DONCASTER SHEFFIELD AIRPORT AIRSPACE CHANGE PROPOSAL

ACP-2024-039

Stage 1
Design Principle Submission Document

Version 1.0
March 2026

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1. INTRODUCTION

1.1 Background

1.1.1 Doncaster Sheffield Airport (DSA) is located around 6 miles southeast of Doncaster and 19 miles east of Sheffield. DSA closed in 2022 after the previous airport operator withdrew. This led to the CAA removing the controlled airspace and flight procedures which supported the airports operations.

1.1.2 In March 2024, City of Doncaster Council (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.

1.1.3 To restore the controlled airspace and procedures needed for DSA to reopen safely and bring passenger and cargo flights back to the region, CDC are sponsoring an Airspace Change Proposal – ACP-2024-039.

1.1.4 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.

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

1.2 The Airspace Change Process

1.2.1 In December 2017, the Civil Aviation Authority (CAA) reformed the airspace change process and introduced CAP1616, guidance on the regulatory process for changing notified airspace design and planned and permanent redistribution of air traffic. The updated fifth edition was published in November 2023.

1.2.2 CAP1616 lays out the regulatory process for changing flight paths, including the community engagement requirements. Proposals for changes to flight paths are submitted to, assessed, and approved by the CAA following the guidance set out in CAP1616.

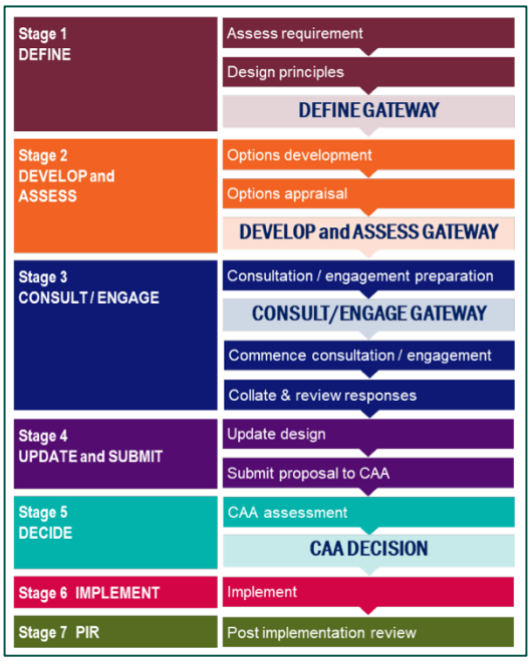

Figure 1: 7-stages of CAP1616 (Version 5)

1.2.3 There are seven-stages which provide a framework for changing airspace and CAP1616 places significant importance on engaging a wide range of stakeholders, including potentially affected communities.

1.2.4 The CAA monitors the progress of an airspace change proposal against the requirements of the process at key defined points, called gateways. At each gateway, the CAA will assess whether the relevant process requirements have been met, and whether to approve progress to the next stage.

1.2.5 Each permanent airspace change proposal is assigned a 'level' depending on the characteristics of the change and potential for impacts, which is in part based on the altitude and location in which the changes occur. The application of levels enables the airspace change process to accommodate different types and complexities of airspace change proposals by applying the requirements in a proportionate way.

1.2.6 From September – December 2025, the CAA conducted a consultation regarding proposed changes to CAP1616 Version 5.1. The updated process and guidance are expected to be ready by the end of 2026. This submission has been written in accordance with CAP1616 Version 5.1[1].

Scaling of the airspace change process

1.2.7 In accordance with regulatory principles, the CAA will apply the airspace change process in a reasonable and proportionate manner that can accommodate flexibility. They will consider scaling the airspace change process further within the requirements of each level, when there is a good reason, and it is proportionate to do so.

1.2.8 If a change sponsor considers that a specific airspace change proposal warrants further scaling, it must raise and minute this request at the assessment meeting. Any proposed further scaling to the airspace change process must be approved and published by the CAA on the airspace change portal.

1.3 Doncaster Sheffield Airport Airspace Change Proposal

1.3.1 In March 2024, CDC secured a 125-year lease for the site. To enable passenger and cargo services to return to DSA an ACP to reinstate the controlled airspace and procedures was initiated.

1.3.2 The first requirement in Stage 1 of the 7-stage CAP1616 process is to submit a Statement of Need to the CAA. The Statement of Need should include the objectives of the airspace change proposal, the airspace issues or opportunities to be addressed and the current/existing situation. The Statement of Need for ACP-2024-039 was submitted to the CAA in August 2025 and is available on the CAA Portal here.

The objective of the proposed change is to re-establish controlled airspace. Standard Instrument Departures (SIDs), Standard Terminal Arrival Routes (STARs), and Instrument Approach Procedure (IAPs) serving Doncaster Sheffield Airport (DSA), which are currently in the process of being removed by the CAA under ACP-2022-082. The airspace is due to be formally withdrawn in the September 2025 Aeronautical Information Publication[2].

[1] More information on the CAA CAP1616 consultation can be found here.
[2] All entries for DSA have now been removed from the UK AIP.

The proposed change supports DSA's planned reopening and is essential to enabling the safe and efficient operation of scheduled commercial air transport.

DSA ceased operations in November 2022, triggering the suspension and eventual removal of the associated controlled airspace by the CAA under 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 reopen the airport, with phased operations beginning in 2026 and full commercial services expected to resume in 2027.

This ACP seeks to re-establish controlled airspace to support the airport's safe and efficient return to operation. CDC's business plan is built on a mix of scheduled passenger services, general and business aviation, and the restoration and growth of freight operations. Demand from potential customers has already been identified.

DSA will operate in a busy and complex section of UK airspace, close to other large commercial air transport airports and significant general aviation activity. Airline operators have made clear that controlled airspace in this region is a prerequisite for safe passenger operations and seamless integration into the en-route network. The airports operational concept includes a return to standard instrument procedures (SIDs, STARs and IAPs), which require controlled airspace to function efficiently and effectively.

The proposed reintroduction of controlled airspace is grounded in 17 years of operational experience at DSA, where the previous airspace design was developed in direct response to airline requirements and proved both safe and effective. The new airspace design is expected to closely reflect the former construct, with refinements made through stakeholder engagement and consultation and integration with evolving regional airspace structures.

From a safety and operational standpoint, reintroducing controlled airspace and associated procedures will provide essential protection for commercial traffic and ensure safe interactions with other airspace users.

Annual air traffic movements at DSA from 2019 to 2022 are shown in Table 1 below, illustrating the scale and diversity of previous operations.

		Commercial Movements			Non-Commercial Movements					
Year	Total	Air Transport	Air Taxi	Positioning Flights	Test & Training	Other flights by AT operators	Aero Club	Private	Official	Mil
2019	23,043	11,569	2,084	472	1,396	568	8,561	150	85	242
2020	12,232	4,597	2,016	496	1,804	537	3,658	100	750	290
2021	14,077	5,468	2,585	392	2,221	764	3,639	61	1174	358
2022	15,847	7,966	2,113	561	1,527	649	3,984	35	831	294

Table 1: Annual ATMs at DSA (2019-2022)[3]

[3] https://www.caa.co.uk/data-and-analysis/uk-aviation-market/airports/uk-airport-data/

At the time of closure in November 2022, DSA operated with an Aerodrome Traffic Zone (ATZ) and a full controlled airspace construct comprising a Control Zone (CTR) and a series of Control Areas (CTAs). These airspace volumes provided full connectivity to the en-route airways network, supporting and protecting both arriving and departing IFR traffic. The controlled airspace structure was managed by a fully equipped Air Traffic Control (ATC) unit, providing Tower and Approach services, which (prior to the COVID-19 pandemic) were available 24 hours a day.

The current airspace arrangements, although no longer active, remain published in the UK AIPR under entries EGCN AD 2.17, 2.18, 2.19 and 2.24[4]. These documents detail the airport's Instrument Flight Procedures (IFPs), including RNAV (GNSS) SIDs and STARs as well as ILS and RNP approaches. The airport also maintained surveillance-based vectoring procedure for radar-controlled arrivals and departures.

PBN procedures were introduced in 2018 as part of the airspace modernisation initiative, in responses to the CAA's planned decommissioning of legacy VHF Omnidirectional Range (VOR) navigational aids, specifically the Gamston VOR, which had previously underpinned DSA's conventional procedures. To maintain resilience and continuity of service, DSA successfully implemented Performance-Based Navigation (PBN) procedures, supported in part by EU Innovation and Networks Executive Agency (INEA) grant funding. This transition allowed DSA to become an early adopter of PBN concepts, aligning its procedures with the UK's Airspace Modernisation Strategy and ICAO's global air navigation plan.

Following the airport's closure, CDC has continued to maintain aerodrome safeguarding measures, including protection of the published instrument flight procedures and associated protected surfaces. This activity is intended to preserve the viability of the existing procedures and facilitate their reuse or adaptation as part of the proposed re-establishment of airspace.

DSA has been closed to air traffic since November 2022. As a result, there are currently no scheduled or unscheduled air traffic movements taking place at the aerodrome. Controlled airspace, procedures and ATC services have been suspended, and the airport is not presently operational, with the exception of a small number of unlicensed 2Excel movements, which do not carry passengers or cargo.

CDC is actively progressing with the appointment of an Airport Operator[5] and Air Navigation Service Provider (ANSP) to support the phased reactivation of the airport. Business plans developed by CDC, validated through independent and economic and commercial review, anticipate that the commercial air transport services will resume progressively from 2027, following an initial return of General and Business Aviation and Freight activity expected in late 2026.

Forecast modelling indicates a return to pre-closure traffic volumes with approximately five years of full commercial operations commencing (by 2030-2031). By this stage, the airport is expected to handle around 25,000 total air traffic movements (ATMs) annually, with approximately 50%

[4] AIP entries removed by the CAA in September 2025
[5] Fly Doncaster Limited was registered in November 2024 as the intended operator for the airport

of these being Commercial Air Transport (CAT) movements. The remainder will comprise General Aviation (GA), Business Aviation, cargo, training, and positioning flights.

Longer-term growth projections anticipate passenger throughput reaching approximately 2.5 million passengers per annum (mppa) by ten years after the restart of operations. These figures are consistent with the airport's previous performance prior to closure and are based on an expected mix of lower-cost, charter, and full-service carriers, as well as the re-establishment of freight operations and the accommodation of emerging aviation markets.

These projections will be kept under review and refined further as the airport's reopening programme progresses, particularly in light of airline commitments and regional demand.

1.4 The Airspace Modernisation Strategy and the Masterplan

1.4.1 The Airspace Modernisation Strategy (AMS) was first published in 2018 and set out the 'ends, ways and means', of modernising airspace through a series of 'delivery elements' that will update its design technology, and operations.

1.4.2 As covered in the Statement of Need, in 2018, DSA successfully implemented PBN procedures, becoming an early adopter of PBN concepts and aligning its procedures with the UK AMS and ICAO global navigation plan. More information on that airspace change can be found here.

1.4.3 The AMS was updated in 2023 and split into 3 parts, published separately. More information can be found here. The AMS vision is to deliver quicker, quieter, and cleaner journeys and more capacity for the benefit of those who use and are affected by UK airspace. The AMS does not propose specific airspace change, but a key deliverable is a masterplan of airspace changes that will be necessary for modernisation.

1.4.4 Following the publication of the AMS, the Airspace Change Organising Group was established to co-ordinate the national programme. ACOG developed the Masterplan, a single coordinated implementation plan for airspace changes in the UK up to 2040. Across all iterations of the masterplan, it will:

- Identify when and where airspace change proposals are needed, with proposed timelines for implementation;
- Describe how these proposals relate to each other, and highlight potential conflicts between their designs;

1.4.5 Explain how trade-off decisions to resolve these conflicts have been made;

- Demonstrate the anticipated cumulative impact of all the airspace change proposals.

1.4.6 The Masterplan is now on Iteration 3 and is being developed separately for each region of the UK. The masterplan region for the airports in the vicinity of Doncaster Sheffield Airport is referred to as the Manchester Terminal Manoeuvring Area (MTMA) cluster and includes Manchester Airport, Liverpool Airport, East Midlands Airport, Leeds Bradford Airport, Birmingham Airport and NERL.

Doncaster Sheffield Airport ACP and the MTMA

1.4.7 Doncaster Sheffield Airport is not part of the MTMA Masterplan, and therefore the masterplan does not articulate any dependencies with other airports in the cluster.

1.4.8 It is likely that the re-introduction of controlled airspace at DSA will create interactions with Leeds Bradford Airports existing arrival routes and potentially departure routes. These will be explored further in Stage 2.

1.5 Doncaster Sheffield Airport ACP – Assessment meeting with the CAA

1.5.1 The assessment meeting allows the change sponsor to discuss with the CAA the airspace issues and opportunities giving rise to the proposed change, how the change will address those issues, and how the change sponsor intends to proceed.

1.5.2 The assessment meeting between Doncaster Sheffield Airport and the CAA took place on 3 September 2025. The presentation provided by DSA is available on the CAA Portal here.

Scaling of this proposal

1.5.3 As stated in CAP1616 f, paragraph 2.25, during the assessment meeting, there may also be a discussion on how the airspace change process could be scaled.

1.5.4 During the assessment meeting, DSA stated that, whilst maintaining transparency and providing meaningful opportunities for stakeholder input, they would aim to progress this proposal at a faster pace than typical Level 1 ACPs. CDC emphasised, that although the intent is to fast track the process, all CAP1616 requirements will be fully met.

1.5.5 During the discussion on the provisional process timescales, CDC outlined the intention to combine Stages 1 and 2 of the CAP1616 process.

1.5.6 Following the Assessment Meeting, the CAA agreed to the combining of Stages 1 and 2 with a combined Define and Develop and Assess Gateway to take place on 30 April 2026. The full minutes of the meeting are available on the CAA Portal here. The timeline for the ACP is available here.

1.5.7 This document is the CAP1616 Stage 1 submission document.

2. CAP1616 STAGE 1

2.1 Requirements

2.1.1 The following table highlights the CAP1616 (v5.1) Stage 1 requirements for an airspace change sponsor, to what extent that requirement has been scaled in agreement with the CAA, and provides the location in this document, or associated appendix, where this information can be found.

CAP1616 Reference	CAP1616 Requirement	Level of scaling agreed with CAA (if appropriate)	Location
CAP1616 V5.1 Para 3.10 CAP1616 f Paras 2.35-2.37	Current Day Scenario Provide a clear description of the current impacts.	The CAA stated that the existing situation at DSA (no operations) should be presented to stakeholders as the current day scenario[6].	Section 3
CAP1616 V5.1 Para 3.11 CAP1616 f Paras 2.38-2.42	Design Principles Develop a list of design principles to provide a framework against which design options can be developed and evaluated	N/A	Table 4
CAP1616 V5.1 Para 3.11 CAP1616 f Paras 2.42-2.44	Mandatory/Discretionary/Bespoke Design Principles Change sponsor must use the mandatory design principles. Must consider using the discretionary design principles. Must consider developing bespoke design principles	N/A	Section 4.1-4.2
CAP1616 V5.1 Para 3.11 CAP1616 f Paras 2.45-2.47	Must consider both local context and national policy and identify any local circumstances and competing priorities when developing design principles.	N/A	Section 3.6 & Table 13
CAP1616 V5.1 Para 3.12 CAP1616 f	Stakeholder Engagement. Must identify relevant stakeholders and must consider the unique requirements of their stakeholders when developing their engagement methodology	N/A	Section 5

[6] Details available in the Assessment Meeting Minutes on the CAA Portal (Page 4) here

CAP1616 Reference	CAP1616 Requirement	Level of scaling agreed with CAA (if appropriate)	Location
Paras 2.48-2.51			
CAP1616 V5.1 Para 3.12 CAP1616 f Paras 2.52-2.55	Current Day Scenario & Design Principles Must share the current day scenario and proposed design principles with relevant stakeholders, so they can comment, and take those comments into account.	The CAA stated that the existing situation at DSA (no operations) should be presented to stakeholders as the current day scenario[7].	Section 3
CAP1616 V5.1 Para 3.12 CAP1616 f Paras 2.56-2.57	Must explain [to stakeholders] the criteria that will inform and influence the development of the design options, clearly setting out competing priorities and choice of design principles.	N/A	Stage 1 Submission Appendix A
CAP1616 V5.1 Para 3.12 CAP1616 f Para 2.58	Must provide relevant engagement evidence.	N/A	Stage 1 Submission Appendix A
CAP1616 V5.1 Para 3.12 CAP1616 f Para 2.58	Must demonstrate what they have heard and how this feedback has, or has not, informed the content of the current day scenario and development of the design principles.	N/A	Section 6.4

Table 2: CAP1616 (V5) Requirements

[7] Details available in the Assessment Meeting Minutes on the CAA Portal (Page 4) here

3. CURRENT DAY SCENARIO

3.1.1 CAP1616 f paragraphs 2.35-2.37 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.

3.1.2 These would usually be associated with the airport operations that the airspace change would be proposing to amend[8]. However, in the case of DSA, there are no such airspace structures, operations etc to describe.

