



AERONAUTICAL DATA ASSOCIATED WITH CAP 1616 AIRSPACE CHANGES

1. Introduction

- 1.1 This policy statement presents the CAA policy and guidance to all stakeholders when originating (non-IFP) airspace data associated with [CAP 1616](#). The intention is to ensure that the data bound for the UK Aeronautical Information Publication (AIP) is fit for purpose and in line with the necessary aeronautical data quality (ADQ) requirements as set out in EU 473/2017 as repealed by EU 469/2020 and further described in [CAP 1054](#).
- 1.2 The airspace related data items requiring the highest data assurance level (DAL¹) as described in the above policy documents are **latitude and longitude**. These are classed as DAL 2 – Essential. Whenever the intention is to introduce amended or re-purpose these data items, a high level of integrity shall be ensured.
- 1.3 Tracks and Geodetic Distances published in the AIP are described as DAL 3, and therefore of lower integrity level. However, should these tracks & distances be associated with an ATS Route then they should be considered DAL 2 and the higher level of integrity applied.
- 1.4 Data items such as vertical levels, airspace class, frequency, purpose, remarks and tracks/geodetic distances (not associated with an ATS Route) are considered to require a lower data assurance level (DAL 3 or no DAL dependent on content).
- 1.5 If lower level integrity data is being introduced as part of an airspace change that also seeks to introduce high level integrity data, then the high level of integrity shall apply.

In summary:

- Change to Latitude & Longitude or Tracks & Geodetic Distances associated with ATS routes = [High Level of Integrity](#)
 - Change to other airspace data = [Lower Level of Integrity](#)
- Where a changed airspace incorporates both data of High and Lower Integrity = [High Level of Integrity](#)

¹ 'Aeronautical Information Management' (CAP 1054) Chapter 6 refers.

2. Preferred Data Exchange Format

2.1 High Level of Integrity

2.1.1 In order to ensure high level of integrity and provide a known format for originator, regulator and publisher alike, a common data exchange mechanism in the form of the CAA Aeronautical Data Template has been created by UK CAA.

2.1.2 Unless an alternate bespoke format is offered and subsequently authorised by UK CAA, data originators **SHALL** use the CAA Aeronautical Data Template as the vehicle to submit any:

- Latitude or longitude data where the intention is to introduce, amend or re-purpose.
- New or amend tracks and geodetic distances associated with ATS Routes.

2.1.3 Stakeholders utilising the CAA Aeronautical Data Template are required to read Annex A, which, if followed correctly, should ensure ADQ compliance.

2.1.4 The scope of the airspace data involved can be found in Annex A of CAP 1054.

2.2 Lower Level of Integrity

2.2.1 Data requiring a lower level of integrity may be supplied in **any other structured digital format** as long as the originator can 'avoid corruption throughout the processing of the data'. Practically this would mean; documented version control, completeness, accuracy and other basic ADQ requirements relating to routine data.

2.2.2 Stakeholders should also be aware of the requirements detailed in Airspace Change CAP 1616, specifically that in Appendix F – Submission of a formal proposal.

2.3 Instrument Flight Procedures (IFPs)

2.3.1 IFPs are out of scope of this process. It should be noted that Approved Procedure Design Organisations (APDOs) are considered to already have an authorised format specification detailed within their current quality management system (QMS), resulting in draft charts & coding tables. The only overlap in the 2 processes are where:

- 5LNC IFP Waypoint names/proximity checks are submitted for approval via the CAA Aeronautical Data Template.
- Latitude & longitudes give connectivity between ATS routes and IFPs, in which case ATS Route connectivity approval is given in the CAA Aeronautical data template and IFP operational approval via the separate IFP process.

3. Responsibilities

3.1 Authorised Source

3.1.1 Whilst the Authorised Source is ultimately responsible for all aspects of the airspace change, the origination and submission of the aeronautical data in scope may (if covered by a formal arrangement) be delegated to another authority.

3.1.2 The data originator (be it the authorised source or delegated authority) should ensure the following:

- Correct version control of the data.
- Completeness of the data.
- The accuracy and ADQ compliance of the data.
- Submission to CAA as part of the approval process described in Appendix F of CAP 1616.
- Subsequent submission (as an attachment) to NATS AIM (Aeronautical Information Management) as part of the AIP change request.

