

DONCASTER SHEFFIELD AIRPORT AIRSPACE CHANGE PROPOSAL

ACP-2024-039



Stage 1 Design Principle Submission Document

Appendix A Stakeholder Engagement Correspondence & Material

**Version 1.0
March 2026**

DONCASTER SHEFFIELD AIRPORT AIRSPACE CHANGE PROPOSAL

ACP-2024-039



**Stage 1
Design Principles Submission Document
Appendix A**

**Stakeholder Engagement Correspondence
December 2025**

REQUEST FOR FEEDBACK - Doncaster Sheffield Airport Airspace Change Proposal

From Doncaster Sheffield Airport <DSA@doncaster.gov.uk>

To Doncaster Sheffield Airport <DSA@doncaster.gov.uk>

 1 attachment (2 MB)

DSA ACP Stage 1_2 Engagement Document v1.0.pdf;

Dear Doncaster Sheffield Airport Airspace Change Proposal Stakeholder,

The reopening of Doncaster Sheffield Airport (DSA) is the centrepiece of South Yorkshire Airport City (SYAC), a major regional growth programme designed to restore aviation services and unlock thousands of new jobs across advanced manufacturing, engineering, logistics and green technologies. The project is being delivered through a partnership between national government, the South Yorkshire Mayoral Combined Authority and CDC.

DSA closed in 2022 after the previous airport operator withdrew, which led to the Civil Aviation Authority (CAA) removing the controlled airspace and flight procedures that supported its operations. In March 2024, CDC secured a 125-year lease for the site, and began work to reinstate the airport licence, establish a local air traffic control service, and prepare for scheduled passenger and cargo services to return from 2027/28. Restoring DSA's airspace and procedures is essential for this.

The CAA Airspace Change Process, known as CAP1616, sets out how any proposed changes to UK airspace must be developed, assessed and approved. City of Doncaster Council (CDC) is sponsoring ACP-2024-039 to reinstate the controlled airspace and procedures needed for Doncaster Sheffield Airport (DSA) to reopen safely and bring passenger and cargo flights back to the region. A key requirement of CAP1616 is that the organisation putting forward an Airspace Change Proposal (ACP) must engage with stakeholders early in the process.

In stages 1 and 2 of the process, engagement focuses on representative stakeholders including local authorities, aviation organisations, neighbouring airports, airspace users, community representatives, and environmental groups. These stakeholders are involved early in the process because they can offer informed, technical and location-specific insight that helps refine the ACP before it progresses to full public consultation in Stage 3.

You have received this email because you have been identified as a relevant stakeholder representative for this stage of the process.

The attached document brings together all the information needed to support the engagement for Stage 1 and Stage 2 of the CAP1616 seven-stage process for the DSA ACP. We'd be very grateful if you could take the time to read the document and provide the requested feedback to us by **Wednesday 14th January 2026**. The final page explains how to do this and the specific questions we are requiring your feedback on.

If there is anything in this document that is unclear, and/or you would like to discuss anything in more detail or request more information, please do reach out to us at this email address and we'd be happy to schedule a briefing and/or discussion for you and your members.

We look forward to hearing from you.

DONCASTER SHEFFIELD AIRPORT AIRSPACE CHANGE PROPOSAL

ACP-2024-039



**Stage 1
Design Principles Submission Document
Appendix A**

**Stakeholder Engagement Material
December 2025 -January 2026 Engagement**



Doncaster Sheffield Airport Airspace Change Proposal 2024-039

City of Doncaster Council is inviting feedback on Stages 1 and 2 of the airspace change process

Introduction to this engagement

The Civil Aviation Authority (CAA) Airspace Change Process, known as CAP1616, sets out how any proposed changes to UK airspace must be developed, assessed and approved. A key requirement of CAP1616 is that the organisation putting forward an Airspace Change Proposal (ACP) must engage with stakeholders early in the process.

City of Doncaster Council (CDC) is sponsoring ACP-2024-039 to reinstate the controlled airspace and procedures needed for Doncaster Sheffield Airport (DSA) to reopen safely and bring passenger and cargo flights back to the region.

In Stage 1 of the CAP1616 process CDC must:

- explain why an airspace change is needed
- describe the current situation at DSA
- develop a set of design principles; and
- share that information with stakeholders and ask for their views.

In Stage 2 of the process CDC must:

- share the baseline scenario (what happens if nothing changes to the airspace)
- present the initial design option or options
- seek stakeholder feedback on the option(s); and
- show how feedback has influenced the development or refinement of the proposal.

This document brings together all the information needed to support the engagement for Stage 1 and Stage 2 of the CAP1616 process for the DSA ACP.

About South Yorkshire Airport City

The reopening of DSA is the centrepiece of South Yorkshire Airport City (SYAC), a major regional growth programme designed to restore aviation services and unlock thousands of new jobs across advanced manufacturing, engineering, logistics and green technologies. The project is being delivered through a partnership between national government, the South Yorkshire Mayoral Combined Authority and CDC.

Government backing for the SYAC programme has enabled significant investment to prepare the airport for reopening, reflecting the national importance of restoring regional connectivity, supporting trade and driving economic growth across the North. The airport's return forms part of the Government's wider devolution agenda, demonstrating how locally led, nationally supported investment can deliver regeneration, skilled employment and long-term prosperity.

Why is an ACP needed for DSA

DSA closed in 2022 after the previous airport operator withdrew, which led to the CAA removing the controlled airspace and flight procedures that supported its operations. In March 2024, CDC secured a 125-year lease for the site, and began work to reinstate the airport licence, establish a local air traffic control service, and prepare for scheduled passenger and cargo services to return from 2027/28. Restoring DSA's airspace and procedures is essential for this.

As a result, the ACP is a core part of the SYAC programme. Airlines have been clear that they cannot operate from DSA until a safe and efficient airspace structure is in place to support commercial flights.

CAP1616 process overview

Figure 1 opposite, summarises the seven stages of the CAP1616 process. Each stage has its own outputs and a Gateway. At each Gateway, the CAA checks whether the stage’s requirements have been met. Once they are, the sponsor can move on to the next stage.

The CAA has agreed that for ACP-2024-039 it is appropriate for CDC to work through Stages 1 and 2 of the process together. This means the required outputs from both stages will be developed and submitted for a CAA Gateway assessment at the same time.

This combined approach helps keep the ACP on track for DSA’s planned reopening, while remaining fully compliant with the CAP1616 requirements.

Who is engaged in Stages 1 and 2

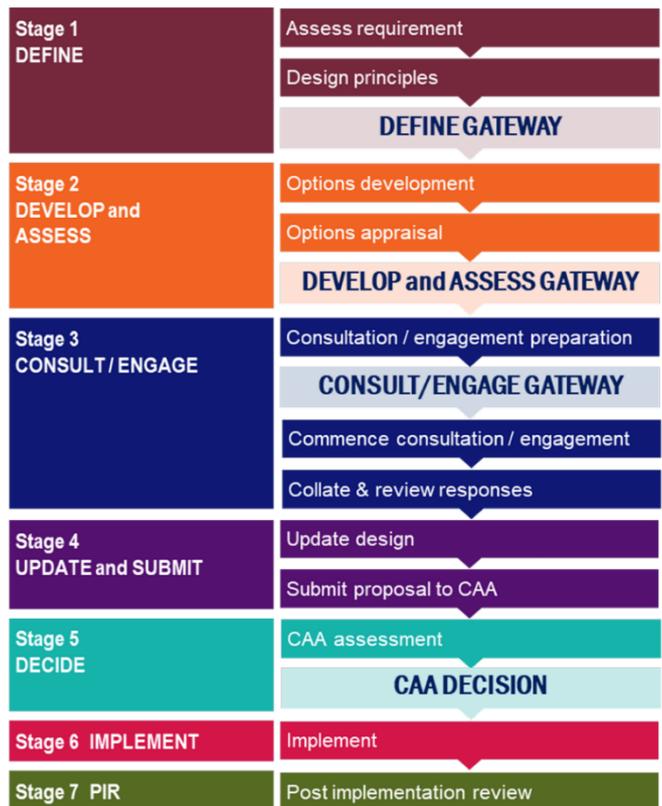
At Stages 1 and 2, engagement focuses on representative stakeholders including local authorities, aviation organisations, neighbouring airports, airspace users, community representatives and environmental groups. These stakeholders are involved early in the process because they can offer informed, technical and location-specific insight that helps refine the ACP before it progresses to full public consultation in Stage 3.

Outputs required from Stage 1: Define

To meet the Stage 1 requirements CDC first prepared a **Statement of Need**, which explains why a change is required, what the ACP aims to achieve, what airspace issues or opportunities exist, and what the current situation is. The Statement of Need is summarised in the box below and can be viewed in full [here](#).

CDC held an **Assessment Meeting** with the CAA in September 2025 to review the Statement of Need, agree how the process will be applied, the timeline and the next steps. The Assessment Meeting briefing slides and minutes can be viewed [here](#). Next, CDC must describe the **Current Situation**, setting out how the airport site is operating at present, and establish a list of **Design Principles** for how design options will be developed and evaluated. This information is described in the sections below and is shared with stakeholders to help shape the foundations of the design before detailed work begins.

Figure 1: Stages of the CAP1616 Airspace Change Process



Summary of ACP-2024-039 Statement of Need

- The aim of the ACP is to restore the controlled airspace and flight procedures that DSA needs to operate safely and efficiently. This includes Standard Instrument Departures, Standard Terminal Arrival Routes and Instrument Approach Procedures.
- CDC’s business plan is based on a mix of passenger services, general and business aviation, and renewed cargo operations. Forecasts show that DSA could return to its previous traffic levels within around five years of reopening, handling about 25,000 flights a year. Around half of these are expected to be commercial passenger flights, with the rest made up of general aviation, business aviation, cargo, training and positioning movements.
- The airport sits in a busy and complex part of UK airspace, close to other major airports in the Manchester Terminal Manoeuvring Area and areas with high levels of general aviation. The airlines that have already shown interest in operating from DSA have been clear that controlled airspace is essential in this region to ensure safe passenger operations and smooth access to the wider air traffic network.
- The proposed design will be based on the airspace structure and procedures used before the airport closed, with refinements made as needed through stakeholder engagement and in line with other regional airspace changes.
- Reintroducing controlled airspace and associated procedures will improve safety by protecting commercial traffic and ensuring safe integration with other airspace users.

Current Situation

The airport is located around six miles southeast of Doncaster and nineteen miles east of Sheffield. The site has a single runway, 2,894 metres long, aligned roughly northeast (compass heading 020) to southwest (compass heading 220).

At present, the airport is unlicensed, which means it cannot handle commercial flights with fare-paying passengers or undertake flying training involving larger aircraft. A licence from the CAA for these activities is currently being pursued by CDC.

Since the airport closed in 2022, no commercial flights have operated to or from the site. The only aviation activity currently taking place is a small number of movements by 2Excel Aviation, which were approved by CDC. These flights do not carry passengers or cargo and operate on an unlicensed basis.

With the controlled airspace and supporting procedures removed after closure, the site currently has no active air traffic control service, no published instrument procedures and no regulated airspace protection for arriving or departing aircraft.

Although the physical infrastructure remains, the airport is not operating as a commercial aerodrome. There are no scheduled flights, no regular business or general aviation activity and no cargo operations.

This is the baseline from which the ACP is being developed. Prospective airlines have requested the reinstatement of controlled airspace, flight procedures and air traffic control services to enable the safe and efficient return of regular commercial operations.

Design Principles

The Design Principles set the framework for how design options for the ACP are developed and evaluated. They must reflect the aims set out in the Statement of Need and will guide the design choices made as the ACP progresses.

CAP1616f requires ACP sponsors to use three Mandatory Design Principles (MDPs) and to consider the discretionary and bespoke principles listed in the guidance. The mandatory principles are:

- **MDP Safety** - The ACP must maintain a high standard of safety and should seek to enhance current levels of safety.
- **MDP Policy** - The ACP 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** - The ACP should deliver the Government's key environmental objectives with respect to air navigation as set out in the Government's Air Navigation Guidance 2017.

In addition to the three MDPs, DSA reviewed the 18 Discretionary Design Principles (DDPs) set out in CAP1616f. These principles are optional, but sponsors must consider them and decide which are relevant to their proposal. After reviewing the list, CDC proposes to adopt one discretionary principle:

- **DDP Technical** - The ACP should consider the impacts on air navigation service providers and other aviation stakeholders such as nearby airport operators.

This principle has been selected because DSA sits in a busy and complex region, and future airspace changes to modernise the wider Manchester Terminal Manoeuvring Area will need to be taken into account.

CAP1616f also allows sponsors to develop Bespoke Design Principles (BDPs) where the local context requires something specific. Bespoke principles are created by sponsors to reflect local circumstances or previous arrangements that must be considered when shaping the airspace design options. CDC proposes to adopt one bespoke principle:

- **BDP Noise Preferential Routes** - Noise Preferential Routes (NPRs) for DSA departures were established through a public consultation in 2018 as part of an earlier ACP. Because these routes were recently consulted on, CDC does not propose to modify them further as part of this ACP unless required for safety or integration. This ACP should therefore not change DSA's existing NPRs unless this is necessary to support safe operations or integration with other airspace structures.

We welcome your views on these proposed design principles.

Please tell us whether you agree with them and whether there are any changes or additions you think we should consider at this stage.

CDC will review all feedback and update the non-mandatory design principles where appropriate. Any new or revised principles we adopt will be shared with stakeholders.

Please email feedback to: DSA@Doncaster.gov.uk

Outputs required from Stage 2: Develop and Assess

To meet the Stage 2 requirements of CAP1616, CDC must share the **Do-Nothing baseline scenario** for the ACP, which in this case means the current situation outlined above continues and the airport remains closed with no commercial, business or general aviation activity.

CDC must also present its **Initial Design Options** to stakeholders and seek their feedback.

At this stage, CDC is proposing one initial design option: to reinstate the same controlled airspace structure and flight procedures that were in operation before the airport closed in 2022. CDC considers this the most practical starting point because the previous airspace structure was developed in line with airline requirements, informed by widespread consultation on an earlier ACP, and operated safely for many years. Reinstating it is likely to provide a stable foundation for the return of passenger, cargo and general aviation flights, while still allowing refinements to be explored through stakeholder engagement and consultation as part of the development of this ACP.

Description of the Initial Design Option

The purpose of the Stage 2 engagement is to gather feedback from representative stakeholders on CDC's proposal to reinstate the same airspace arrangements that were in place at the time of closure. The following section summarises the previous controlled airspace structure and flight procedures that CDC is proposing to reinstate. This initial design option may be refined further before the full public consultation in Stage 3, depending on the feedback received throughout this engagement.

DSA Runway Operating Modes

DSA operates with a single runway that can be used in two directions, Runway 02 and Runway 20. The direction in use depends on the wind, as aircraft must take off and land into the wind for safe and efficient performance. When winds blow from the south, the airport operates in Runway 20 mode, with departures to the southwest and arrivals from the northeast. When winds blow from the north, operations switch to Runway 02 mode, with departures to the northeast and arrivals from the southwest. Because south westerly winds are most common in the UK, Runway 20 is used more frequently. Figure 2 below, illustrates the two DSA runway operating modes.

Figure 2: DSA Runway Operating Modes

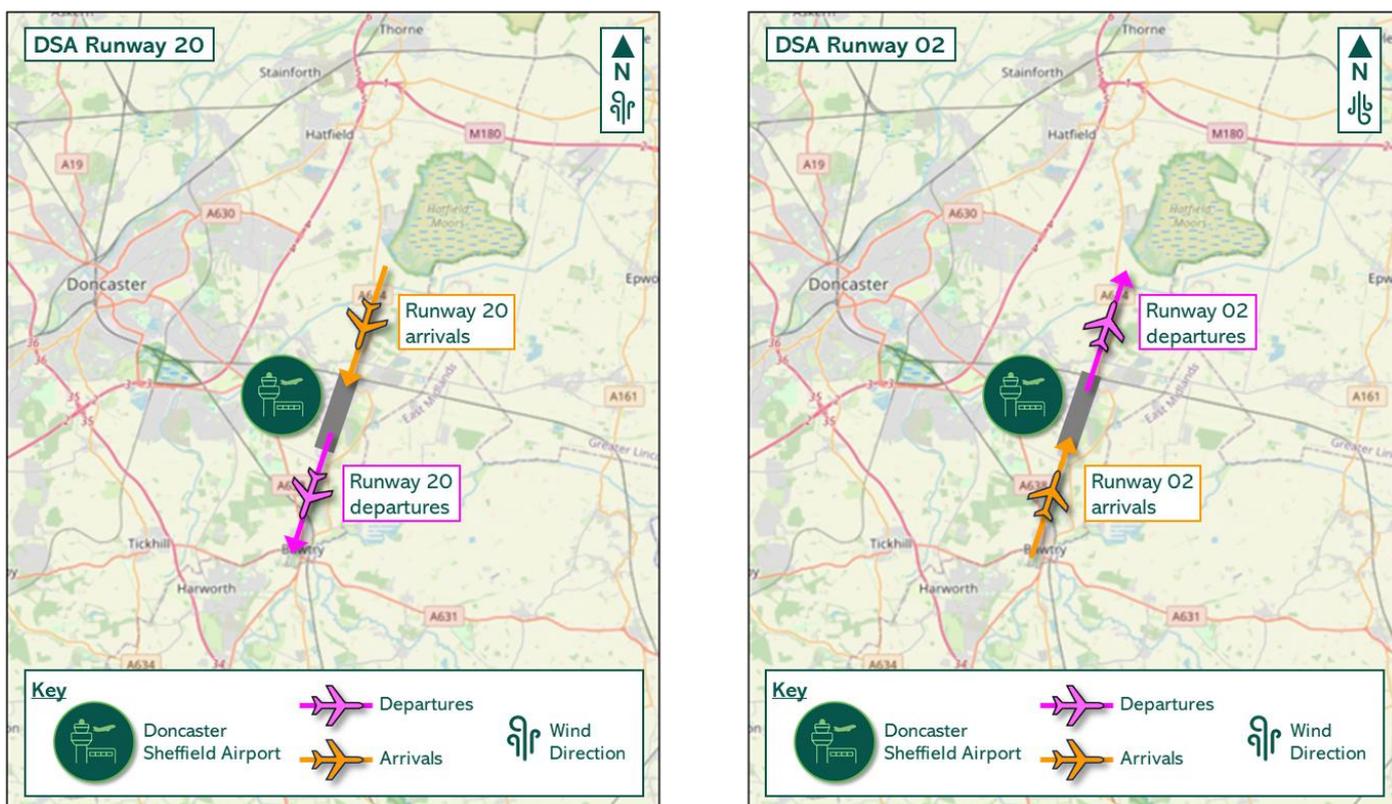
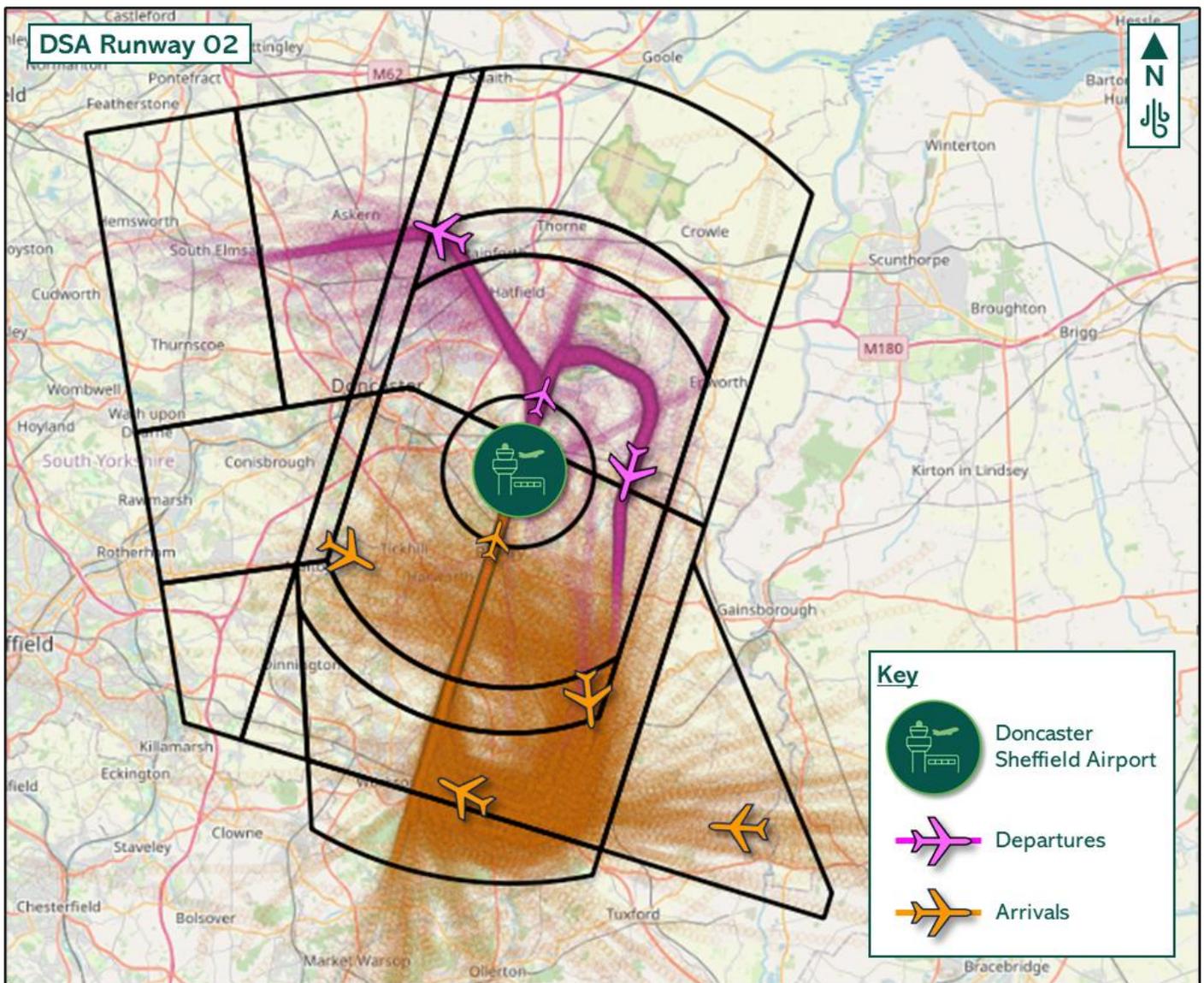


Figure 4: DSA Runway 02 actual flight tracks, 01/12/21 – 30/11/22



Initial Design Option: Proposed Controlled Airspace Structure

CDC’s initial design option is to reinstate the same controlled airspace structure that was in place before the airport closed. Under this option, the airport would operate on a 24-hour basis, as it did previously. Night operations would continue to be managed through a Night Noise Quota System, expected to follow the principles set out in the Airport Noise Restrictions Notice used for Heathrow, Gatwick and Stansted airports. This provides a recognised framework for managing night-time noise.

