

DONCASTER SHEFFIELD AIRPORT AIRSPACE CHANGE PROPOSAL

ACP-2024-039



Stage 2(A) Design Options & Design Principle Evaluation

Appendix B Design Principle Evaluation

**Version 1.0
March 2026**

DP#	Design Principle	DP Component	APPROACH TO EVALUATION	MEETS	PARTIALLY MEETS	DOES NOT MEET
DP1	The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.	Safety of traffic inside CAS	It is not possible to understand whether the option <i>enhances</i> the current levels of safety for an operation that doesn't currently exist. In terms of <i>maintaining</i> a high standard of safety, this assessment considers whether the option has any characteristics that could result in an intolerable safety risk materialising inside CAS	No safety risks identified at this time that are considered to be intolerable.	Issues identified that will require further safety assurances which seem achievable at this stage	Issues identified that would be unlikely to be able to be mitigated
		Safety of traffic outside CAS	This assessment considers whether the option has any characteristics that could result in an intolerable safety risk materialising inside CAS.	No safety risks identified at this time that are considered to be intolerable.	Issues identified that will require further safety assurances which seem achievable at this stage	Issues identified that would be unlikely to be able to be mitigated
		OVERALL DP EVALUATION (Any mixture of Met, Partly met, not met = Partly met)				
DP2	The airspace change proposal should not be inconsistent with relevant legislation, the CAA's airspace modernisation strategy or Secretary of State and CAA's policy and guidance.	SARG Policy 126: Policy for the Design Controlled Airspace Structures	This assessment considers the extent to which the option ensures the amount of controlled airspace is the minimum required to maintain a high standard of air safety and, subject to overriding national security or defence requirements, that the needs of all airspace users is reflected on an equitable basis. Whilst we advised GA stakeholders DP2 covered this topic, they felt strongly that a separate DP (DP6) was required for this ACP. This is therefore considered in DP6.	See DP6	See DP6	See DP6
		Policy for the Classification of Controlled Airspace	This policy contains the principle that the least restrictive classification of airspace should be the norm in UK airspace design, with more restrictive classifications being established to satisfy a demonstrable safety need. This assessment considers the extent to which the option proposes the least restrictive classification of airspace to secure the most efficient use of airspace consistent with the safe operation and expeditious flow of air traffic. Whilst we advised GA stakeholders DP2 covered this topic, they felt strongly that a separate DP (DP6) was required for this ACP. This is therefore considered in DP6.	See DP6	See DP6	See DP6

DP#	Design Principle	DP Component	APPROACH TO EVALUATION	MEETS	PARTIALLY MEETS	DOES NOT MEET
		CAP1711 Airspace Modernisation Strategy	<p>This assessment considers the extent to which the option meets CAA's Future structure of airspace vision as set out in Chapter 5 of CAP1711.</p> <p>This vision includes:</p> <ul style="list-style-type: none"> - Increased use of Class E with a TMZ in other areas to enable air traffic control provision to IFR while minimising impact to VFR. - Class E airspace will normally be co-located with a TMZ to enable the additional safety net of a recognised air traffic environment where cooperative surveillance systems may be used in the management of such airspace. - Class E is to be notified where a recognised air traffic environment is necessary to support low complexity and/or low density IFR operations. - Class E may be notified for certain airways (or portions thereof), or for CTA in the vicinity of certain aerodromes where an air traffic control service is provided to aerodrome traffic but where airspace Classes A to D cannot be justified 	Option maximises use of Class E airspace co-located with TMZ	Option proposes some use of Class E airspace co-located with TMZ	Option has no use of Class E airspace co-located with TMZ
		ANG 2017 environmental objectives	Please see DP3	N/A	N/A	N/A
			OVERALL DP EVALUATION (Any mixture of Met, Partly met, not met = Partly met. However, if any assessment in this category is found to be inconsistent with relevant legislation, the CAA's airspace modernisation strategy or Secretary of State and CAA's policy and guidance, the evaluation overall becomes Not Met.			
DP3	The airspace change proposal should deliver the Government's key environmental objectives with respect to air navigation as set out in the Government's	Limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise	<p>ANG states that the Lowest Observed Adverse Effect Level (LOAEL) is regarded as the point at which adverse effects begin to be seen on a community basis.</p> <p>Usually a DPE assessment would consider, even qualitatively whether the changes to the flight path design within an option would have an effect, positive or negative, on the numbers of people adversely affected by airborne noise from the airport operations. Given that there are no operational LAeq contours to consider and that any option will lead to an increase in adverse effects and also that LAeq analysis of the options will not be performed until Full Options Appraisal in Stage 3, a qualitative evaluation cannot be performed which allows categorisation of not, partially or fully meeting this principle, as required for a DPE. The IOA does however provide a qualitative assessment of adverse effects as that does not require the assessment to be categorised in this manner.</p>	Not possible to evaluate	Not possible to evaluate	Not possible to evaluate

