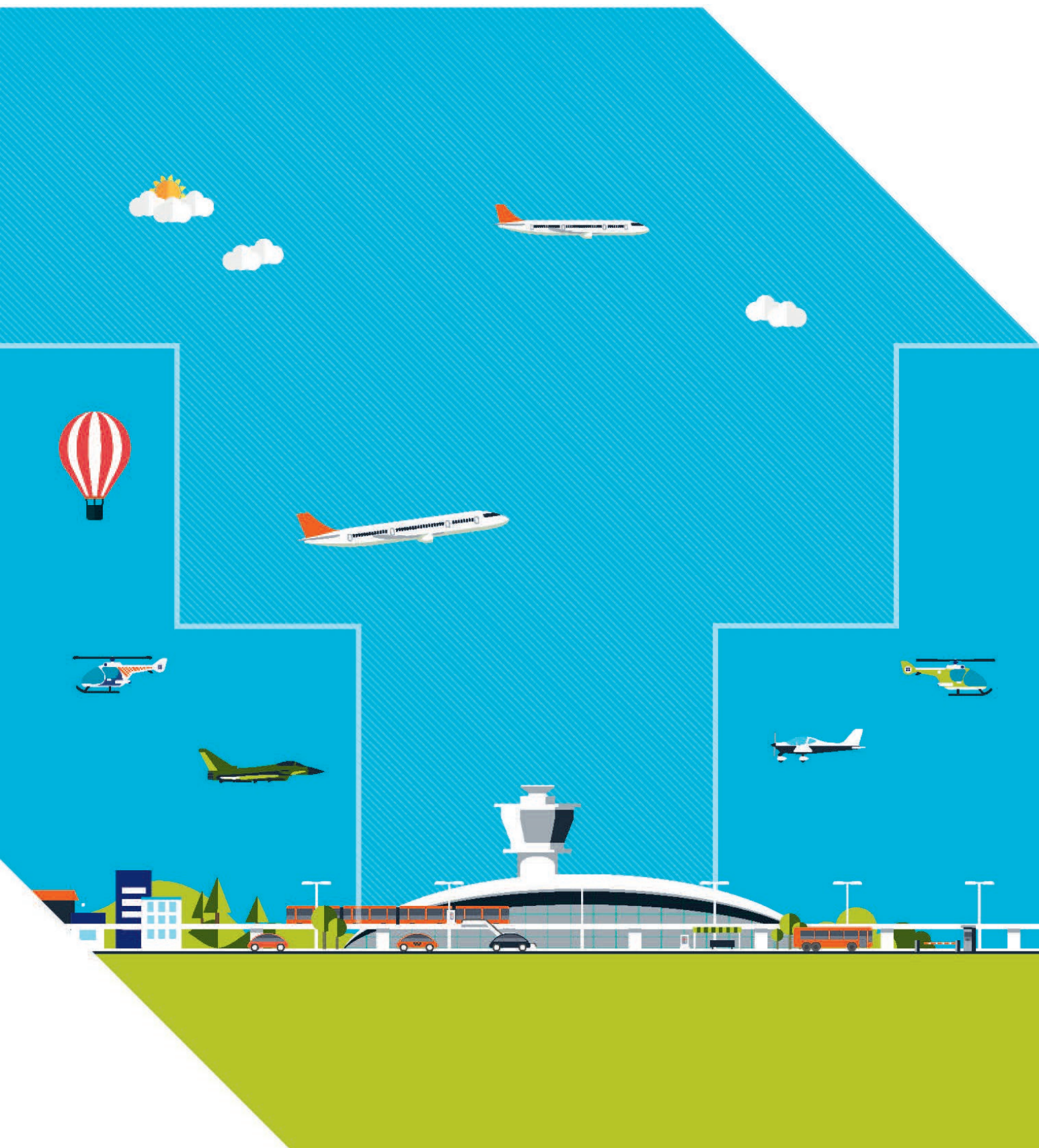


Airspace change masterplan – CAA acceptance criteria

CAP 2156a



Published by the Civil Aviation Authority, August 2021

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Revision history

This is the first edition, published August 2021.

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The latest version of this document is available in electronic format at: www.caa.co.uk/CAP2156a

Purpose of this document

The purpose of this document is to set out the criteria against which the CAA will make the decision whether to accept the airspace change masterplan into the Airspace Modernisation Strategy

1. This document is published pursuant to Direction 4 of The Civil Aviation Authority (Air Navigation) Directions 2017 (as amended).
2. The **airspace change masterplan** is a single coordinated implementation plan for airspace changes in the UK to cover the period to 2040.
3. The CAA and Department for Transport, as **co-sponsors** of airspace modernisation in the UK, commissioned NATS (En Route) plc (NERL) to create the masterplan. The co-sponsors required NERL to set up an impartial body to coordinate between NERL, in its role as a 'sponsor' of airspace change, and the individual airports who must sponsor the airspace changes needed to deliver airspace modernisation. This body is known as the **Airspace Change Organising Group (ACOG)**.
4. The co-sponsors assess ACOG's progress to **confirm that the masterplan is consistent with the masterplan commission, government policy and the CAA's own statutory airspace functions**. Based on that assessment, and before the masterplan can be implemented, the CAA must decide to formally **accept** the masterplan into our **Airspace Modernisation Strategy**, having consulted the Secretary of State.
5. The CAA's acceptance of the masterplan into the Airspace Modernisation Strategy makes the masterplan, together with [CAP 1616](#), the legal basis against which individual airspace change decisions are made by the CAA. Therefore, the CAA's decisions on airspace change proposals will need to ensure that there is no misalignment with the masterplan.