3.1.3 In the assessment meeting, CDC proposed that, due to the absence of current operations at DSA, there is no viable "do nothing" scenario for options comparison purposes. As a result, CDC initially proposed using a 'do minimum' airspace option as the baseline to compare any other options against. This do minimum option would consist of reinstating the controlled airspace and procedures that were in place prior to the airport's closer in November 2022, without any modifications. If changes to the proposed design arise through stakeholder engagement conducted as part of the process, those would be assessed against this unmodified 'do minimum' option (serving as a baseline) during the options appraisal stage. Should stakeholder engagement during the ACP process lead to suggested modifications to the previous airspace construct, CDC intends to evaluate those against the original 'do minimum' option.

3.1.4 The CAA clarified that the baseline for appraisal purposes must reflect the current conditions at the time of implementation - i.e. no operations at DSA and, 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 CAA advised that there is no modelling required for the baseline scenario itself as the estimated impacts of the proposed design will be compared against zero – i.e. no operations.

3.1.5 In line with this guidance, CDC confirmed that the previously proposed 'do minimum' scenario (i.e. reinstating the 2022 airspace design without modifications) will now be treated as an option, not as the baseline for appraisals.

3.1.6 With this in mind, in the engagement material present to stakeholders in December 2025 CDC originally articulated the current situation to their stakeholders as set out below:

"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.

[8] A sponsor will usually have data on its own operations but may not have such information on other airspace users' operations

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."

3.1.7 A copy of the engagement material distributed to stakeholders in December 2025 is available at Appendix A.

3.1.8 However, during our stakeholder engagement we received feedback from some stakeholders[9] saying they wanted to see information on existing traffic patterns in the area from other (non-DSA) airspace users. This feedback is available in Table 13 and at Appendix B.

3.1.9 Owing to DSA being a non-operational airport without radar or any other aircraft surveillance, CDC didn't have data on existing traffic patterns but reacted to this feedback by procuring radar data from NATS to help articulate these patterns.

3.1.10 This data has been used to expand on the description of the current day scenario, as requested by our stakeholders. This information was subsequently shared with stakeholders in March 2026. A copy of information shared with stakeholders is available at Appendix A.

3.2 Runways & Local Geography

3.2.1 DSA 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).

[9] DAATM, the British Gliding Association and Leeds Bradford Airport

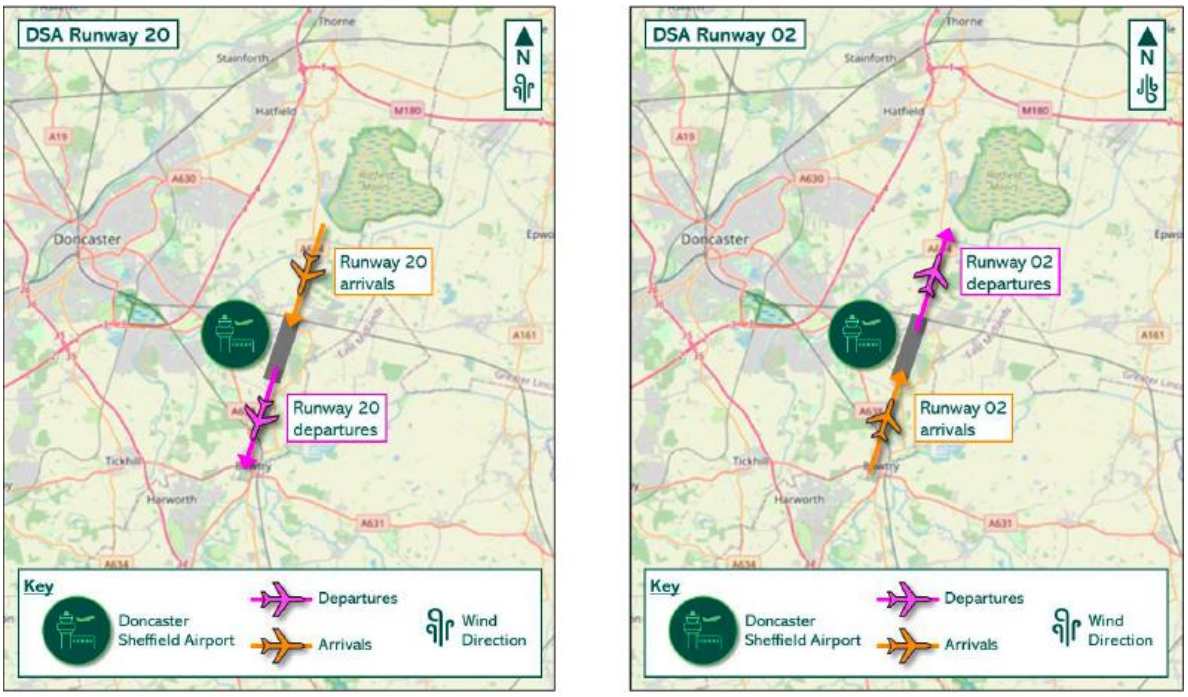

Figure 2: DSA runway orientation

3.2.2 There are several population centres in the vicinity of the airport such as Doncaster City, Hatfield, Stainforth, Thorne, Bawtry, Harworth, Tickhill, Crowle, Epworth, Dinnington, Worksop, Maltby, Conisbrough and Retforth.

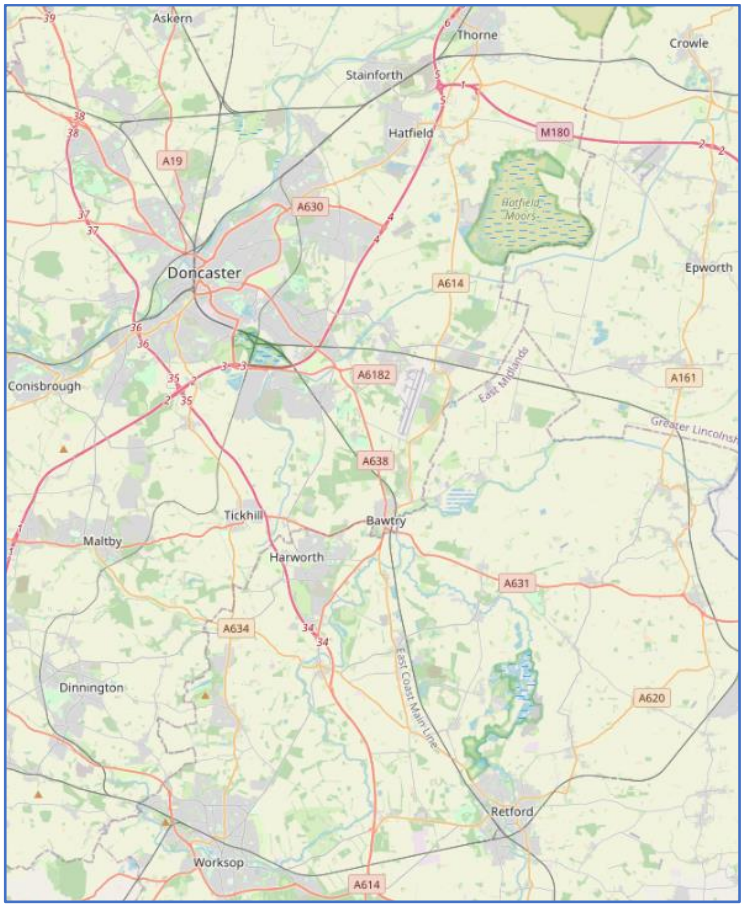

Figure 3: DSA local population centres

3.2.3 There are no National parks or AONBs expected to be overflown by DSA arrivals or departures below 7000ft in the future.

3.2.4 There are European sites in the vicinity which have the potential to be overflown by DSA traffic below 3000ft. Thorne and Hatfield Moors are to the North of the airport and are likely to be overflown by DSA arrivals to Runway 20. They are both designated as Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). Slightly further to the North-East is the Humber Estuary, which is carries SPA, SAC and RAMSAR designations although this is less likely to be overflown below 3000ft by DSA traffic.

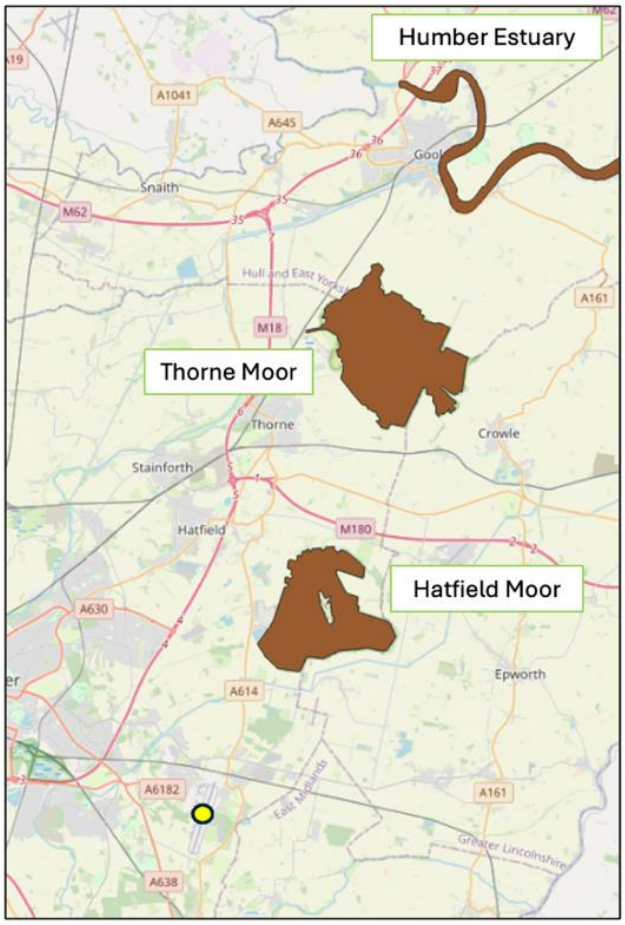

Figure 4: European sites within the scope of this ACP

3.2.5 Figure 5 below shows the existing level of overflight of these sites at or below 3,000ft. Note that this data does not take account of any non-transponding aircraft.

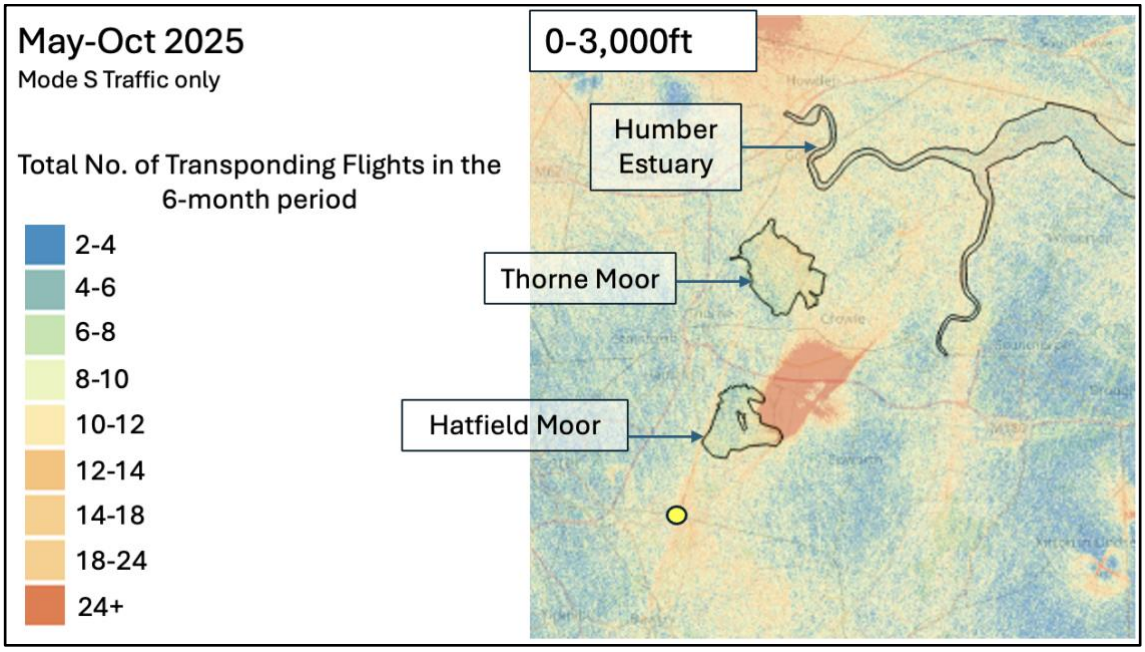

Figure 5: Existing overflights of the European sites within scope of this ACP

3.2.6 There are Air Quality Management Areas (AQMAs) to the west of the airport (as shown in Red in Figure 6) but they will not be overflown below 1,000ft by DSA arrivals or departures.

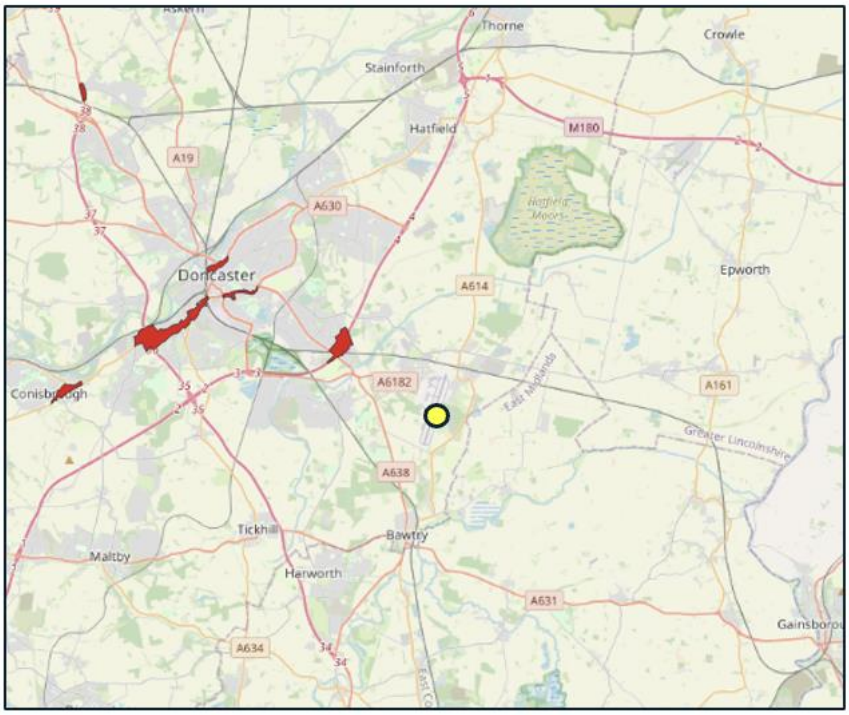

Figure 6: AQMAs to the west of DSA

3.3 Notified Airspace Arrangements

3.3.1 Currently, DSA is an unlicensed aerodrome with no notified airspace structures or instrument flight procedures. There are no movements operating to/from the airport apart from a small number of movements by 2Excel Aviation, which are approved to operate. These flights do not carry passengers or cargo and operate on an unlicensed basis.

3.3.2 This section describes the existing airspace arrangements in the area.

3.3.3 DSA lies underneath Lincolnshire CTA 4 with a Base of FL85 and Lincolnshire CTA 3 with a Base of FL85. The ATS routes run to the north and south of the airport, Y70, L60 and L603. These structures are shown in Figure 7.

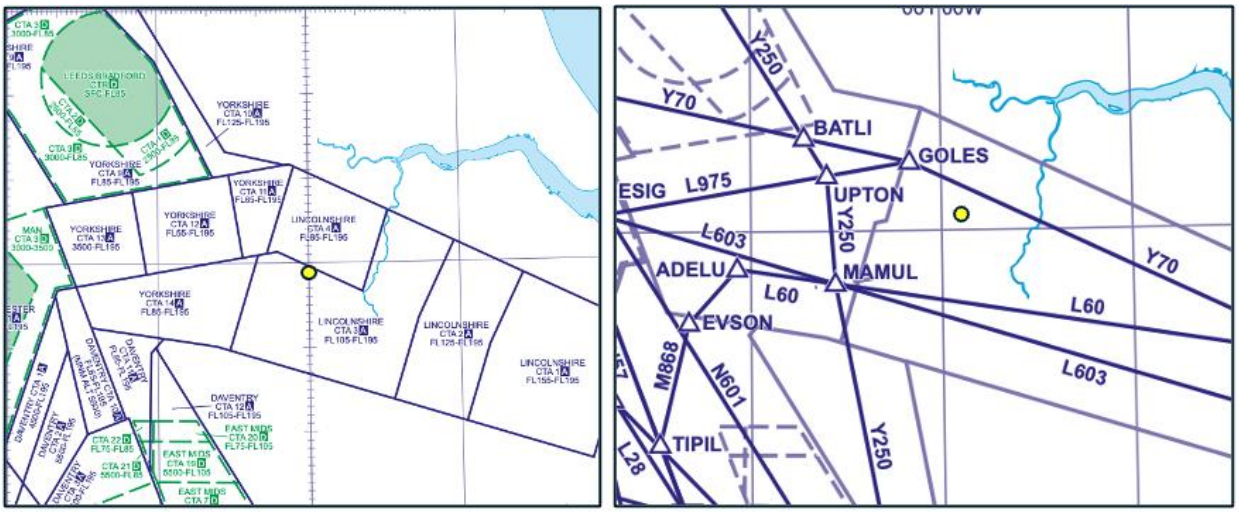

Figure 7: CAS boundaries, classifications & ATS routes

3.3.4 There are three licensed aerodromes within 12nm of DSA;

- 7nm to the NE is Sandtoft (EGCF), home to Yorkshire Aero Club's satellite base with an Aerodrome Traffic Zone (ATZ) up to 2000ft.
- 12nm to the SE is Retford/Gamston (EGNE) with an ATZ up to 2000ft
- 12nm to the SW is Netherthorpe (EGNF) with an ATC up to 2000ft.