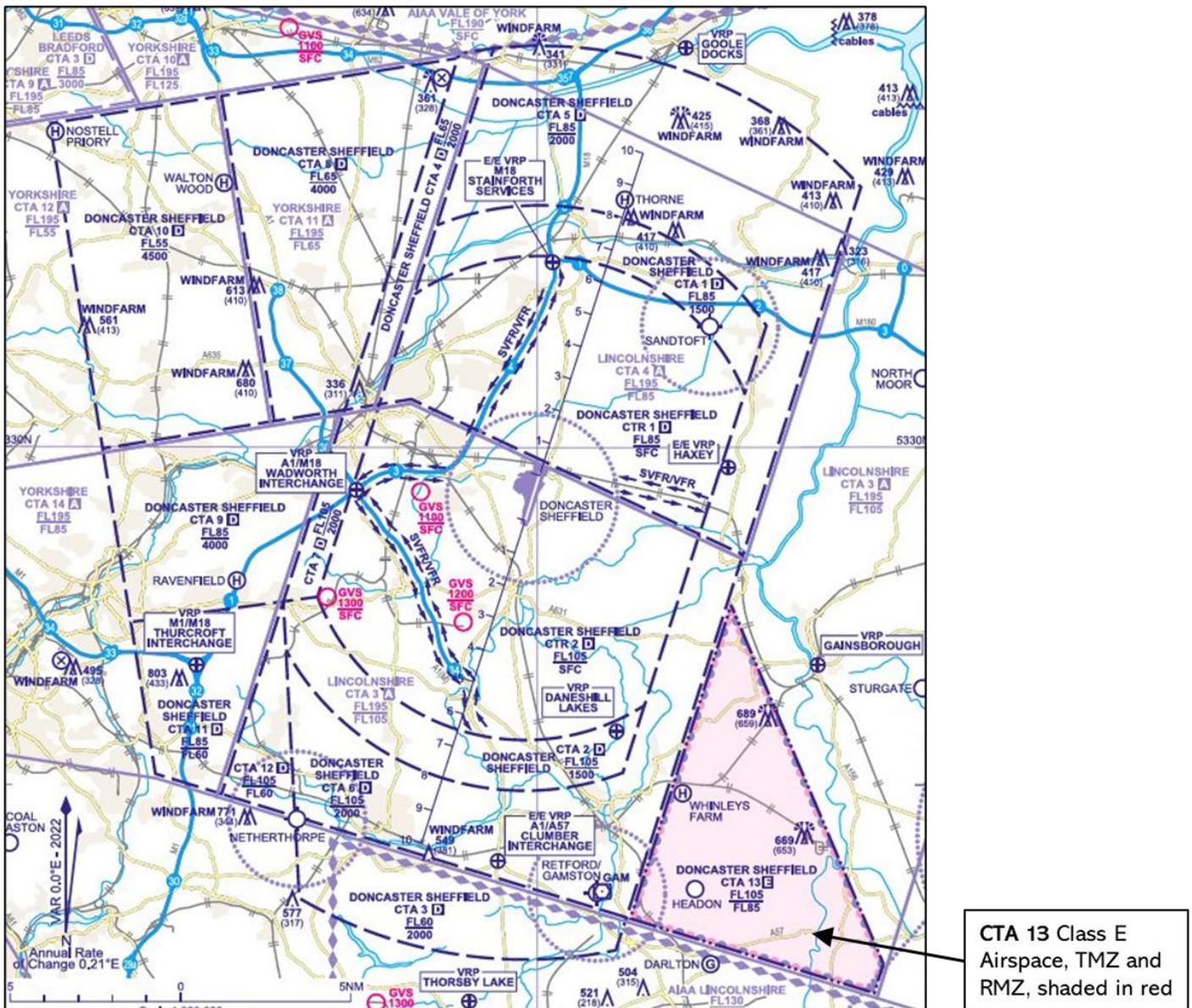
The reinstated airspace would include the Doncaster Sheffield Control Zone (CTR) and a series of Control Areas (CTAs). These were previously established as Class D airspace, providing air traffic control services for aircraft entering or operating within the area. The exception was CTA 13, which operated as Class E with an associated Transponder Mandatory Zone (TMZ) and Radio Mandatory Zone (RMZ) to ensure appropriate surveillance and communications for all users accessing that segment of airspace.

Air traffic services would be provided by a full air traffic control unit, delivering Tower and Approach (Radar) services consistent with the airport’s former operation. Recruitment for operational personnel is underway to support the re-establishment of these services.

The reinstated airspace structure would also include the same Visual Reporting Points (VRPs), entry and exit lanes, and Visual Flight Rules (VFR) routes previously published for DSA. These elements support safe integration between controlled and uncontrolled airspace and provide predictability for general aviation operations

More detailed descriptions of the proposed airspace structure, including the lateral and vertical limits and associated co-ordinates, are available on request. An aeronautical chart illustrating the former controlled airspace structure that the initial design option for this ACP proposes to reinstate is shown in Figure 5 on the next page.

Figure 5: Former DSA controlled airspace structure, which is the initial design option for this ACP



Initial Design Option: Noise Preferential Routes for Departures

As part of the initial design option, CDC proposes to retain the Noise Preferential Routes (NPRs) that were previously in place for departures from DSA. NPRs are established paths that departing aircraft must follow after take-off to help manage and minimise noise over nearby communities.

These routes were developed through public consultation on an earlier DSA ACP in 2018 and remain current, which is why CDC has proposed a bespoke design principle in this engagement stating that the NPRs should not be changed unless required for safety or wider airspace integration.

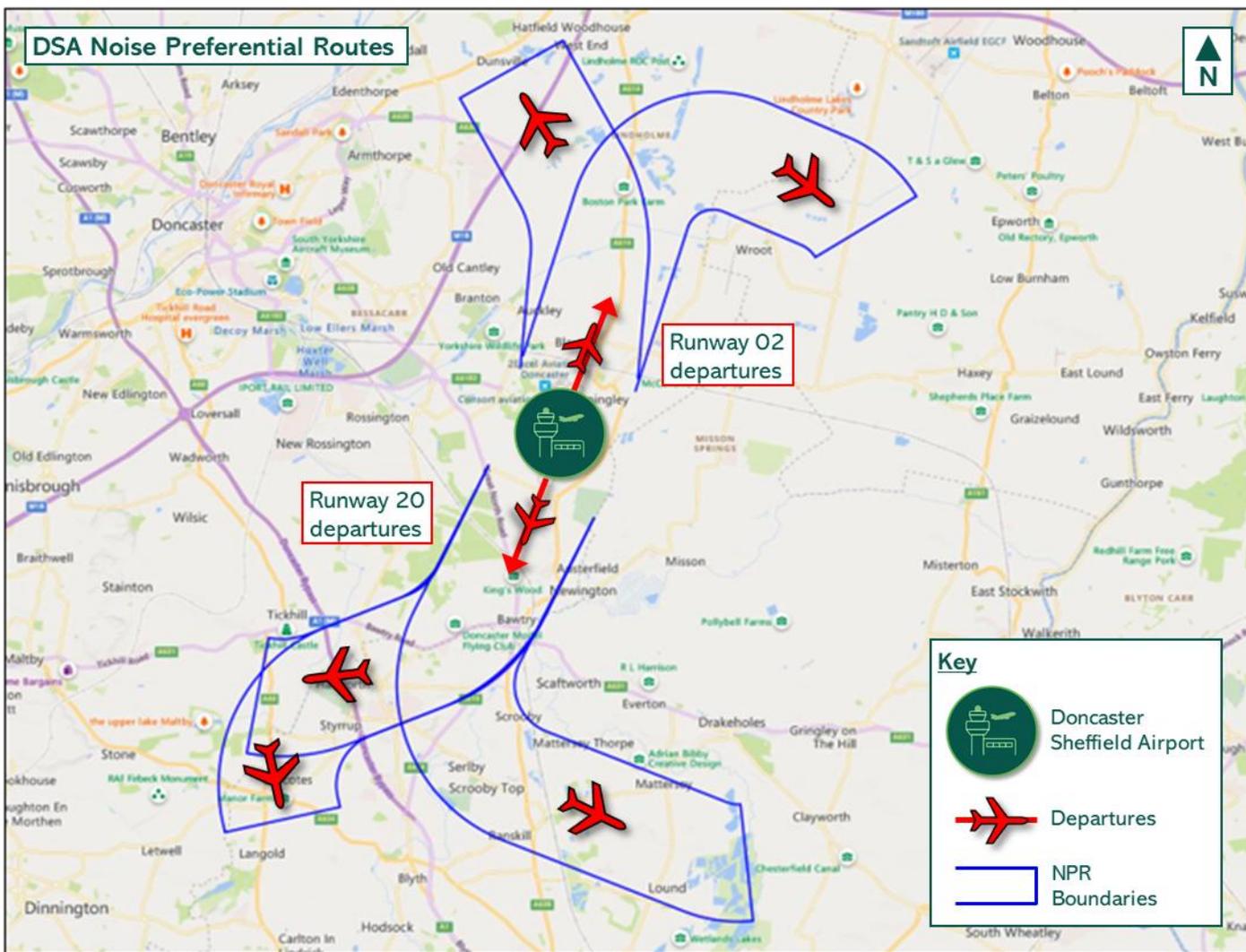
Under the initial design option for reinstating the former NPRs, all departing jet aircraft weighing more than 5,700 kg would be expected to remain within the NPR boundaries as they climb away from the airport, unless air traffic control instructs them otherwise or a deviation is required for safety.

Each NPR ends at 3,000 ft, after which air traffic controllers may direct aircraft away from the published route to support more efficient climb profiles and safe integration with other traffic.

The proposal to retain the former NPRs is intended to provide continuity for local communities, maintain a known and assessed noise pattern and support a safe and predictable departure system as part of the overall airspace design.

Figure 6 on the next page, shows the boundaries of the former NPRs for departures from Runway 20 and 02 that CDC proposes to reinstate as part of the initial design option for this ACP.

Figure 6: Former DSA NPR boundaries that would be reinstated under the initial design option



Initial Design Option: Departures

As part of the initial design option, CDC proposes to reinstate the three RNAV 1 Standard Instrument Departures (SIDs) that were previously used from Runway 20 at DSA, shown in Figure 7 on the next page. A SID is a published departure route that guides aircraft from the runway to the wider air traffic network. It provides a safe, predictable path for aircraft to follow after take-off, supporting efficient operations and helping to separate traffic. RNAV 1 is a type of modern navigation that allows aircraft to follow precise routes using onboard systems rather than relying only on ground-based beacons. For aircraft not capable of flying RNAV 1 procedures, Omni-Directional Departure procedures will continue to be available.

Each SID leads aircraft towards a specific waypoint (a fixed position in the airspace, defined by coordinates) that aircraft navigate towards. From that point, aircraft join the onward route to their destination.

The previous airspace arrangements for Runway 20 included two RNAV 1 SIDs to the waypoint UPTON and one RNAV 1 SID to the waypoint ROGAG. CDC proposes to include all three of these SIDs in the initial design option.

- UPTON SID (short/right-turn): This SID turns aircraft to the right shortly after take-off and is the shorter of the two procedures. It was the standard departure clearance for aircraft routing towards UPTON and is proposed to remain the default option.
- UPTON SID (long/left-turn): This route takes aircraft left after departure and is longer. It would be used when an aircraft cannot achieve the climb gradient required on the shorter SID, or when airspace restrictions are in place to protect gliding activity to the south west of DSA.
- ROGAG SID: This SID directs aircraft towards the waypoint ROGAG and provides an alternative route for traffic departing Runway 20 depending on their destination and airspace requirements.

For Runway 02, the initial design option proposes to reinstate two former RNAV 1 SIDs (and the associated Omni-directional departures), one that turns left to UPTON and one that turns right to ROGAG, as shown in Figure 8 on the next page.

Figure 7: Former DSA Runway 20 SIDs that would be reinstated under the initial design option

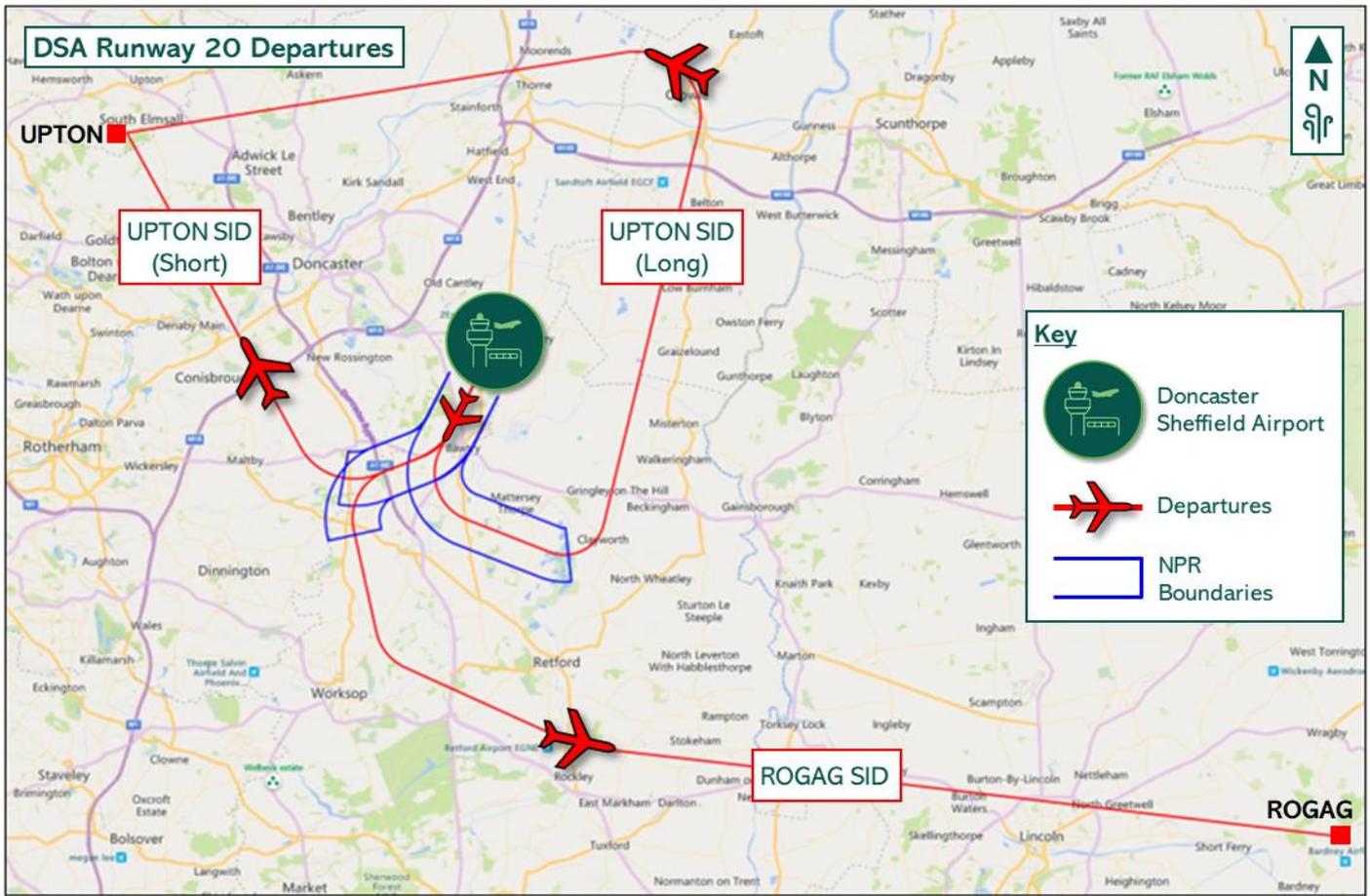


Figure 8: Former DSA Runway 02 SIDs that would be reinstated under the initial design option

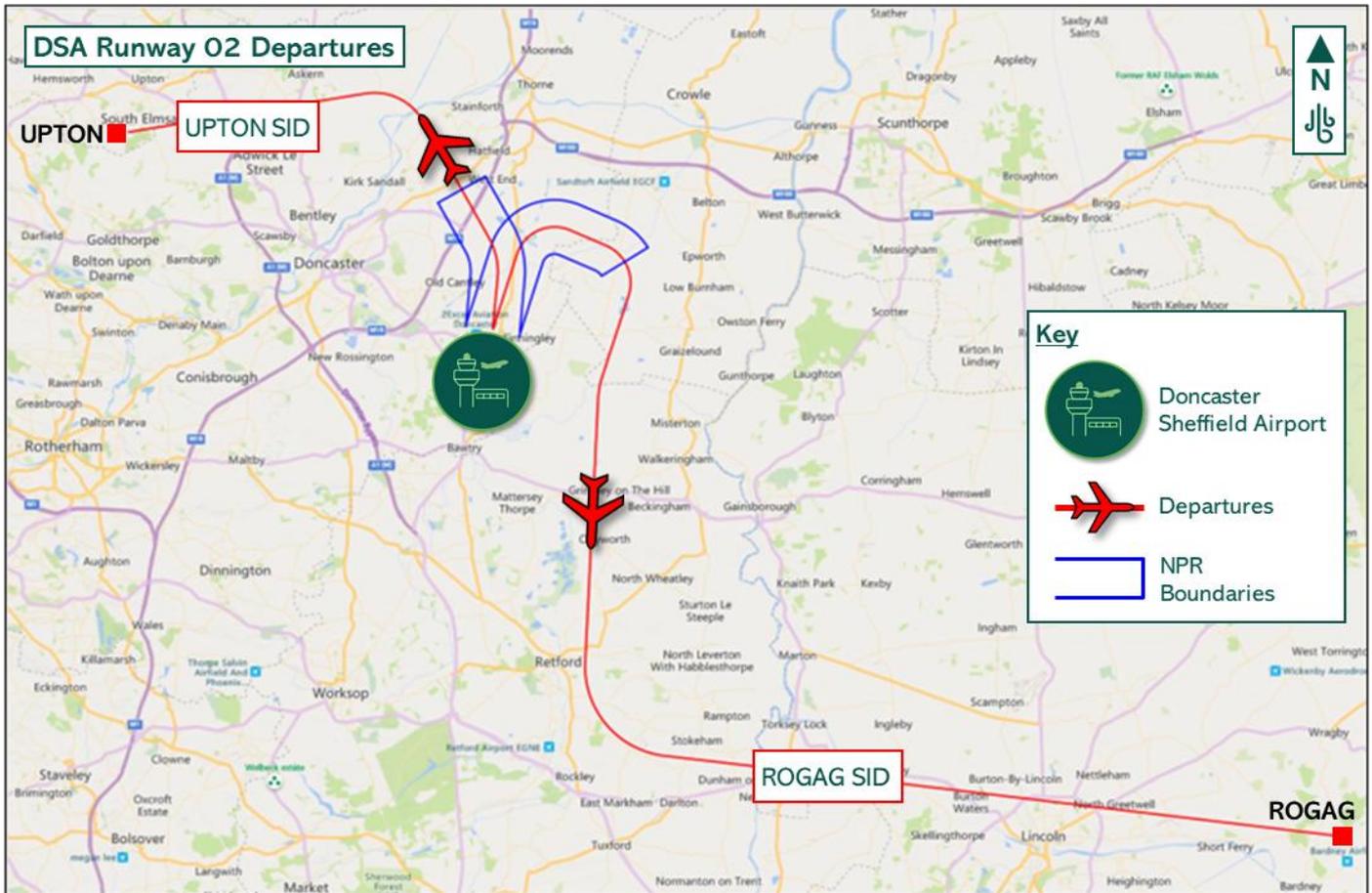
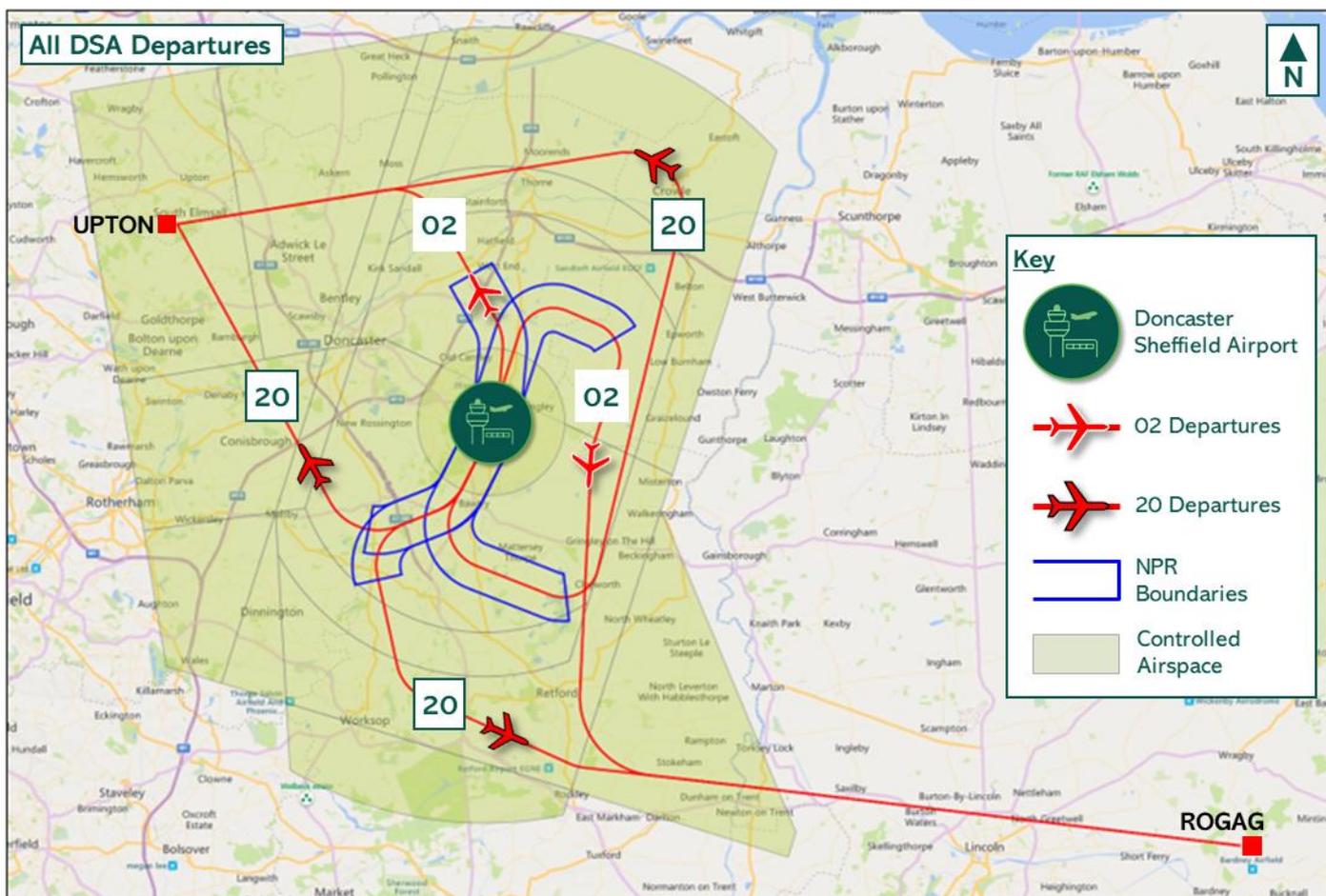


Figure 9 below, shows all the proposed departure routes for both runways included in the initial design option, along with their associated Noise Preferential Routes, and the controlled airspace within which the procedures would be contained.