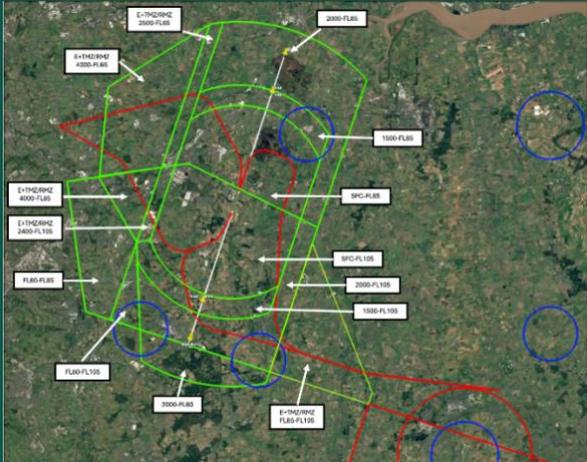
DP#	Design Principle	DP Component	APPROACH TO EVALUATION	MEETS	PARTIALLY MEETS	DOES NOT MEET
	Air Navigation Guidance 2017.	Ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions	Normally a DPE assessment would be made against the track miles flown in each option compared to the baseline. As there are no DSA ATMs or flight paths in the baseline, this element of the DPE cannot be assessed in terms of whether the options meets, partly meets or doesn't meet this objective. The IOA does however provide a quantitative assessment of track miles as that does not require the assessment to be categorised in this manner.	Not possible to evaluate	Not possible to evaluate	Not possible to evaluate
		Minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality.	Normally a DPE assessment would be made as to whether there is a change in overflight patterns below 1000ft as a result of the change. We considered an assessment as to whether the option would result in overflight of an AQMA below 1000ft, but all options would not result in this. This would have given a FULLY MET for each option in this component which would have generated an overall fully met for DP3 as a whole. We felt claiming that all options would fully meet the Government's key environmental objectives without any supporting data would be misleading at this time. The Full Options Appraisal is the most appropriate mechanism for understanding how the preferred option(s) meet these objectives	Not possible to evaluate	Not possible to evaluate	Not possible to evaluate
		OVERALL DP EVALUATION (Any mixture of Met, Partly met, not met = Partly met)			Not possible to evaluate	Not possible to evaluate
DP4	The airspace change proposal should consider the impacts on air navigation service providers and other aviation stakeholders such as nearby airport operators and other airspace users.	N/A	Interactions between DSA arrivals and departures and other airports published arrivals and departures, ATZs, MATZ, Danger areas (Manchester, Leeds,	Option has no impact on ANSPs, airport operators or other airspace users	Option will have some impact on ANSPs, airport operators or other airspace users	Option will clearly have a significant detrimental impact on ANSPs, airport operators or other airspace users

DP#	Design Principle	DP Component	APPROACH TO EVALUATION	MEETS	PARTIALLY MEETS	DOES NOT MEET
DP5	The airspace change proposal should not modify DSA's previous NPRs unless required for safety or airspace integration purposes.	N/A	Whether DSAs SIDs remain fully, partly or not contained within their extant NPRs	No changes at all required to extant NPRs	Some changes may be required to extant NPRs	Significant changes required to extant NPRs
DP6	Any airspace structure(s) should be of the minimum size and lowest classification needed to achieve its aims to minimise disruption to, and maximise integration with, other airspace users.	Size of controlled airspace volume	This assessment considers the extent to which the option ensures the amount of controlled airspace is the minimum required to maintain a high standard of air safety and, subject to overriding national security or defence requirements, that the needs of all airspace users is reflected on an equitable basis.	Option is considered to use the minimum volume of CAS required	N/A	Option uses more CAS than is required
		Classification of airspace volume	This assessment considers the extent to which the option proposes the least restrictive classification of airspace to secure the most efficient use of airspace consistent with the safe operation and expeditious flow of air traffic. In particular, CTA, including those in the vicinity of certain aerodromes where an ATC service is provided to aerodrome traffic but where airspace classes A to D cannot be justified, may be notified as Class E airspace	All CTA classifications lower than Class D	Some CTA classifications lower than Class D	All CTA classifications lower than Class D
		Maximise integration	This assessment considers the extent to which the option proposes Class E airspace in combination with the smallest volume of controlled airspace	Option maximises use of Class E airspace and minimises the volume of controlled airspace	Option proposes some use of Class E airspace and minimises the volume of controlled airspace	Option has no use of Class E airspace and/or does not minimise the volume of controlled airspace
		OVERALL DP EVALUATION (Any mixture of Met, Partly met, not met = Partly met)				