3.2 **Regulator**

3.2.1 On receipt, the CAA will allocate appropriate individuals to approve the aeronautical data in scope, however the main point of contact for the data originator shall be the nominated CAA Account Manager and/or Technical Regulator who will be responsible for:

- Correct version control of the regulated data.
- Use of the principles of Performance Based Oversight (PBO) to analyse the data included, clearly indicating which of the submitted aeronautical data in scope can and cannot be approved.
- The regulated version will be returned to the data originator. Any non-approved data will be annotated accordingly. Approved data will be indicated as such and name of regulator and the approval date indicated.
- All versions of the aeronautical data template (submitted or regulated) will be stored in line with documented procedures within the Share-point online folder for the relevant project.
- Should the authorised source not have the immediate means to originate compliant data and the change in scope is regarded as being in the national interest, the regulator may consider assisting the authorised source in the origination of compliant data. This situation should be identified through the ACP development and discussed with the regulator at the earliest opportunity to reach agreement.

3.3 **AIM Service Provider**

3.3.1 NATS currently provide the AIM service under licence from CAA. In relation to the aeronautical data in scope they are responsible for:

- Providing a vehicle to accept AIP change requests (including attachments).
- Maintaining a current list of authorised sources & delegated authorities.
- Flagging any issues with AIP change requests to the authorised source or CAA as appropriate.
- Processing the data, applying applicable magnetic variation and publication resolution.
- Sending notifications of submitted changes and 'draft products' to CAA where applicable.

- Requesting approval of 'draft products' from the authorised source where applicable.
- Promulgating the data in accordance with the AIRAC Cycle.
- Storing the data in accordance with ADQ requirements.

4. Lateral Airspace Calculations

- 4.1 WGS84 shall be the only Ellipsoid considered for calculations. The European Terrestrial Reference Frame – 2014 (ETRF2014) should be the default reference frame wherever possible – any other reference frame (e.g. International Terrestrial Reference Frame (ITRF)) should be noted in the metadata.
- 4.2 The requirements for tools & software used to originate, process, store, exchange or publish the aeronautical data in scope are detailed in CAP 1054, Chapter 5 - Generic Requirements – Tools and Software.
- 4.3 Any geodetic calculators/tools or GIS/Airspace mapping software used to generate airspace data shall only be used by a suitably trained and experienced individual.
- 4.4 Supporting textual or graphical reports including parameters and methodology shall be supplied for points originated by geodetic calculators/tools.
- 4.5 Supporting textual or graphical reports including parameters and methodology shall be supplied for points originated by GIS/Airspace mapping software.
- 4.6 When using an ATS route as the basis for creating a subsequent airspace boundary or route, the true track to be used in all instances should be the average true track of both directions. This applies even if the ATS route in scope is described as uni-directional.
- 4.7 Calculations using standard instrument departure (SID) and standard arrival route (STAR) as the basis shall in all instances use only the true track of the direction of flight.
- 4.8 Any variations from points 4.6 and 4.7, along with any other calculation scenarios where there is not a clear policy or precedent, should be discussed with and agreed by CAA before the start of any calculation exercise.
- 4.9 A lateral accuracy tolerance of 30m shall be applied to all aeronautical data in scope when new geodetic positions are introduced which have no connectivity to extant airspace. Note that this is more conservative than the 100m required in EU 473/2017.

If however the aeronautical data in scope does connect to extant airspace, the accuracy tolerance of the new geodetic positions should be 0m, i.e. use exactly the same latitude & longitude that is published in the AIP.

Whilst these published geodetic positions shall be re-used for new airspace (where applicable), up to 10m of gap/overlap between new airspace boundaries and existing airspace boundaries is acceptable should the boundaries be only partly coincident.

- 4.10 Wholly withdrawn airspace need not be submitted via an approved means. A simple, unambiguous textual reference to the withdrawn elements is sufficient. If, however the airspace in scope is partially withdrawn (therefore amended), for clarity full details of the remaining airspace should be supplied.

5. Data Quality

- 5.1 For the full requirements relating to accuracy and precision of required data, please see CAP 1054 – Annex A. Noting the more demanding UK accuracy requirements of 30m for all En-Route Airspace.
- 5.2 Accuracy requirements for aeronautical data are based on a 95 per cent confidence level – WGS 84 implementation manual refers.
- 5.3 The data submitted shall be supplied to the highest level of precision available, without rounding.
- 5.4 No attempt should be made to apply magnetic variation by the data originator. This is managed and applied by NATS AIM.