Figure 9: All proposed DSA departure routes included in the initial design option



Initial Design Option: Arrivals

Figure 10, on the next page, illustrates the typical arrival patterns for Runway 20 when DSA was operational, which CDC propose to reinstate as part of the initial design option for this ACP.

The red shading shows the spread of arrival tracks at 7,000 ft and below, where aircraft were being sequenced for final approach. Aircraft joining from the upper airspace network were usually routed towards the airport overhead, where air traffic control would tactically vector them into an orderly landing sequence. Vectoring is when air traffic controllers provide an instruction to pilots in the form of a direction (heading based on a compass bearing) to maintain safe and efficient operations. Controllers may also instruct pilots to climb or descend.

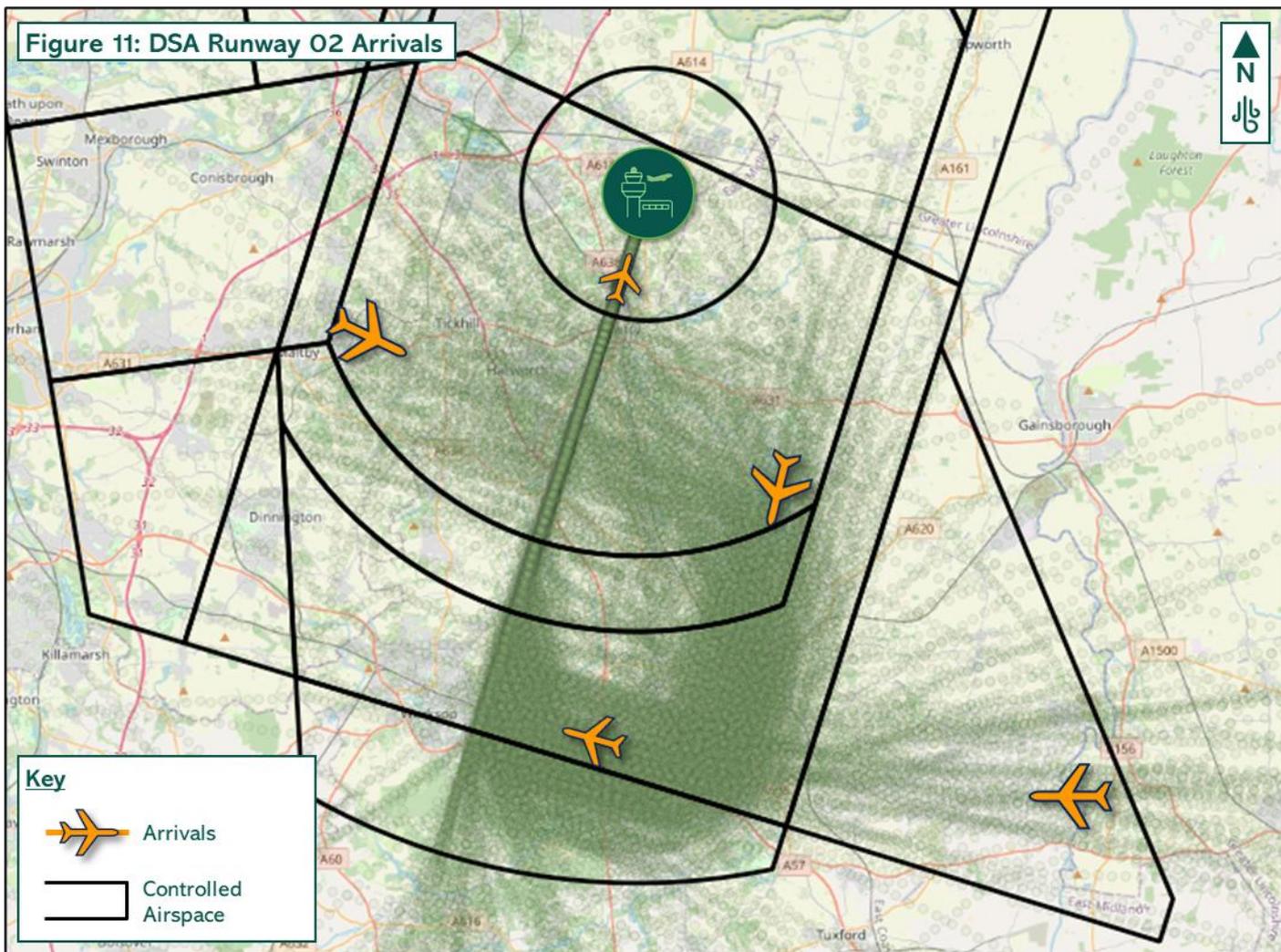
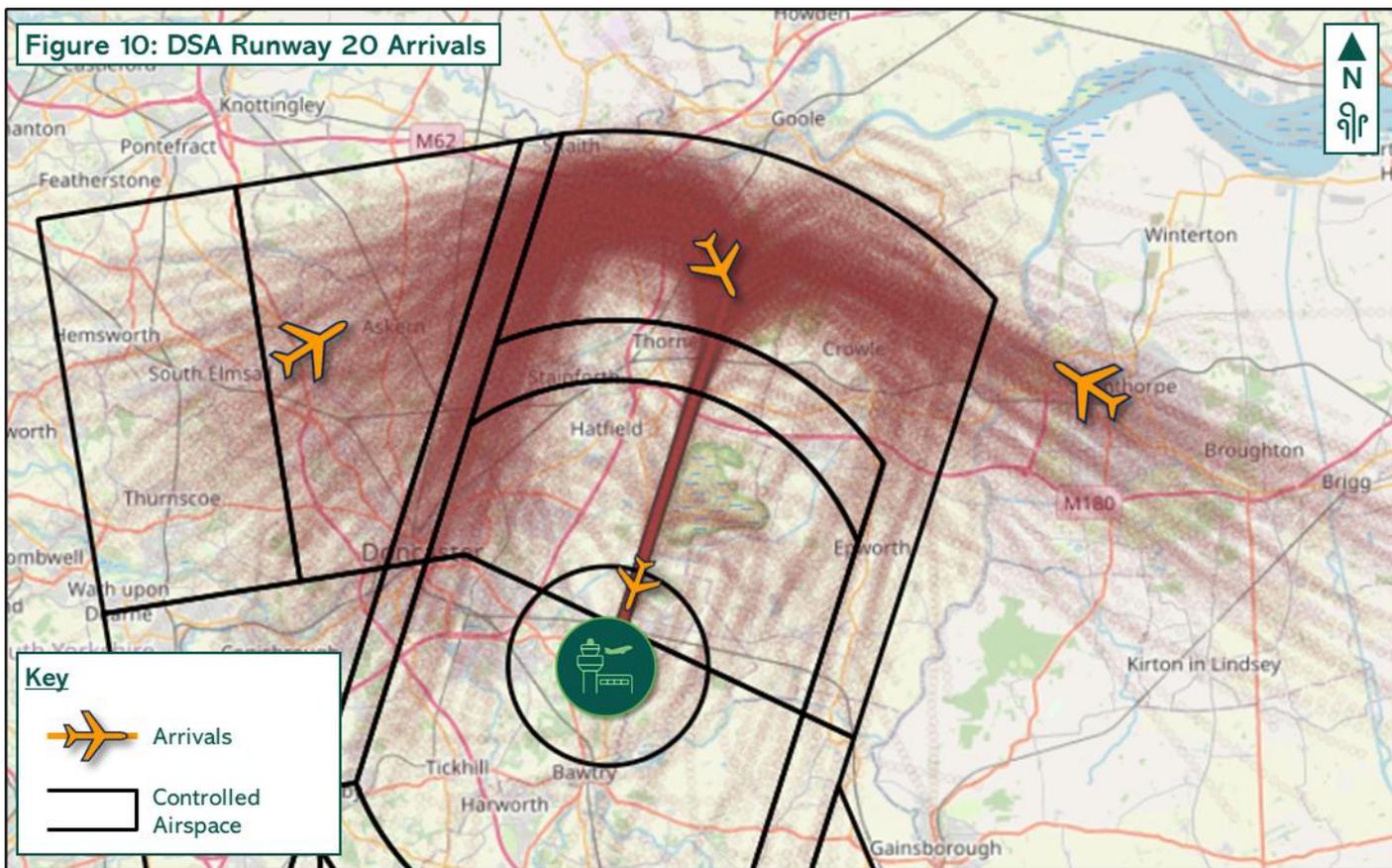
When traffic levels and airspace permitted, controllers often provided a more direct route towards final approach, reducing the need for aircraft to track overhead the airfield. Aircraft could join the final approach from either the east (Crowle) or west (Snaith), depending on their direction of entry and ATC sequencing requirements.

Figure 11, also on the next page, shows the equivalent arrival patterns for Runway 02, which would likewise be reinstated under the initial design option.

The green shading represents arrivals at 7,000 ft and below. As with Runway 20, aircraft were typically routed towards the airport overhead and vectored, or given a more direct track to final approach where conditions allowed. Arrivals most commonly joined from the east (Retford/Gamston) side of the airport.

Both runway directions were previously supported by a full suite of instrument approach procedures, including ILS/DME, LOC/DME, NDB/DME and RNP APCH. These procedures provided defined lateral and vertical guidance to pilots, supporting safe and predictable approaches in a wide range of weather conditions. CDC proposes to reinstate these procedures within the initial design option, and more detailed information on the individual instrument approaches is available on request as part of this engagement.

Figure 10 and Figure 11: Typical arrival patterns for Runway 20 and 02 included in the initial design option



DSA Planning Restrictions and Traffic Forecasts

Aircraft must land and depart into the wind for safety. When winds are calm and either runway direction could be used, DSA's planning conditions place a restriction on night-time operations. Specifically, Runway 20 may not be used for take-off between 23:00 and 07:00, meaning Runway 02 is the designated Preferential Runway at night. This planning requirement will continue to influence how departures are managed, and is therefore an important factor in the operation and impact of DSA's airspace and procedures.

A movement is either an arrival or a departure. DSA has planning consent to operate up to 56,918 Air Transport Movements (ATMs) per year which includes a mix of passenger, cargo and business/ General Aviation movements.

Table 1 below, summarises the actual annual movements at DSA between 2019 and 2022. In peak periods, the airport could see 5 to 6 movements per hour. With the first new passenger services expected to begin in 2027/28, current forecasts indicate that DSA will return to its previous 2022 Air Transport Movement levels from around 2032. These forecasts help shape the ACP by indicating the scale of future traffic the reinstated airspace will need to accommodate safely and efficiently.

Table 1: DSA Actual Air Transport Movements, 2019 to 2022

Year	Total Movements	Air Transport Movements (passenger flights)
2019	23,043	11,569
2020	12,232	4,597
2021	14,077	5,468
2022	15,847	7,966

Request for stakeholder feedback on the initial design option

CDC is proposing to reinstate DSA's previous controlled airspace, procedures, Noise Preferential Routes and associated arrangements exactly as they were when the airport was last operational. CDC considers this the most practical and efficient starting point, offering a proven design that supported more than 17 years of safe and efficient operations. Reinstating this structure is also the quickest way to ensure the airport can operate safely and integrate seamlessly into the wider airspace network by 2027/28.

However, we want to understand whether stakeholders believe any refinements should be considered at this stage.

Your feedback is important in helping us assess whether improvements can be made to the previous design, including opportunities to:

- reduce impacts on other airspace users, such as by adjusting controlled airspace boundaries, classifications or route centrelines
- reduce noise impacts on local communities by considering alternative track positions where feasible
- reduce the scale of potential future change given NATS' emerging airspace designs for the wider region from 2030 onwards
- raise any other issues, suggestions or considerations you feel are relevant

We welcome all comments. Your views will help shape the next stage of the ACP before the design is refined and prepared for full public consultation.

How to provide feedback

This first round of engagement on the DSA ACP will run for four weeks, starting on **Wednesday 3 December 2025**, pausing for the Christmas period, and closing on **Wednesday 14 January 2026**.

Stage 1 Engagement

For Stage 1, we are inviting feedback stakeholders on our proposed design principles:

Do you agree with our proposed Design Principles as set out below?

1. The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.
2. 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.
3. 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.
4. The airspace change proposal should consider the impacts on air navigation service providers and other aviation stakeholders such as nearby airport operators.
5. The airspace change proposal should not modify DSA's previous NPRs unless required for safety or airspace integration purposes.

Stage 2 Engagement

For Stage 2, we are inviting feedback from stakeholders on the initial design option described in this document:

Are there any modifications to the airspace dimensions, airspace classifications or flight procedures described in the initial design option that you would like to suggest?

Please send your feedback to:

DSA@Doncaster.gov.uk

by Wednesday 14 January 2026.

Thank you

Next steps

After this engagement period closes, we will review all feedback received from representative stakeholders. Where appropriate, we may refine or further develop our non-mandatory design principles. Any additional principles adopted as a result of this engagement will be shared with stakeholders for information.

We will also review all comments on the initial design option. If the feedback indicates that change may be required, we may amend the initial design option or develop alternative design options for consideration.

The design option presented in this document, along with any modifications or additional options, will then be assessed through a Design Principle Evaluation. This evaluation measures how well each option meets the agreed design principles, identifying whether each principle is met, partially met or not met.

Following this, we will complete an Initial Options Appraisal, assessing the option(s) against the full set of metrics required under CAP1616, including safety, environmental, operational and economic considerations.

All of this work will form CDC's combined Stage 1 and Stage 2 submission to the CAA. We expect to submit this material in Q1 2026, after which the CAA will publish the documents on the Airspace Change Portal.

These steps will shape the proposal ahead of the full public consultation that will take place later in the CAP1616 process.

DONCASTER SHEFFIELD AIRPORT AIRSPACE CHANGE PROPOSAL

ACP-2024-039



**Stage 1
Design Principles Submission Document
Appendix A**

**Stakeholder Engagement Correspondence
January 2026**

From: Doncaster Sheffield Airport DSA@doncaster.gov.uk 
Subject: REQUEST FOR FEEDBACK - Doncaster Sheffield Airport Airspace Change Proposal
Date: 8 January 2026 at 08:55
To: Doncaster Sheffield Airport DSA@doncaster.gov.uk

Dear Doncaster Sheffield Airport Airspace Change Proposal Stakeholder,

Happy new year,

Please can we remind you to provide a response to the two questions in the attachment by Wednesday 14th January 2026:

Stage 1 Engagement

For Stage 1, we are inviting feedback stakeholders on our proposed design principles:

Do you agree with our proposed Design Principles as set out below?

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Please send your feedback to:

DSA@Doncaster.gov.uk

by Wednesday 14 January 2026.

Thank you

If there is anything in the attachment that is unclear, and/or you would like to discuss anything in more detail or request more information, please do reach out to us at this email address and we'd be happy to schedule a briefing and/or discussion for you and your members.

The reopening of Doncaster Sheffield Airport (DSA) is the centrepiece of South Yorkshire Airport City (SYAC), a major regional growth programme designed to restore aviation services and unlock thousands of new jobs across advanced manufacturing, engineering, logistics and green technologies. The project is being delivered through a partnership between national government, the South Yorkshire Mayoral Combined Authority and CDC.

DSA closed in 2022 after the previous airport operator withdrew, which led to the Civil Aviation Authority (CAA) removing the controlled airspace and flight procedures that supported its operations. In March 2024, CDC secured a 125-year lease for the site, and began work to reinstate the airport licence, establish a local air traffic control service, and prepare for scheduled passenger and cargo services to return from 2027/28. Restoring DSA's airspace and procedures is essential for this.

The CAA Airspace Change Process, known as CAP1616, sets out how any proposed

changes to UK airspace must be developed, assessed and approved. City of Doncaster Council (CDC) is sponsoring ACP-2024-039 to reinstate the controlled airspace and procedures needed for Doncaster Sheffield Airport (DSA) to reopen safely and bring passenger and cargo flights back to the region. A key requirement of CAP1616 is that the organisation putting forward an Airspace Change Proposal (ACP) must engage with stakeholders early in the process.

In stages 1 and 2 of the process, engagement focuses on representative stakeholders including local authorities, aviation organisations, neighbouring airports, airspace users, community representatives, and environmental groups. These stakeholders are involved early in the process because they can offer informed, technical and location-specific insight that helps refine the ACP before it progresses to full public consultation in Stage 3.

You have received this email because you have been identified as a relevant stakeholder representative for this stage of the process.

The attached document brings together all the information needed to support the engagement for Stage 1 and Stage 2 of the CAP1616 seven-stage process for the DSA ACP. We'd be very grateful if you could take the time to read the document and provide the requested feedback to us by **Wednesday 14th January 2026**. The final page explains how to do this and the specific questions we are requiring your feedback on.

We look forward to hearing from you.


Programme Director – SY Airport City
Corporate Resources



Created on www.british-sign.co.uk



City of
Doncaster
Council

Re: REQUEST FOR FEEDBACK - Doncaster Sheffield Airport Airspace Change Proposal

From [REDACTED]
Date Mon 19/01/2026 12:48
To [REDACTED]
Cc [REDACTED]

📎 1 attachment (65 KB)
Doncaster Trax_BGA Stage 1 and 2 Meeting Notes 15 Jan 2026.docx;

Hi [REDACTED]

Thanks again for taking the time to meet on Thursday.

Attached are comprehensive notes we've written from the transcript. Please do review and get back to me with any corrections, but please can you do so with tracked changes turned on?

In terms of the request from ourselves (Action 1 in the notes), we would be very grateful for any data the BGA can provide which helps to illustrate BGA members' activity in the region, both when the previous CAS was in situ from between 1st Dec 2021 – 30th Nov 2022 and also in the 6 month period 1st May – 31st October 2025.

Whatever you can provide would be helpful but digital data would be preferable such as data from OGN, FLARM, Flight loggers, ADS-B or other EC devices. We're happy to receive raw data and do the processing if that makes things easier. If you were able to provide this by 9th February it would be much appreciated. Feel free to drip-feed.

Best regards,

[REDACTED]
www.ifpdesign.ie
www.traxasiapacific.com.au



From: [REDACTED]
Date Thursday, 15 January 2026 at 16:37
[REDACTED]

Subject: Re: REQUEST FOR FEEDBACK - Doncaster Sheffield Airport Airspace Change Proposal

Many thanks for facilitating today's meeting.

I noted that the meeting was recorded and would be grateful if you could provide the meeting transcript please.

Best regards

BGA

From: [Redacted]
Sent: 12 January 2026 15:49
To: [Redacted]
Subject: Re: REQUEST FOR FEEDBACK - Doncaster Sheffield Airport Airspace Change Proposal

Hi [Redacted]

Please could you just confirm Thursday at 1230 or 1pm start is OK?

Thanks

[Redacted]
Web: www.traxinternational.co.uk
Web: www.ifpdesign.co.uk
Web: www.ifpdesign.ie



From: [Redacted]
Date: Friday, 9 January 2026 at 18:04
To: [Redacted]
Subject: Re: REQUEST FOR FEEDBACK - Doncaster Sheffield Airport Airspace Change Proposal

Hi, I can do 15th but only until 2.30. Can you start 1230? If not we can have 1.5 hours and see where we get to.

[Redacted]
Web: www.traxinternational.co.uk
Web: www.ifpdesign.co.uk
Web: www.ifpdesign.ie

From: [REDACTED]
Date: Friday, 9 January 2026 at 17:46
To: [REDACTED]
Subject: Re: REQUEST FOR FEEDBACK - Doncaster Sheffield Airport Airspace Change Proposal

Hi [REDACTED] - sorry but could I adjust to 15th same time (13:00 to 15:00) please.

Thanks

[REDACTED]

On Fri, Jan 9, 2026, 17:04 [REDACTED] wrote:

Hi [REDACTED]

Thanks for organising, that. I'll send you a Teams invitation now which you can forward onto [REDACTED] or if you give me his email, I can add him to the invite. No problem for others to join.

It will just be with myself and my colleague [REDACTED]. Based on your feedback, I suggest the following agenda but happy for you to propose other items:

1. Introductions (Trax/BGA)
2. Short background on the proposal (Trax)
3. Overview of CAA and ICAO policies on Controlled Airspace (CAS) structures and applicable classifications (Trax)
4. Design principles and BGA's proposed additions (Trax/BGA)
5. Typical gliding activities in the DSA region and how the proposed DSA CAS would affect BGA members (BGA)
6. Explore potential amendments to the previous CAS construct to mitigate impacts* (Trax/BGA)

If we don't make it to Item 6, we can arrange another session or two. It's early days but the main thing we need to take away from this session is Item 5 – Understanding the potential impacts, so we can start to explore solutions.