Design Principle Evaluation		Option No: 1		
DP2: The airspace change proposal should not be inconsistent with relevant legislation, the CAA's airspace modernisation strategy or Secretary of State and CAA's policy and guidance.		NOT MET	PARTIAL	MET
SARG Policy 126: Policy for the Design Controlled Airspace Structures (CAS Volume) See DP6	Policy for the Classification of Controlled Airspace See DP6	CAP1711 Airspace Modernisation Strategy Option proposes some use of Class E airspace co-located with TMZ. CTA 13 would be Class E with TMZ/RMZ for ROGAG departures only in between leaving Class D and joining Class A airspace.		ANG 2017 Environmental Objectives See DP3
DP3: The airspace change proposal should deliver the Governments key environmental objectives with respect to air navigation as set out in the Government's Air Navigation Guidance 2017.		Not possible to evaluate within Design Principle Evaluation		
Limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise. Not possible to evaluate	Ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions Not possible to evaluate	Minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality. Not possible to evaluate.		
DP4: The airspace change proposal should consider the impacts on air navigation service providers and other aviation stakeholders such as nearby airport operators and other airspace users		NOT MET	PARTIAL	MET
Option will clearly have some impact on ANSPs, airport operators or other airspace users. This option was previously supported by in the region of 20 LoAs with other airspace users and ANSPs with 24/7 ATC coverage facilitating access for a significant proportion of GA. Requests for access to the controlled airspace were never refused. Leeds Bradford Airport stated in the 2017 PIR that it fully supported the RHADS airspace and used it daily to facilitate descent profiles to Runway 32, and that the airspace sharing and coordination procedures in place worked successfully. It cannot be claimed that this option would have a significant detrimental impact on others, given the findings of the 2017 PIR and that the radar analysis from 2025 showed that the airspace users most significantly using this airspace were operations within the Netherthorpe, Retford Gamston and Sandtoft ATZs and LoAs will be achievable for their continued operations.				
DP5: The airspace change proposal should modify DSA's previous NPRs unless required for safety or airspace integration purposes		NOT MET	PARTIAL	MET
No changes at all required to extant NPRs				
DP6: Any airspace structure(s) should be of the minimum size and lowest classification needed to achieve its aims to minimise disruption to, and maximise integration with, other airspace users.		NOT MET	PARTIAL	MET

Design Principle Evaluation		Option No: 1
<p>Size of controlled airspace volume: As Option 2 suggests less CAS could be feasible than in this option whilst having a very similar SID and IAP design and still achieving DSA's aims, this option is considered to not meet this design principle.</p>	<p>Classification of airspace volume: Some CTA classifications lower than Class D</p>	<p>Maximise Integration: Given the majority of CTA in this option being Class D in combination with a reduction in volume being thought to be achievable, this option is evaluated as not maximising integration.</p>