6. File Naming & Version Control

- 6.1 See Annex A for specific details on how to apply this using the CAA Aeronautical Data Template. Any alternate means of compliance will require prior authorisation from CAA.

7. Metadata

- 7.1 Until such time that AIXM (and the systems generating it) enable full automated capture of project metadata, there is a requirement to provide selected 'collective' project metadata as described in CAP 1054.
- 7.2 See Annex A for specific details on how to achieve this using the CAA Aeronautical Data Template. Any alternate means of compliance will require prior authorisation from CAA.

8. Submitting the aeronautical data in scope.

- 8.1 Airspace data associated with the ACP (excluding IFP) should be submitted (along with the core ACP package) to the nominated CAA Account Manager and/or Technical Regulator and copied to the airspace.policy@caa.co.uk mailbox.
- 8.2 Should the aeronautical data in scope include 5LNCs for onward use in IFPs, this should also be sent (along with the bulk of the IFP package) via the approved method as detailed in the organisational QMS.

9. Review of Policy

- 9.1 The CAA shall review this policy statement on a discretionary basis but not less than triennially from its publication date.

10. Enquiries

10.1 Enquiries concerning this policy, or data format/submission issues should be addressed to airspace.policy@caa.co.uk

Annex:

A. CAA Aeronautical Data Template – Requirements & Completion.

Annex A

CAA Aeronautical Data Template – Requirements & Completion

Contents

1. Purpose
2. Basic Functionality
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 - c) Latitude & Longitude
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 - e) AIP Template - ENR 3
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1 Purpose

In order to ensure high level of integrity and provide a known format for originator, regulator and data processor alike, a common data exchange mechanism in the form of the CAA Aeronautical Data Template has been created by UK CAA.

Unless an alternate bespoke format is offered and subsequently authorised by UK CAA, data originators **SHALL** use the CAA Aeronautical Data Template as the vehicle to submit any:

- Latitude or longitude data where the intention is to introduce or amend the position/use.
- New or amend tracks and geodetic distances associated with ATS Routes.

If the guidance in this Annex is followed correctly, ADQ compliance will be achieved.

The scope of the airspace data involved can be found in Annex A of CAP 1054.

2 Basic Functionality

If you have an organisational file management system (such as Share point), you should ensure that users **do not open the template in browser mode** as this may disable functionality. Ideally this would be changed globally by the administrator so the default is always the client application, failing that 'open in app' should be selected each time the file is opened. The 'client app' in question is Microsoft Excel.

On each sheet a 'View all sheets' navigation button is available in the top left. This is useful to navigate between sheets when there are a large number that cannot all be seen at the foot of the screen.

When opening the template, the user should 'Enable' the content if prompted.

The 3 most commonly used sheets will be visible after opening, namely 'Content and Approval' 'Latitude & Longitude' and 'Metadata'. The 'Included?' column of the Content and Approval worksheet indicates which data is in scope. The default 'No' for the ICARD worksheet can be changed to 'Yes' via the drop-down menu, whilst hitting the + button will add blank AIP templates.

By selecting the + on the top right-hand side of the Content and Approval sheet, further guidance notes are available relating to colour coding and useful external document references.

Unless relating to an 5LNC ICARD request, Latitude & Longitude data referenced to the WGS84 (World Geodetic System - 1984) ellipsoid forming the airspaces should be added to the Latitude & Longitude worksheet. The order is un-important in this sheet, the intention is simply to list all the points being used and establish ADQ compliance.

If the Latitude & Longitude worksheet entries make up a part of an amended airspace (Area or Route), it should subsequently be added (via drop down menu) to the relevant AIP template, **where correct order is essential**.

Incorporated WGS84 geodetics may be plotted and viewed in Google Earth via the dedicated Create KML button at the top of each sheet. Latitude and Longitude data (as points), ENR 3 data (as polylines) and ENR 2, ENR 5.1, AD 2.17 & Other Airspace (as

Polygons). Note that any intention to follow arcs/rhumblines/coast will be interpreted only as straight (Great circle) lines.

Data originators should ensure to complete sections 1 & 2 at the top of each AIP template. This controls the naming of the template and summary of what is/is not in scope. Note that if only a small portion of the area/route has changed it may be preferable to only include this portion in the template whilst referencing the remainder of the unchanged area/route in section 2 of the header.