Best regards,

[REDACTED]

Web: www.traxinternational.co.uk

Web: www.ifpdesign.co.uk

Web: www.ifpdesign.ie



From: [REDACTED]
Date: Friday, 9 January 2026 at 16:39
To: [REDACTED]
Subject: Re: REQUEST FOR FEEDBACK - Doncaster Sheffield Airport Airspace Change Proposal

Hi [REDACTED]

14th, 13:00 to 15:00 would be great.

There will definitely be two of us; myself and [REDACTED]. [REDACTED] is one of the Regional Soaring Airspace Group (RSAG) coordinators. I may have one more to add on Monday, I'll confirm or otherwise then.

If you could send me your agenda for the meeting I'd be very grateful and could you also send me the meeting details and I'll pass on to [REDACTED]

Best regards

[REDACTED]

On Thu, Jan 8, 2026, 08:27 [REDACTED] wrote:

Morning [REDACTED]

Thanks, we'll keep 14+15 free.

[REDACTED]

Web: www.traxinternational.co.uk

Web: www.ifpdesign.co.uk

Web: www.ifpdesign.ie

From: [REDACTED] >
Date: Wednesday, 7 January 2026 at 21:36
To: [REDACTED]
Subject: Re: REQUEST FOR FEEDBACK - Doncaster Sheffield Airport Airspace Change Proposal

Hi [REDACTED]

Many thanks for your email.

Yes it would be good to have the opportunity to discuss issues.

I'll get back to you before close of play Friday to confirm which slot suits best. For now I can confirm that 19th Jan would be difficult.

Best regards

[REDACTED]

On Wed, Jan 7, 2026, 19:18 [REDACTED] wrote:

Hi [REDACTED]

Doncaster have passed your feedback on behalf of the BGA to me, thank you for taking the time to compile the comprehensive response.

We're keen to get a date in the diary to work through some of the items you raise in more detail. Would you be able to try and get the relevant representatives together for an exploratory on-line session for 1.5-2 hours on one of the following slots?

14th Jan – After 12pm

15th Jan – Excluding 2.30-3.30

19th Jan – Anytime

Happy to do an evening session on 14th or 19th Jan if that's easier for you and your reps.

Many thanks,

[REDACTED]

Web: www.traxinternational.co.uk

Web: www.ifpdesign.co.uk

Web: www.ifpdesign.ie

**DONCASTER ACP-2024-039 STAGE 1 AND 2 ENGAGEMENT.
MINUTES OF CALL BETWEEN TRAX AND BGA DONCASTER**

Online 15th Jan 2026

Attendees

Present

██████████)
████████████████████
████████████████
████████████████
████████████████
████████████████

Representing

BGA (Yorkshire Gliding Club / Regional Soaring Airspace Group)
BGA (Regional Soaring Airspace Group)
BGA (Derbyshire Soaring Club)
BGA (Dales Paragliding and Hang Gliding Club)
Trax ATM Consultancy representing the ACP
Trax ATM Consultancy representing the ACP

AGENDA

1. Introductions (Trax/BGA)
2. Short background on the proposal (Trax)
3. Overview of CAA and ICAO policies on Controlled Airspace (CAS) structures and applicable classifications (Trax)
4. Design principles and BGA's proposed additions (Trax/BGA)
5. Typical gliding activities in the DSA region and how the proposed DSA CAS would affect BGA members (BGA)
6. Explore potential amendments to the previous CAS construct to mitigate impacts (Trax/BGA)

AGENDA ITEMS 1 AND 2: INTRODUCTIONS AND SHORT BACKGROUND ON THE PROPOSAL

████ opened by stating that, in terms of our size and operations, Derbyshire Soaring Club are probably the most impacted gliding club by DSA's previous airspace. We were party to a number of Letters of Agreements (LoAs), negotiated for operation of the previous Controlled Airspace (CAS).

████ Provided an overview of the ACP. The airport closed in Nov 2022 triggering a suspension of the CAS. Following a lengthy process, CAA eventually de-notified the airspace in early 2025 and it was removed from the AIP in Sept 2025. During that time, City of Doncaster Council (CDC) acquired a lease for the site and then began a process of reopening the airport and CAA advised that CDC will need to go through a new ACP with the options and rationale justification for reinstating the controlled airspace that would support their operations. Fly Doncaster Limited is the organisation established and owned by CDC which will become the airport operator. The stated ACP timeline is very short in the context of other ACP timelines with the CAA supporting a fast-tracked process where possible. What is meant by my 'fast-tracked' is not defined though the sentiment is that that the ACP would move through the process quicker than other proposals. Other than combining stages one and two of the process, we haven't really made any other suggestions to towards fast-tracking the process. Whilst CAA may afford priority to this ACP in terms of timescales, the ACP is adhering to V5 of CAP1616 and timelines for the next version of CAP1616 (on which CAA are currently consulting) are not defined.

████ asked if the fast-tracked process still required the full set of gateways and █████ confirmed this was the case.

████ clarified that whilst we have a combined Stage 1 and 2 gateway, there will still be 2 submissions which are both assessed chronologically by CAA and Stage 1 must be passed before Stage 2. I.e. we understand there still to be 2 CAA decisions. Therefore, there could be a scenario where CAA pass Stage 1 but not Stage 2. Whilst we have a combined gateway, CA have requested an 8-week assessment period therefore we haven't really gained any time so far.

████ asked if there was still the same level of consultation and engagement required throughout the process and █████ confirmed this.

████ asked why all Stage 1 and 2 engagement documents weren't on the CA airspace change portal. █████ advised that it is normal practise for all material to be uploaded to the portal following submission to the CAA.

████ asked who the Stage 1 and 2 engagement document had been shared with. █████ advised Stages 1 and 2 requires targeted engagement with local elected representatives, aviation bodies etc and so doesn't go to public level yet. The material was sent to, in the region of, 40-50 (*post meeting note: it went to 83 organisations*)

different stakeholder groups comprised of local authorities and councils, airlines, air traffic control units, local airports, local airspace users and environmental groups.

█ proposed that it should have gone directly to every organisation involved in the previous LoAs last time. █ advised that NATMAC is the overarching body that represent all aviation and the engagement document should have reached all organisation through the NATMAC representatives.

█ summarised Stages 1 and 2 of the process around creating design principles and then creating an option or options to address the design principles and statement of need.

AGENDA ITEM 3: UK CAA AND ICAO RULES/POLICIES ON CONTROLLED AIRSPACE

█ advised that whilst the airport and airlines want CAS, this will need to be justified to the CAA and we have received feedback from some stakeholders stating their opinion that there is no need/justification for CAS for Doncaster Sheffield Airport (DSA).

█ summarised the current regulatory landscape, quoting extracts from:

CAA Policy for the Design Controlled Airspace Structures
 CAP 778 Policy and Guidance for the Design and Operation of Departure Procedures in UK Airspace
 ICAO Annex 11
 CAP1711 Airspace Modernisation Strategy 2023-1040
 CAP2304: Applications for instrument approach procedures to aerodromes without Approach Control and/or with a non-instrument runway

In summary:

An ANSP needs to set out the case for CAS to ensure that they can provide its services in a safe, efficient, continuous and sustainable manner. This includes identifying if the airport needs Standard Instrument Departures (SIDs) and/or Instrument Approach Procedures (IAPs) and the rules for CAS vary between SIDs and IAPs.

Where CAS is justified, in the UK, sponsors must seek to ensure the amount of controlled airspace is the minimum required to maintain a high standard of safety and subject to an overriding national security or defence requirements that the needs of all airspace users is reflected on an equitable basis.

ICAO Annex 11 says the need for the provision of air traffic services shall be determined by considering the types of air traffic, the density of air traffic, meteorological conditions and any other factors.

Some stakeholders have said DSA can't justify CAS as they don't have enough forecast Air Traffic Movements (ATMs). However there is no threshold for a volume of ATMs, it is based on the mixture (e.g. numbers, types, speeds etc) of air traffic operating in the airspace. You could have an airport with a higher number of commercial ATMs in a part of the country with very low traffic density that can operate safely without CAS, compared to an airport with a lower number of ATMs operating in a busier piece of airspace that does warrant CAS protection.

The Air Navigation Order says that an Approach Control Service must be provided to aircraft making an instrument approach to a UK Aerodrome but the UK permits an Approach Control Services outside CAS and it also permits RNP Approaches outside CAS, without an Approach Control Service (no reference to Instrument Landing System (ILS)). DSA will propose to have IAPs, with an Approach Control Service but the UK does allow a Procedural Approach Control Service in Class G airspace. This isn't aligned to ICAO which says an Air Traffic Control Service needs to be provided in Controlled Airspace (with CTR/CTAs Classes B-D) and only Flight Information Services are offered outside CAS.

UK CAA policy is not currently aligned with ICAO on this, but CAP1711 says that the UK intentions are for their future air traffic service provision to be *"aligned with ICAO standards and recommended practises and procedures for air navigation and hence air traffic control service is provided only in controlled airspace"*. CAP1711 also envisages Class E CTAs, co-located with Transponder Mandatory Zones (TMZs) where Class D cannot be justified. CTRs must be Class D. DSA will also be proposing SIDs and CAA Policy says these should be wholly contained within CAS.

It is DSA who have to justify to the CAA whether they need CAS and we'd like this session to not be a debate on whether CAS is required but to focus on an assumption that there is CAS, and therefore to understand the

impacts on your operations if it was reinstated as before, how could we mitigate those impacts through changes to classifications or boundaries, what worked and didn't work last time. Do we need to do something different?

█ said that whilst he understood this meeting wasn't to justify the need for CAS, we do need to revisit the size, complexity and underutilisation of what was there before. █ said CAA had previously said it could have been 70% less in terms of size whilst still achieving the safety aims it needed to achieve. BGA want to start with just an ATZ or CTR and want to see different options explored with a much smaller volume of CAS and we also want to see 2 additional design principles.

AGENDA ITEM 4 DESIGN PRINCIPLES

The BGA had proposed 2 additional design principles:

1. "Any airspace structure(s) arising from the ACP should be of the minimum size and lowest classification needed to achieve its aims."

And

2. "2. Any airspace structure(s) arising from this ACP should minimise disruption and maximise accessibility for other airspace users both inside the proposed airspace and around it".

█ stated there was no problem including 1 though pointed out this was already covered under policy. █ stated they wanted it to be quoted in the design principles. █ agreed to such a design principle.

With 2, █ stated they could re-word DSA's proposed principle "The ACP should consider the impacts on air navigation, service providers and other aviation stakeholders, such as nearby airport operators" to address the BGA proposal. █ said to just have it as BGA had proposed but █ advised that CDC need to consider any other suggestions from other stakeholders however the changing of "nearby airport operators" to "all airspace users" feels sensible.

At this point █ wanted to clarify that the BGA are not necessarily opposed to call CAS, we recognise there is a need for commercial aviation and it must be safe and meet all the required standards. We're just saying it needs to be justifiable, proportionate and arrived at through due process. BGA's issue is that, as far as they are aware, there are no airlines signed up to the future DSA operation and the ACP is at a very early stage. Getting it right early in the process can save a lot of time for everyone in the long run. The Regional Soaring Airspace Group (RESAG) has in the region of 23,000 pilots and probably more movements than Heathrow. RESAG works in conjunction with the BGA and recommend good practise for how to tackle ACPs across the country. The BGA is the national representative organisation but the regional bodies feed into the BGA.

█ advised in this region, there are c.40,000 movements per year and these aren't solely made up of local users with some gliders coming to this region from all over the country. █ advised they hadn't had time to put together a full analysis of their members' movements in the region since the closure of Doncaster's CAS.

AGENDA ITEM 5: TYPICAL GLIDING ACTIVITIES IN THE DSA REGION AND HOW THE PROPOSED DSA CAS WOULD AFFECT BGA MEMBERS

and

AGENDA ITEM 6: EXPLORE POTENTIAL AMENDMENTS TO THE PREVIOUS CAS CONSTRUCT TO MITIGATE IMPACTS (Trax/BGA)

█ advised that many members are non-transponder, non-radio which excludes them from Class D airspace unless through LoAs though the LoAs often required radio carriage. With Doncaster last time, there were around 20 LoAs covering similar, but not identical pieces of airspace with procedures that were similar but not identical, with different organisations in terms of activation which created a confusing situation. This was difficult for ATC to manage and difficult for their pilots, sometimes with confusion over which LoAs were active on any given day. This is not something we are in favour of reproducing and it is not sensible to progress a pure re-instatement of the previous CAS. A redesign based on principles that will support a design for the current regulatory and operational framework with PBN at its core, would be more appropriate. Reinstatement could be shown as an option though I believe CAP 1616 actually mandates that that sponsors should provide more than one option to compare with the baseline. Mechanisms that are talked about nowadays for facilitating access to airspace in and around airports involves radio and transponder use, and that, unfortunately for us is

not always possible so quite a lot of the possible ways of increasing access to CAS don't really apply to us and therefore still creates airspace blocks that are in accessible. We don't want to end up with the same choke points that we had before and the same restrictions on our activities. We would really like to see a second option developed that is based on PBN on and on modern kind of approach rather than a 2007 airspace design.

█ then highlighted CAA's Post Implementation Review (PIR) of the 2008 CAS implementation, published in 2017, that made a number of recommendations and that the airspace was overprovisioned, the airspace was largely empty, the airport didn't reach its forecast growth and if the airspace was designed again (in 2017) it would not have looked like what was implemented in 2008. This suggests that a total reinstatement of the CAS is no proportionate. There is no firm requirement to surround everything with controlled airspace anymore.

█ confirmed there is no hard requirement for IAPs with be contained within CAS and there are many examples of airports in the UK with IAPs outside CAS.

█ said Humberside is a good example of a busy airport in Class G airspace and we'd like to options closer to this end of the scale. The PIR mentions a trigger of 1m passenger per year as a trigger for requiring CAS.

█ suggested SIDs that climbed to the east of the airport, inside the CTR, removing the need for the CAS to the west should be investigated. They may be windy/longer but could be suitable given the low levels of DSA traffic. Look at the art of the possible to remove the CTAs to the west.

█ commented there is an irony in that the BGA are highlighting how busy the airspace is but that in itself can support the need for CAS as the heavily used Class G airspace increases the risk for the commercial traffic.

█ counter-argued that the excessive volume of CAS last time, as being proposed, created significant choke points for low level GA activity including the area to the south around Netherthorpe and Retford Gamston ATZs and to the north-west in the Pontefract corridor that were detrimental to the rest of the aviation community.

█ requested to explore these issues in more detail so we can investigate ways to mitigate them.

█ began to articulate the issues with the previous CAS and Netherthorpe and Retford Gamston ATZs and how this displaced traffic to the south because even when the LoA enabled access up to 3500ft, this wasn't enough to glide-clear of the ATZ, it really needed 4000ft minimum. █ noted this was an issue more specific to hang gliding and para gliding than it would have been for powered aircraft and gliders. The more significant issue was to the west and the Pontefract gap.

█ interrupted, concerned that we shouldn't be trying to resolve issues that are already documented in the CAA PIR report and also that in the assessment meeting for this ACP, the CAA said we need to provide more than one option so CDC needs to come up with other options. █ agreed saying the previous airspace was not fit for purpose and CDC need to put forward a more realistic option.

█ advised that CAA did not tell CDC they needed more than one option. █ said that CAP1616 does say you must have more than one option. █ advised CAP1616 does allow a sponsor to only have a single option, with justification. █ said OK but this needs to be for design purposes, not political purposes.

█ said that this session is for us to understand the issues with the previous construct, so we can try and solve them with adjustments or even a new design, it's not to design airspace on the fly. We want to understand the pinch points and your operating areas in more detail so we stand the best chance of creating a proposal that best reduces the impact on other airspace users.

█ surmised that in simple terms, the previous CAS pushed all the traffic heading North/South out to the East/West. This created congestion to both sides of the airport but particularly to the west through the Pontefract gap (known as the UPTON corridor LoA) However, also to the east. █ queried why it created congestion to the East, given the FL105 base. █ explained that it's an area that's not conducive to good soaring flight which creates safety concerns. Whilst requests to transit CAS were always granted previously, even pilots who did have the required kit (radio/transponder) would avoid going into CAS because of the complexities of adhering to different levels whilst trying to keep radio contact. █ requested if BGA could provide data on traffic patterns and density around the area both with and without the previous DSA airspace to help inform the designers to propose mitigations.

█ enquired about whether Class E+ (Class E with RMZ/RMZ) could resolve the majority of issues, as pilots wouldn't have to worry about the CAS dimensions as much. █ explained that transponder carriage is a significant issue which was backed up by █, saying that there are a lot of cross-country pilots still that are not

transponder equipped. ■ asked whether an ADS-B transponder requirement could mitigate the issues but ■ explained even ADS-B a major issue for anybody flying paraglider. We don't have the aerials or the power transmission capability. If ADS-B was mandated it's going to cause a huge issue for our community.

■ advised that to provide the sort of data requested (by ■) then we need some time to put together that formally on paper and this would take some time as we would want to consult with all the clubs we represent plus other clubs not in the region who have long-range flights transiting the area.

■ said that the BGA could collate some information and asked ■ to make the request in writing to them but to also closely consult the CAA's 2018 PIR document as it contained lots of useful information. ■ said that the heatmaps in the PIR are good but they don't contain the vertical elements in there so if we could get digital data, for example from the Open Glider Network (OGN), this would be most helpful. ■ said that FLARM and other data, such as data logs, would also be useful.

■ requested that CDC create another, new design option that used modern PBN design techniques and modern aircraft performance that enable higher CAS bases. We would rather CDC came to us with another option, which we provide feedback on rather than the BGA to first provide data and opinion to inform a design. ■ said that we can do it that way, we're just trying to increase the chances of designing something more palatable for the BGA. ■ pointed out that whilst many people think that PBN results in less airspace and higher bases, that's not always the case. PBN doesn't mean aircraft climb higher, quicker and you still have CAA's CAS containment policy to meet and have to cater for all the different types of aircraft climbing at different rates. Yes, you can sometimes do curved approaches to a 3nm final but not all aircraft are able to fly those types of approaches, they're only flyable in certain weather conditions so airports often want ILS too and there's obstacles and terrain to consider. PBN is a tool but quite honestly, it doesn't solve everything.

■ said he'd still like to see a radically different design so we can engage meaningfully. ■ agreed and said the CAA would also want to see such an option. ■ said that CDC have followed the process correctly so far in that an option has been created and shared for feedback. Some of that feedback suggested no CAS is required and some has said to have another option. This round of engagement is not a formal consultation on the final preferred option.

■ said that broadly speaking, our flights rely on the power of the sun so anything that constrains us vertically or laterally limits our range increases complexity. Therefore, we'd like to see an option which has the minimum volume of CAS to safely operate because any airspace that requires a transponder and/or radio is shutting down airspace to half of the free-flight community. We don't want to have to go through every single issue here. ■ agreed and said discussing the previous CAS construct is generating a lot of nugatory work and we need to see options based on modern design principles and modern capabilities and then we'll look at those.

■ enquired as to whilst CC designs another option in line with the suggestion today, can the BGA perform a data capture exercise in parallel? That way we can do some more informed design and you'll be armed with data to respond to a future consultation with.

■ said that they can start gathering the data but they'd like a written request but they would like to see a design that is the minimum required both in terms of volume complexity and classification.

■ said that to manage expectations, CDC's statement of need says that the objective is to reinstate the airspace as was there until it was removed in September of this year as quickly as possible. Our role is broader than that because we're applying the CAP 1616 process and engaging with lots of stakeholders for feedback on the single option that does that. There are two paths ahead, one is collaboratively with yourselves and others to try and understand the issues, to work through different options and to look for optimisation and discuss compromises, and the other is where there is obviously a conflict that goes to the regulator to determine. ■ responded saying they were aware of what the statement of need said and we also know the CAA said your first option is no CAS. ■ clarified that the CAA stated the baseline must be no CAS and we need to compare any option to that baseline scenario, not that no CAS is a viable option.

■ stated his opinion was that the sponsor was trying to reverse the failed call in from the Secretary of State for Transport to prevent disestablishment and they're trying to do that by presenting a single option, but that is not compliant with the CAP1616 process. We consider the single option presented is inappropriate and must be presented against a modern re-design, aligned with the additional 2 design principles we have proposed and against the forecast levels of CDC traffic. ■ added that it appears the ACP is trying be bullied through and it won't wash with the CAA.

█ said he appreciated our position between CDC and the BGA but a new option from a baseline of Class G was needed and we will be co-operative and supportive so long as it goes down that road.

█ said that his interpretation was that an accelerated CAP1616 process is vital to the success of the airport and if airspace isn't granted by CAA in a reasonable period of time it hinders the long-term viability of the airport. A shortcut stages 1 and 2 could result in a longer process overall if the CAA fail CDC at the first hurdle.

█ proposed the next steps which was for CDC to make a request to the BGA for some information to inform the design throughout the process (**Action 1**) and, in parallel, we will create another, new option (**Action 2**) in line with BGA's request for inclusion in the process.

█ agreed and requested Trax to let them know what information they would like but be aware such requests can take time as we're all volunteers. █ offered support to speed things up if we can. For example if you have raw data, we can convert it all to GIS format, you don't need to spend time generating graphics.

█ thanked all the attendees for their time and it is very much appreciated.

REQUEST FOR FEEDBACK - Doncaster Sheffield Airport Airspace Change Proposal

 **From:** 
Date: Tuesday, 17 February 2026 at 10:43
To: 
Cc: 
Subject: Re: REQUEST FOR FEEDBACK - Doncaster Sheffield Airport Airspace Change Proposal
Hi ,

I'm conscious that the submission date of 5th March for your Stage 1 and 2 documentation is getting closer and to date we've had nothing back from you on revised/updated design principles or potential alternative design options following our feedback on your original DPs and proposed option of reinstating the previous DSA CAS.

My concern is that there will be insufficient time for us to assess any changes you've made and confirm or otherwise that our issues with the DPs and that original proposal have been addressed.