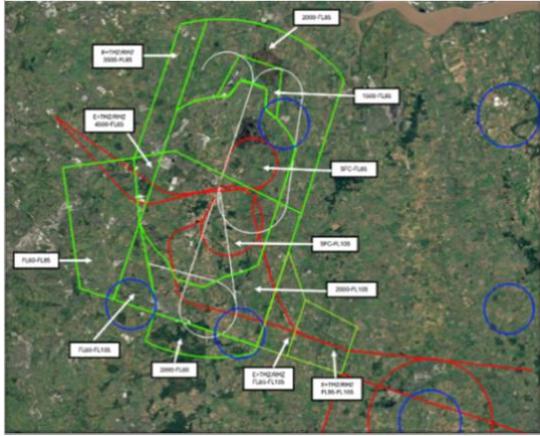
Option 2

Design Principle Evaluation		Option No: 2		
Option 2		Accept / Reject		
	<p>Option 2 would be similar to the previous notified airspace arrangements at the time of the airport's closure in 2022, but not identical. If this option were to be progressed, there could be further refinements identified but at this stage, the following adjustments have been identified:</p> <ul style="list-style-type: none"> - The addition of an earlier FL60 point on the RWY02 UPTON SID to enable a reduction in the volume of controlled airspace to the north-west. - A new SID termination point to the SW of UPTON for UPTON SIDs - Remove of the RWY20 left turn UPTON SID - Adjustment to the ROGAG SIDs to ensure at least 2nm containment from the edge of controlled airspace <p>Revised CTA boundaries to the west of the CTR to reduce the overall volume together with a proposed reduction in classification from Class D to Class E+ for some CTAs</p>			
<p>DP1: The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.</p>		NOT MET	PARTIAL	MET
<p>Safety of Traffic inside CAS: This option proposes only some minor adjustments to the Instrument Flight Procedures in operation previously and those changes are not in the initial climb out or the first turn, no safety risks have been identified at this time that are considered to be intolerable.</p>	<p>Safety of Traffic Outside CAS: Given that the previous 2022 airspace volume and classification did not result in an increase in safety occurrences in the region and this option proposes a reduction in the volume and classification of the controlled airspace, no safety risks have been identified at this time that are considered to be intolerable</p>			
<p>DP2: The airspace change proposal should not be inconsistent with relevant legislation, the CAA's airspace modernisation strategy or Secretary of State and CAA's policy and guidance.</p>		NOT MET	PARTIAL	MET
<p>SARG Policy 126: Policy for the Design Controlled Airspace Structures (Airspace Volume)</p> <p>See DP6</p>	<p>Policy for the Classification of Controlled Airspace</p> <p>See DP6</p>	<p>CAP1711 Airspace Modernisation Strategy</p> <p>Option maximises use of Class E with TMZ/RMZ for all ROGAG and UPTON</p>	<p>ANG 2017 Environmental Objectives</p> <p>See DP3</p>	

Design Principle Evaluation		Option No: 2		
		departures in-between leaving Class D and joining Class A airspace.		
DP3: The airspace change proposal should deliver the Governments key environmental objectives with respect to air navigation as set out in the Government's Air Navigation Guidance 2017.		Not possible to evaluate within Design Principle Evaluation		
Limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise.	Ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions	Minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality.		
Not possible to evaluate	Not possible to evaluate	Not possible to evaluate.		
DP4: The airspace change proposal should consider the impacts on air navigation service providers and other aviation stakeholders such as nearby airport operators and other airspace users		NOT MET	PARTIAL	MET
Option will clearly have some impact on ANSPs, airport operators or other airspace users though with less controlled airspace and with reduced classifications, the impact could be expected to be less than with Option 1.				
DP5: The airspace change proposal should modify DSA's previous NPRs unless required for safety or airspace integration purposes		NOT MET	PARTIAL	MET
No changes at all required to extant NPRs				
DP6: Any airspace structure(s) should be of the minimum size and lowest classification needed to achieve its aims to minimise disruption to, and maximise integration with, other airspace users.		NOT MET	PARTIAL	MET

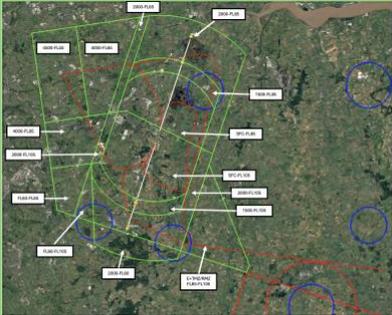
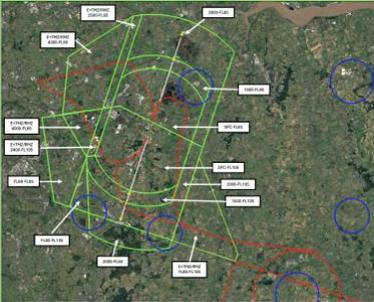
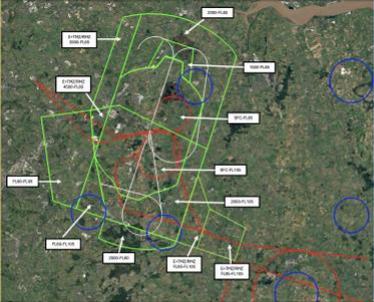
Design Principle Evaluation		Option No: 2
<p>Size of controlled airspace volume:</p> <p>Option is considered to use the minimum volume of CAS required to achieve DSA's aims based on the SID and IAP designs in this option.</p>	<p>Classification of airspace volume:</p> <p>Some CTA classifications lower than Class D</p>	<p>Maximise Integration:</p> <p>Option maximises use of Class E for all ROGAG and UPTON departures in-between leaving Class D and joining Class A airspace and is also considered to use the minimum volume of CAS required to achieve DSA's aims based on the SID and IAP designs in this option.</p>