3.3.5 None of these aerodromes have Instrument Flight Procedures notified in the UK AIP.

3.3.6 Further afield, all within 26nm of DSA are Leeds East (EGCM, 24nm), Sherburn-in-Elmet, (EGCJ, 21nm), Humberside (EGNJ, 25nm), Wickenby (EGNW, 26nm) ATZs and RAF Waddington's (EGXW, 26nm) Military Aerodrome Traffic Zone (MATZ), all with published Instrument Flight Procedures, except for Wickenby.

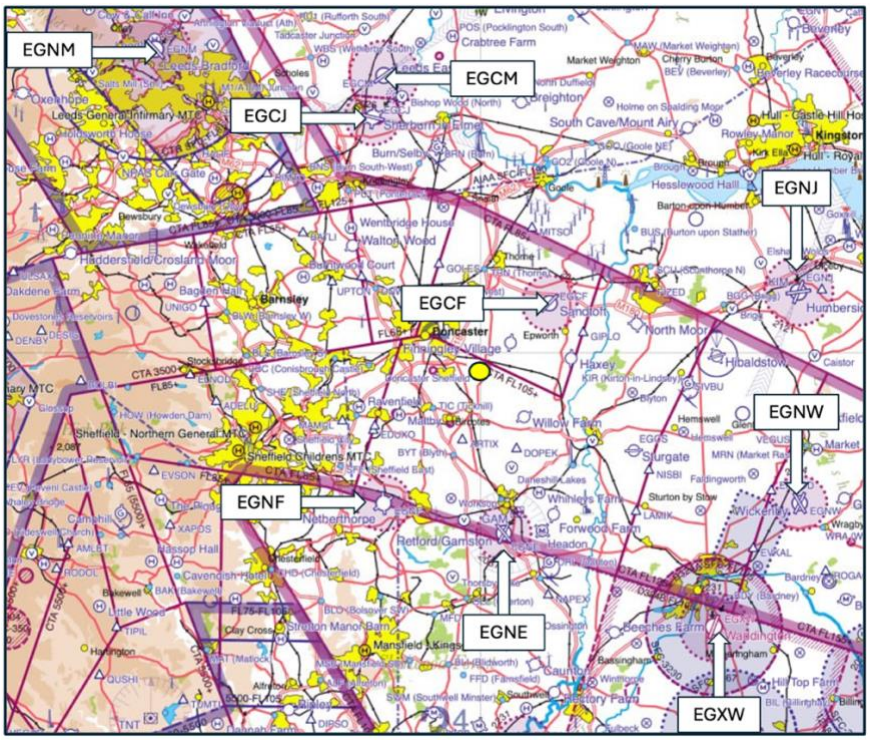

Figure 8: Licensed aerodromes in the region

3.3.7 34nm to the NE of DSA is Leeds Bradford Airport (EGNM) with its own controlled airspace and network connectivity. They have 2 SIDs for their departures to the SE which join the enroute network nearly 50nm from the airport. However, the last vertical restriction on these SIDs are for aircraft to climb to FL70 by the two stars, shown in Figure 9.

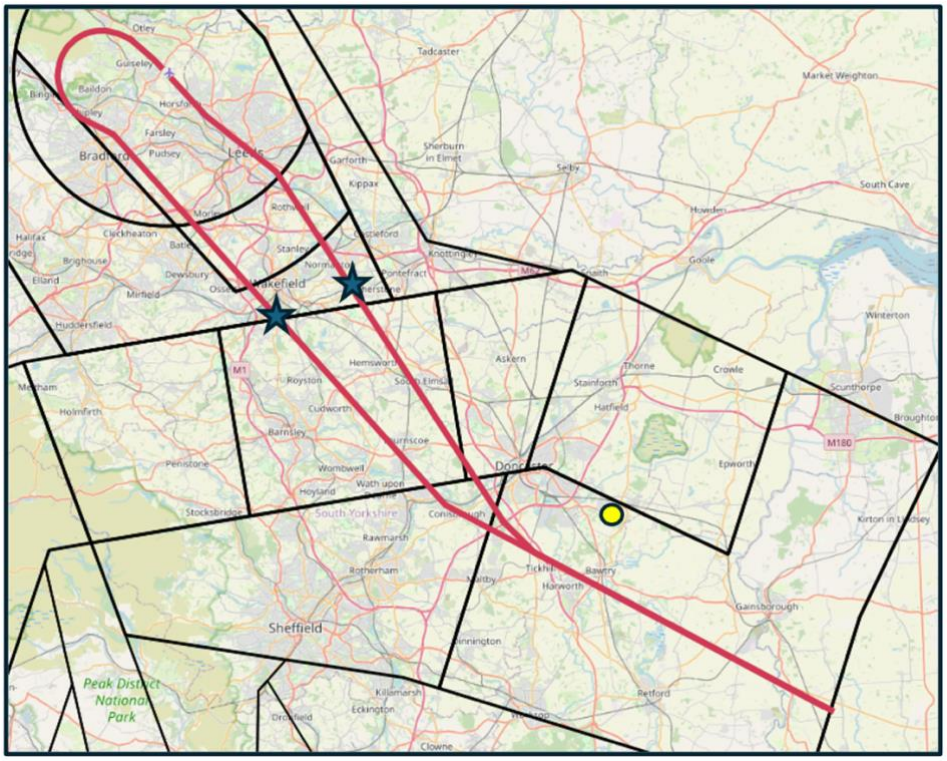

Figure 9: Leeds Bradford Airport SIDs to the South-East

3.3.8 Leeds Bradford Airport have no published Standard Arrival Routes (STARs) but arrivals from the SW route to the north of DSA and, as can be seen in the heatmaps in the section below, are regularly descended to the base levels of Lincolnshire CTA 4 and Yorkshire CTA 11.

3.3.9 There are two Danger Areas EGD324A/B in the vicinity of RAF Waddington. EGD324A is activated when required from SFC up to FL105. EGD324B is from FL105 to FL195, also activated by NOTAM. Figure 10 shows these Danger Areas alongside other, smaller airspace restrictions.

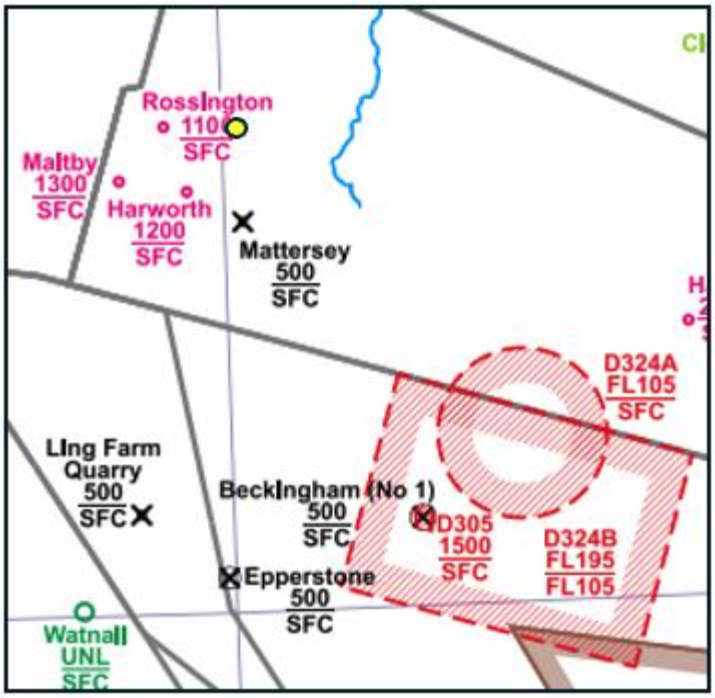

Figure 10: Danger areas and airspace restrictions

3.4 Air traffic activity from non-licensed facilities

3.4.1 In addition to the licensed aerodromes that contribute to the air picture in the vicinity of DSA, there are a multitude of non-licensed facilities, both nearby and many miles away that generate aviation activity in the region. For example:

- Sturgate Airport home to Lincoln Aero Club
- Headon Airfield home to Microflight Aviation
- Hibalstow Airfield home to Skydive Hibalstow
- Walton Wood Aerodrome, home to Aero Maintenance Limited
- Breighton Aerodrome home to the Real Aeroplane Club
- Darlton Gliding Club
- Burn Gliding Club
- Camphill Gliding Club
- York Gliding Club (Rufforth)
- Wolds Gliding Club (Pocklington)
- Yorkshire Gliding Club (Sutton Bank)
- Carlton Moor Gliding Club

- North Yorks Sailwing Club
- Derbyshire Soaring Club and the Dales Paragliding and Hang-Gliding Club which operate from multiple sites
- Private farm strips at Willow Farm, Haxey, Eastlound, Causeway Farm, Finningley Village, Bridge Cottage and Grove Moor Farm
- Doncaster Model Flying Club operates from Bawtry to the south of DSA.

3.5 Air traffic patterns in the area

3.5.1 The activities from these facilities all contribute to the air traffic picture in the region, demonstrating an area of significant GA activity.

3.5.2 The following heatmap images have been generated using primary and secondary Radar data from NATS from the period 1st May – 31st October 2025, up to 10,000ft.

3.5.3 Secondary radar data is of greater fidelity that primary as it uses data emitted from an aircraft's Mode S transponder which includes information on the aircraft's altitude. However, only aircraft with Mode S transponders are captured in that data.

3.5.4 We have therefore also used primary radar data to illustrate traffic patterns from aircraft without Mode S transponders. Primary radar data does not contain information on an aircraft's altitude. Aircraft without a Mode S transponder could have another form of electronic conspicuity such as FLARM, PilotAware, ADS-B or nothing at all but NATS' data doesn't capture that information.

3.5.5 Owing to the fidelity of the primary radar data, it is possible that there are other flights that aren't captured within the dataset.

3.5.6 The way in which heatmaps are styled can sometimes misrepresent the situation. Considering the style/key is important to understanding air traffic density. We have therefore presented the same data in a variety of different styles/densities, with a key alongside each image.

Heatmaps from Mode S Radar Returns

3.5.7 Figures 11-14 display the same data using 4 different keys. They show all Mode S radar returns received across the entire 6-month period, within the same 10,000ft vertical height band. The yellow dot indicates the position of DSA.

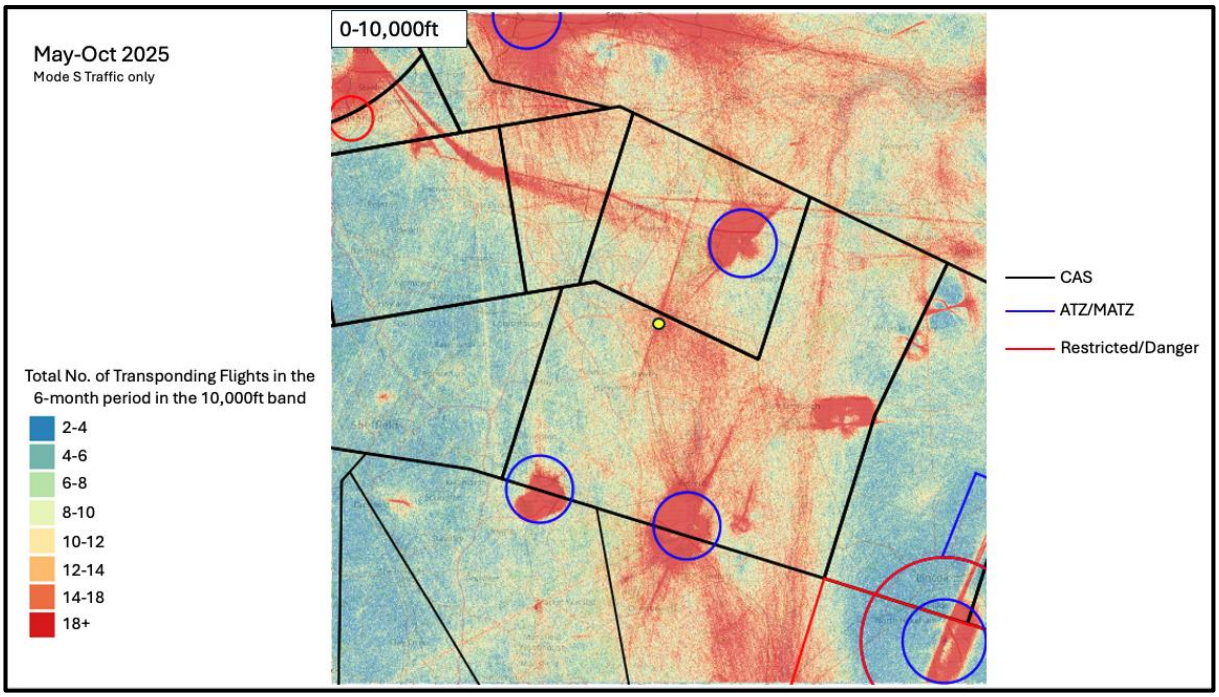

Figure 11: Heatmap of existing airspace operations 0-10,000ft (Mode S only) May – Oct 2025

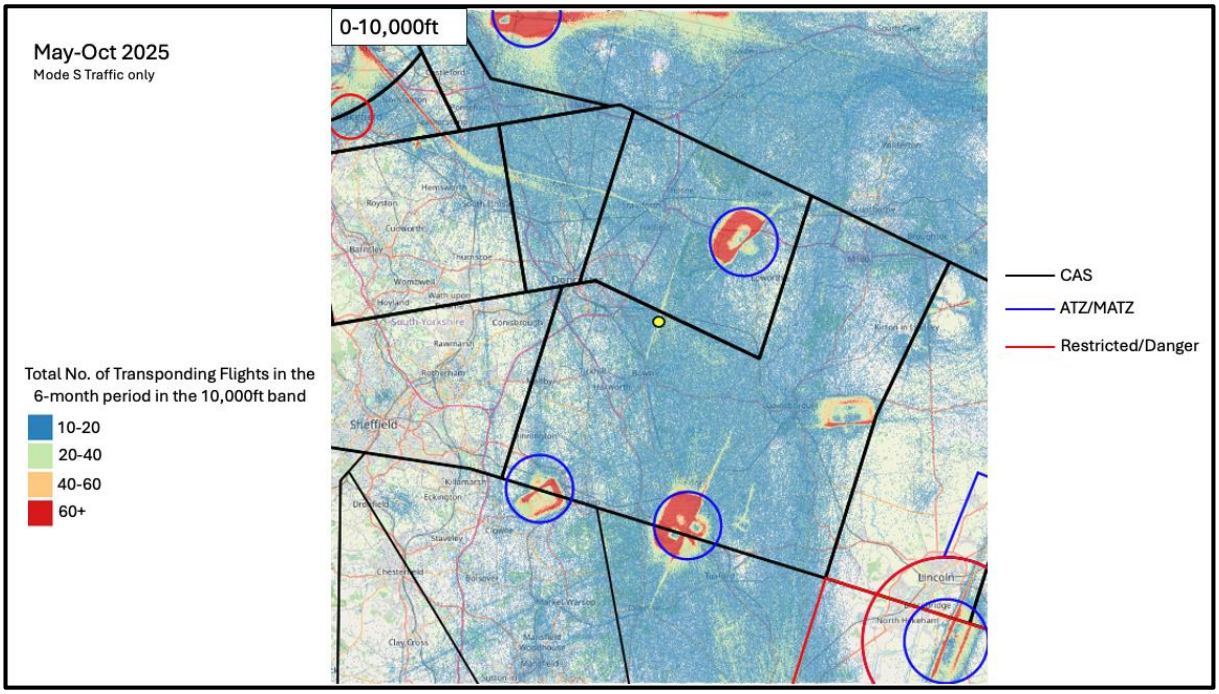

Figure 12: Heatmap of existing airspace operations 0-10,000ft (Mode S only) May – Oct 2025