Submissions limited to approval of ICARD 5LNCs do not require completion of the Metadata sheet. However, should these 5LNCs be subsequently included in any AIP template (likely ATS Route), then the Metadata tab shall be completed.

The Metadata requirement is scaled and depends on the Level of ACP and type of data contained within. See 6f. Metadata for more information.

Once the data within the template has regulatory approval, it shall be attached when submitting the associated AIP change request to NATS AIM.

3 File Naming & Version Control

The template available for download is named **AeroData-Template.xlsm**

The version number shall be independent of the wider ACP submission. It shall be re-named before submission, replacing the word 'Template' with either the ACP reference or a suitable title that references the project.

Any submitted version from a data originator will contain the suffix #.0, starting at 1.0 and incrementing consecutively 2.0, 3.0 etc

Any regulated version from the CAA will always contain the suffix #.1, starting at 1.1 and incrementing consecutively 2.1, 3.1 etc, in line with the submitted version.

A typical file name would be:

AeroData 2021-123 v1.0.xlsm

or

AeroData EGCC SID Truncation v1.0.xlsm

A typical Version Cycle (one set of amendments applied) is listed below:

AeroData 2019-123 v1.0.xlsmOriginal submission from data originator
AeroData 2019-123 v1.1.xlsmCAA annotate data issues in the template
AeroData 2019-123 v2.0.xlsmAmended submission from data originator
AeroData 2019-123 v2.1 Approved .xlsmCAA Approve the amended data template

Any non-approved v1.1 returned to the data originator shall form the basis (copy or save as) for the next amended v2.0... any amended version 2.1 the basis for 3.0 and so on.

In the unusual event that amendments to the aero data template are required **after** CAA approval and subsequent submission in the AIP portal, a third level of sub versioning should be added.

In this scenario Version #.1.1 would indicate amendments to the data post submission and Version #.1.2 would indicate a second amendment to the data post submission.

The amendment details should be indicated in the box at the foot of the Content and Approval page for each sub version.

4 Precision and Magnetic Variation

NATS AIM are fully responsible for rounding WGS84 lateral data for publication and the addition of magnetic variation to meet AIP publication standards. No attempt shall be made to round data or apply magnetic variation by the data originator.

5 Accuracy & Publication Requirements

See 4.9 of the main policy document. Full accuracy and publication resolution requirements can be found in [CAP 1054](#) – noting the more demanding UK accuracy requirements of 30m for all EN Route Airspace.

6 Worksheet Specific Instructions

a. Content & Approval

The Content & Approval Tab is always visible

Click the '+' icon at the top right of the page to access guidance notes.

Add ACP reference, ACP project name and Submitted Version No. (starting at 1.0).

The 'Included?' column indicates which data is in scope.

The Latitude & Longitude and Metadata tabs are shown as default.

ICARD/Latitude & Longitude and Metadata are toggled on/off via a simple 'yes/no' selection.

AIP template types are described on the left-hand side and new blank templates (as many as required) mirroring the AIP structure can be added by clicking the + button in the same row.

Wherever 'Yes' has been selected or AIP templates added, regulatory approval is required which results in a ✓ or ✗ indication.

Each AIP template should contain details for a single area or route only, note that subdivisions of an area or route (A, B, C etc) should be considered multiple.

If an AIP template has been introduced in error, it can be deleted via the control box on the right-hand side. Simply select the name from the drop-down menu and click 'delete sheet'.

To protect the integrity of the sheet, tabs cannot be added/deleted/renamed via the usual excel controls.

Ongoing comments regarding the Aero Data Content should be added to the large green cell at the foot of the Content & Approval sheet. This can be expanded if required.

Below the comments box is a link to the CAA web page containing the latest version of the template – please ensure you are using the latest version.

When added, each AIP template is provisionally given the AIP section name (followed by chronological ordering), but this will be updated with the airspace name when section 1 is completed in each AIP template.

Where a worksheet has been scrutinised by the regulator and is not approved (✘), the name of the CAA regulator will be added, but **no date approved** indicated. The CAA case officer will return the Regulated '#.1' template to the data originator who should look at the regulatory comments within the worksheet/s indicated with a ✘.