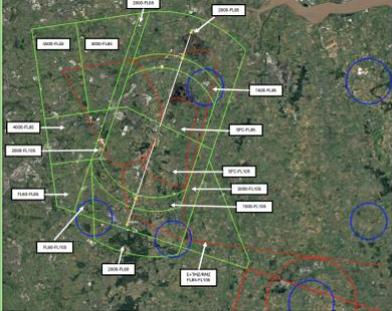
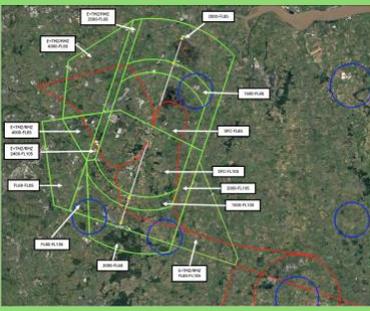
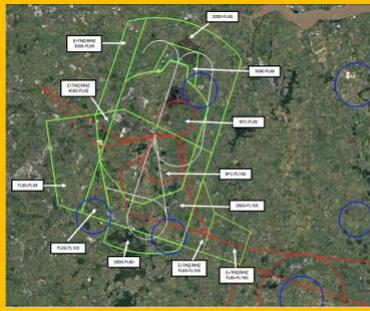
Option 3

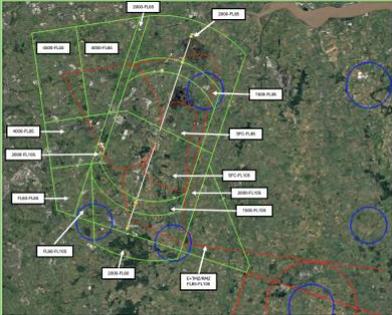
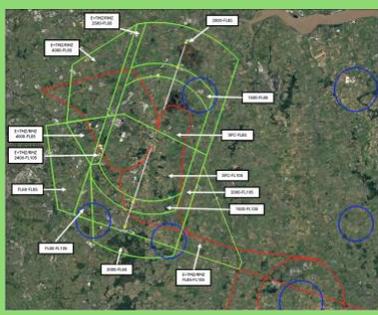
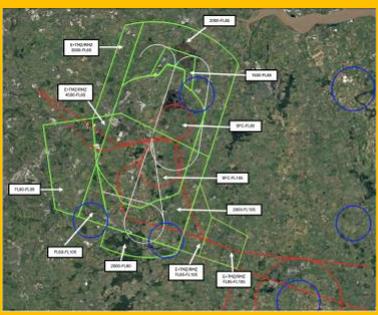
Design Principle Evaluation		Option No: 3		
Option 3		Accept / Reject		
		<p>Option 3 uses RNP with RF to create a very different proposal which attempts to:</p> <ul style="list-style-type: none"> - Reduce the numbers of people affected by noise and overflight and remain aligned with DSA's existing NPRs - Contain flight paths with the smallest amount of controlled airspace - Position departures to the south of DSA as much as technically possible to aid existing and future MTMA engagement. - Enhance systemisation for both DSA ATC and the surrounding MTMA network design 		
<p>DP1: The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.</p>		NOT MET	PARTIAL	MET
<p>Safety of Traffic inside CAS: This option proposes very new Instrument Flight Procedures including use of Radius-to-Fix on SIDs and Approaches and a different concept of operation for ATC compared to in 2022. Further safety assurances will therefore be required which seem achievable at this stage</p>		<p>Safety of Traffic Outside CAS: Given that the previous 2022 airspace volume and classification did not result in an increase in safety occurrences in the region and this option proposes a reduction in the volume and classification of the controlled airspace, no safety risks have been identified at this time that are considered to be intolerable.</p>		
<p>DP2: The airspace change proposal should not be inconsistent with relevant legislation, the CAA's airspace modernisation strategy or Secretary of State and CAA's policy and guidance.</p>		NOT MET	PARTIAL	MET
<p>SARG Policy 126: Policy for the Design Controlled Airspace Structures (Airspace Volume)</p> <p>See DP6</p>	<p>Policy for the Classification of Controlled Airspace</p> <p>See DP6</p>	<p>CAP1711 Airspace Modernisation Strategy</p> <p>Option maximises use of Class E with TMZ/RMZ for all ROGAG and UPTON departures in-between</p>	<p>ANG 2017 Environmental Objectives</p> <p>See DP3</p>	