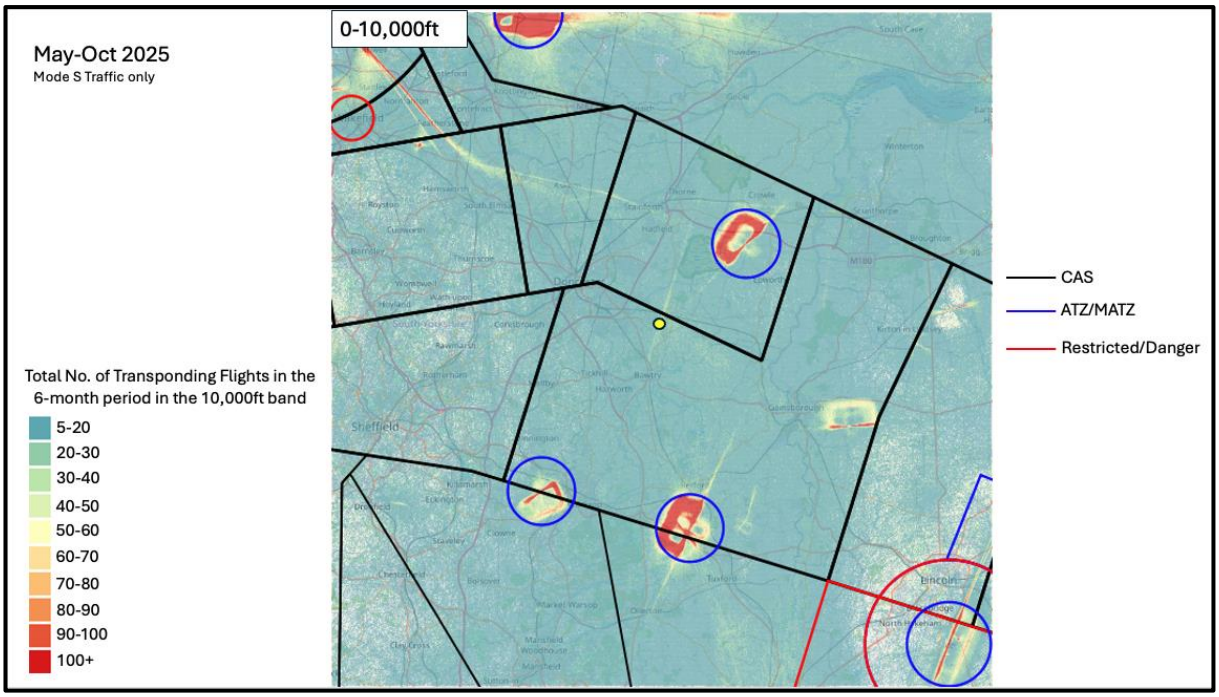

Figure 13: Heatmap of existing airspace operations 0-10,000ft (Mode S only) May – Oct 2025

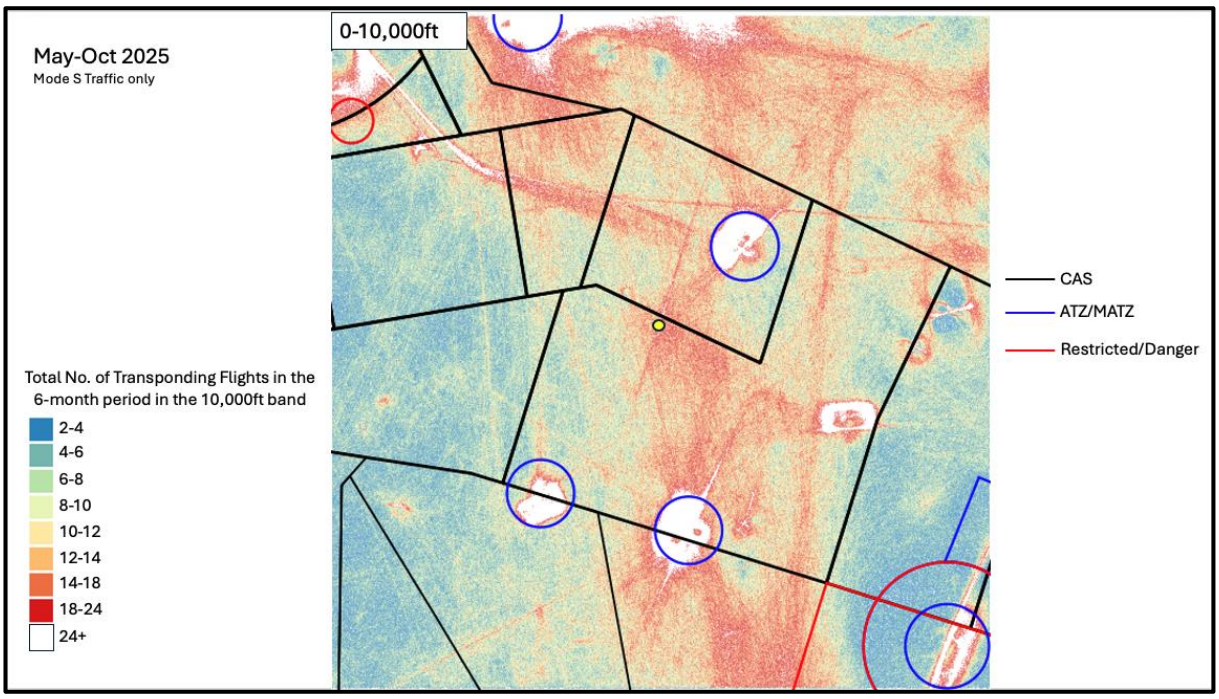

Figure 14: Heatmap of existing airspace operations 0-10,000ft (Mode S only) May – Oct 2025

3.5.8 As Mode S data contains altitude information, we can present the same information in 1000ft altitude bands in Figures 15 and 16.

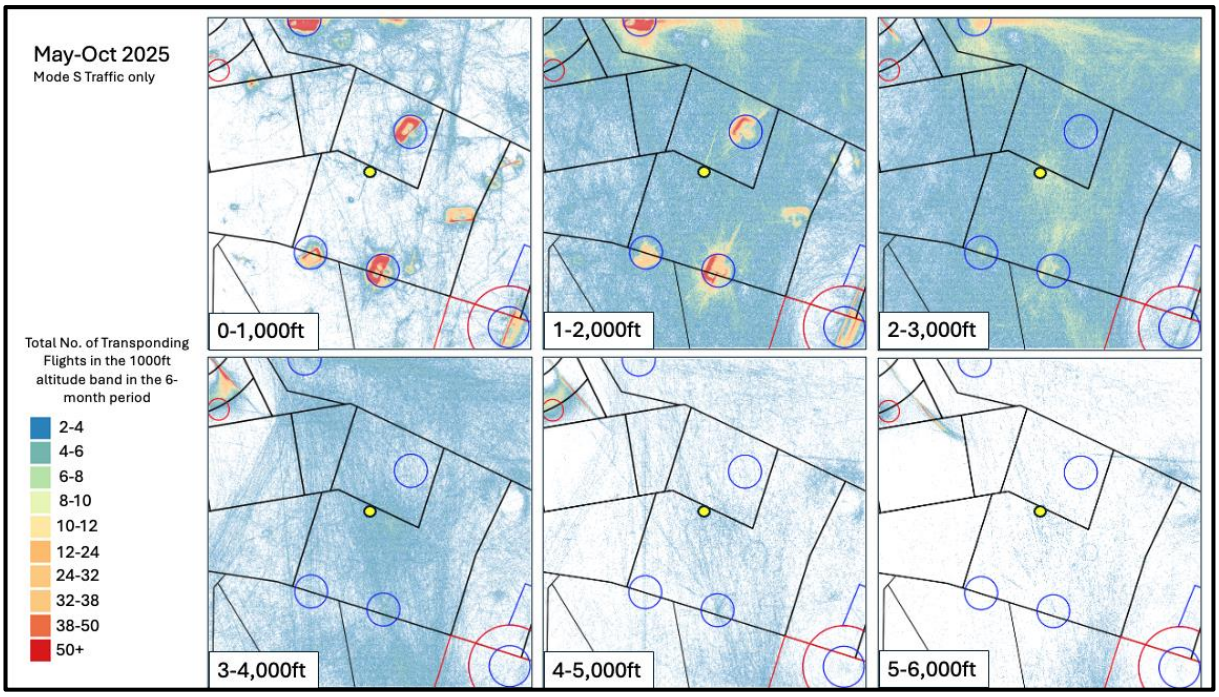

Figure 15: Heatmap of existing airspace operations in 1,000ft bands (Mode S only) May – Oct 2025

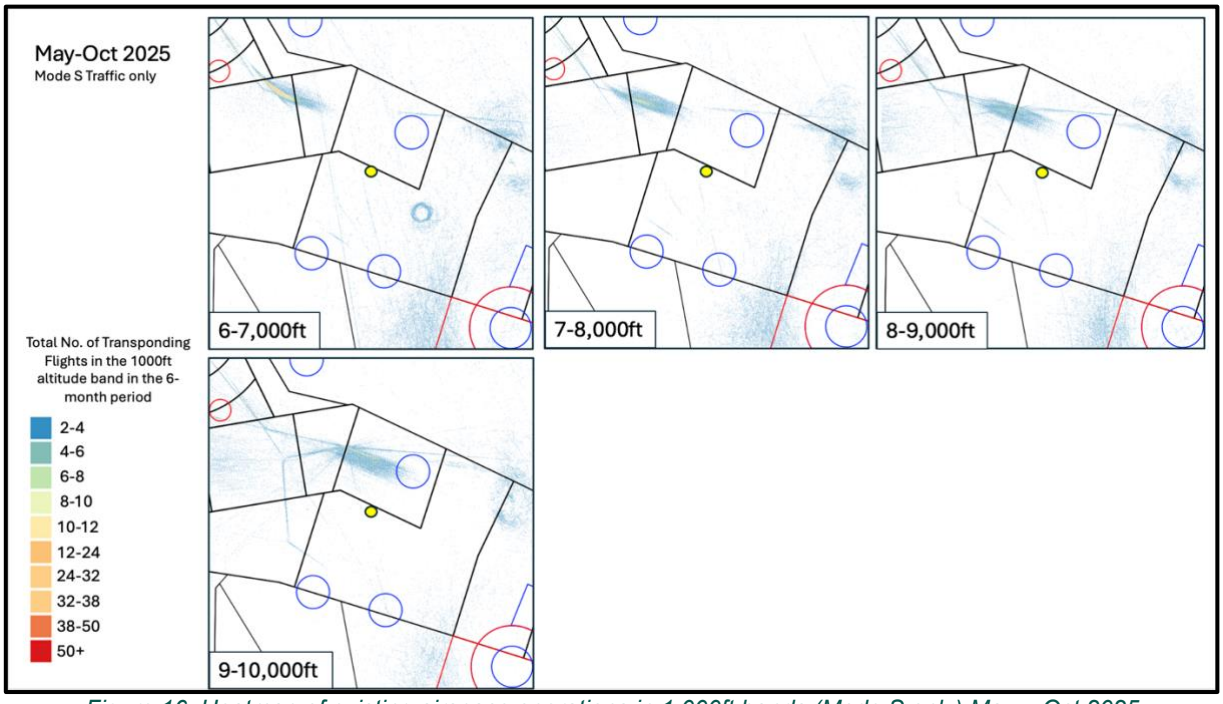

Figure 16: Heatmap of existing airspace operations in 1,000ft bands (Mode S only) May – Oct 2025

Heatmaps from Primary Radar returns

3.5.9 Figures 17-19 display all primary-only radar returns received across the entire 6-month period using 3 different keys. No height information is contained within the dataset, but it can be assumed that primary returns are from traffic operating outside controlled airspace. The yellow dot indicates the position of DSA.

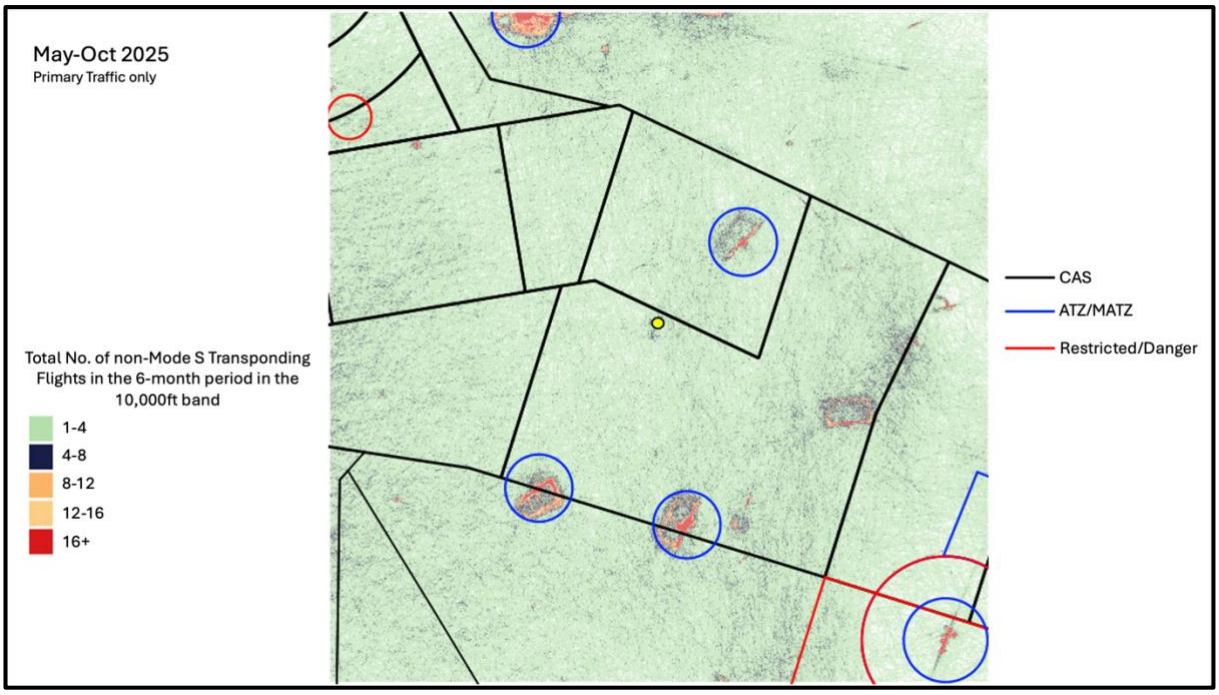

Figure 17: Heatmap of existing airspace operations (Primary only)

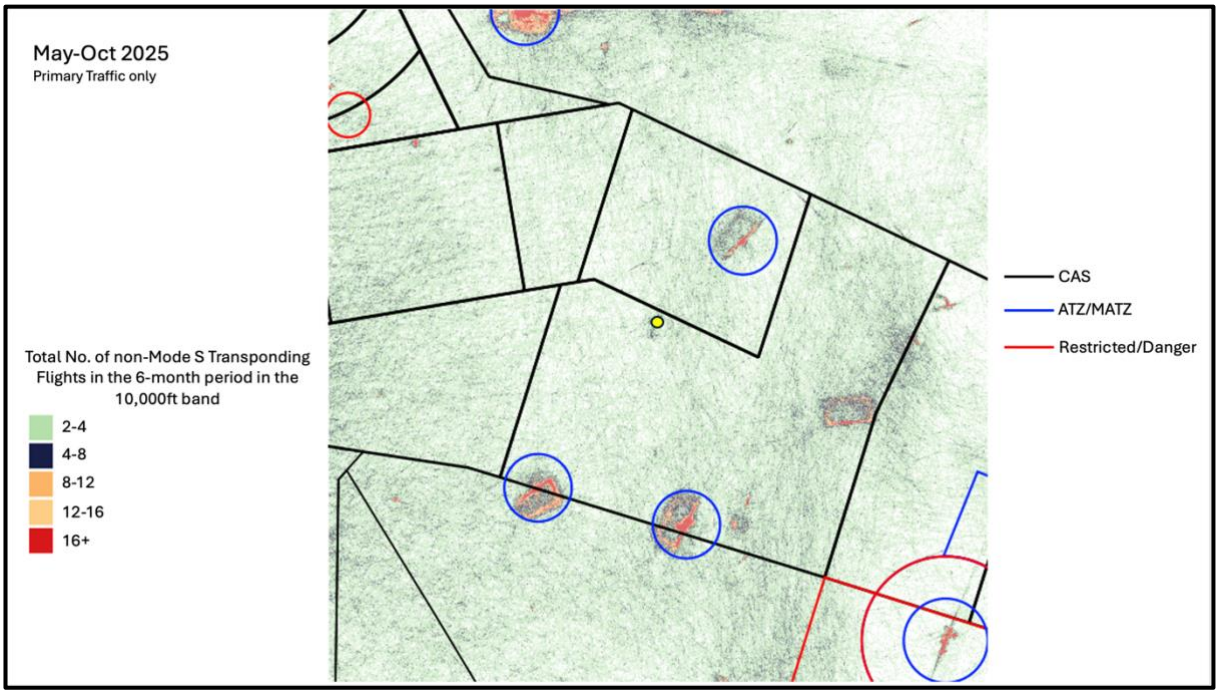

Figure 18: Heatmap of existing airspace operations (Primary only)