Where a worksheet has been scrutinised by the regulator and is approved (✔), the name of the CAA regulator will be added, **as well as the date approved**. The CAA case officer will return the final '#.1' template to the data originator who shall attach to the subsequent AIP change request. **Note that this approved data will be subsequently locked by the CAA.**

b. ICARD

If new 5LNCs are required, in the first instance please see the CAA [policy associated with 5LNC](#). It is the intention that the initial request for these 5LNCs are sent in isolation to the CAA for approval in this template and that will form the 1.0 submission.

Enter the working/temporary name of the 5LNC used thus far in the project, commonly Point A, AAAAA, Waypoint 1 etc.

Enter the ICARD requested 5LNC – the name initially sought by the originator.

Choose the ICARD description from the drop-down menu

Enter the Latitude and Longitude used for the proximity check – It should be noted that the originally requested ICARD location in this sheet (used in the proximity check) may be subsequently calculated with more precision, or moved in the final stages of design. The result being that the ICARD entry would differ from the published Latitude and Longitude. This is acceptable (within tolerance) and should be noted by the data originator.

The contents of Column G (reserved ICARD) will be populated by the regulator during the approval process and will be available to select from the Latitude & Longitude worksheet should it be subsequently included in any airspace structure (likely ATS Route).

c. Latitude & Longitude

All new and amended geodetic latitudes and longitudes being used in this submission shall be included in this sheet. If a point currently published in the AIP is being re-used in an amended airspace structure – it shall also be added here.

The order of the points is not important in this worksheet.

Once added to this worksheet, all latitudes and longitudes will be available (via drop down menus) in the relevant columns of the AIP templates where they are then selected in publication order.

Add a unique name for each new point – or choose from the pre-approved ICARD names if applicable.

Add the best description of the Primary Airspace Usage – a reminder of the quality requirements will appear in Columns D & E (likely 30m - See 4.9 of the main policy document).

Ensure the correct origination type is selected and **very importantly**, give further relevant information in the point origination description. This will differ depending on the origination type:

- For ***Calculated points** - Which parameters were used in the calculation.
- For ***Visual points** - Describe the visual feature.
- For **Published AIP Points** - Indicate where in the AIP.
- For **Surveyed Points** - Indicate survey name, date and originator.
- For ****Declared Points** - No further details required. The definition of a declared point means it has no direct relationship to any other airspace or geographical feature.

* CAA **cannot** approve a calculated or visual point without a detailed description.

A typical example of a declared point would be on a danger area range out at sea, where the point can be derived by identifying a geodetic location likely rounded to whole degrees / minutes. Any point that is originated using geodetic calculators/tools or based on any other airspace **cannot be declared.

To move the data toward ADQ compliance, two separate entries are required for each of the latitude and longitude values. The first can be pasted **or** typed, the second (double check column) **must be manually typed**.

The format of the latitude/longitude entry must be correct:

Latitude – DDDMMSS.ssN – no spaces, decimals of a second to a minimum of 2 (.00N) even if you have to add .00N, no degrees over 70, no minutes over 59, no seconds over 59.9999, no suffix other than N.

Longitude – DDDMMSS.ssE (or .ssW) - no spaces, decimals of a second to a minimum of 2 (.00N) even if you have to add .00N, no degrees over 20, no minutes over 59, no seconds over 59.9999, no suffix other than E or W.

An indication of correct formatting and entry match requirements are given in columns I & M and K & O respectively. A ✓ indicates correct data, whereas ✗ indicates that the entry needs attention and cannot yet be approved.

[d. AIP Templates – ENR 2, ENR 5.1, AD 2.17 & Other Airspace](#)

These worksheets mirror the format of the AIP pages.

Areas should be listed originating at the most North/Westerly point where possible, then continue in a clockwise direction and return to (thus duplicating) the point of origin to close the polygon.

Data originators should ensure to complete sections 1 & 2 (green summary cells at the top of each AIP template) which will populate both the AIP template and xl tab name. Note that there is a limit on the characters that can be used in xl tab names.

The sub section that is being amended should be selected in Section 1a for 'ENR 2' and 'Other Airspace' templates.

The complete details (closed polygon) of the new or amended areas are required unless 'partial' is selected in section 2a and details of the excluded airspace portion are supplied in section 2b which are then assumed unchanged.

Only points that have been added in the Latitude & Longitude worksheet can be selected in the AIP Templates (in Column B). After selecting a valid point, the Latitude & Longitude will appear in the next columns.

If more than one area is in scope, add another AIP template - see a). Content and Approval.