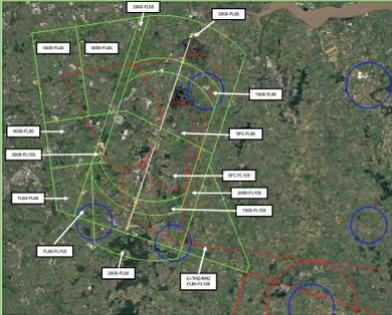
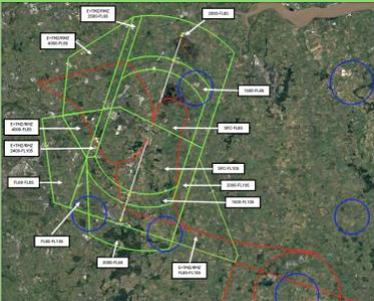
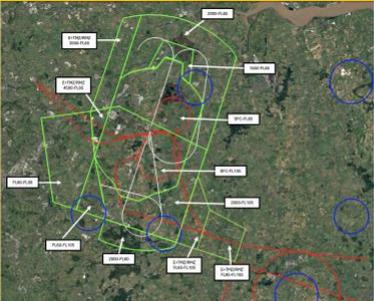
Design Principle Evaluation		Option No: 3	
		leaving Class D and joining Class A airspace.	
<p>DP3: The airspace change proposal should deliver the Governments key environmental objectives with respect to air navigation as set out in the Government's Air Navigation Guidance 2017.</p>		<p>Not possible to evaluate within Design Principle Evaluation</p>	
<p>Limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise.</p> <p>Not possible to evaluate</p>	<p>Ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions</p> <p>Not possible to evaluate</p>	<p>Minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality.</p> <p>Not possible to evaluate.</p>	
OVERALL			
<p>DP4: The airspace change proposal should consider the impacts on air navigation service providers and other aviation stakeholders such as nearby airport operators and other airspace users</p>		NOT MET	PARTIAL
<p>Option will clearly have some impact on ANSPs, airport operators or other airspace users though with less controlled airspace and with reduced classifications, the impact could be expected to be less than with Options 1 and 2. In addition to reduced volumes and classification, repositioning DSA SIDs to the south of the airport will reduce the impact on Leeds Bradford Airport and the Netherthorpe ATZ is wholly contained within Class G airspace. This option would appear to aid integration with both the existing and future MTMA network design.</p>			
<p>DP5: The airspace change proposal should modify DSA's previous NPRs unless required for safety or airspace integration purposes</p>		NOT MET	PARTIAL
<p>Some changes may be required to extant NPRs. The RWY 02 UPTON/ROGAG SIDs and RWY 20 ROGAG follow the centre of the NPR but a very minor adjustment might be required to the end of the NPR at 3000ft.</p>			
<p>DP6: Any airspace structure(s) should be of the minimum size and lowest classification needed to achieve its aims to minimise disruption to, and maximise integration with, other airspace users.</p>		NOT MET	PARTIAL
<p>Size of controlled airspace volume:</p> <p>Option is considered to use the minimum volume of CAS required to achieve DSA's aims based on the SID and IAP designs in this option.</p>	<p>Classification of airspace volume:</p> <p>Some CTA classifications lower than Class D</p>	<p>Maximise Integration:</p> <p>Option maximises use of Class E for all ROGAG and UPTON departures in-between leaving Class D and joining Class A airspace and is also considered to use the minimum volume of CAS required to achieve DSA's</p>	

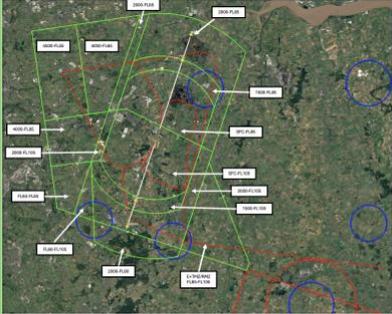
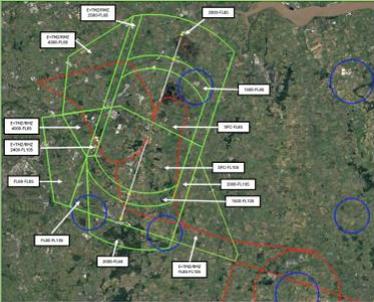
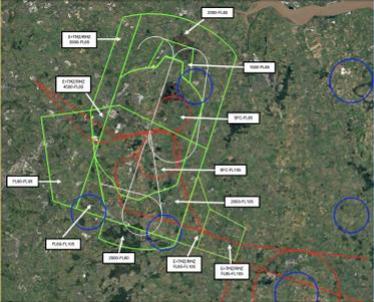
Design Principle Evaluation		Option No: 3
		aims based on the SID and IAP designs in this option.