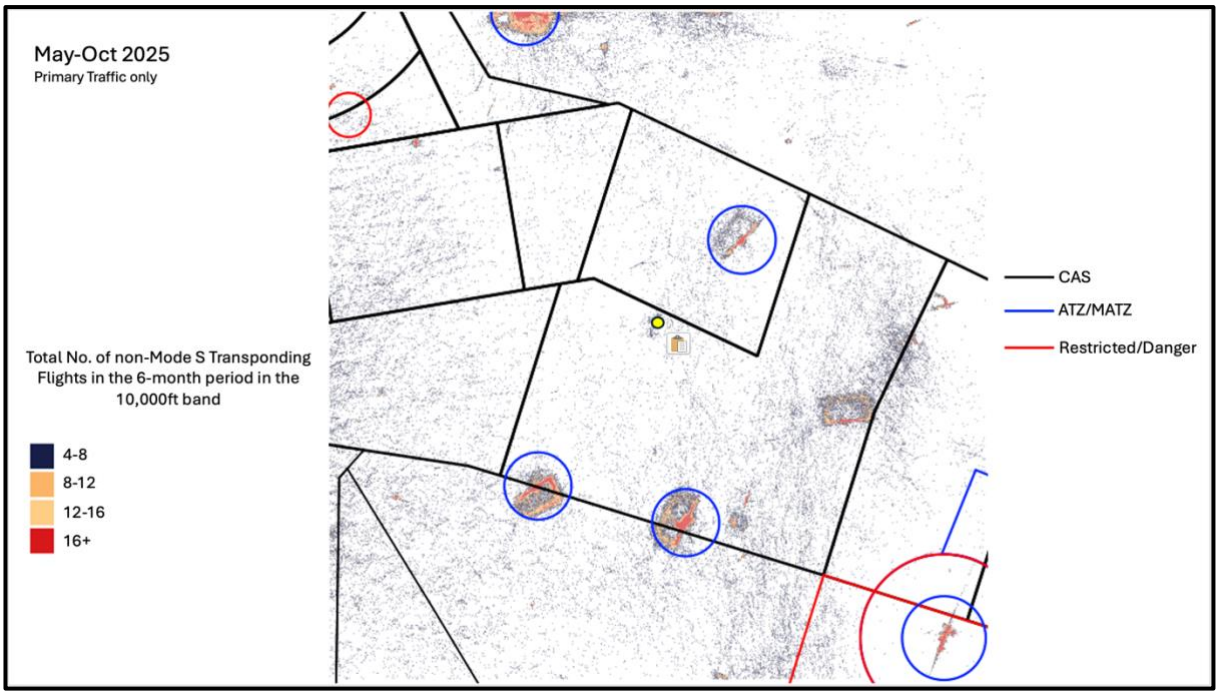

Figure 19: Heatmap of existing airspace operations (Primary only)

3.6 DSA Section 106 Agreement

3.6.1 DSA's existing Planning Agreement imposes certain operational restrictions on the airport which are relevant to this ACP.

Aircraft Movements

3.6.2 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.

Noise Preferential Routings

3.6.3 The airport is required to have Noise Preferential Routings (NPRs) for departing aircraft together with radar tracking to assist in monitoring adherence to the NPRs.

3.6.4 DSA's NPRs for departures were established up to 3,000ft 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 airspace integration purposes. This has been incorporated into our design principles. Figure 20 illustrates DSA's NPRs.

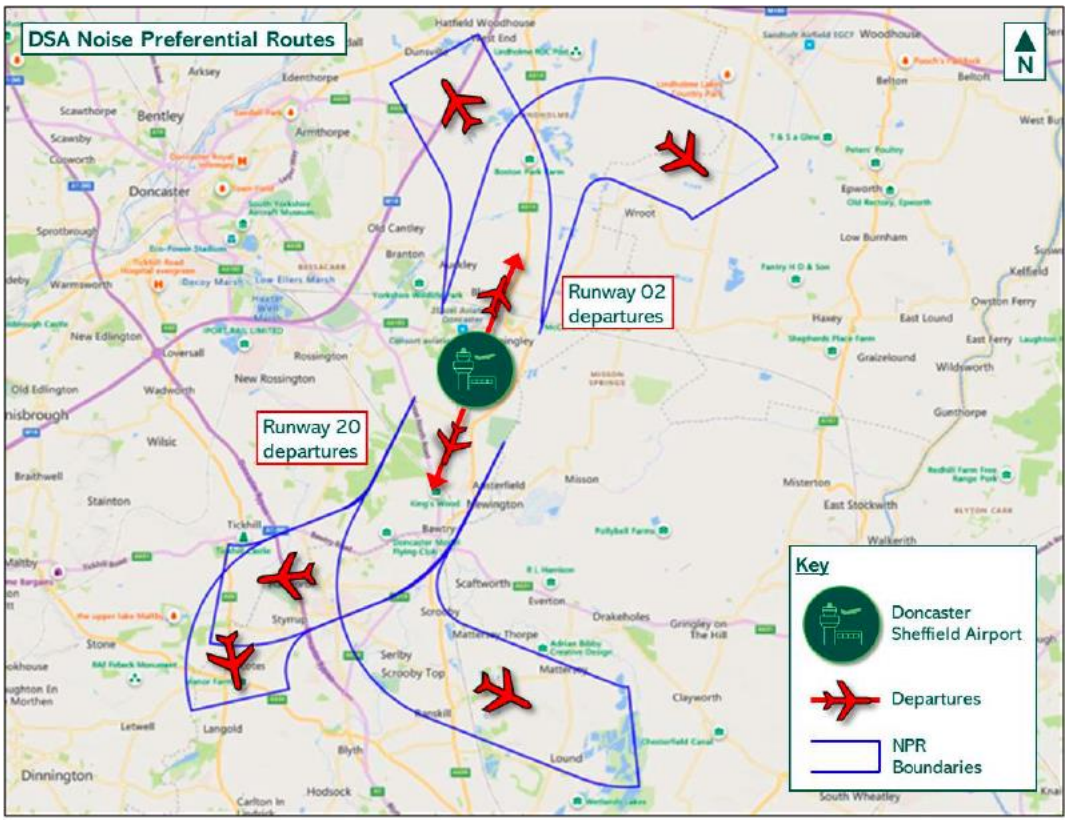

Figure 20: DSA's Noise Preferential Routes

Restrictions of non-commercial general aviation flights

3.6.5 Training flights by turbo jet or turbo prop powered aircraft shall be subject to the following conditions:

a) no training flights shall take place on Sundays and Bank Holidays;

b) no training flights shall take place on other days between 2300 and 0700 hours local time; and

c) not more than one aircraft of more than 5700 kilograms maximum take-off weight shall use the airport for training at any one time.

3.6.6 No take-offs shall take place such as to require, or result in, repetitive circuit training or touch and go movements on Sundays and Bank Holidays.

3.6.7 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.

4. DESIGN PRINCIPLES

4.1 Design Principles and Airspace Change

4.1.1 CAP1616 describes that the design principles are to address the statement of need and provide a framework against which design options can be developed and evaluated. They must be informed by objectives and intended outcomes.

4.1.2 Design principles are often written as high-level statements, and so supporting context can be beneficial and when developing design principles, change sponsors are encouraged to proceed only with those that are essential to support the development of design options in Stage 2, as a longer list of design principles can introduce complexity.

Mandatory Design Principles

4.1.3 The change sponsor must use the mandatory design principles (MDPs). They are as follows:

- MDP Safety – The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.
- MDP Policy – The airspace change proposal should not be inconsistent with relevant legislation, the CAA's airspace modernisation strategy or Secretary of State and CAA's policy and guidance.
- MDP Environment – 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[10].

Discretionary Design Principles

4.1.4 The change sponsor must consider using the discretionary design principles (DDPs).

4.1.5 There are 18 DDPs listed in CAP1616 f Paragraph 2.42, Pages 20-22. The CAA have categorised them in the following way:

- Operational
- Technical
- Economic
- Environment

4.1.6 Change sponsors should use this list to support the development of their design principles, selecting those which they feel are applicable. A change sponsor may opt to change the wording of the DDPs.

[10] In November 2025 the Department for Transport launched a consultation seeking views on proposed policy changes to Air Navigation Guidance. The consultation closed in January 2026, more information can be found here.

4.1.7 The following list presents the DDPs listed in CAP1616 and provides information on whether DSA feel they are applicable to this proposal.

DDP	Design Principle	Applicable for DSA ACP
Operational (Resilience)	The airspace change proposal should maintain or enhance operational resilience of the air traffic service system.	The objective of this ACP is not to provide resilience but to provide CAS to enable commercial operations. DSA's planning navigational infrastructure already contains sufficient resilience and this is a category requiring assessment in the IOA.
Operational (Capacity)	The airspace change proposal should provide the greatest capacity benefits.	Based on the latest forecasts, DSA will not be a capacity constrained airport.
Technical (MOD requirements)	The airspace change proposal should be compatible with the requirements of the Ministry of Defence.	Already covered within the requirements of Section 70 of the Transport Act 2000 (DP2).
Technical (Accessibility for all airspace users)	The airspace change proposal should satisfy the requirements of operators and owners of all classes of aircraft, including general aviation and other civilian airspace users.	Already covered within the requirements of Section 70 of the Transport Act 2000 (DP2).
Technical (Other aviation stakeholders)	The airspace change proposal should consider the impacts on air navigation service providers and other aviation stakeholders such as nearby airport operators.	Included in the DSA Design Principles, with a re-word to reference airspace users, rather than airport operators.
Technical (Controlled Airspace)	The volume and classification of controlled airspace required for the provision of air traffic control services to IFR flights should be the minimum necessary to deliver an efficient airspace design, taking into account the needs of other airspace users.	Already covered by CAA policy however stakeholder feedback led us to include a version of this principle (DP6).
Technical (Performance Based Navigation)	The proposed routes (instrument flight procedures/air traffic service routes) should be designed to enable efficiency benefits by using an appropriate standard of performance-based navigation.	We will use the standard of PBN required to meet the wider ACP objectives.
Economic (Performance)	The airspace change proposal should contribute to economic growth, development and/or improved productivity amongst businesses, individuals, government or third sector organisations.	Any airspace design offering CAS and therefore meeting the statement of need will equally contribute to economic growth, development and/or improved productivity as it will enable commercial operations at DSA.
Environment (Local context and circumstances)	The airspace change proposal must be informed by local context and circumstances.	Already embedded within the CAP1616 process.
Environment (Noise)	The airspace change proposal should limit and, where possible, reduce the total adverse effects from aircraft noise from the ground to below 4,000 feet.	Already covered within ANG 2017 (DP3).

DDP	Design Principle	Applicable for DSA ACP
Environment (Noise)	Where options for route design for the airspace change proposal from the ground to below 4,000 feet are similar in terms of the number of people affected by total adverse noise effects, preference should be given to that option which is most consistent with existing published airspace arrangements.	Not applicable to this ACP, as there are no published airspace arrangements to compare to.
Environment (Sharing of noise)	The airspace change proposal should concentrate traffic on single routes which normally reduce the number of people overflown.	Given the relatively low forecast levels of traffic at DSA and the high level of importance of using the minimum volume of controlled airspace, there is little justification for using multiple routes.
Environment (Sharing of noise)	The airspace change proposal should disperse traffic on multiple routes which can potentially provide relief or respite.	
Environment (Noise & Greenhouse gas emissions)	The airspace change proposal should limit and, where possible, reduce the total adverse effects from aircraft noise at or above 4,000 feet to below 7,000 feet, unless there is a disproportionate increase in greenhouse gas emissions.	There will be no adverse effects from noise above 4000ft as DSA's LOAELs will not reach that altitude.
Environment (Greenhouse gas emissions)	The airspace change proposal should minimise greenhouse gas emissions at or above 7,000 feet.	Already covered within ANG 2017 (DP3).
Environment (Local Air Quality)	The airspace change proposal should minimise local air quality emissions (Oxides of nitrogen (NOx) and particulate matter (PM)) below 1,000 feet and as a minimum must not increase or lead to a breach, or worsening of an existing breach, of legal air quality limit values.	Already covered as one of the government's three key environmental objectives within ANG 2017 (DP3).
Environment (Tranquillity)	The airspace change proposal should limit and, where possible, reduce overflight of National Parks, Areas of Outstanding Natural Beauty (AONB), National Scenic Areas (NSA), designated Quiet Areas and any other locally identified tranquillity areas below 7,000 feet.	Already covered within ANG 2017 (DP3).
Environment (Biodiversity)	The airspace change proposal should minimise impacts on European sites and any other locally identified biodiversity areas.	Already covered within CAP1616.

Table 3: CAP1616 Discretionary Design Principles

Bespoke Design Principles

4.1.8 Where necessary, the change sponsor can add separate bespoke design principles. These give the change sponsor the capability to develop design principles that are specific to the local context and circumstance of individual airspace change proposals.

Local context and Local circumstances

4.1.9 The design principles must be developed in local context, and in accordance with national policy. They must take account of government policy documents and any local criteria, such as planning agreements, conditions, and other relevant agreements, noise action plans, noise preferential routes or other noise

abatement procedures imposed on the airport by the Secretary of State under section 78 of the Civil Aviation Act 1982 or by the Local Planning Authority.

4.1.10 The design principles must address any local competing priorities that need to be made, for example by considering whether aircraft should, as a priority, avoid flying over specific local areas or populations. The change sponsor must undertake relevant engagement with local authorities and other relevant stakeholders.

Prioritisation of design principles

4.1.11 CAP1616 recognises that some of the design principles may contradict one another, and some may be prioritised over others. Our design principles are shown in Table 4. Section 6 documents the stakeholder engagement that took place in reaching this list of principles.

4.1.12 Outside of the MDP's which must be used, the DSA design principles have not been prioritised, however they have been numbered for ease of reference only.

4.2 Doncaster Sheffield Airport's Design Principles

4.2.1 Following the stakeholder engagement which took place between December 2025 and January 2026, Doncaster Sheffield's Airport's Design Principles for this airspace change proposal are as follows:

Number[11]	Design Principle
MDP Safety (1)	The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.
MDP Policy (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.
MDP Environment (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.
DDP Technical (4)	The ACP should consider the impacts on air navigation service providers and other aviation stakeholders, such as nearby airport operators and other airspace users.
BDP (5)	This ACP should not change DSA's existing NPRs, unless this is necessary to support safe operations or integration with other airspace structures.
BDP (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.

Table 4: DSA Final Design Principles

[11] Outside of the MDP's which must be used, the DSA design principles have not been prioritised, however they have been numbered for ease of reference only.

5. STAKEHOLDER IDENTIFICATION

5.1 Identifying relevant stakeholders

5.1.1 Identifying relevant stakeholders is a process which needs to be carried out at the outset of an ACP and will continually be assessed as the proposal develops.

5.1.2 CAP1616f expects, at this stage, for sponsors to primarily focus their engagement at the representative level, identified from the following categories[12]:

- Directly affected local aviation stakeholders, including airspace users, airline operators, air navigation service providers and airports/spaceports
- Airport Consultative Committee (where relevant)
- NATMAC (National Air Traffic Management Advisory Committee)
- Aviation/non-aviation national organisations
- Representative organisations from potentially impacted AONBs, European sites etc
- Elected representatives and/or groups representing communities likely to be impacted

5.1.3 DSA has established a potentially impacted area (Figure 211) with the airport at its centre point and based on the area that could be impacted by arrivals and/or departures to/from the airport.

5.1.4 This potentially impacted area may change during the ACP, particularly as the proposal progresses into the options development stage and as affected areas can be identified more precisely.

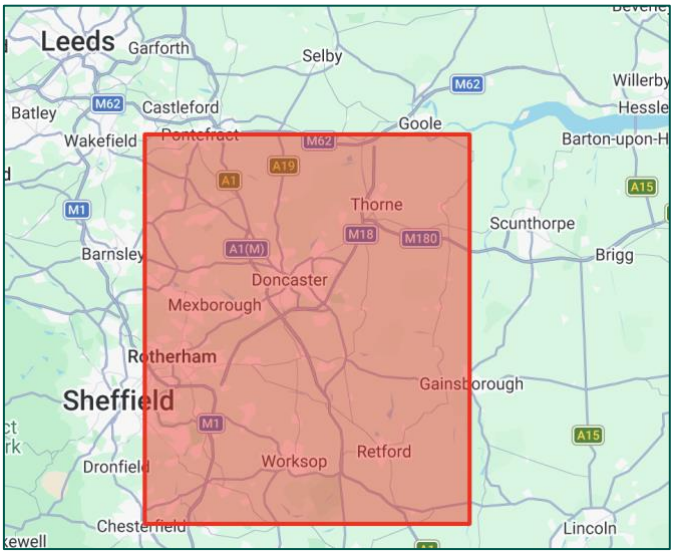

Figure 21: Potentially impacted Area

[12] CAP1616 f Paragraphs 2.48-2.49

5.1.5 Doncaster Airport used the potentially affected area map in Figure 21 to identify the local authorities, Areas of Outstanding Natural Beauty (AONB) and look for any other organisations, such as General Aviation (GA) groups that should be engaged with for this proposal.