In Column E & F there is opportunity to add further descriptive text for the area to explain the connectivity between points. Use the drop-down menu to select relevant text. Of note is that an arc should have a start, centre and end point defined here. A zero (blank) entry in E & F indicates a direct (Great Circle) vertex (straight line).

Column G- and any other subsequent green columns are free text fields. Complete where appropriate to reflect the intended final publication details. Note that Alt + Enter can be used to jump to a new line.

The vertical limits and Airspace Class shall be included at the bottom of the worksheet in Column D for ENR 2 & Other Airspace. For ENR 5.1 & AD 2.17 vertical limits are held in Column G.

10 rows are initially available for input. To add more rows, click the '+' button in the left margin.

The 'Other Airspace' worksheet is included as a general 'catch all' and not tailored to any specific format. Columns Headings G-J may be renamed as appropriate.

[e. AIP Templates – ENR 3](#)

This worksheet mirrors the format of the AIP pages and ATS routes should be listed South to North.

Data originators should ensure to complete sections 1 & 2 (green summary cells at the top of each AIP template) which will populate both the AIP template and xl tab name. Note that there is a limit on the characters that can be used in xl tab names.

The sub section that is being amended should be selected in Section 1a.

The complete details (entire route) of the new or amended route is required unless partial is selected in section 2a and details of the excluded route portion are supplied in section 2b, which are then assumed unchanged.

If more than one route is in scope, add another AIP template - see a). Content and Approval.

In Column B (upper part of entry), only points that have been added in the Latitude & Longitude worksheet can be selected/typed. After selecting/typing a valid point, the Latitude & Longitude will appear in next columns.

In Column B (lower section of entry), either select the relevant RNAV spec from the drop-down menu, or type in other route spec or type route remarks.

In Column C (lower section of entry), manually enter the FWD true track, or if it is unchanged between 2 existing published positions select the 'No Change' option. There is no need to add the degrees (°) symbol

In Column D (lower section of entry), manually enter the REV true track, or if it is unchanged between 2 existing published positions select the 'No Change' option. There is no need to add the degrees (°) symbol

In Column E (lower section of entry), manually enter the Geodetic Distance in NM, or if it is unchanged between 2 existing published positions select the 'No Change' option. There is no need to add the nautical mile (NM) suffix

In Column F, select the relevant Upper & Lower vertical limits from the drop-down menu.

In Columns G & H, first select from the Odd/Even options in the upper section, this dictates the values available in the lower section for cruising level max/min values.

In Column I, you may add remarks or other appropriate details as free text. Ensure to extend down the row length should the text overflow the cell size.

f. Metadata

Until such time that AIXM (and the systems generating it) enable full automated capture of project metadata, there is a requirement to provide selected 'collective' project metadata as described in CAP 1054. This metadata requirement is split into three separate areas; Project, Data Standards and Airspace Design.

Select the appropriate ACP level/data content from Cell B6, whereupon you will see a summary of the ACP and metadata requirement to the right, with the metadata completion requirement further indicated at the start of each section.

If the section is required, as a minimum, all fields prefixed with * will require an entry. In the header of each required section there is an indication as to whether the minimum requirement has been input. This minimum requirement does not of course guarantee that the input is correct and it will be subsequently reviewed by CAA.

1. The **Project** section requires 9 or 10 simple who/what/when inputs and is required for all submissions (except those containing solely 5LNC requests).

2. The **Data Standards** section has been pre-populated with default entries and is required for all submissions (except those containing solely 5LNC requests). You should check that you are fully in agreement with all the data standards used, if so **NO ACTION IS REQUIRED**.

3. The **Airspace Design** section can be omitted if the ACP is Level 0 or M and has no new geodetic calculations within it. The required inputs relate to responsible parties, conceptual design of the airspace and data sources used.

Note that in Airspace Design section 3e, Key Airspace Design Criteria 1 & 2 are completed as default (although the date of current document is required), but it is likely that more specific criteria relating to the airspace change will need to be added in Criteria 3/4.

Note that in Airspace Design section 3f, Data Source 1 (UK AIP Data) is completed as default (although the date of current document is required), but more data sources can be added in Source 2/3/4 if they have been used.

More specific guidance on the metadata requirements can be found throughout CAP 1054.

Any questions regarding the CAA Aeronautical Data Template should be sent to airspace.policy@caa.co.uk