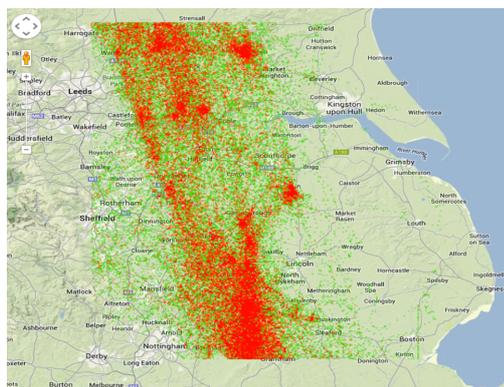
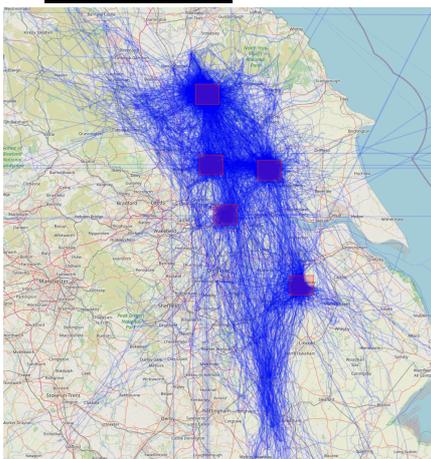
I have attached three "heatmaps" that show the gliding activity pre and post the introduction of the previous DSA CAS and which clearly illustrate the funnelling to the east and west of DSA that resulted from the CAS being implemented. These show glider flights and only part of the picture as the broader GA community was also forced into these narrow, and in the case of the western side of DSA shallow corridors increasing MAC risk significantly. Evidence of that is clear from the comments in the Post Implementation Review of the original CAS. The third heatmap shows flights following the closure of the airport and clearly re-emphasises the problem.

To clarify the gliding modus operandi, in the vicinity of the local clubs (of which there are four near DSA) gliders will be local soaring close to the airfield (within 10k) at heights from surface to the maximum available. Usually that will be up to 4000' or 5000' but could, when conditions allow be up to FL195. Cross-country flights (the majority of those on the heatmaps - which are taken from the BGA ladder - not all flights are recorded on the ladder) will typically be flown between 2000' and 6000' (for flights in thermic conditions) but again could be up to FL195 (or above in mountain wave where conditions, airspace and the AIP allow us to).

I look forward to hearing from you soonest as we're as keen as you are to adhere to the CAP1616 process.

Best regards





DONCASTER SHEFFIELD AIRPORT AIRSPACE CHANGE PROPOSAL

ACP-2024-039



Stage 1 Design Principle Submission Document Appendix A

Stakeholder Engagement Correspondence March 2026

From: Doncaster Sheffield Airport
Sent: 05 March 2026 14:49
To: Doncaster Sheffield Airport
Subject: Doncaster Sheffield Airport Airspace Change Proposal – OUR RESPONSE TO YOUR FEEDBACK
Attachments: ACP-2024-039_Stages1&2_Engagement_Update_V1.0.pdf

Dear Doncaster Sheffield Airport Airspace Change Proposal Stakeholder,

Thank you to everyone who provided feedback to the engagement material we sent you in December 2025 on

- the current day scenario,
- our proposed airspace design principles and;
- our single option to reinstate the previous airspace arrangement that was in place to support Doncaster Sheffield Airport’s operations in 2022. Whilst the majority of feedback was supportive of the proposed design principles and the single option, some stakeholders requested more information on the current day scenario, proposed some adjustments to our design principles and requested that we create additional airspace design options for consideration.

The attached presentation summarises your feedback and shares the additional detail on the current day scenario, the final design principles and presents all 4 airspace design options that have been considered. It then provides an overview of the assessments performed on those options and explains which options we are carrying forward into Stage 3 of the airspace change process.

Full details can be found in our Stage 1 and Stage 2 document set submitted to the Civil Aviation Authority (CAA). This includes individual responses to your feedback which can be found in the following documents:

- Stage 1 Design Principle Submission
- Stage 2(A) Design Options & Design Principle Evaluation

These documents, along with the Stage 2(B) Initial Options Appraisal, will be available on the [CAA’s airspace change portal](#) from Monday 9th March 2026.

We welcome feedback on Options 2 and 3 from stakeholders. All feedback received will be considered and, where possible, used to refine design options ahead of Full Options Appraisal and public consultation later this year.

If there is anything in this document that is unclear, and/or you would like to discuss anything in more detail or request more information, please do reach out to us at this email address and we would be happy to schedule a briefing and/or discussion for you and your organisation’s members.

We look forward to hearing from you.


Programme Director – SY Airport City
Corporate Resources



Created on www.british-sign.co.uk

Doncaster Sheffield Airport

ACP-2024-039

CAP1616* Stages 1&2 Stakeholder Engagement
Addressing Stakeholder Feedback - March 2026

Introduction

Doncaster Sheffield Airport (DSA) ceased operations in November 2022, triggering the suspension and eventual removal of the associated controlled airspace by the Civil Aviation Authority (CAA) under their Airspace Change Proposal (ACP)-2022-082.

In March 2024, the City of Doncaster Council (CDC) secured a 125-year lease on the site, initiating a strategic programme to re-open the airport, with phased operations beginning in 2026 and full commercial services expected to resume in 2027.

To re-instate the necessary controlled airspace for safe and efficient airport operations, DSA must submit a new ACP by following the CAA's process, as set out in CAP1616.

This proposal ([ACP-2024-039](#)) was initiated with the submission of a Statement of Need and an Assessment Meeting with the Civil Aviation Authority (CAA) in September 2025.

In Dec 2025, CDC shared with you a description of the current situation and a list of proposed design principles together with their proposed single option of reinstating the same controlled airspace structures and flight procedures that were in operation before the airport closed in 2022. We received responses from 29 of the 83 organisations we reached out to.

CDC would like to thank everyone for taking the time to review the material shared and for compiling their responses.

Introduction

The vast majority of responses were supportive of the design principles and the single option. However, we received several pieces of feedback requesting that:

- Additional design principles were considered
- Additional airspace design options were considered
- More information on the current airspace situation was provided

CDC listened to your feedback and this presentation is to let you know what we did with the feedback, share the additional information on the current airspace situation and the new options developed and present the outcomes of the Design Principle Evaluation and Initial Options Appraisal.

Your feedback on the current day scenario

We described the current day scenario as:

“The airport is located around six miles southeast of Doncaster and nineteen miles east of Sheffield. The site has a single runway, 2,894 metres long, aligned roughly northeast (compass heading 020) to southwest (compass heading 220).

At present, the airport is unlicensed, which means it cannot handle commercial flights with fare-paying passengers or undertake flying training involving larger aircraft. A licence from the CAA for these activities is currently being pursued by CDC.

Since the airport closed in 2022, no commercial flights have operated to or from the site. The only aviation activity currently taking place is a small number of movements by 2Excel Aviation, which were approved by CDC. These flights do not carry passengers or cargo and operate on an unlicensed basis.

With the controlled airspace and supporting procedures removed after closure, the site currently has no active air traffic control service, no published instrument procedures and no regulated airspace protection for arriving or departing aircraft.

Although the physical infrastructure remains, the airport is not operating as a commercial aerodrome. There are no scheduled flights, no regular business or general aviation activity and no cargo operations.

This is the baseline from which the ACP is being developed.”

Your feedback and our response

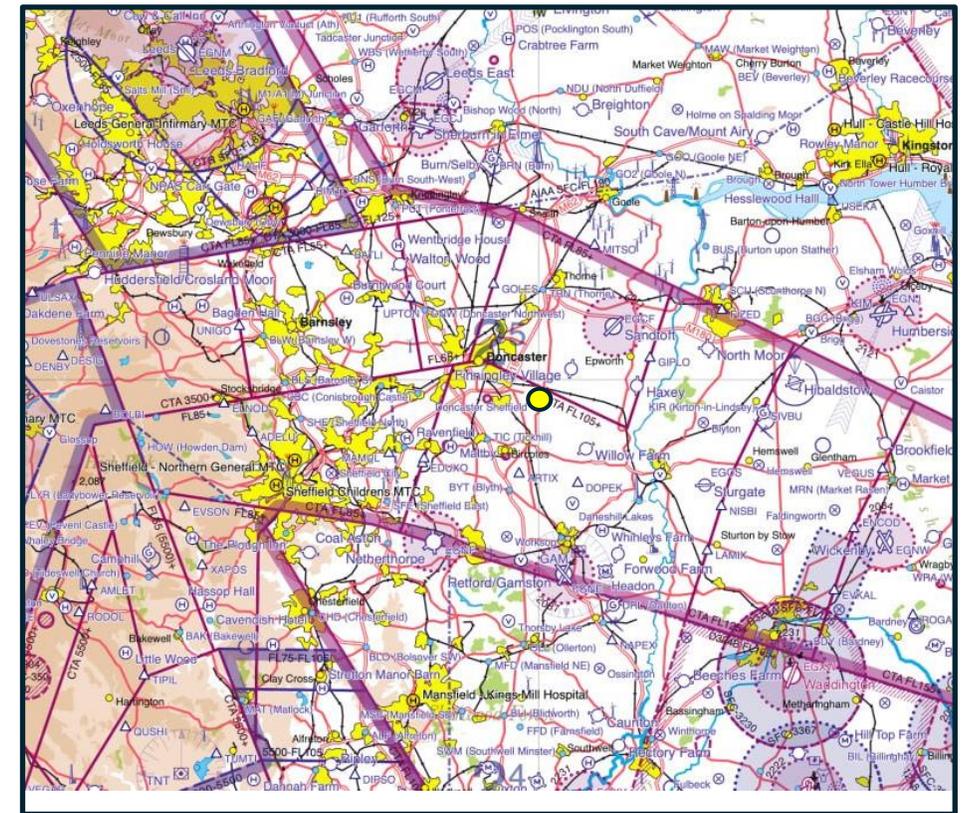
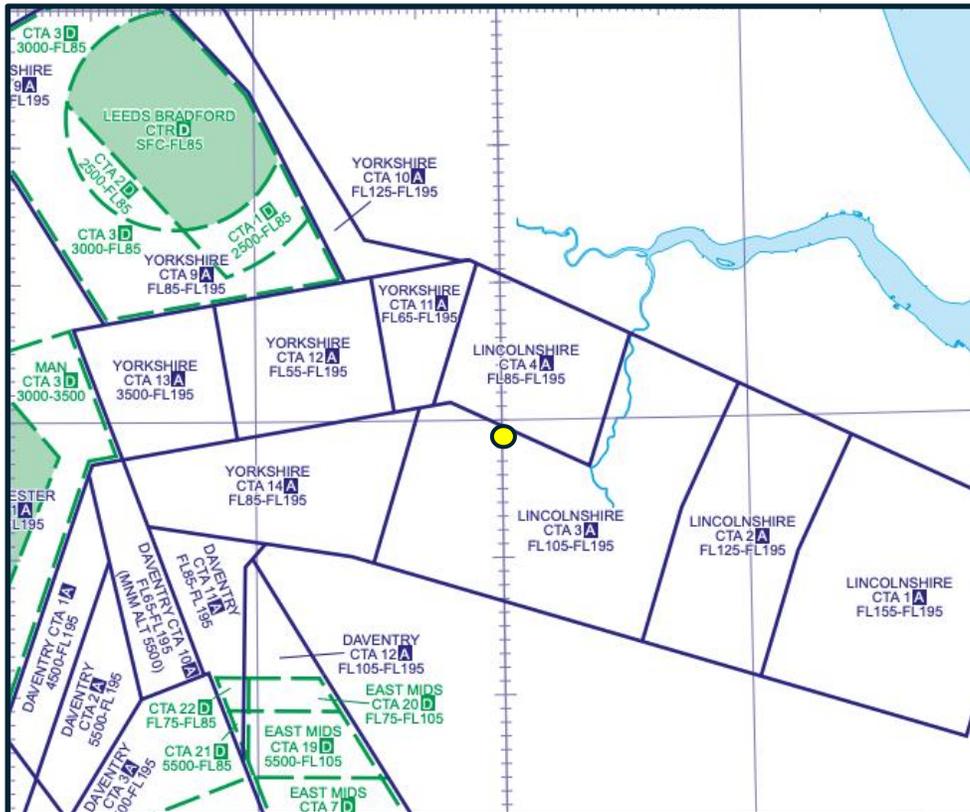
Summary of Feedback	CDC Response
<p>Some stakeholders requested more information on the existing, promulgated airspace arrangement, together with information on existing air traffic patterns in the potentially affected area.</p>	<p>CAP1616 requires sponsors to set out the current day scenario to describe the current airspace structures, routes, instrument flight procedures, flight patterns, aircraft types, frequency of movements and typical altitudes. These would usually be associated with the airport operations that the airspace change would be proposing to amend. However, in the case of DSA, there are no such airspace structures or operations to describe. A sponsor will usually have data on its own operations but may not have such information on other airspace users' operations.</p> <p>Owing to DSA being a non-operational airport without radar or any other aircraft surveillance, CDC didn't have data on the existing traffic patterns of other airspace users but reacted to this feedback by procuring radar data from NATS to help articulate these patterns. This data has been used to expand on the description of the current day scenario over the following slides.</p>
<p>We also received challenge from one stakeholder that we hadn't shared a future baseline scenario (that is the future scenario without an airspace change) for the year of implementation of the ACP or for 10 years after implementation. They suggested that the "10 year after implementation" scenario should take account of how the airspace would evolve considering other ACPs in that timeframe, such as the Manchester TMA modernisation project.</p>	<p>CAP1616 states <i>"Change sponsors must not assume that an airspace change has already taken place as part of the future baseline scenario, since this would have required an airspace change decision and associated assessment"</i>.</p> <p>Given this CAP1616 statement and also considering DSA is currently a non-operational airport with a need for Controlled Airspace to support its re-opening for commercial air transport operations, the future baseline scenario is zero from a sponsor perspective. This was confirmed by the CAA in the Assessment Meeting: <i>"CDC requested confirmation that, for stakeholder engagement purposes under Stage 1 of the CAP 1616 process, CDC should present the 'no operations' do-nothing baseline as the current-day scenario. The Environmental Regulator confirmed this is correct and that, accordingly, there is no modelling required for the baseline scenario itself (estimated impacts of the proposed design will be compared against zero – i.e. no operations).</i></p>

Additional baseline information

- The following slides present information of the existing air traffic patterns in the region together with airspace classifications and airspace restrictions.
- The existing air traffic pattern images have been generated using radar data procured from NATS.
- We have also added information on existing overflight of local protected European Sites.

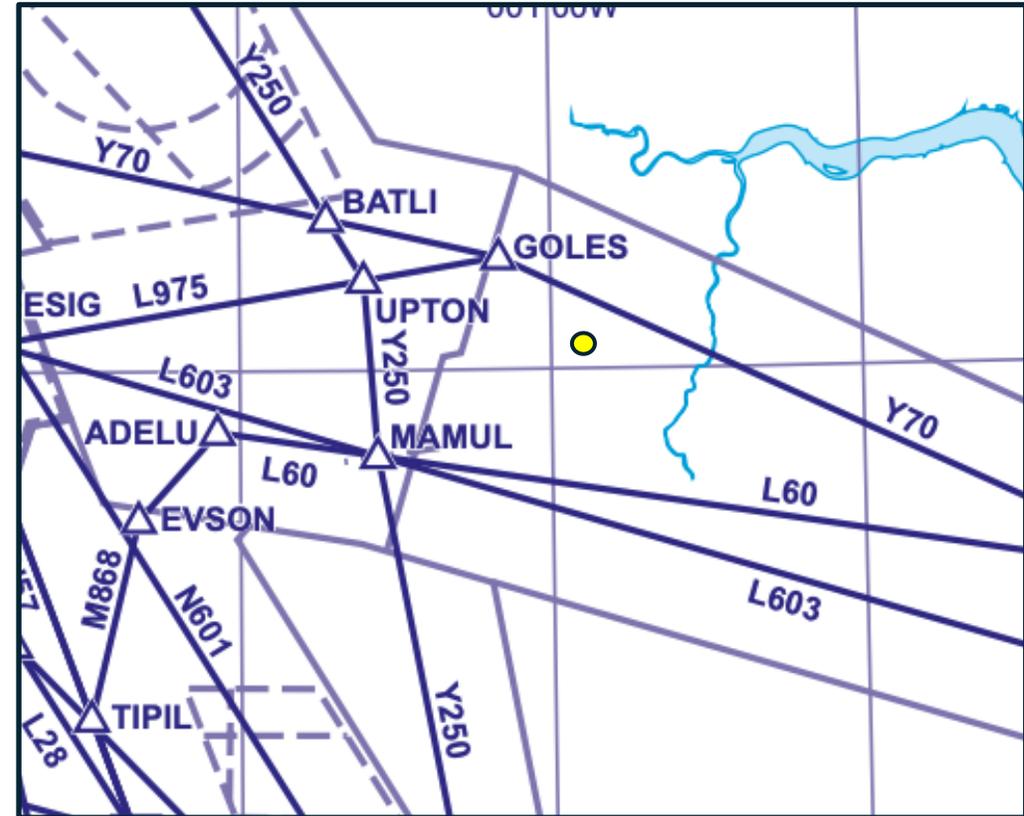
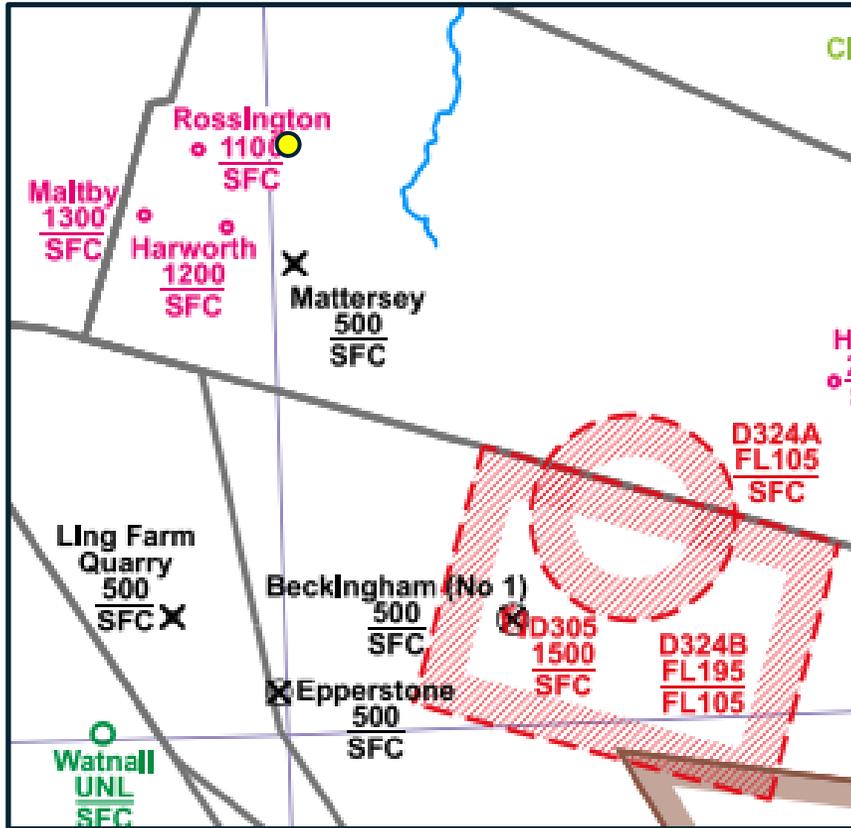
Airspace structures

- These images show the wider airspace surrounding DSA including the Sandtoft, Netherthorpe and Retford/Gamston ATZs together with the associated airspace classifications. The yellow dot illustrates the approximate location of DSA.



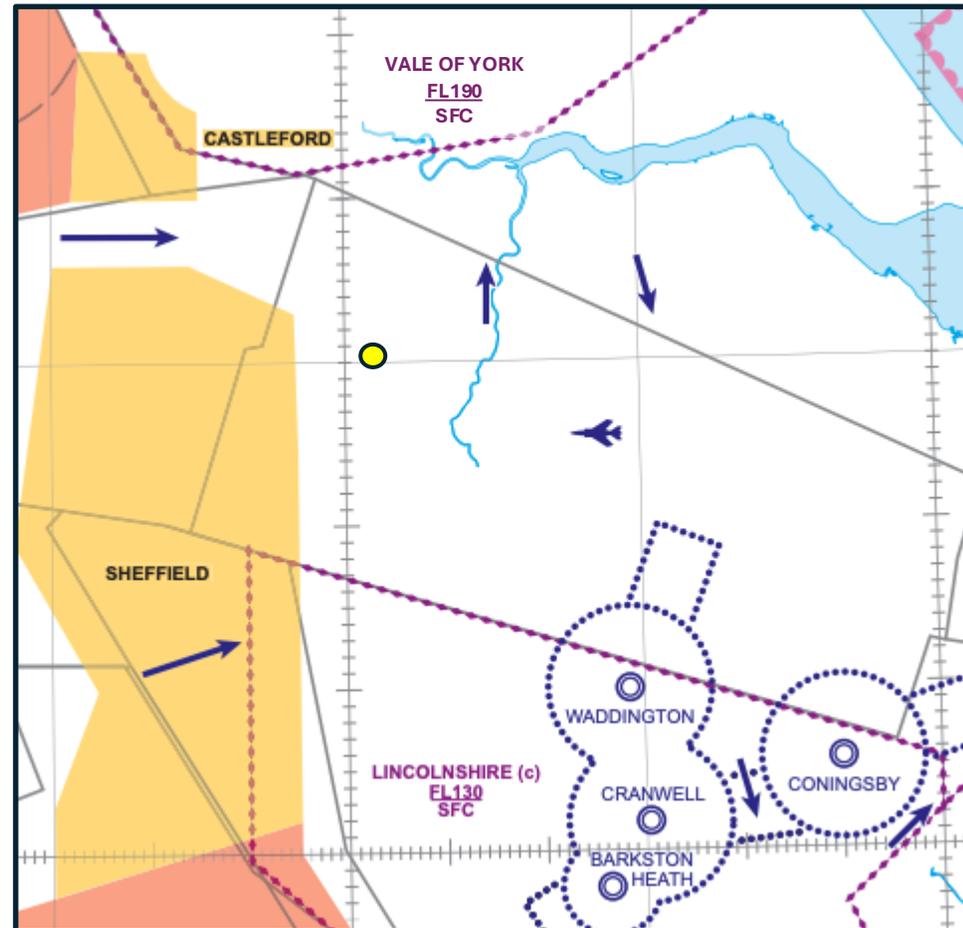
Airspace structures

- These images show the ATS route structures below FL195 in the region together with the airspace restrictions and hazardous areas. The yellow dot illustrates the approximate location of DSA.