5.1.6 The Airport Consultative Committee appointed a Chair in October 2025 and established the first ACC meeting in January 2026. The committee will meet monthly until the airport is established, the meeting schedule will then be reviewed in line with current guidelines.

5.1.7 The following table lists the members of the Airport Consultative Committee, some of which are included in the stakeholder tables 5-9.

Airport Consultative Committee	
Chair	Blaxton Parish Council
Bassetlaw Council	North Lincolnshire Council
2Excel Aviation	Save DSA
Auckley Parish Council	Environment Agency
Members of City of Doncaster Council	

Table 5: Airport Consultative Committee

5.2 Stakeholder Groups

5.2.1 DSA separated the stakeholders into the following categories:

- Councils/Authorities
- Industry Stakeholders
    - NATMAC
    - Adjacent Airports and Airfields
    - Airlines
    - Airspace Users
    - General Aviation
- Community Groups
- Environmental Organisations/Groups

Councils/Authorities

5.2.2 DSA identified 9 Councils/Authorities/County Councils, within the potentially affected area, all those listed in Table 6 were contacted as part of the Stage 1 and Stage 2 combined engagement.

5.2.3 The list includes the Yorkshire and Humber Councils which represents the 15 local authorities in the Yorkshire and Humber region, acting as a collaborative body, and the Parish Councils Joint Consultative

Committee, which comprises of 8 elected members from Doncaster Council and representatives from the borough's Parish and Town Councils. Further information on the PCJCC, including the current members can be found here.

5.2.4 The following table shows the councils, authorities and county councils who were contacted:

Councils/Authorities/County Councils	
East Riding	North Lincolnshire Council
Lincolnshire County Council	Sheffield Council
Yorkshire & Humber Councils[13]	Barnsley Met Borough Council
Rotherham Met Borough Council	Parish Councils Joint Consultative Committee (via PCJCC Support)[14]
Bassetlaw District Council	

Table 6: List of Council/Authorities/County Council stakeholders

Industry Stakeholders

5.2.5 This is a wide range of groups which include, local airports, including those involved in the MTMA and local airfields, airlines who are currently expected to operate from DSA in the future, the National Air Traffic Management Committee (NATMAC), the military, other airspace users and GA organisations.

5.2.6 NATMAC is a non-statutory advisory board chaired by the CAA. The committee is consulted for advice and views on any major matter concerned with airspace management. It is widely recognised that engagement activities of an airspace change sponsor usually include engagement with relevant NATMAC members. This is because NATMAC has representation from across the UK Aviation community. The CAP1616 airspace change process specifically requires engagement with relevant NATMAC members during the early stages of the process to support the development of design principles and design options, prior to formal consultation occurring.

5.2.7 Table 7 lists the organisations which are members of NATMAC.

NATMAC Members[15]	
Airlines UK	AirportsUK
Airfield Operators Group (AOG)	Aircraft Owners & Pilots Association (AOPA)

[13] Represents 15 local authorities in the Yorkshire & Humber region, acting as a collaborative body

[14] A consultative body for communications between CDC officers, elected members and local Parish/Town Councils

[15] As of June 2025, list provided by the CAA

Airspace Change Organising Group (ACOG)	Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)
Aviation Environment Federation (AEF)	British Airways (BA)
BAe Systems	British Airline Pilots Association (BALPA)
British Balloon and Airship Club	British Business & General Aviation Association (BBGA)
British Gliding Association (BGA)	British Helicopter Association (BHA)
British Hang Gliding and Paragliding Association	British Microlight Aircraft Association (BMAA)
British Skydiving	Drone Major
General Aviation Alliance (GAA)	Guild of Air Traffic Control Officers (GATCO)
Honourable Company of Air Pilots (HCAP)	Helicopter Club of Great Britian (HCGB)
Isle of Mann CAA	Light Aircraft Association (LAA)
Low Fare Airlines	Military Aviation Authority (MAA)
Ministry of Defence – Defence Airspace & Air Traffic Management (MOD-DAATM)	NATS
Navy Command HQ	PPL/IR (Europe)
UK Airprox Board	UK Flight Safety Committee (UKFSC)
United States Visiting Forces (USVF)	HQ United States Country Rep-UK (HQ USCR-UK)

Table 7: List of NATMAC Members

5.2.8 Table 8 shows the local airports who were identified as stakeholders, this includes the major airports participating in the MTMA programme and local airfields. The airports who are members of the MTMA FASI Cluster have been marked with an asterix.

Airports & Airfields	
Leeds Bradford Airport*	Manchester Airport*
Liverpool Airport*	East Midlands Airport*
Humberside Airport	Wickenby Airfield
Leeds East Airport	Derby Aeroclub

Tattenhill Aviation	Sandtoft Airfield Yorkshire Aero Club
Retford Gamston Airport	Sherburn-in-Elmet-Airfield
Darlton Gliding Club	Headon Microlight Airfield
Netherthorpe Airfield	Sturgate Airfield
Kirton-in-Lindsey Glider Field	Breighton Airfield
Burn Gliding Club	

Table 8: List of Airfield/Airport Stakeholders

5.2.9 Table 9 is a list of airline operators and other aviation industry stakeholders who, at the time of engagement, may be impacted by this proposal.

Airlines/Other Aviation industry stakeholders	
2Excel	[redacted]
[redacted]	[redacted]
[redacted]	NPAS
Yorkshire Air Ambulance	ACOG
NATS-NERL	Fly Doncaster Ltd
Strategic Aviation Special Interest Group (SASIG)	

Table 9: Airlines & other aviation industry stakeholders

Community Stakeholders

5.2.10 This group includes local stakeholder organisations and groups, including the Airport Consultative Committee.

Community Stakeholders	
Airport Consultative Committee	Doncaster Chamber of Commerce
Save DSA[16]	Team Doncaster[17]

Table 10: Community stakeholders

[16] A local community group set up to support plans to save DSA

[17] https://www.teamdoncaster.org.uk/

Environmental Organisations/Groups

5.2.11 DSA identified the following environmental organisations/representatives as stakeholders for this airspace change proposal:

Environmental Organisations/Groups	
Yorkshire Wildlife Trust	Doncaster Civic Trust (Historic Buildings)
English Heritage (Yorkshire Historic England)	Yorkshire Environment Agency
National Trust	Natural England
Council for the Preservation of Rural England (CPRE)	

Table 11: List of Environmental Organisations/Representatives

6. STAKEHOLDER ENGAGEMENT

6.1 Method of Engagement

6.1.1 Following the identification of the stakeholders described in Section 5, DSA created engagement material and chose to email all stakeholders the same information. Stakeholders were emailed on 3 December 2025, with a feedback deadline of 14 January 2026 (6 weeks).

6.1.2 In the initial email which accompanied the Stage 1 and Stage 2 engagement material and in the reminder email, stakeholders were offered the opportunity to request a briefing or discussion with DSA if they wished.

6.1.3 Copies of emails sent to stakeholders are available at Appendix A.

6.2 Stakeholder Engagement Material

6.2.1 As stated in Section 1.5 of this document, the CAA approved DSA to combine Stages 1 and 2 of the CAP1616 process. Therefore, the engagement material distributed to stakeholders covered the requirements of both stages.

6.2.2 In this Stage 1 document, we will focus on the elements of the engagement material and feedback received in relation to the Stage 1 engagement only. For information regarding the elements of the Stage 2 engagement, please see the Stage 2(A) Design Options and Design Principle Evaluation submission document, available on the CAA Portal here.

6.2.3 The engagement material including information regarding the following topics[18]:

- Introduction to this engagement
- CAP1616 overview and requirements
- Background regarding DSA
- Current Situation (Current Day Scenario, as described in paragraph 3.1.6)
- Proposed Design Principles

6.2.4 The following design principles were proposed to stakeholders, and they were asked if they agreed with this list.

[18] Material also covered Stage 2 stakeholder engagement topics, which is referenced in the Stage 2A submission document

	Design principles proposed to stakeholders
MDP Safety	The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.
MDP Policy	The airspace change proposal should not be inconsistent with relevant legislation, the CAA's airspace modernisation strategy or Secretary of State and CAA's policy and guidance.
MDP Environment	The airspace change proposal should deliver the Government's key environmental objectives with respect to air navigation as set out in the Government's Air Navigation Guidance 2017.
DDP Technical	The ACP should consider the impacts on air navigation service providers and other aviation stakeholders, such as nearby airport operators.
BDP (5)	The ACP should not modify DSA's previous NPRs unless required for safety or airspace integration purposes.

Table 12: Design Principles proposed in December-January engagement

6.2.5 A copy of the stakeholder engagement material is available at Stage 1 submission Appendix A.

6.3 Stakeholder Feedback Received

6.3.1 Doncaster Sheffield Airport received responses from 29 stakeholders.

6.3.2 Table 13 includes the feedback received which relates to Stage 1 only. Feedback received which is relevant to the Stage 2 engagement material has not been included in this table and is included and addressed in the Stage 2(A) Design Options and Design Principle Evaluation submission document. Where stakeholder feedback has combined information on both stages, it has been included in Table 13.

6.3.3 Full copies of the feedback received are available at Appendix B.

Stakeholder Group	Stakeholder Organisation/Name	Stage 1 Feedback Received	DSA Response (if required)
Councils'/Authorities/ County Councils	Bassetlaw District Council	We have reviewed the proposed design principles and provide the following comments: - Safety: We agree that maintaining and enhancing safety should be the primary objective. -Policy Compliance: We support alignment with CAA policy and the Airspace Modernisation Strategy. -Environmentail Objectives: We endorse the inclusion of Government environmental objectives and request clarity on how noise and emissions will be monitored and mitigated. -Technical Principle: We agree that impacts on other aviation stakeholders should be considered, particularly integration with nearby airports and general aviation activity. -Noise Preferential Routes (NPRs): We support retaining existing NPRs unless changes are essential for safety or integration. We do however wish to raise the following addition suggestions for consideration that we fee would further strengthen the proposal: - Consider adding a principle on community impact and engagement, ensuring transparency and mitigation of local concerns regarding noise and air quality. - Include a principle on future-proofing to accommodate National Air Traffic Service regional airspace changes anticipated from 2030 onwards.	Thank you for your feedback. The suggestion surrounding community impact and engagement 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 option against this principle. We have not proposed a new design principle on future-proofing as this is captured within DP4 and to some extent DP2.
	Lincolnshire County Council	Thank you for consulting with Lincolnshire County Council in respect of the Stage 1 and Stage 2 engagement proposals for the reopening of Doncaster Sheffield Airport. Having read the consultation document provided, we have no specific comments to make in relation to either Stage 1 or Stage 2 Engagement questions. The approach being taken is supported. We would also like to take this opportunity to express our support for the recommencement of use of the site for both passenger and cargo flights, and the benefits that this will bring to both the South Yorkshire Airport City area,	Thank you for your feedback.

Stakeholder Group	Stakeholder Organisation/Name	Stage 1 Feedback Received	DSA Response (if required)
		and those wider areas such as Lincolnshire. This project and its benefits will be alongside other significant projects, including STEP and the wider energy supercluster along the Trent Valley, and their benefits that will be positive to the economy of the wider area, including Lincolnshire. We look forward to working closely with you in the future and receiving notification of the full public consultation at Stage 3.	
Aviation Industry (NATMAC)	UK Airprox Board	Thank you for your invitation to comment on Stages 1 and 2 of ACP 2024-039. On behalf of the UK Airprox Board I can confirm that the Board agrees with the Stage 1 Design Principles and suggests that, for Stage 2, consideration be given to the provision of a Lower Airspace Radar Service (LARS) for pilots of aircraft operating in Class G airspace in the environs of the proposed Class D airspace associated with the airport	Thank you for your feedback. There are no plans for DSA ATC to provide a LARS service.
	British Gliding Association	The BGA believes that the proposed Design Principles are focussed exclusively on the needs of commercial air transport to the exclusion of the wider aviation community Airspace modernisation is expected to improve access to airspace for General Aviation by enabling greater integration (rather than segregation) of different airspace user groups. We note that the discretionary Design Principle at d. above considers the impacts on ANSPs and other stakeholders such as airports. In your detailed text you also say it must align with NATS Manchester Terminal Manoeuvring Area (MTMA) proposals. While all of this may well be correct, the Design Principle is very focussed on commercial air transport needs rather than the wider aviation community. It is our view that at least two additional Design Principles are required that specify: "Any airspace structure(s) arising from the ACP should be of the minimum size and lowest classification needed to achieve its aims." and, "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". The BGA, our regional group (the Regional Airspace Soaring Group) and the local gliding clubs will be more than happy to provide constructive input to your evolving design options at the appropriate stages via the CAP1616 process that you're following. They should all be added to your stakeholder list. We will provide contact details separately.	Thank you for your feedback. Your DP suggestions are already captured within extant CAA policy (DP2), but an additional DP (DP6) has now been added for clarification. (A follow up meeting was arranged between DSA and the BGA to discuss the feedback provided for Stages 1 and 2. More information is available in Section 6.4 of this document and in the Stage 2(A) Design Options and Design Principle Evaluation submission.)
	NATS NERL plc	NATS NERL plc has no comment on the proposed Design Principles.	Thank you for your feedback.

Stakeholder Group	Stakeholder Organisation/Name	Stage 1 Feedback Received	DSA Response (if required)
	General Aviation Alliance	(No feedback provided on the proposed Design Principles, all feedback relates to the Stage 2 elements of the engagement material. This feedback will be addressed in the Stage 2A document.)	
	Light Aircraft Association	We would like to stress that the 'start point' is no CAS. Until such time as traffic numbers and density justify the implementation of CAS, then there is no case. There are many aerodromes that operate public transport flights without the benefit of Controlled Airspace already. This requirement should be added to the Design Principles.	Thank you for your feedback. We have not added this suggestion to our design principles however please see the Stage 2A document regarding consideration of an option where DSA operate commercial flights in Class G (uncontrolled) airspace
	MOD – DAATM	Thank you for sharing the initial engagement material. I have shared with a number of military airspace users who operate in the region and we have the following feedback. Firstly, with regards the Current Day Scenario, there is no analysis of the surrounding airspace (classifications / restrictions / SUA), airspace usage, users, flight patterns, choke points etc to base line the change off, as ordinarily required in the CAP1616 process. This is of particular note as since the closure of DSA in 2022 a new danger area has been established in the vicinity of RAF Waddington, EGD324A/B, which abuts the Lincolnshire CTA up to FL195 for BVLOS operations and will have likely changed traffic patterns in the area when active. Also, generally speaking, since the removal of the DSA CTA/R traffic patterns and routings will have inevitably changed as that airspace was made available. Historical data doesn't tell us the volume and patterns of traffic currently operating in the area and without this analysis it is difficult to fully assess the impact of the ACP. A few specifics based off what is currently presented: The section of the proposed CTA that encroaches into the Lincolnshire AIAA (2000ft-FL60) will reduce the space available for general handling for 3 FTS from RAF Cranwell. Reduction in the Class G airspace under Y70 will create a potential bottleneck for traffic transiting to and from the Vale of York from East Anglia / Lincolnshire. Reduction of the northerly transit routes west of the Trent will create a possible pinch point for military traffic transiting that way. The design principals are sound, but the consensus is that the design should aim to achieve the minimum possible airspace required to provide a safe and efficient operating area for DSA based on analysis of the current day usage of the surrounding airspace. On a positive note, Cranwell did identify	Thank you for your feedback. 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 etc to describe. A sponsor will usually have data on its own operations but may not have such information on other airspace users' operations. Owing to DSA being a non-operational airport without radar or any other aircraft surveillance, CDC didn't have data on existing traffic patterns but reacted to this feedback by procuring radar data from NATS to help articulate these patterns.

