Option 0 do-nothing. While this earlier descent may result in increased fuel burn and emissions in some instances, the overall reduction in stepped descents (thrust reduced and then increased again shortly afterwards) is likely to be offset by allowing the aircraft to manage a prolonged period of descent at reduced thrust settings. The actual degree of offset will vary depending upon airframe, operator, aircraft weight and environmental factors, and it would be disproportionate to attempt to quantify and monetise that impact. Option 2 is unlikely to cause greater fuel use and associated greenhouse gas emissions for traffic outside CAS (such as military and GA operations). However it would also be unlikely to cause an improvement.
Wider society: Tranquillity	Not applicable – in accordance with the DfT's Air Navigation Guidance 2017 altitude-based priorities, the minimising of noise is no longer a priority in the airspace at or above 7,000ft. The region for this change is well above 7,000ft, and for this impact assessment noise and tranquillity are considered as being equivalent.
Wider society: Biodiversity	There are no biodiversity areas within scope of this proposal. There would be no flightpath changes below 7,000ft and the Habitats Regulations Assessment (HRA) early screening criteria resulted in no further action required. See HRA document on the CAA Portal (link to HRA document).
General Aviation: Access	The airspace classification under Option 2 would remain Class C and the base of FL105 would be extended by c.9.1nm, reducing the FL125 base by the same. However, in practice GA flights rarely fly this high, and neither do they request entry to the within-scope CTAs. Additionally we presented our key stakeholders with radar evidence that the proposed extension of FL105 CAS would impact a very small number of other airspace users such as MoD-USAFE and GA. This very small number of flights would need to either avoid the CAS extension laterally, or fly slightly lower than under Option 0 baseline do-nothing.
Wider society: Capacity/resilience	Option 2 would increase resilience in both short and longer terms, offsetting against additional complexity caused by traffic growth. Overall the operational resilience of the region would increase due to the added ATC flexibility in flow integration.
Economic impacts	**Qualitative assessment**
General aviation/commercial airlines: Economic impact from increased effective capacity	Given capacity and resilience are analogous opposites, Option 2 would increase resilience in both short and longer terms, offsetting against additional complexity caused by traffic growth. This is likely to cause a broadly neutral economic impact, however it would be disproportionate to attempt to quantify and monetise that impact.
General aviation/commercial airlines: Fuel burn	Under Option 2, aircraft will regularly be offered descent earlier than under Option 0 do-nothing. While this earlier descent may result in increased fuel burn in some instances, the overall reduction in stepped descents (thrust reduced and then increased again shortly afterwards) is likely to be offset by allowing the aircraft to manage a prolonged period of descent at reduced thrust settings. The actual degree of offset will vary depending upon airframe, operator, aircraft weight and environmental factors, and it would be disproportionate to attempt to quantify and monetise that impact. There would be no change in impact on fuel use and associated greenhouse gas emissions for traffic outside CAS (such as military and GA operations).
Commercial airlines: Training costs Commercial airlines: Other costs Airport/ANSP: Infrastructure costs Airport/ANSP: Operational costs Airport/ANSP: Other costs	There would be no change to these costs under this option.
Airport/ANSP: Deployment costs	Controllers and support staff will need to be briefed on the change, but no formal training is required. There would be minor deployment costs caused by the need to update radar maps and associated systems (for NATS and for MoD-USAFE). However, these updates are "business as usual", and would only be a small part of regular systems updates that occur on AIRAC cycles such as the planned implementation AIRAC 03/2026. These are not monetised.

Table 4 Final options appraisal for progressed Option 2, identical to the Stage 2 initial options appraisal

10. List of supplementary material

10.1 To be published on the CAA Airspace Change Portal

(In addition to the Stage 1, 2 and 3 material already present)

10.1.1 **Engagement Feedback and Response Document**[Ref 5].

This comprehensively describes how the engagement was conducted, the identified stakeholders engaged, activities undertaken, stakeholder responses, analysis of those responses, the outcome and conclusion drawn.

It also includes example engagement emails used for launch, mid-point and final reminder, a reduced-size copy of the engagement material (already published under Stage 3), and a complete record of all responses including copies of meeting notes taken at briefings.

This document will be published, **redacting** names and personally identifying data.

A separate **unredacted** copy will be supplied to the CAA and will **not** be published.

10.1.2 **Draft summary of AIP changes**[Ref 6]

This technical standalone document describes the changes to the UK's aeronautical information publication which will be needed, presuming this ACP is approved and implemented.

10.2 To be supplied to the CAA but not published: Engagement records

10.2.1 Launch emails: complete outgoing records, prefixed by stakeholder type:

- KEY MoD and USAFE
- AD Airports
- AIR Airlines
- GA Aerodromes used for powered general aviation
- GL Aerodromes used for gliding general aviation
- NM NATMAC member organisations

10.2.2 Mid-point emails: complete outgoing records to unresponsive stakeholders

10.2.3 Final reminder: single BCC email to unresponsive stakeholders

10.2.4 Relevant emails confirming accuracy of meeting notes

10.2.5 Emails containing, or confirming, a formal response where the Microsoft Form was not completed by the stakeholder

10.2.6 Excel file containing all responses from the Microsoft Forms survey, with responses manually added – where the stakeholder did not use the form to respond.

10.2.7 All the above will be **unredacted** not for publication.

10.3 To be supplied to the CAA but not published: Technical documents

10.3.1 Technical coordinate definition Excel documents containing information assured to Aero Data Quality (ADQ) standards.

11. Design Principles

11.1.1 As defined in Stage 1 of this ACP, the following five Design Principles (DP) – including the three Mandatory Design Principles (MDP) and two Discretionary Design Principles (DDP) - were used to assess and evaluate the design options.

MDP Safety	MDP1	The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.
MDP Policy	MDP2	The airspace change proposal should not be inconsistent with relevant legislation, the CAA's airspace modernisation strategy or Secretary of State and CAA's policy and guidance.
MDP Environment	MDP3	The airspace change proposal should deliver the Government's key environmental objectives with respect to air navigation as set out in the Government's Air Navigation Guidance 2017.
DDP Technical (Ministry of Defence requirements)	DDP1	The airspace change proposal should be compatible with the requirements of the Ministry of Defence.
DDP Technical (Controlled airspace)	DDP2	The volume and classification of controlled airspace required for the provision of air traffic control services to IFR flights should be the minimum necessary to deliver an efficient airspace design, taking into account the needs of other airspace users.

Table 5 Design principles from Stage 1

End of Stage 4 Airspace Change Proposal Document