Airspace structures

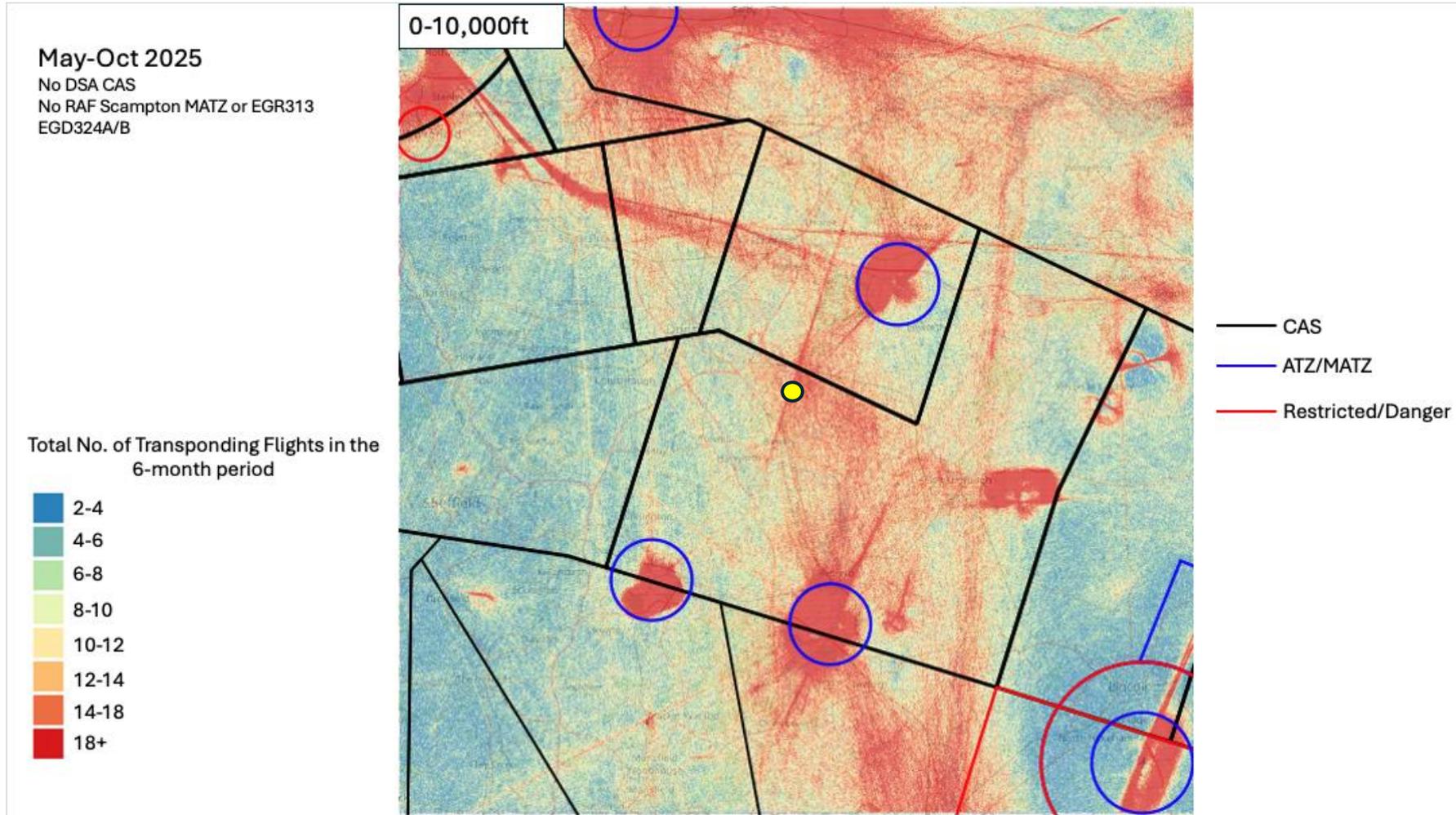
- This image represents the Areas of Intense Air Activity, Military Low Flying and transit areas as well as the Military Aerodrome Traffic Zones in the region
- The yellow dot illustrates the approximate location of DSA.



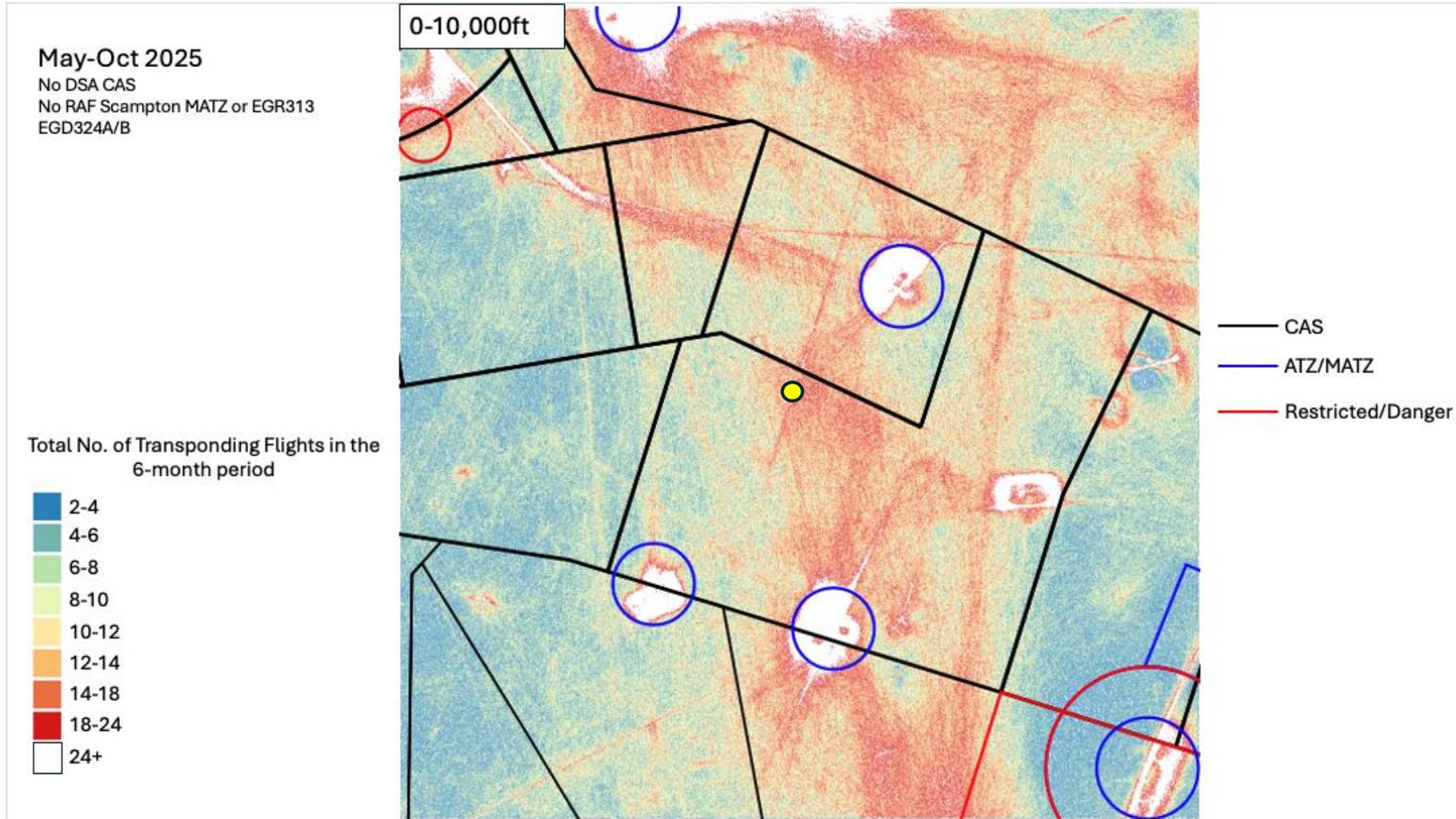
Current Day Traffic Patterns

- The following slides present heatmaps illustrating the existing air traffic patterns and density of operations in the region.
- They have been generated using 6 months' of radar data procured from NATS from 1st May – 31st October 2025, up to 10,000ft.
- The first 4 slides contain only returns from Mode S transponding traffic. This means we have information on the altitude at which the aircraft were operating.
- The following 3 slides contain Primary Returns only. This shows traffic without a Mode S transponder and so we don't have information on their altitude. This traffic could have another form of electronic conspicuity such as FLARM, PilotAware or ADS-B, but NATS' data doesn't capture that information. Owing to the fidelity of the Primary Radar Data, it is possible that there are other flights that aren't captured within the dataset.
- The way in which heatmaps are styled can sometimes misrepresent the situation. **Considering the style/key is important.** We have therefore **presented the same data in a variety of different styles/densities**, with a key alongside each image.

Current Day Traffic Patterns (Mode S)



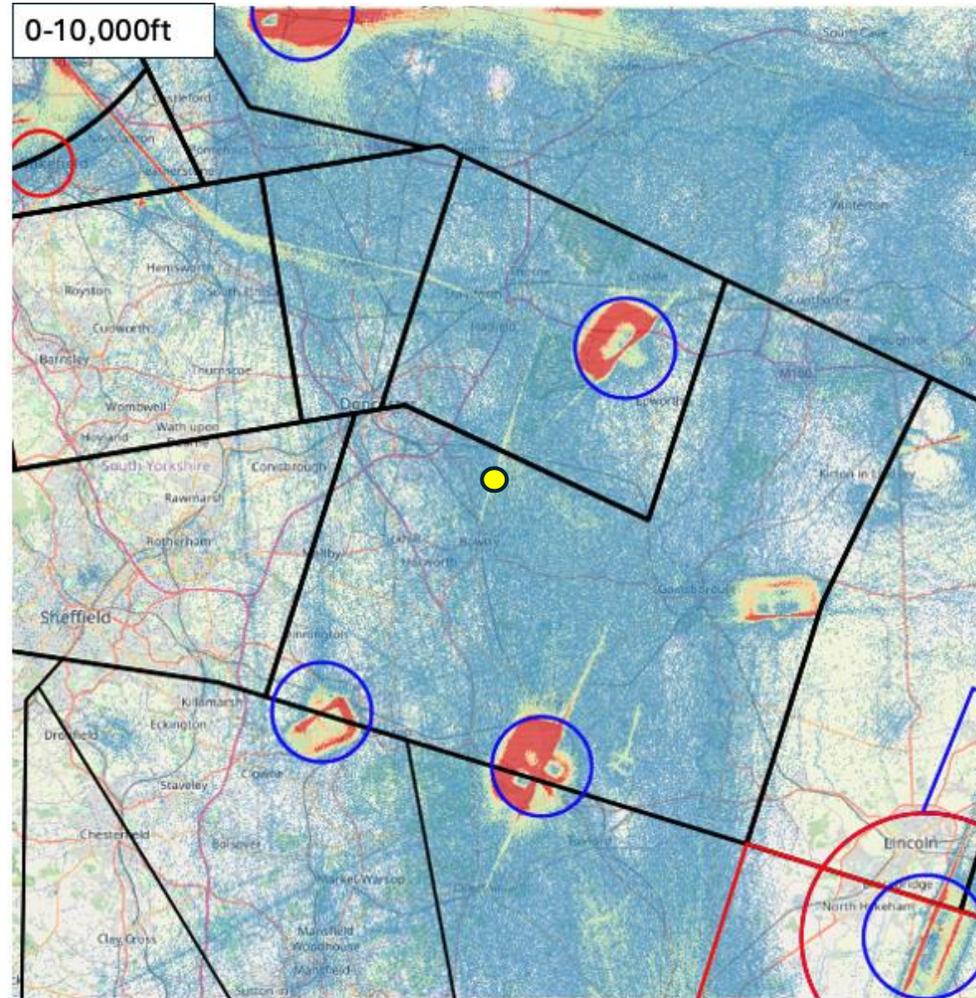
Current Day Traffic Patterns (Mode S)



Current Day Traffic Patterns (Mode S)

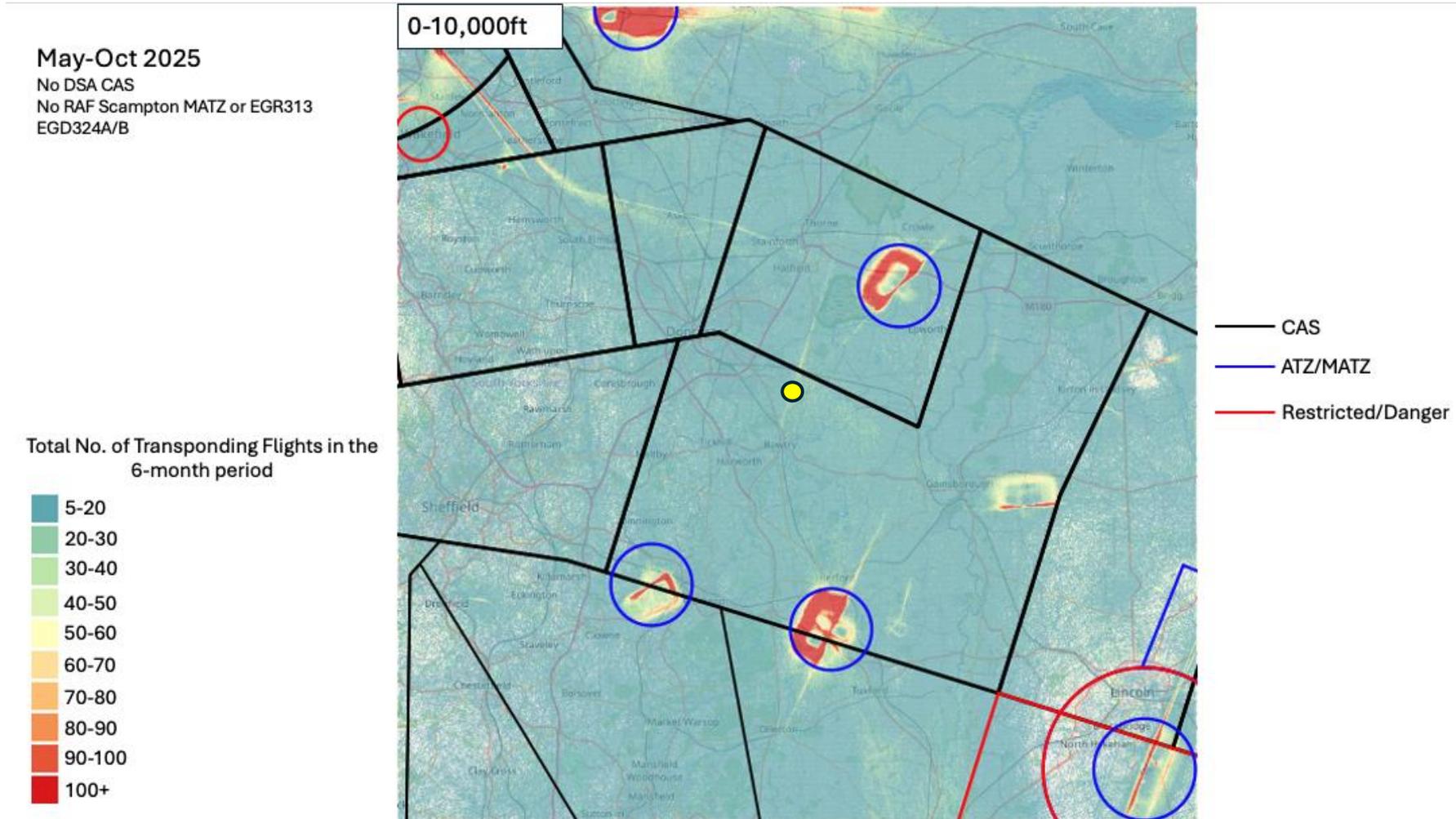
May-Oct 2025
No DSA CAS
No RAF Scampton MATZ or EGR313
EGD324A/B

Total No. of Transponding Flights in the 6-month period



- CAS
- ATZ/MATZ
- Restricted/Danger

Current Day Traffic Patterns (Mode S)

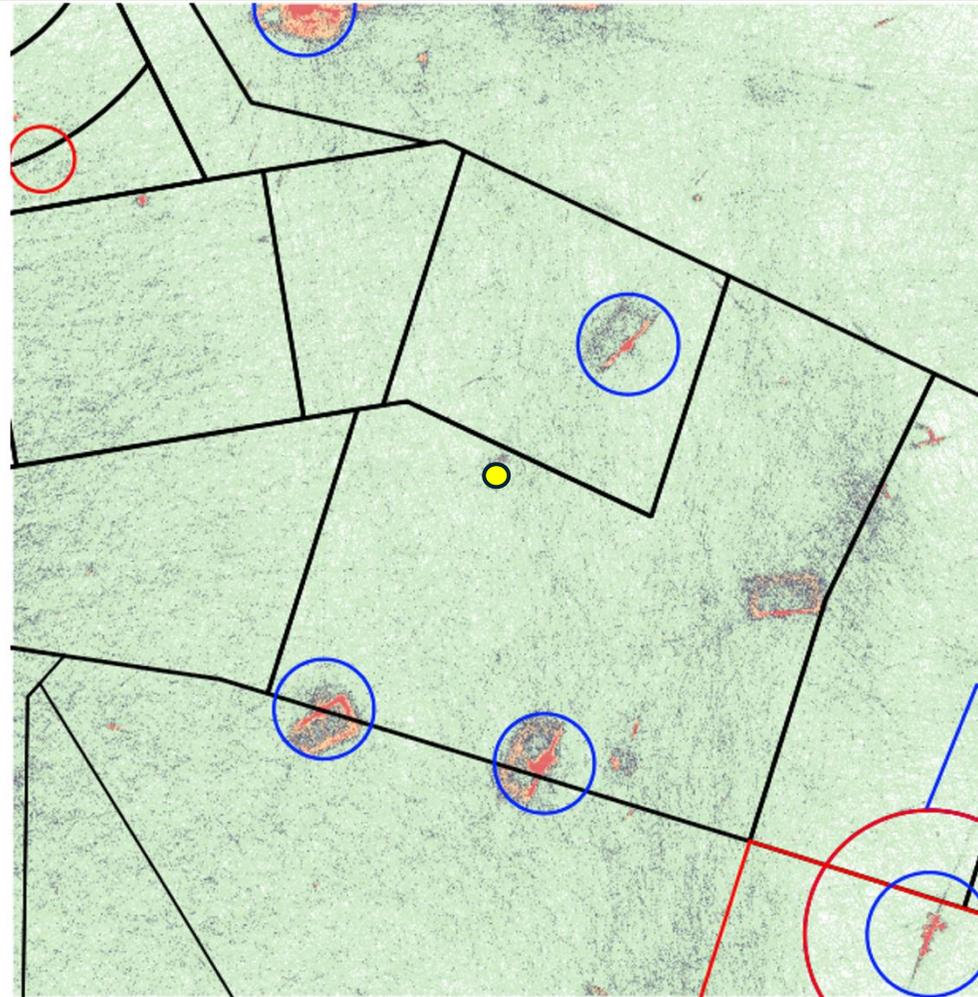


Current Day Traffic Patterns (Primary Returns Only)

May-Oct 2025

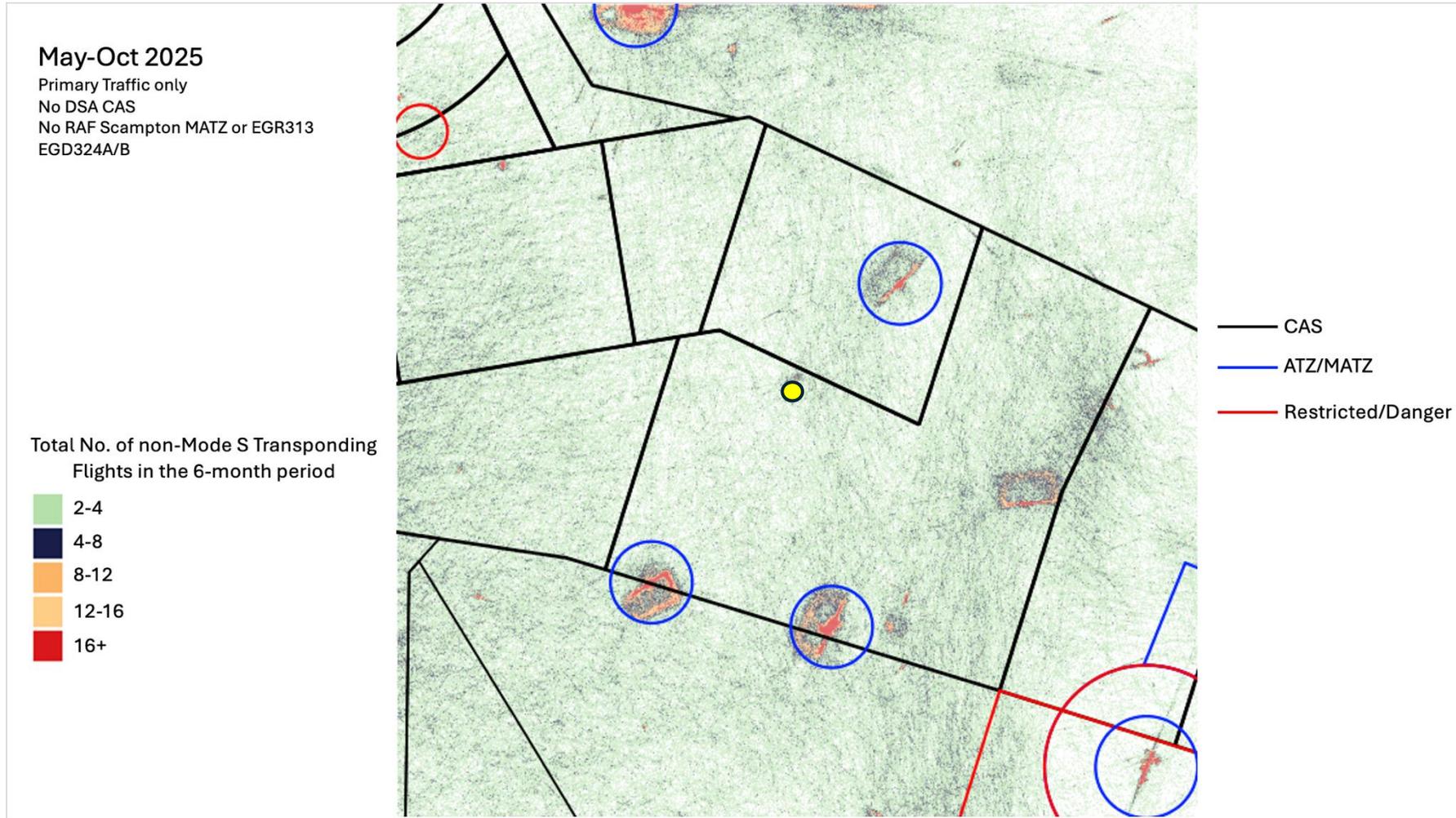
Primary Traffic only
No DSA CAS
No RAF Scampton MATZ or EGR313
EGD324A/B