Stakeholder Group	Stakeholder Organisation/Name	Stage 1 Feedback Received	DSA Response (if required)
		potential benefits for them with an increase in air traffic provision in the area and would wish to engage with DSA operators at a suitable juncture to discuss mutual opportunities, for example practise diversions to provide training for both aircrew and controllers; as well as the use of DSA as a div. We look forward to continued engagement as this ACP progresses.	This data has been used to expand on the description of the current day scenario Regarding your proposed design principle, this is already captured within extant CAA policy (DP2), but an additional DP (DP6) has now been added for clarification.
	British Hang-Gliding & Paragliding Association	We have two concerns regarding whether the CAP1616 process has been followed correctly and proportionally: 1. The consultation documentation has not been posted onto the CAP1616 web portal as it should have been as soon as it was published, 2. Allowing such a short time window for responses which also included the Christmas and New Year holiday period was inappropriate. Our members operate from hills, sea cliffs, licensed and unlicensed aerodromes, tow sites and agricultural fields, from the surface to cloud base, both singly and in gaggles of multiple soaring aircraft. They do not routinely carry air band radios or transponders. CAS changes, and the assumptions that often accompany them regarding electronic conspicuity or ATC interaction, therefore carry a materially higher risk of exclusion and consequential degraded safety outcomes for our pilots compared to many other airspace users. You ask for responses to the various Design Principles: Principle 1: Safety. The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety. Agreed subject to an amendment. Add the following text so that it reads: "The airspace change proposal must maintain a high standard of safety and should seek to at least maintain current levels of safety, including an assessment of negative consequences for any activities within 20 nm of the proposed Controlled Airspace's boundaries." The current "reinstatement" proposals do not meet this Principle before it is rewritten, let alone with the proposed amendment.	Thank you for your feedback. This round of engagement is in line with Stages 1 and 2 of CAP1616 and not a formal consultation in line with Stage 3 of the process. The consultation will follow in due course. 4 weeks is a common length of time for stakeholder engagement in the first 2 stages of the ACP. We extended this to 6 weeks to compensate for the Christmas and New year period. As DP1 is a mandatory principle set by CAA we have not altered its wording. Feedback on your assessment of the 'reinstatement' option against DPs 1-3 is noted. We have incorporated "other airspace users" into DP4 and we have added a new principle (DP6) to help address your additional suggestions. CDC has not changed its design principle regarding NPRs. It is acceptable for a design principle to act as a design constraint. CAP1616 F para 2.56 specifically mentions articulating operational and environmental constraints within

Stakeholder Group	Stakeholder Organisation/Name	Stage 1 Feedback Received	DSA Response (if required)
		Principle 2: Legislation & Airspace Modernisation Strategy (AMS). 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. Agreed. However, the current "reinstatement" proposals are most definitely not in-line with the AMS. Principle 3: Environmental Objectives. 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. Agreed. However, the current "reinstatement" proposals are most definitely not in-line with this Principle. Principle 4: Impact on Other Stakeholders. The airspace change proposal should consider the impacts on air navigation service providers and other aviation stakeholders such as nearby airport operators. Agreed subject to an amendment. Amend the text so that it reads: "The airspace change proposal must consider the impacts on air navigation service providers and other aviation stakeholders, including all current users operating within 20nm of the proposed Controlled Airspace's boundaries." The current "reinstatement" proposals are most definitely not in-line with this Principle before it is rewritten, let alone with the proposed. Amendment. Principle 5: Not Modifying Previous NPRs (Noise Preferential Routes). The airspace change proposal should not modify DSA's previous NPRs unless required for safety or airspace integration purposes. Disagree. As written this Principle seems to be solely driven by avoiding the need to undertake a CAP 1616 Environmental Assessment. As such it is completely at odds with Design Principles 2 and 3 as written. It should therefore be deleted. These Design Principles pay insufficient regard to those stakeholders that cannot or do not wish to enter CAS. We therefore propose the following additional Design Principles: Principle 6: All airspace proposed as part of this ACP must be of the minimum size and lowest classification needed to achieve its aims." Principle 7: Any airspace structure(s) proposed as part of this ACP must minimise disruption and maximise accessibility for all airspace users both inside the proposed airspace and around it.	the design principles and Para 1.36 of CAP1616 states that change sponsors may need to consider the existence of noise preferential routes during the airspace change process. (A follow up meeting was arranged between DSA and the BGA to discuss the feedback provided for Stages 1 and 2. More information is available in Section 6.4 of this document and in the Stage 2A submission document.)

Stakeholder Group	Stakeholder Organisation/Name	Stage 1 Feedback Received	DSA Response (if required)
Aviation Industry (Airports)	Manchester Airports Group (MAG)	The first three Design Principles align to the three Mandatory Design Principles outlined in CAP1616v5.1/CAP1616F. Design Principle 3 does though state alignment to the Governments Air Navigation Guidance 2017. However, the timing of the Stage 2 Gateway (30th April 2026) coincides with the expected implementation of the revised Air Navigation Guidance that is currently being consulted upon. Doncaster Sheffield Airport may wish to change the wording to an alignment to published 'Air Navigation Guidance'. We note that one of the remaining Design Principles is taken from the Discretionary Design Principles (in CAP1616v5.1/CAP1616F) and the other is a Bespoke Design Principle. We welcome Design Principle 4 as the Future Airspace Strategy Implementation Airspace Change Proposals at Liverpool John Lennon, Leeds Bradford, Manchester, and East Midlands Airports (the Manchester Terminal Manoeuvring Area MTMA 'cluster') are already well advanced. MAG has observed multiple delays, in the last two years, with work in the MTMA cluster. MAG welcome the commitment of Doncaster Sheffield Airport to not impede progression further through this Airspace Change Proposal/their reopening.	Thank you for your feedback. As the Design Principle 3 is mandatory, we have not changed reference to ANG2017. When ANG2026 is published, we will need to understand the transition arrangements.
	Leeds Bradford Airport	Stage 1: Define – Inadequate Current Day Scenario (Para 3.10, CAP 1616) CAP 1616 Requirement: "The change sponsor must describe the current-day scenario." (Para 3.10). This forms a fundamental baseline against which the need for change and the impacts of options are measured. The document describes the physical and operational current situation (airport unlicensed, no commercial flights). However, it fails to describe the current-day airspace scenario as required. There is no analysis of how the wider airspace network currently functions without DSA's controlled airspace, including current traffic flows, patterns of other airspace users (e.g., general aviation, military), and the existing environmental (particularly noise) baseline for communities in the region. Without a robust current-day airspace scenario, it is impossible to accurately assess the need for the change, to develop meaningful design principles, or to appraise the impacts of any design option against a valid baseline. This undermines the evidence-based foundation of the entire process. 3. Stage 1: Define – Incorrect and Insufficient Design Principles (Paras 3.11, CAP 1616) The sponsor must use the three Mandatory Design Principles (MDPs), consider using the Discretionary Design Principles (DDPs), and consider developing Bespoke Design Principles (BDPs) (Para 3.11). The output must be a "list of design principles" (Para 3.11). The document lists the MDPs verbatim but presents them as questions for stakeholder agreement (Page 13). This is procedurally incorrect. The MDPs are not for stakeholder agreement; they are mandatory requirements that the proposal	Thank you for your feedback. 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 etc to describe. A sponsor will usually have data on its own operations but may not have such information on other airspace users' operations. Owing to DSA being a non-operational airport without radar or any other aircraft surveillance, CDC didn't have data on existing traffic patterns but reacted to

Stakeholder Group	Stakeholder Organisation/Name	Stage 1 Feedback Received	DSA Response (if required)
		must demonstrably satisfy. Stakeholder engagement in Stage 1 should focus on informing and refining non-mandatory (discretionary and bespoke) principles. The sponsor states it reviewed 18 DDPs and selected only one: DDP Technical. No rationale is provided for rejecting the other 17, many of which are highly relevant (e.g., DDPs related to efficiency, capacity, access, predictability, and resilience). CAP 1616 requires sponsors to "consider using the discretionary design principles". The document must demonstrate that consideration, including justification for why specific DDPs are not adopted. The proposed BDP on Noise Preferential Routes (NPRs) states the "ACP should therefore not change DSA's existing NPRs unless this is necessary..." (Page 3). This is a pre-determination that contradicts the purpose of Stage 2 (developing and assessing options) and Stage 3 (consultation). A design principle should be an objective criterion for evaluation (e.g., "minimise community noise impact"), not a pre-emptive design constraint that prohibits change. Furthermore, NPRs are outside the formal scope of CAP 1616 (Para 1.36), so a principle governing them is of questionable relevance to the CAA's regulatory assessment. We believe that the design principles framework is flawed. It misapplies mandatory requirements, fails to demonstrate proper consideration of discretionary principles, and includes a bespoke principle that could unduly restrict objective option development. This risks the subsequent Design Principle Evaluation (Stage 2) being ineffective or biased.	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. Regarding your comments on justification for which DDPs are selected, that is a matter for this Stage 1 submission document to the CAA. The material disseminated was engagement material and not the submission to the CAA. Please see section 4.1 for more detail. CDC has not changed its design principle regarding NPRs. It is acceptable for a design principle to act as a design constraint. CAP1616 F para 2.56 specifically mentions articulating operational and environmental constraints within the design principles and Para 1.36 of CAP1616 states that change sponsors may need to consider the existence of noise preferential routes during the airspace change process.
	Humberside Airport	Thank you for engaging with Humberside Airport regarding ACP 2024-034. From Humberside's perspective, the former airspace design and the associated coordination procedures between DSA, HUY, and PC East operated effectively and provided a sound framework for the same management of air traffic in the area. Accordingly, Humberside Airport would be supportive of reinstating a Letter of Agreement that reflects the arrangements previously in place. Subject to the establishment of such an agreement, Humberside has no additional feedback to offer on the current design proposal and remains available to participate in further discussion if required.	Thank you for your feedback.
	Leeds East Airport	I agree with the proposed mandatory principles on safety, policy compliance, and environmental objectives.	Thank you for your feedback.

Stakeholder Group	Stakeholder Organisation/Name	Stage 1 Feedback Received	DSA Response (if required)
		The discretionary principle regarding technical impacts on air navigation service providers and nearby airports is appropriate. Retaining the existing Noise Preferential Routes (NPRs) unless required for safety or integration purposes is sensible and supports continuity for local communities.	
	Gamston Retford Airport	Reading through, our sentiment is that much has remained the same as previously which worked well for us. We agree with the proposed design principles as set out below and our only suggestion would be that you continue to engage closely with us as you progress and that we work to re-establish the standing agreement. I forward your email below onto our various tenants and asked them to submit comment if they see fit, I trust if they felt the need too, they have.	Thank you for your feedback.
Aviation Industry (Airlines)	[redacted]	We support the five proposed design principles. Given DSA's location it is important that the ACP should consider the impacts on air navigation service providers, nearby airport operators, and other aviation stakeholders. Furthermore, we agree that as the Noise Preferential Routes (NPRs) for DSA departures were established through public consultation as recently as 2018, it makes sense to reinstate them as they were operating prior to closure.	Thank you for your feedback.
Aviation Industry (Other Airspace Users)	Gamston Flying School	(No feedback provided on the proposed Design Principles, all feedback relates to the Stage 2 elements of the engagement material. This feedback will be addressed in the Stage 2A document.)	
	DEA Aviation (Gamston)	(No feedback provided on the proposed Design Principles, all feedback relates to the Stage 2 elements of the engagement material. This feedback will be addressed in the Stage 2A document.)	
	Sherburn Aero Club	At this stage Sherburn Aeroclub sees no issues with the Doncaster Airport Airspace Change Proposal. However, the Sherburn Aero Club- DSA Letter of Agreement will need reviewing for our airfield Instrument Approach Procedure. Do you agree with our proposed Design Principles as set out below? - YES	Thank you for your feedback.
	Derbyshire Soaring Club (BGA)	Specific Principles & Options Alignment Feedback Understanding the Merged Stages 1 & 2 Approach The Derbyshire Soaring Club (DSC) understands that the sponsor is conducting Stage 1 (Design Principles) and Stage 2 (Options Development) concurrently under the CAP1616 framework. On this basis, the following feedback addresses both the validity of the proposed principles and the	Thank you for your feedback. Comments on principles 1-4 are addressed through the development of additional options in the Stage 2A document.

Stakeholder Group	Stakeholder Organisation/Name	Stage 1 Feedback Received	DSA Response (if required)
		alignment of the sponsor's primary design option—the "wholesale re-instatement" of legacy airspace—with those principles. Principle 1: Safety. The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety. • Agreement with Principle: Agree. Maintaining and seeking to enhance safety is a fundamental requirement. • Alignment of Option: Strongly Non-Aligned. Safety is not enhanced by simply reinstating legacy boundaries. In fact, large over-provisioned blocks of Class D create a "funnelling" effect (as noted in the 2017 PIR), where non-equipped sport aviation is forced into narrow corridors of Class G. This increases mid-air collision risks for GA, sport, and military aviation when passing through "choke points" such as the Pontefract gap, or the narrow corridors around the Retford/Gamston and Netherthorpe ATZs which border the original airspace perimeter. By re-imposing these oversized boundaries, the sponsor is choosing to concentrate diverse traffic types into small, congested volumes of sky while leaving the proposed Class D largely empty for the vast majority of the time. A better balance of safety should be achieved by utilising modern, precise PBN procedures that allow for smaller volumes of Controlled Airspace (CAS). This would reduce the funnelling of non-equipped traffic into these dangerous bottlenecks and allow for a safer, more natural distribution of traffic across the region. Principle 2: Legislation & Airspace Modernisation Strategy (AMS). 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. • Agreement with Principle: Agree. Proposals must be consistent with legislation and the CAA's modernization strategy. • Alignment of Option: Strongly Non-Aligned. Re-instating a 17-year-old design disregards nearly two decades of progress. Modern policy requires a design built from the ground up to be as small as possible, using the current Class G reality as the baseline. Simply re-imposing a design the CAA already identified as "largely empty" and over-provisioned in 2017 is completely contrary to many principles laid out in the AMS. We do not believe it is consistent with modern policy to re-impose a "broken" legacy design just because it is easier for the sponsor to copy and paste old charts than to consult to design a modern, efficient structure that respects other airspace users and achieves interoperability through better design rather than mandatory equipment. To meet the Airspace Modernisation Strategy (AMS), any new request for controlled airspace must be built from the ground up to be as small and integrated as possible.	Regarding your comments on Principle 5, CDC has not changed this design principle. It is acceptable for a design principle to act as a design constraint. CAP1616 F para 2.56 specifically mentions articulating operational and environmental constraints within the design principles and Para 1.36 of CAP1616 states that change sponsors may need to consider the existence of noise preferential routes during the airspace change process. Regarding your suggested additional principles 6 and 7, dimensions and size of CAS is captured in DP2 and DP4 but DP6 has been created for clarity. CAP1616 requires sponsors to forecasts to 10 years after implementation. We will not use 2008 forecasts. Please also see Stage 2A document for additional design options generated as a result of stakeholder feedback. (A follow up meeting was arranged between DSA and the BGA to discuss the feedback provided for Stages 1 and 2. More information is available in Section 6.4 of this document and in the Stage 2A submission document.)

Stakeholder Group	Stakeholder Organisation/Name	Stage 1 Feedback Received	DSA Response (if required)
		Principle 3: Environmental Objectives. 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. • Agreement with Principle: Agree. Delivering key environmental objectives, such as noise efficiency and CO2 reduction, is vital. • Alignment of Option: Non-Aligned. The intent to "re-instate" legacy tracks ignores the missed opportunities of the 2019 PBN/RNAV update at DSA, which merely replicated old ground-based tracks. This locks in inefficient "staircase" descent profiles. An aligned, "clean-sheet" design would use PBN to enable Continuous Descent Operations (CDO), reducing the environmental footprint and the required volume of controlled airspace. Proposing to re-impose a design that was already criticized in 2017—and only superficially patched in 2019—is a rejection of the Government's environmental objectives. Principle 4: Impact on Other Stakeholders. The airspace change proposal should consider the impacts on air navigation service providers and other aviation stakeholders such as nearby airport operators. • Agreement with Principle: Agree. The impacts on all aviation stakeholders must be considered. • Alignment of Option: Strongly Non-Aligned. This option knowingly re-introduces proven hazards and restrictions. The 2017 PIR noted that this layout increased workload for neighbouring airports and significantly limited the activities of sport aviation pilots. Presenting a design that encourages GA and military pilots and forces non-equipped pilots into dangerous choke points is a direct negative impact on stakeholder safety. Principle 5: Not Modifying Previous NPRs (Noise Preferential Routes). The airspace change proposal should not modify DSA's previous NPRs unless required for safety or airspace integration purposes. • Agreement with Principle: Strongly Disagree. This is a "design shortcut" that is inappropriate under modern strategy. • Alignment of Option: Aligned (although disagree). While the option aligns with this specific principle, it only does so because the principle was engineered to protect a legacy design shortcut. By refusing to modify outdated NPRs, the sponsor is artificially keeping airspace boundaries larger than necessary to ensure "containment". This principle should be removed or re-worked to allow for a PBN-driven design that minimizes, rather than replicates, the legacy footprint. Suggestions in light of the above comments on proposed design principles The principles as proposed seem to be engineered solely to allow stages 1 & 2 of the ACP to be used in an attempt to reverse the Secretary of State's decision not to call in the dis-establishment of the DSA airspace. This approach appears to bypass a proper airspace change design process with stakeholders, one that should be	

Stakeholder Group	Stakeholder Organisation/Name	Stage 1 Feedback Received	DSA Response (if required)
		driven by a realistic statement of need and conducted in accordance with the current regulatory framework, policy guidance, and typical modern operational patterns. In addition to addressing the concerns above, the DSC feels that further design principles should be adopted which help to align the initiation of any new airspace design more clearly with the regulatory framework and the needs of all stakeholders. Additional Principle 6. Proportionality. 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. Additional Principle 7. Continued least impact access for sport and general aviation. The design must prioritize '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.	
	Yorkshire Aero Club	As the head of training representing Yorkshire Aero Club, we agree with the design principals and don't see at this time any modifications that need to be made to this. It appears to be the restating of the pre-existing DSA airspace which worked well before as far as we are concerned.	Thank you for your feedback.
	Burn Gliding Club	(No feedback provided on the proposed Design Principles, all feedback relates to the Stage 2 elements of the engagement material. This feedback will be addressed in the Stage 2A document.)	
	Mircroflight Aviation	Thank you for the information regarding the airspace change proposal relating to Doncaster Sheffield Airport. We operate Headon Airfield which is below CTA 13 class E airspace. As this airspace base is at FL85 it is unlikely to affect our operations at Headon. I agree with the proposed design principals you have set out in stage 1. We have no further suggestions to the airspace design that could affect us in any way. Thank you for the information you have submitted for us to consider.	Thank you for your feedback.
Community Stakeholders	Airport Consultative Committee	Thank you for sharing the engagement material and the accompanying recommendations. Having reviewed the information presented, I can confirm that I am supportive of the proposed approach.	Thank you for your feedback.