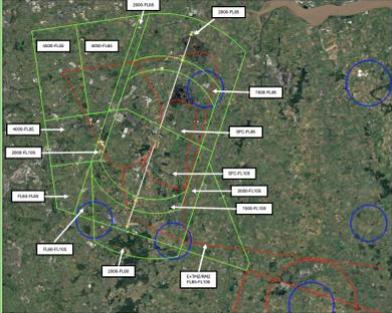
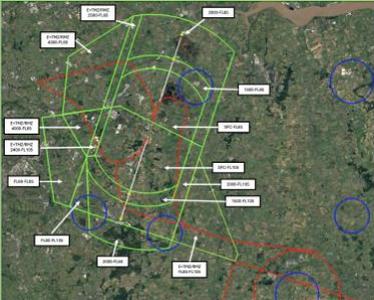
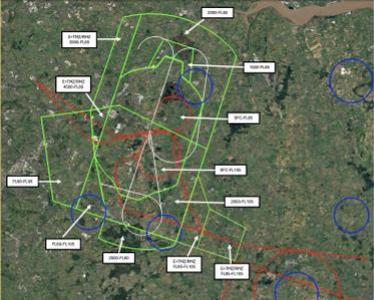
DP	Design Principle	DP Component	Option 1	Option 2	Option 3
DP1	The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.	Safety of traffic inside CAS	 <p>As the airspace and the Instrument Flight Procedures were safely in operation up to 2022, no safety risks have been identified at this time that are considered to be intolerable. CAA's conclusion in the 2017 PIR of this airspace (noting this was prior to the implementation of PBN SIDs) was that "The implementation of Class D at RHADS has achieved its stated aims with regard to protecting CAT flights operating in and out of the airport, improving the operations of airspace users to and from the airport, and minimising the environmental impacts of those operations upon local communities. The introduction of SIDs and STARs and connectivity to the airways structure contained with Class D airspace undoubtedly reduces controller workload, and planning complexity for pilots and ATC alike".</p>	 <p>This option proposes only some minor adjustments to the Instrument Flight Procedures in operation previously and those changes are not in the initial climb out or the first turn, no safety risks have been identified at this time that are considered to be intolerable.</p>	 <p>This option proposes very new Instrument Flight Procedures including use of Radius-to-Fix on SIDs and Approaches and a different concept of operation for ATC compared to in 2022. Further safety assurances will therefore be required which seem achievable at this stage</p>
		Safety of traffic outside CAS	<p>No safety risks identified at this time that are considered to be intolerable. CAA's conclusion in the 2017 PIR stated that "whilst the CAA acknowledges the comments from both GA and gliders raising safety concerns from the effect of funnelling, and the impact of potentially having to plan to route around the airspace, these concerns have not manifested themselves in safety occurrences as since the implementation of the ACP AIRPROX reports in the RHADS local vicinity have decreased". As shown in our</p>	<p>Given that the previous 2022 airspace volume and classification did not result in an increase in safety occurrences in the region and this option proposes a reduction in the volume and classification of the controlled airspace, no safety risks have been identified at this time that are considered to be intolerable</p>	<p>Given that the previous 2022 airspace volume and classification did not result in an increase in safety occurrences in the region and this option proposes a reduction in the volume and classification of the controlled airspace, no safety risks have been identified at this time that are considered to be intolerable</p>

DP	Design Principle	DP Component	Option 1	Option 2	Option 3
					
			<p>extended analysis of filed Airprox in the region, there is no evidence to show that there has been any reduction in Airprox events in the region since the closure of RHADS airspace.</p>		
		Overall			
DP2	The airspace change proposal should not be inconsistent with relevant legislation, the CAA's airspace modernisation strategy or Secretary of State and CAA's policy and guidance.	SARG Policy 126: Policy for the Design Controlled Airspace Structures (CAS Volume)	See DP6	See DP6	See DP6
		Policy for the Classification of Controlled Airspace	See DP6	See DP6	See DP6
		CAP1711 Airspace Modernisation Strategy	Option proposes some use of Class E airspace co-located with TMZ. CTA 13 would be Class E with TMZ/RMZ for ROGAG departures only in-between leaving Class D and joining Class A airspace.	Option maximises use of Class E with TMZ/RMZ for all ROGAG and UPTON departures in-between leaving Class D and joining Class A airspace.	Option maximises use of Class E with TMZ/RMZ for all ROGAG and UPTON departures in-between leaving Class D and joining Class A airspace.
		ANG 2017 environmental objectives	See DP3	See DP3	See DP3