Total No. of non-Mode S Transponding
Flights in the 6-month period

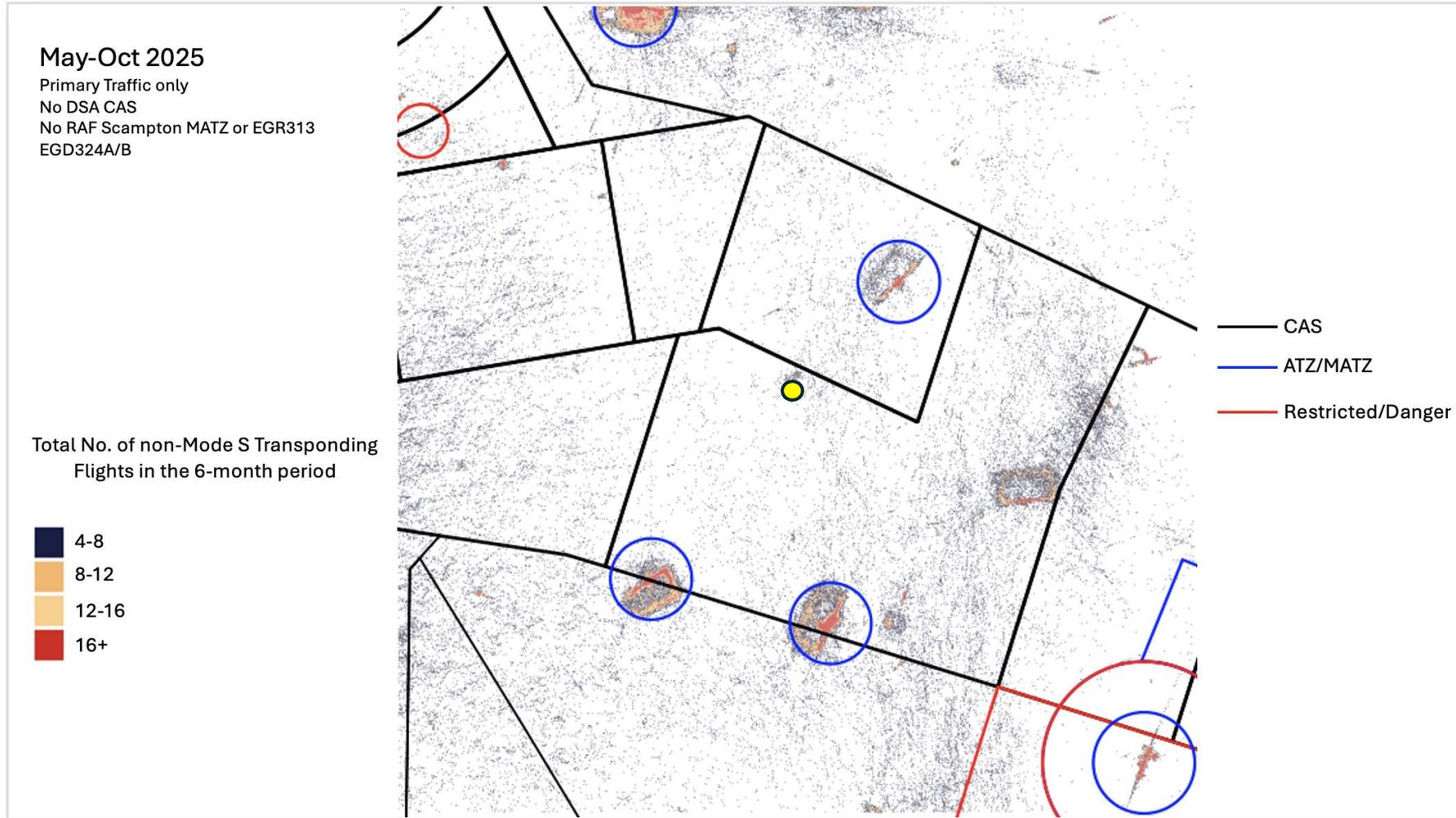


— CAS
— ATZ/MATZ
— Restricted/Danger

Current Day Traffic Patterns (Primary Returns Only)



Current Day Traffic Patterns (Primary Returns Only)

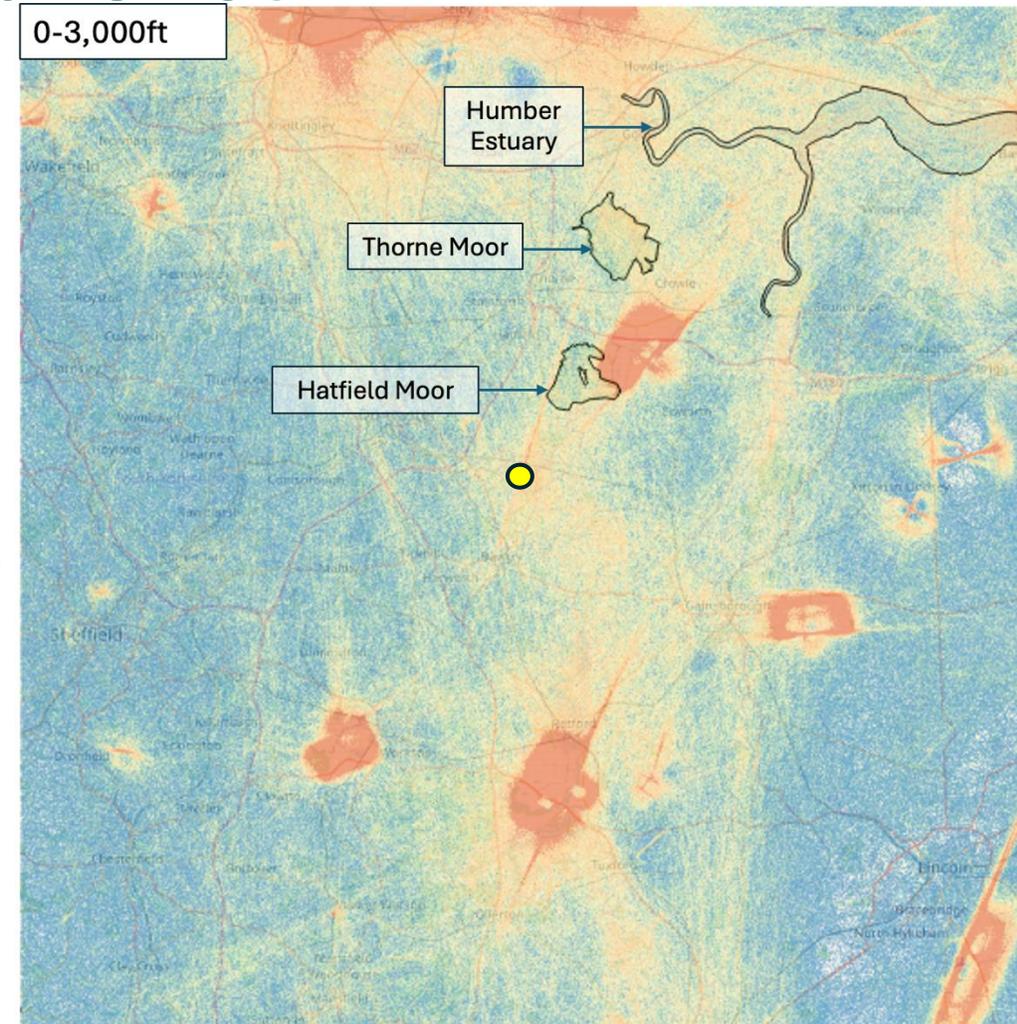
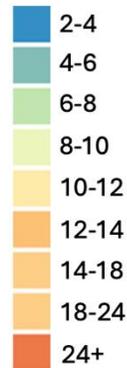


Current Overflight of Environmental Sites

- There are no National parks or AONBs expected to be within the scope of this ACP (i.e they won't be typically overflown by DSA arrivals or departures below 7,000ft in the future).
- There are European sites within scope of this ACP which are already overflown by other airspace users. Thorne and Hatfield Moors are to the north or the airport and are both designated as Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). Slightly further to the Northeast is the Humber Estuary which carries SPA, SAC and RAMSAR designations.
- The image to the right shows the existing overflight that these sites currently experience below 3,000ft which represents CAA's screening altitude for considering likely impacts on such sites.
- There are no existing Air Quality Management Areas expected to be within scope of this ACP (i.e they won't be typically overflown by DSA arrivals or departures below 1,000ft in the future).

May-Oct 2025

Total No. of Transponding Flights in the 6-month period



Your feedback on our Design Principles

Our Proposed Design Principles

Between 5th Dec 2025 and 14th Jan 2026, we requested feedback on the following design principles:

1. The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.
2. 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.
3. 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.
4. The airspace change proposal should consider the impacts on air navigation service providers and other aviation stakeholders such as nearby airport operators.
5. The airspace change proposal should not modify DSA's previous NPRs unless required for safety or airspace integration purposes.

Your feedback and our response

Summary of Feedback	CDC Response
Consider adding a principle on community impact and engagement, ensuring transparency and mitigation of local concerns regarding noise and air quality	This is associated with the process, rather than with the actual design of the airspace and has not led to a change in the design principles as we can't evaluate a design against this principle.
Include a principle on future-proofing to accommodate NATS regional airspace changes anticipated from 2030 onwards.	We consider this to be captured within DP4
Any airspace structure(s) arising from the ACP should be of the minimum size and lowest classification needed to achieve its aims.	This is already captured within extant CAA policy (DP2), but an additional DP (DP6) has now been added for clarification.
Any airspace structure(s) arising from this ACP should minimise disruption and maximise accessibility for other airspace users both inside the proposed airspace and around it.	This is already captured within DP2 but it has also been incorporated into the new DP6.
Airspace dimensions must be proportionate to actual realistic traffic levels forecast for the first 5 years of operation, not any theoretical capacity or outdated 2008 forecasts.	Dimensions and size of CAS is captured in DP4 and the new DP6. CAP1616 requires sponsors to forecasts to 10 years after implementation. We will not use 2008 forecasts.
The design must prioritise 'access by geometry' (minimizing lateral footprints and maximizing the base altitudes of controlled airspace sectors) rather than 'access by equipment' to ensure the continued safety and freedom of non-radio and non-transponder equipped sport aviation.	Captured within the new DP6
Some disagreement with the principle to not modify DSA's previous NPRs unless required for safety or airspace integration purposes.	CDC has not changed this design principle. It is acceptable for a design principle to act as a design constraint.

Our Final Design Principles (amends in purple)

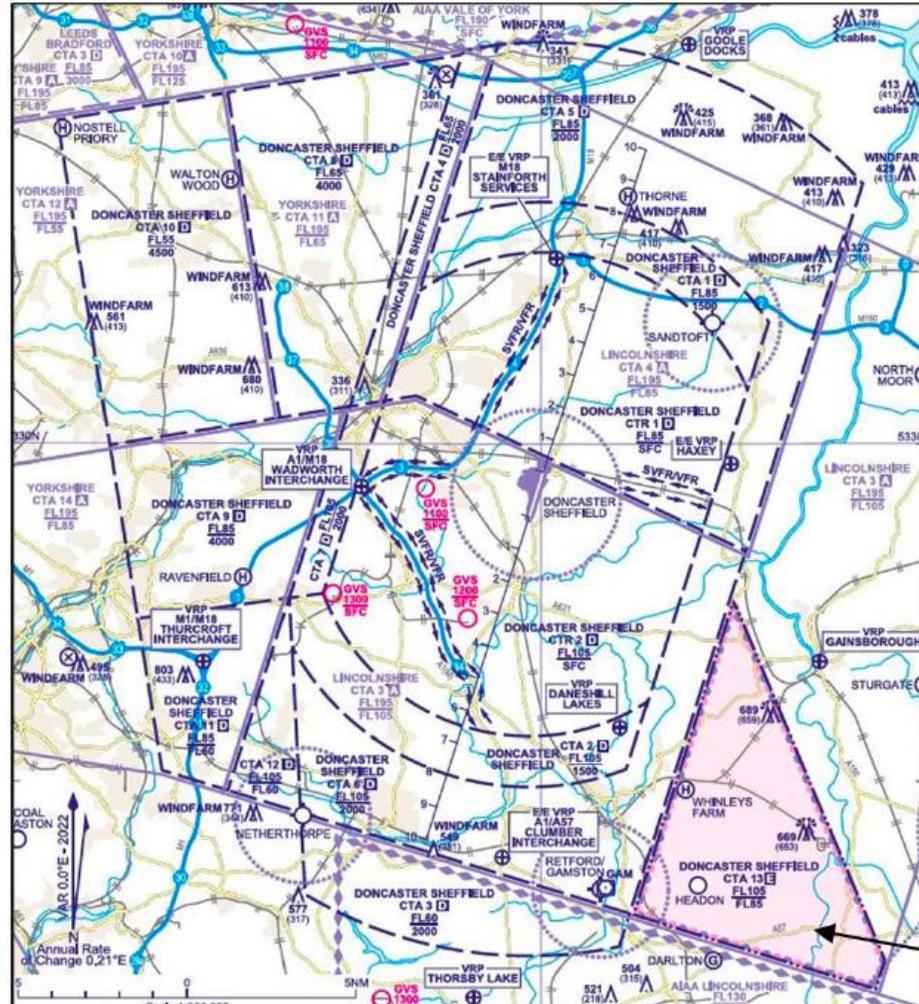
1. The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.
2. The airspace change proposal should not be inconsistent with relevant legislation, the CAA's airspace modernisation strategy or Secretary of State and CAA's policy and guidance.
3. 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.
4. The airspace change proposal should consider the impacts on air navigation service providers and other aviation stakeholders such as nearby airport operators **and other airspace users**.
5. The airspace change proposal should not modify DSA's previous NPRs unless required for safety or airspace integration purposes.
6. **Any airspace structure(s) should be of the minimum size and lowest classification needed to achieve its aims to minimise disruption to, and maximise integration with, other airspace users.**

The full detail on all responses can be found in the *Stage 1 Design Principle Submission* documents which will be available on the [CAA airspace change portal](#) from Monday 9th March.

Your feedback on our single design option

We proposed a single design option

- We proposed an initial design option to reinstate the same controlled airspace structure that was in place before the airport closed.
- The reinstated airspace would include the Doncaster Sheffield Control Zone (CTR) and a series of Control Areas (CTAs).



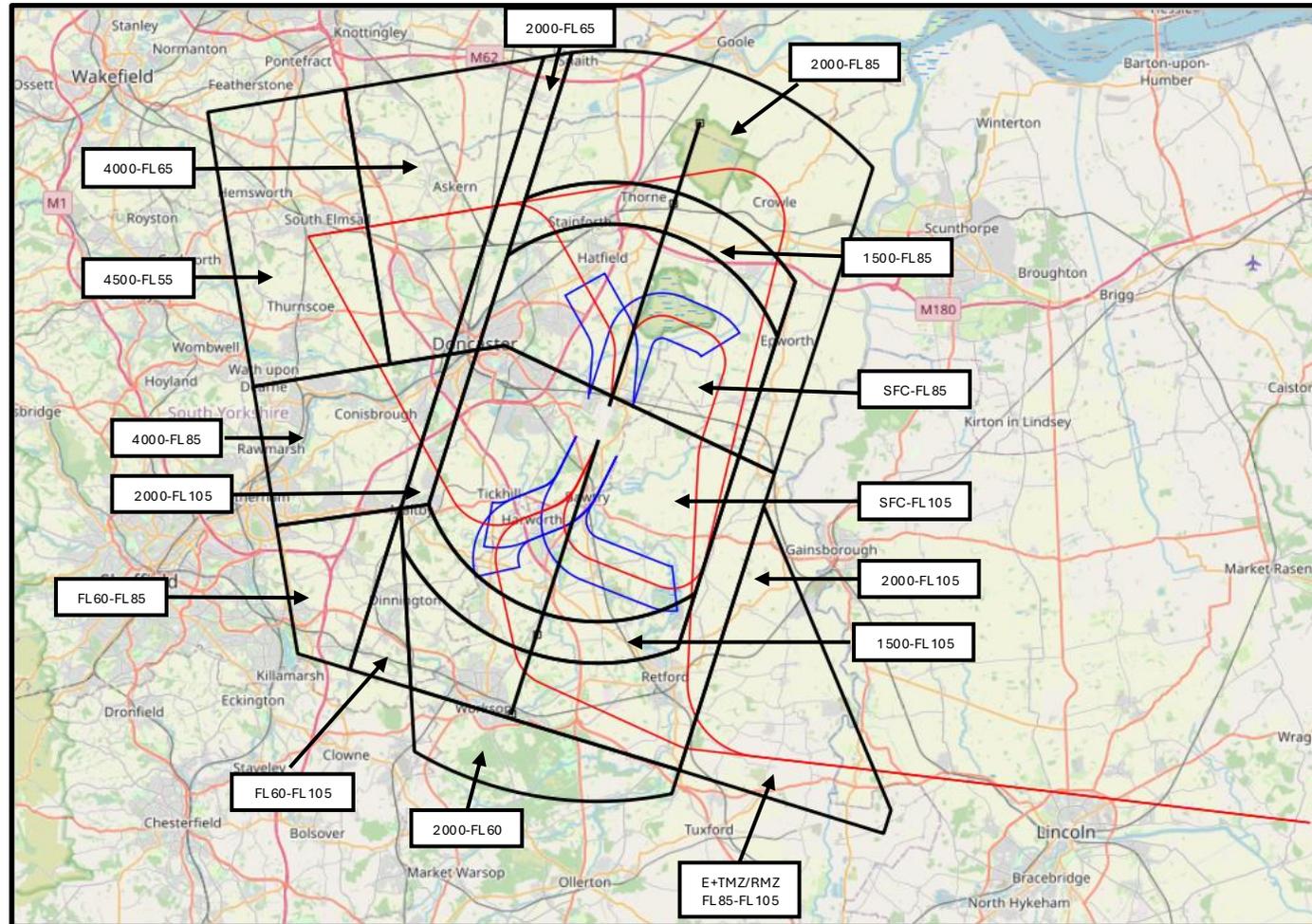
CTA 13 Class E
Airspace, TMZ and
RMZ, shaded in red

Your Feedback and Our Response

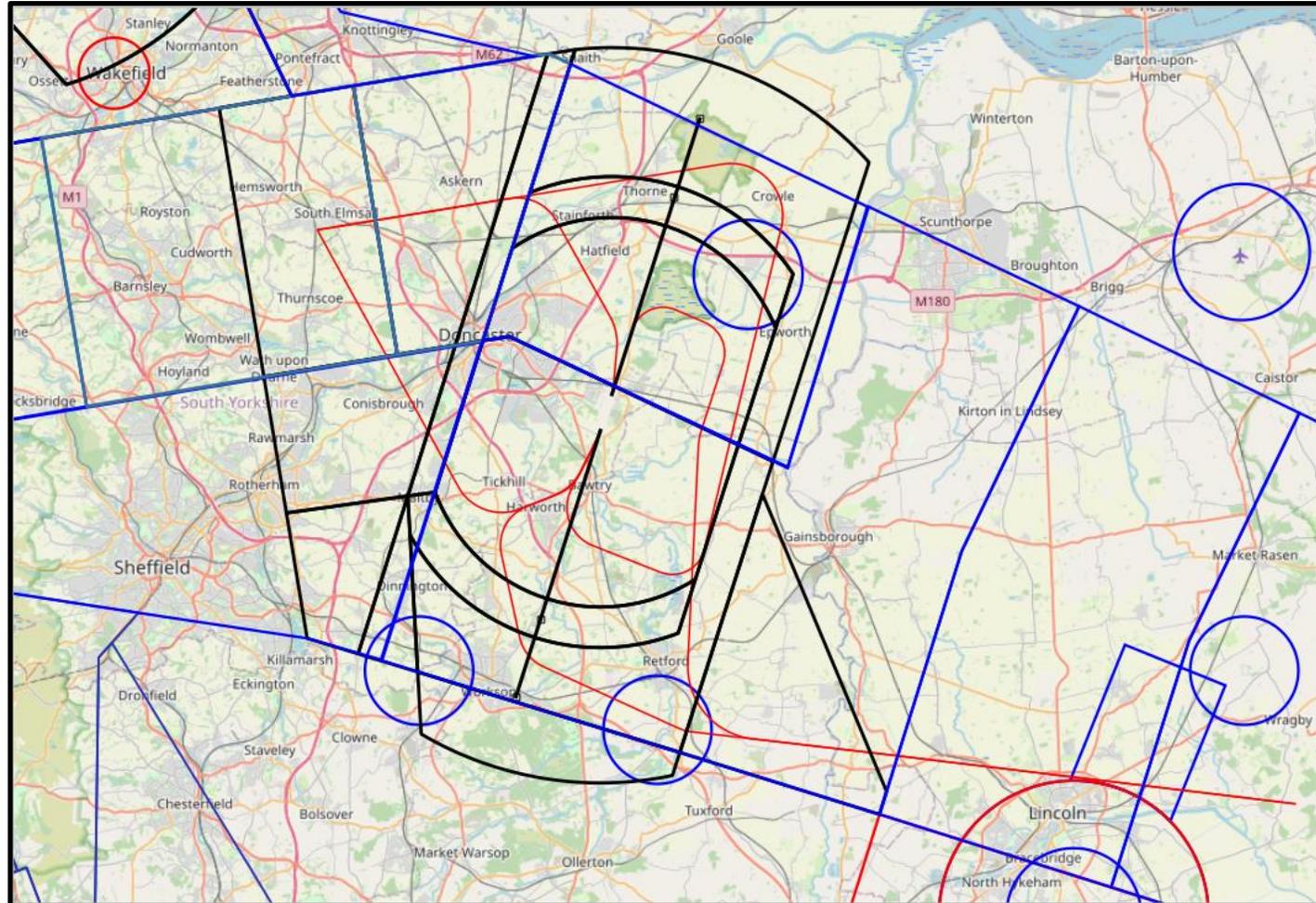
Summary of Feedback	CDC Response
Some stakeholders argued that DSA shouldn't have any Controlled Airspace at all and that it's not required for commercial operations and/or it's not justified for the forecast number of movements at the airport. They requested we include an option for no Controlled Airspace.	The challenge over the need for Controlled Airspace is understandable. Our Stage 2 submission to the CAA also considers an option where DSA operate commercial flights in Class G (uncontrolled) airspace. This is called Option 0.
Some stakeholders suggested refinements to the option we shared.	We have developed an option with modifications to the design we shared. This is called Option 2.
Some stakeholders suggested CDC develop an additional option with a new, more innovative PBN procedure design to try and reduce the volume of Controlled Airspace.	We have now developed an option with a different procedure (route) design, with an associated reduction in the volume of Controlled Airspace. This is called Option 3.