Stakeholder Group	Stakeholder Organisation/Name	Stage 1 Feedback Received	DSA Response (if required)
		I agree with the design principles outlined for stage 1 and 2, as well as the recommendation to reinstate the previous controlled airspace structure and associated procedures as the initial design option. This provides a sensible and well-evidenced foundation for progressing the ACP and supports the safe and timely reopening of Doncaster Sheffield Airport	
	Save DSA	It appears to be based on the previous airspace that was needed with DSA version 1, up until the airport closed in Dec 2022. Its design suited the airport and its location, enabling a safe and secure operation here in Doncaster. As long as this proposal meets all requirements for current legislation and safety protocols I have no issues.	Thank you for your feedback.
	South Yorkshire Chambers of Commerce	We are writing jointly on behalf of Barnsley & Rotherham Chamber of Commerce, Doncaster Chamber of Commerce, and Sheffield Chamber of Commerce. Collectively, our organisations represent thousands of employers and tens of thousands of workers across all sectors in South Yorkshire. Whilst not unanimous, support for the reopening of Doncaster Sheffield Airport (DSA) is significant within South Yorkshire's diverse business communities. Indeed, there is a majority view that a reopened and successful airport can be catalytic for South Yorkshire's economy. As such – and often in partnership with other business organisations – the three South Yorkshire Chambers have regularly and consistently articulated their support for DSA based on its likely positive impact on growth, job creation and infrastructure investment. Additionally, we believe that the reopened airport will play a catalytic role in the successful delivery of Mayor Coppard's South Yorkshire Growth Plan 2025-35 with positive implications for key future-facing sectors such as advanced manufacturing, clean energy and defence. 1. The economic imperative – reinstating airspace is essential to delivering c5,000 new jobs Passenger airlines cannot operate from DSA until a safe and efficient airspace structure is in place. Without an expanding portfolio of passenger flights – alongside other operations – the economic benefits of the airport, including the creation of c5,000 direct jobs – cannot be realised. As such, the reinstatement of airspace is therefore of paramount importance to the economy and the delivery of Mayor Coppard's Growth Plan. 2. Supporting the "quickest safe route to reinstatement" We welcome reinstatement of the tried-and-tested controlled airspace, NPRs and procedures that operated safely for more than 17 years. This represents a proven approach and will minimise uncertainty for prospective operators while	Thank you for your feedback.

Stakeholder Group	Stakeholder Organisation/Name	Stage 1 Feedback Received	DSA Response (if required)
		maintaining compatibility with wider regional airspace modernisation. Reinstating the existing airspace at pace will also accelerate the economic benefits and avoid the need for further consultation which could delay the reopening of DSA. Avoiding further delay is of paramount importance as it creates the quickest route to profitability and therefore protects public investment into DSA. 3. Freight will be an essential component of South Yorkshire Airport City's success Freight capability is critical and aligns strongly with the region's manufacturing and export profile; it also facilitates the aspiration articulated within South Yorkshire's Growth Plan to encourage more of the region's SMEs to internationalise. We therefore endorse the reinstatement of any procedures that further attract freight aircraft to operate from DSA. 4. Minimal restrictions on flight timing – to support business and connectivity We support the proposal of continued minimal restriction on flight timings, including early and late services. Business travellers and freight operators alike require predictable operations and need flights at the start and the end of the day to help them maximise valuable time. A failure to offer this will result in business travellers using other airports. Maintaining flexibility around flight timing will underpin the airport's prospective commercial viability and, again, therefore safeguard public investment into the project. 5. Conclusion We appreciate the clarity of the documentation and the invitation to provide feedback. While we are not best placed to offer technical aviation comments, we support the design principles relating to safety, policy conformity and environmental consideration. Given our primary focus on economic development, we would – collectively – reiterate: • Our support for the reinstatement of DSA's controlled airspace in line with the design principles proposed. • Our desire to see the airspace reinstated at pace to accelerate the delivery of commercial and economic benefits alike. • Our expectation that this process will enable DSA to reopen safely for freight in 2027 and passenger services in 2028. DSA is South Yorkshire's flagship economic regeneration project; its success is critical to our region's growing reputation as a great place to do business. We thank the City of Doncaster Council for the opportunity to contribute to this consultation and stand ready to work with them, the South Yorkshire	

Stakeholder Group	Stakeholder Organisation/Name	Stage 1 Feedback Received	DSA Response (if required)
		Mayoral Combined Authority, and other strategic partners to support the success of DSA going forward.	
Environmental Organisations/Groups	Historic England	Thank you for your email. Historic England has no comments to make.	Thank you for your feedback.
	Natural England	(No feedback provided on the proposed Design Principles, all feedback relates to the Stage 2 elements of the engagement material. This feedback will be addressed in the Stage 2A document.)	
	Yorkshire Environment Agency	Thank you for your email. Having consulted with internal colleagues, I can confirm that we have no comments to make in response to the two consultation questions below.	Thank you for your feedback.
	Yorkshire Wildlife Trust	Thank you for consulting Yorkshire Wildlife Trust (YWT) on this consultation for the reopening of Doncaster Sheffield Airport. Design Principle 3 is the only principle within the consultation documentation that explicitly relates to ecological factors. As the consultation references the Government's Air Navigation Guidance 2017 (hereafter referred to as the ANG), we have reviewed the sections of this guidance document relevant to this consultation and referenced throughout our comments below. Overall, YWT do not have any overriding objections to the re-opening of Doncaster Sheffield Airport, particularly as much of the built infrastructure already exists. Our primary concern relates to how the site will be managed moving forward and ensuring that opportunities to enhance biodiversity are taken wherever possible, including mitigating against the negative impacts the airport will have due to increased noise, light and air pollution. We must also point out that there have already been initial discussions with developers and the local authority regarding YWT acting as a potential partner to help increase biodiversity value across the landholding. Exploring partnership solutions could therefore be a constructive way forward; we would welcome further engagement regarding any potential to further this. The ANG states that it: "emphasises that the environmental impacts of aviation must be mitigated as far as is practicable and realistic to do so." (Pg. 7, Air Navigation Guidance 2017) At this early stage of consultation, there are currently no mitigation proposals presented to comment on. Given the location of the airport, its proximity to numerous Local Wildlife Sites (LWSs), and proximity to	Thank you for your comprehensive feedback. As part of Stage 2, we have undertaken a Habitats Regulation Assessment (HRA) screening assessment which considers if there are any potential impacts to designated sites up to 3,000ft. The HRA screening assessment highlights if there is potential for this ACP to overfly European sites below this altitude. These sites are Special Areas of Conservation (SAC) and possible SACs, Special Protection Areas (SPA) and potential SPAs, Ramsar sites (wetlands of international importance) and proposed Ramsar sites. As a result of the HRA screening exercise, a Habitats Regulation Assessment and therefore a Strategy Environmental Appraisal (SEA) may be required but this is to be confirmed Please see our Stage 2B document (Initial Options Appraisal) for more detail.

Stakeholder Group	Stakeholder Organisation/Name	Stage 1 Feedback Received	DSA Response (if required)
		Yorkshire Wildlife Trust (YWT) reserve buffer zones, we expect ecological mitigation to be considered and discussed from the earliest opportunity. We would also have expected this consultation brochure to make reference to future environmental commitments, such as a commitment to delivering Biodiversity Net Gain (BNG), albeit formative at this stage. We agree with the definition of sustainable development set out on page 8 of the ANG, which recognises that sustainable development has both environmental and economic dimensions, including enabling aviation to grow sustainably, to support the UK economy. YWT is supportive of sustainable development in principle and understands the need for economic growth. However, in locations where there is a significant threat to the natural environment, we will raise any concerns that we have, to ensure that the best outcomes for nature are secured through the planning system. The ANG states: "The Government's policy is that airspace changes should seek to achieve the safest and most efficient use of airspace, taking into account the following constraints: • Any limit on physical airport capacity. • The number of flights permitted by planning decisions. • Planning conditions such as noise preferential routes. • Any limit on carbon emissions in planning conditions." (pg. 9, (Pg. 7, Air Navigation Guidance 2017) In accordance with this guidance, any design decisions should be demonstrably informed by these constraints. We would welcome continued engagement regarding the ongoing development of the proposal in relation to these constraints, as the impacts of the above will all have effects on the local environment, should the Airport become operational again. We would expect any future application to be supported by robust and up-to-date ecological reporting, taking full account of the proximity of Local Wildlife Sites and YWT reserve buffer zones; Betwixt Fen, Potteric Carr and Parsons Carr Reserves, support a range of bird species that could be adversely affected by increased aircraft noise. In addition, the wooded LWSs surrounding the airport are likely to support a variety of species, potentially increased since the airport's closure in 2022. As ecological survey data is typically valid for a maximum three years1, comprehensive baseline surveys reflecting current conditions would be essential. We welcome that no runway extension is currently	

Stakeholder Group	Stakeholder Organisation/Name	Stage 1 Feedback Received	DSA Response (if required)
		proposed, as this avoids further encroachment into surrounding countryside and nearby LWSs. However, concerns remain regarding the likely increase in noise, air pollution, light pollution, and general operational disturbance associated with the reopening of the airport. There are also specific ecological considerations related to the presence of birds on the airport grounds. The removal of nests, including nests of species such as curlew, has historically been one of the negative ecological impacts, pre-2022 when the airport was last operational. While these species may only occur due to existing management practices, clarity is sought on future policies, including whether alternatives such as egg removal for captive breeding and subsequent release elsewhere have been considered by the Applicant. Potential conflicts may also arise between airport operations and bird populations at nearby wetland sites, including 1 CIEEM: Advice Note On The Lifespan Of Ecological Reports & Surveys, April 2019. Found at: Advice-Note.pdf Potteric Carr YWT Reserve, Parson's Carr, and other local wetlands as stated above, particularly in relation to bird strike risk. While this has not been a significant issue historically (pre-2022), clarification on future management and risk mitigation policies would be welcomed as well as a robust impact assessment. The grassland habitats on and around the airport are also of ecological interest, particularly the acid grassland communities present. There may be opportunities to manage parts of the airport land more sympathetically for wildlife, especially land adjacent to Local Wildlife Sites. Current legislation means Biodiversity Net Gain (BNG) be required for this application, due to this, targeting these habitats through proposed mitigation strategies could provide meaningful ecological benefits; we would welcome further engagement regarding this as the project develops. YWT's Bringing Yorkshire's Nature Back, a Blueprint for Nature's Recovery2, published in 2025, builds upon international guidance and current government policy, outlining how YWT aim to achieve 30% of land in Yorkshire being positively managed for nature by 2030. Almost 200 nations, including the UK, have agreed to the legally binding international targets established in the Kunming-Montreal Global Biodiversity Framework, aiming to effectively conserve and manage at least 30% of land, waters and seas by 2030. Our Blueprint shows that achieving 30% by 2030, will require a collaborative and cross sectoral effort; therefore, we are encouraging developers and businesses to consider how they can contribute to this aim. Ongoing discussions with the Applicant about how the Doncaster Sheffield Airport could contribute to achieving these goals would be welcomed and we would be keen to work with you to explore this. We hope you have found these comments useful and reiterate that we would welcome continued	

Stakeholder Group	Stakeholder Organisation/Name	Stage 1 Feedback Received	DSA Response (if required)
		engagement regarding the development of this proposal to explore potential partnering, to ensure that the best outcomes for nature can be achieved, whilst encouraging sustainable development.	

Table 13: Stage 1 Stakeholder Feedback

6.4 Outcome of stakeholder feedback received

6.4.1 As a result of the feedback received from the British Gliding Association (BGA), a follow up meeting was held between DSA, the BGA and other local GA organisations, to explore the constructive feedback provided. The notes from this meeting are available at Appendix A.

6.4.2 As a result of the feedback received from MOD-DAATM, the BGA and Leeds Bradford Airport to provide more information on the existing, promulgated airspace arrangement, together with information on existing air traffic patterns in the potentially affected area, DSA procured radar data from NATS to help articulate these patterns; this expanded on the information provided regarding the Current Day scenario to include more information of the existing air traffic patterns in the region together with existing airspace classifications and airspace restrictions.

6.4.3 This was shared with stakeholders in March 2026 and is available at Appendix A.

6.4.4 In Table 13, some stakeholders suggested DSA consider re-wording or adding additional design principles, these suggestions are summarised are in Table 14, alongside the DSA response.

Stakeholder Group	Stakeholder Organisation	Proposed Design Principle	DSA Response
Councils/Authorities/ County Councils	Bassetlaw District Council	Consider adding a principle on community impact and engagement, ensuring transparency and mitigation of local concerns regarding noise and air quality. - Include a principle on future-proofing to accommodate National Air Traffic Service regional airspace changes anticipated from 2030 onwards.	The suggestion surrounding community impact and engagement 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 option against this principle. We have not proposed a new design principle on future-proofing as this is captured within DP4 and to some extent DP2.
Aviation Industry (NATMAC)	MOD-DAATM	The design should aim to achieve the minimum possible airspace required to provide a safe and efficient operating area for DSA based on analysis of the current day usage of the surrounding airspace.	Design Principle 6 added.
	British Gliding Association (BGA)	1. Any airspace structure(s) arising from the ACP should be of the minimum size and lowest classification needed to achieve its aims. 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	Design Principle 6 added. Design Principle 4 has been amended to include reference to "other airspace users"
	Light Aircraft Association (LAA)	We would like to stress that the 'start point' is no CAS. Until such time as traffic numbers and density justify the implementation of CAS, then there is no case. There are many aerodromes that operate public transport flights without the benefit of Controlled Airspace already. This requirement should be added to the Design Principles.	This suggestion has not been incorporated into a Design Principle however we have however we have explored an Option where DSA operates commercial flights in Class G (uncontrolled) airspace. Please see our Stage 2A document for more detail.
	BHPA	Principle 1 Safety: The airspace change proposal must maintain a high standard of safety and should seek to at least maintain current levels of safety, including an assessment of negative consequences for any activities within 20 nm of the proposed Controlled Airspace's boundaries.	As Design Principle 1 is mandatory, we have not changed its text.

Stakeholder Group	Stakeholder Organisation	Proposed Design Principle	DSA Response
		Principle 4 Impact on other stakeholders: The airspace change proposal must consider the impacts on air navigation service providers and other aviation stakeholders, including all current users operating within 20nm of the proposed Controlled Airspace's boundaries. Principle 6: All airspace proposed as part of this ACP must be of the minimum size and lowest classification needed to achieve its aims." Principle 7: Any airspace structure(s) proposed as part of this ACP must minimise disruption and maximise accessibility for all airspace users both inside the proposed airspace and around it.	Design Principle 4 has been amended to include reference to "other airspace users" Design Principle 6 added.
Aviation Industry (Airports)	MAG	Doncaster Sheffield Airport may wish to change the wording to an alignment to published 'Air Navigation Guidance'	As the Design Principle 3 is mandatory, we have not changed reference to ANG2017. When ANG2026 is published, we will need to understand the transition arrangements.
Aviation Industry (Other Airspace Users)	Derbyshire Soaring Club	Proportionality. 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. Continued least impact access for sport and general aviation. The design must prioritize '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.	Dimensions and size of CAS is captured in DP2 and DP4 but DP6 has been created for clarity. CAP1616 requires sponsors to forecasts to 10 years after implementation. We will not use 2008 forecasts. Please also see our Stage 2A document for additional design options generated as a result of stakeholder feedback

Table 14: Stakeholder proposed design principles

7. FINAL DESIGN PRINCIPLES

7.1.1 Table 15 contains Doncaster Sheffield Airport's final, design principles for this airspace change proposal.

Number[19]	Design Principle
MDP Safety (1)	The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.
MDP Policy (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.
MDP Environment (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.
DDP Technical (4)	The ACP should consider the impacts on air navigation service providers and other aviation stakeholders, such as nearby airport operators and other airspace users.
BDP (5)	This ACP should not change DSA's existing NPRs, unless this is necessary to support safe operations or integration with other airspace structures.
BDP (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.

Table 15: Final Design Principles

[19] Outside of the MDP's which must be used, the DSA design principles have not been prioritised, however they have been numbered for ease of reference only.