DP	Design Principle	DP Component	Option 1	Option 2	Option 3
		Overall			
DP3	The airspace change proposal should deliver the Government's key environmental objectives with respect to air navigation as set out in the Government's Air Navigation Guidance 2017.	Limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise	Not possible to evaluate	Not possible to evaluate	Not possible to evaluate
		Ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions	Not possible to evaluate	Not possible to evaluate	Not possible to evaluate

DP	Design Principle	DP Component	Option 1	Option 2	Option 3
		<p>Minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality.</p>	 <p>Not possible to evaluate</p>	 <p>Not possible to evaluate</p>	 <p>Not possible to evaluate</p>
		Overall	Not possible to evaluate	Not possible to evaluate	Not possible to evaluate
DP4	<p>The airspace change proposal should consider the impacts on air navigation service providers and other aviation stakeholders such as nearby airport operators and other airspace users.</p>	N/A	<p>Option will clearly have some impact on ANSPs, airport operators or other airspace users. This option was previously supported by in the region of 20 LoAs with other airspace users and ANSPs with 24/7 ATC coverage facilitating access for a significant proportion of GA. Requests for access to the controlled airspace were never refused. Leeds Bradford Airport stated in the 2017 PIR that it fully supported the RHADS airspace and used it daily to facilitate descent profiles to Runway 32, and that the airspace sharing and coordination procedures in place worked successfully. It cannot be claimed that this option would have a significant detrimental impact on others, given the findings of the 2017 PIR and that the radar analysis from 2025 showed that the airspace</p>	<p>Option will clearly have some impact on ANSPs, airport operators or other airspace users though with less controlled airspace and with reduced classifications, the impact could be expected to be less than with Option 1.</p>	<p>Option will clearly have some impact on ANSPs, airport operators or other airspace users though with less controlled airspace and with reduced classifications, the impact could be expected to be less than with Options 1 and 2. In addition to reduced volumes and classification, repositioning DSA SIDs to the south of the airport will reduce the impact on Leeds Bradford Airport and the Netherthorpe ATZ is wholly contained within Class G airspace. This option would appear to aid integration with both the existing and future MTMA network design.</p>

DP	Design Principle	DP Component	Option 1	Option 2	Option 3
					
DP5	The airspace change proposal should not modify DSA's previous NPRs unless required for safety or airspace integration purposes.	N/A	<p>users most significantly using this airspace were operations within the Netherthorpe, Retford Gamston and Sandtoft ATZs and LoAs will be achievable for their continued operations.</p> <p>No changes at all required to extant NPRs</p>	<p>No changes at all required to extant NPRs</p>	<p>Some changes may be required to extant NPRs. The RWY 02 UPTON/ROGAG SIDs and RWY 20 ROGAG follow the centre of the NPR but a very minor adjustment might be required to the end of the NPR at 3000ft.</p>

DP	Design Principle	DP Component	Option 1	Option 2	Option 3
DP6	Any airspace structure(s) should be of the minimum size and lowest classification needed to achieve its aims to minimise disruption to, and maximise integration with, other airspace users.	Size of controlled airspace volume	 <p>As Option 2 suggests less CAS could be feasible than in this option whilst having a very similar SID and IAP design and still achieving DSA's aims, this option is considered to not meet this design principle</p>	 <p>Option is considered to use the minimum volume of CAS required to achieve DSA's aims based on the SID and IAP designs in this option.</p>	 <p>Option is considered to use the minimum volume of CAS required to achieve DSA's aims based on the SID and IAP designs in this option.</p>
		Classification of airspace volume	Some CTA classifications lower than Class D	Some CTA classifications lower than Class D	Some CTA classifications lower than Class D
		Maximise Integration	Given the majority of CTA in this option being Class D in combination with a reduction in volume being thought to be achievable, this option is evaluated as not maximising integration	Option maximises use of Class E for all ROGAG and UPTON departures in-between leaving Class D and joining Class A airspace and is also considered to use the minimum volume of CAS required to achieve DSA's aims based on the SID and IAP designs in this option.	Option maximises use of Class E for all ROGAG and UPTON departures in-between leaving Class D and joining Class A airspace and is also considered to use the minimum volume of CAS required to achieve DSA's aims based on the SID and IAP designs in this option.
		Overall			