- These additional options requested by our stakeholders are presented on the following slides together with the single option we previously shared.
- **Please note that the fidelity of the design options and the detail of analysis increases as the process progresses. Therefore, stakeholders can expect further changes to the Stage 2 options taken forwards into Stages 3 and 4 of the process, as we seek to evolve a solution that best balances the competing stakeholder requirements, in accordance with further stakeholder feedback.**

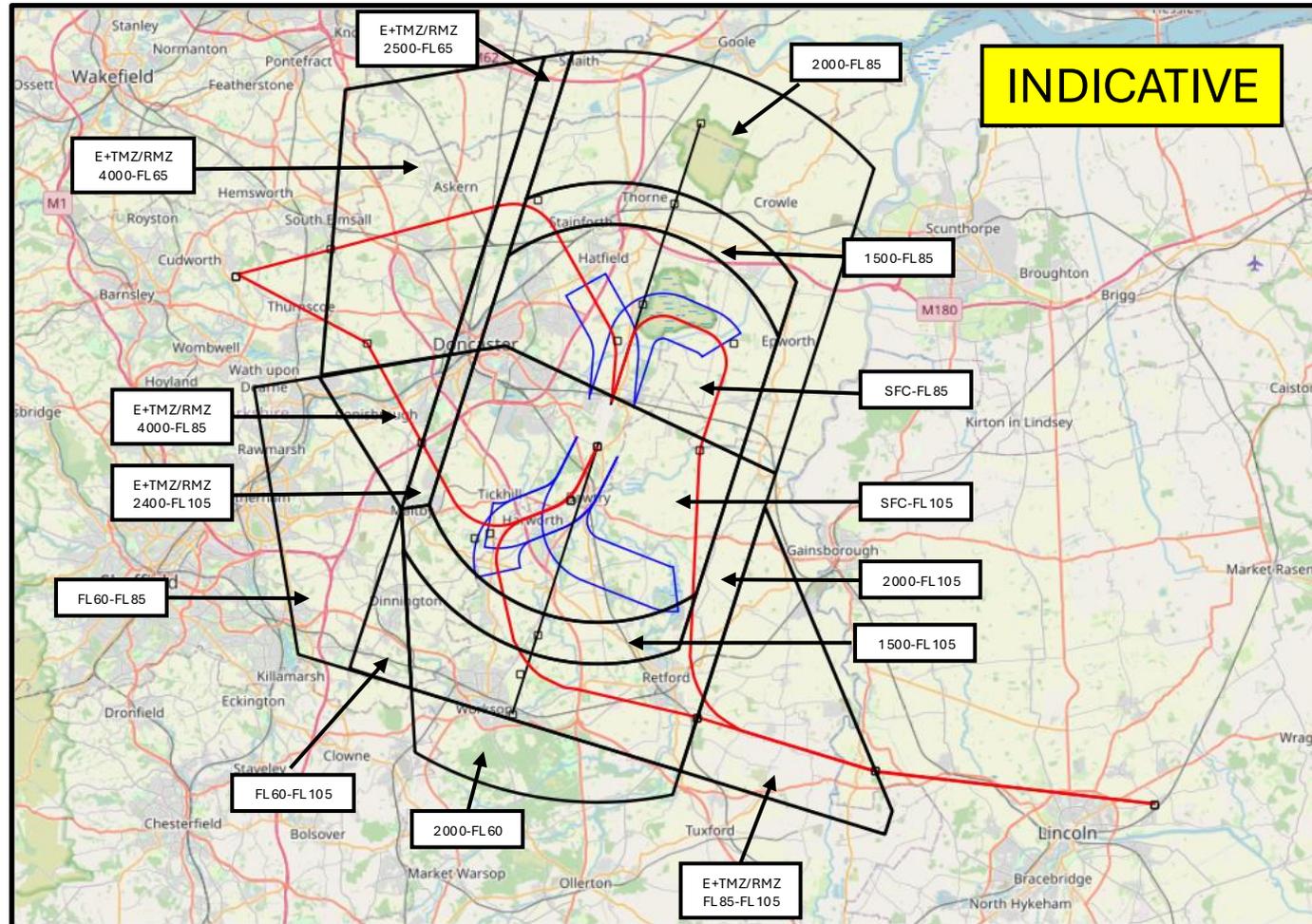
Option 1 – Reinstate the same controlled airspace structure and flight procedures that were in operation before the airport closed in 2022



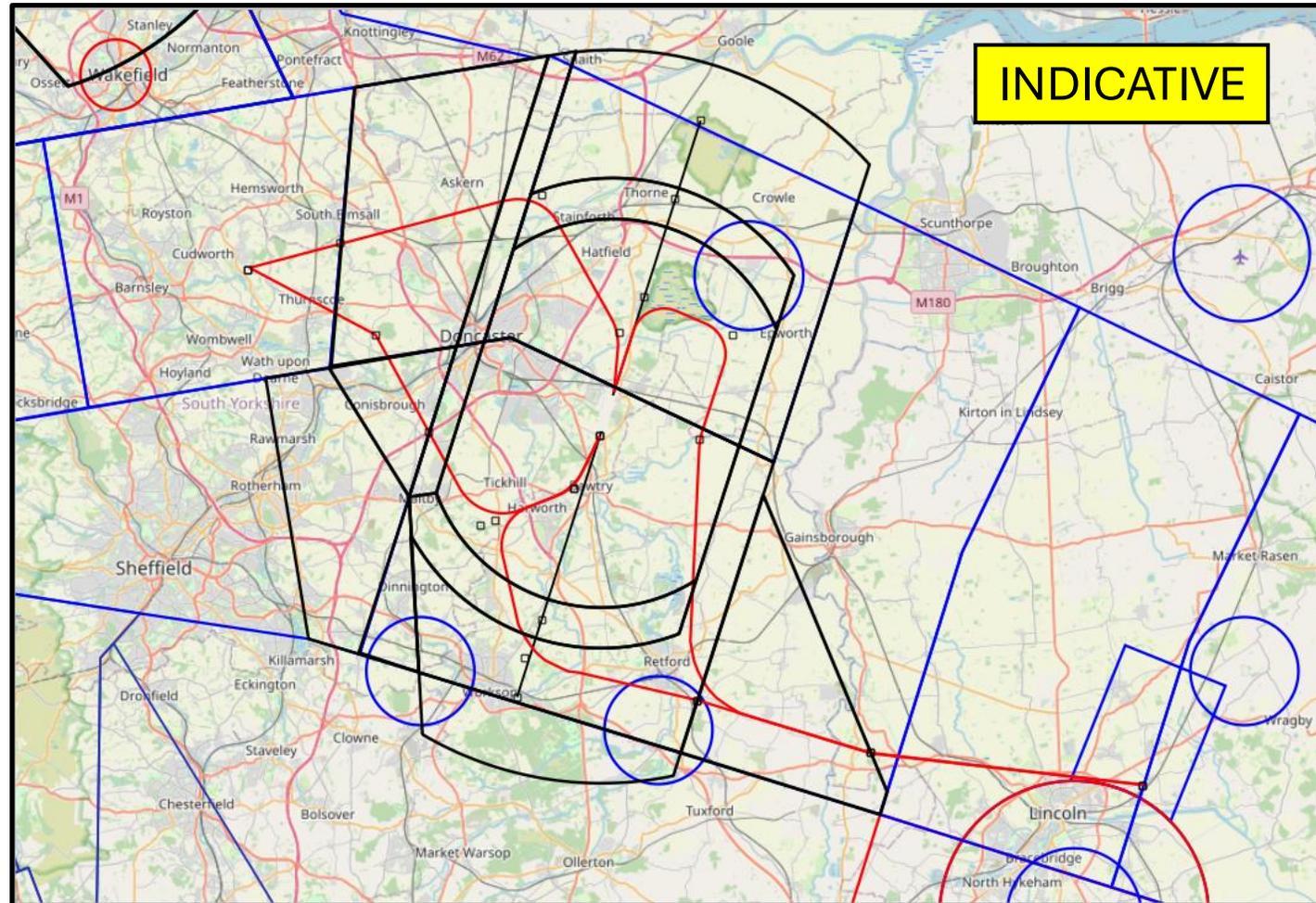
Option 1 – Reinstate the same controlled airspace structure and flight procedures that were in operation before the airport closed in 2022



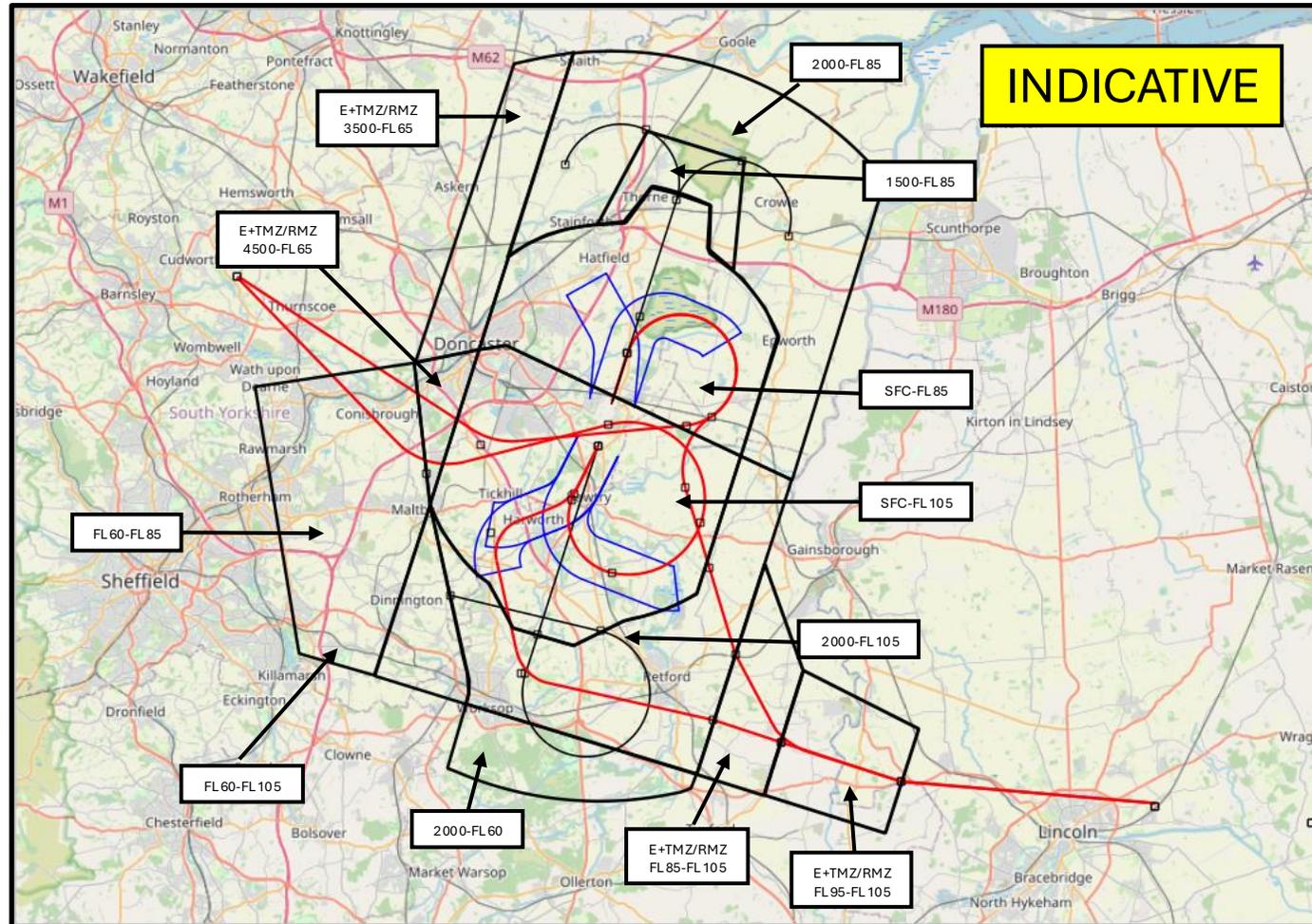
Option 2 – Refinement of Option 1, based on stakeholder feedback or to align with latest CAA policy



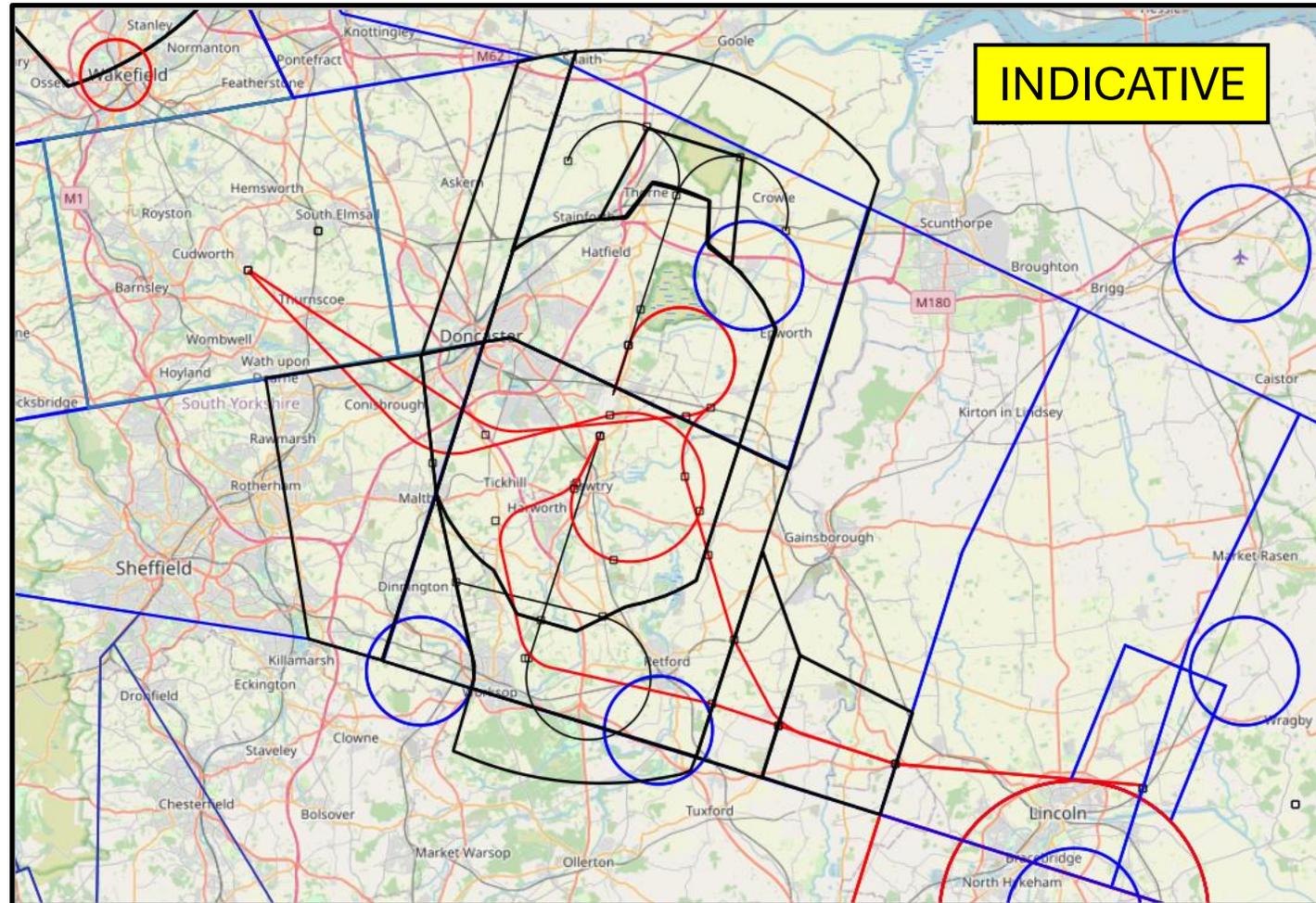
Option 2 – Refinement of Option 1, based on stakeholder feedback or to align with latest CAA policy



Option 3 – Use of Radius-to-Fix to create less restrictive CAS structures and to aid future MTMA integration



Option 3 – Use of Radius-to-Fix to create less restrictive CAS structures and to aid future MTMA integration



Design Principle Evaluation (Summary)

Design Principle Evaluation

- We developed the additional options that were requested by our stakeholders and evaluated them against the Statement of Need and the final set of Design Principles.
- The Design Principle Evaluation (DPE) is a qualitative assessment, setting out how each option responds to each design principle. This DPE can result in discontinuation of one or more options.
- **Option 0**, which is to operate commercial flights in Class G (uncontrolled) airspace was **discontinued ahead of the DPE** as it doesn't meet the objective of the proposed change, as set out in the Statement of Need, which is to re-establish controlled airspace, Standard Instrument Departures (SIDs), Standard Terminal Arrival Routes (STARs), and Instrument Approach Procedures (IAPs) serving Doncaster Sheffield Airport (DSA).
- Noting that some of our stakeholders felt strongly that DSA should not pursue the establishment of, nor requires, any controlled airspace, our Stage 2A submission document provides justification for the requirement for CAS protection for DSA commercial operations.
- A summary of the outcomes of the DPE for Options 1 - 3 are presented on the following slides.
- The full detail on the DPE including the evaluation methodology followed can be found in the *Stage 2(A) Design Options & Design Principle Evaluation* documents which will be available on the [CAA airspace change portal](#) from Monday 9th March.

Design Principle Evaluation

MET

PARTLY MET

NOT MET

DP#	Design Principle	Option 1	Option 2	Option 3
DP1	The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.			
DP2	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.			
DP3	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.	Not possible to evaluate in the DPE. These items are assessed in the Initial Options Appraisal.	Not possible to evaluate in the DPE. These items are assessed in the Initial Options Appraisal.	Not possible to evaluate in the DPE. These items are assessed in the Initial Options Appraisal.
DP4	The airspace change proposal should consider the impacts on air navigation service providers and other aviation stakeholders such as nearby airport operators and other airspace users.			
DP5	The airspace change proposal should not modify DSA's previous NPRs unless required for safety or airspace integration purposes.			
DP6	Any airspace structure(s) should be of the minimum size and lowest classification needed to achieve its aims to minimise disruption to, and maximise integration with, other airspace users.			

DISCONTINUED

PROGRESSED TO IOA

PROGRESSED TO IOA

Initial Options Appraisal (Outcome)

Initial Options Appraisal (IOA)

- Options 2 and 3 were appraised against the future baseline for Year 1 and Year 0.
- Although within the CAP1616 process there is the opportunity to shortlist options as part of the conclusion to the IOA, DSA have decided to take both Option 2 and Option 3 assessed as part of this IOA through to Stage 3 for the following reasons:
 1. Whilst Option 3 appears to be a viable option which requires less controlled airspace than Option 2, it is a radically different design to that was last in operation in 2022. Therefore, the level of experience and assurance that Option 3 can be safely integrated into the existing network design is not as high as with Option 2 which only contains relatively minor adjustments from Option 1.
 2. With regards to the altitude-based priorities, within the current ANG2017 the altitude-based priorities says *'in the airspace from the ground to below 4,000 feet the government's environmental priority is to limit and, where possible, reduce the total adverse effects on people'*. At this stage, the qualitative nature of the noise assessments means that we do not have definitive information about the option's performance with regards to adverse noise impacts. This is something that we will be able to test quantitatively in stage 3 as part of the process of further shortlisting options within the Full Options Appraisal (FOA) ahead of consultation on the preferred option.
- **We now welcome feedback on Options 2 and 3 from stakeholders.** All feedback received will be considered and, where possible, used to refine design options ahead of Full Options Appraisal and public consultation.
- The full detail on the IOA including the evaluation methodology followed can be found in the *Stage 2(B) Initial Options Appraisal* documents which will be available on the [CAA airspace change portal](#) from Monday 9th March.

Next Steps

Next Steps

- All the options, the DPE and IOA will be available for viewing on the [CAA's airspace change portal](#) from 9th March 2026.
- This documentation will include:
 - All feedback received from our engagement, redacted where required
 - Our final list of design principles and a description of how your feedback influenced their development
 - A description of all four options and a description of how your feedback influenced their development
 - A Design Principle Evaluation (DPE) of Options 1-3
 - An Initial Options Appraisal (IOA) of Options 2-3
- **REMINDER:** The options developed and appraised in Stage 2 will not be the final designs. They will be further refined as we seek to evolve a solution that best balances the competing stakeholder requirements, in accordance with further stakeholder consultation and engagement and in accordance with CAA Policy and airspace and Instrument Flight Procedure design criteria.
- **We now welcome any feedback on Option 2 and/or Option 3. We will consider this feedback and, where possible, further refine options ahead of public consultation later this year. Please email any feedback to DSA@Doncaster.gov.uk**