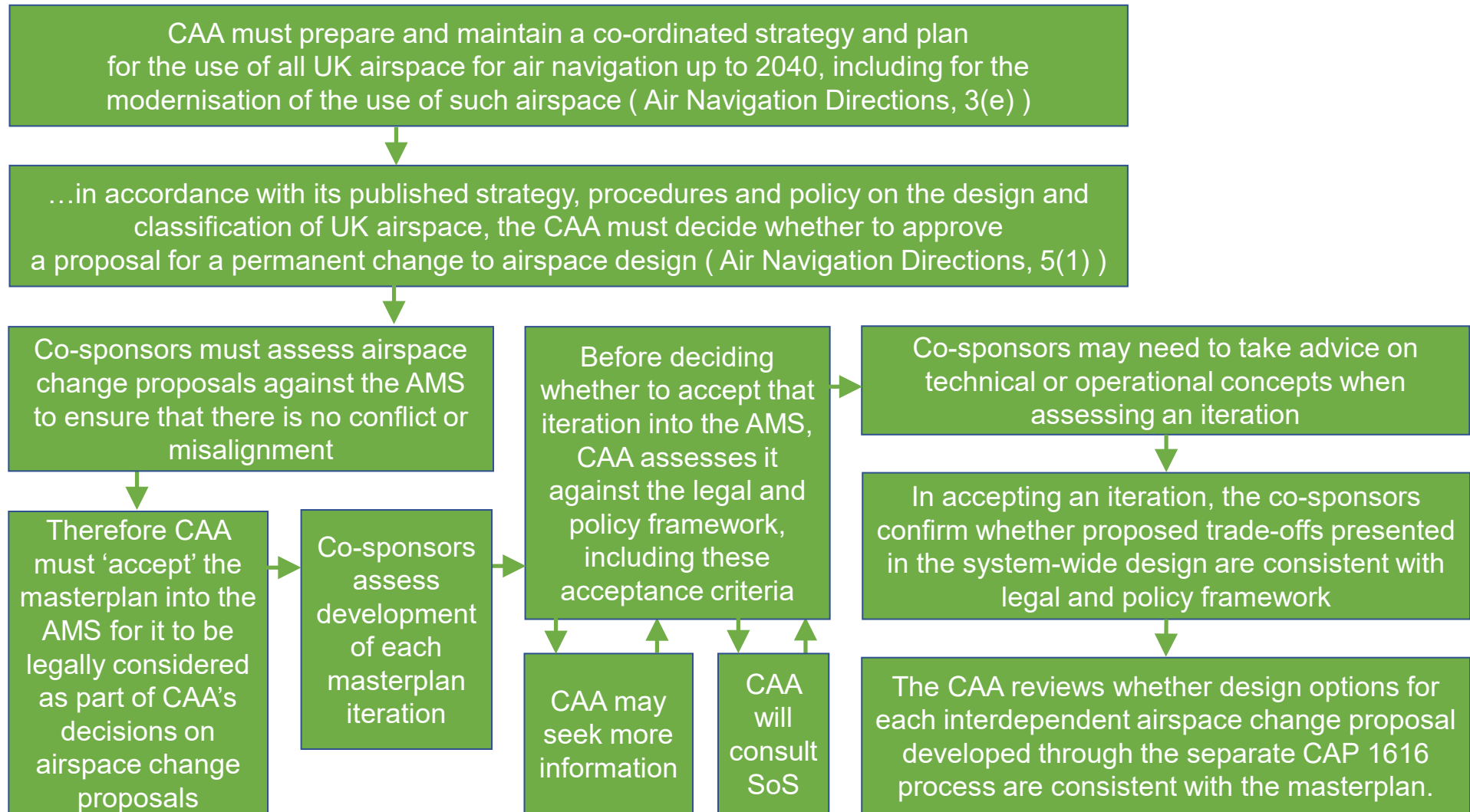
6. **The masterplan does not include the detail of individual airspace designs.** The masterplan is a separate regulatory decision-making process to the CAP 1616 process applied by the CAA for individual airspace change decisions. The interaction between these two processes is shown in Figure 5. Sponsors are required to follow the process in this document and CAP 1616.
7. ACOG envisages a minimum of four iterations of the masterplan. The iterations broadly align with certain gateways of the CAP 1616 process that each airspace change proposal which is being taken forward as part of the modernisation programme (referred to here as ‘constituent airspace change proposals’) will follow. **Each iteration must be accepted separately**, except Iteration 1, which has already been assessed and [published](#).

Criteria for accepting the masterplan – overview

For the CAA to accept a masterplan iteration into the Airspace Modernisation Strategy, we need to be satisfied, having consulted the Secretary of State, that the criteria set out in this document have been met

8. **The criteria in this document for accepting the masterplan cover:**
 - **overall aim and purpose of the masterplan (page 7)**
 - **content of the masterplan overall (pages 8–14)**
 - **expected content by iteration (page 15–27).**
9. We will use as our reference point:
 - the criteria set out in this document
 - the assessment framework set out in the accompanying document, [CAP 2156b Airspace Change Masterplan – assessment framework](#)
 - the requirements of any existing or future commissions from the CAA and Department of Transport as co-sponsors.
10. The co-sponsors will assess and, if satisfied, the CAA will accept an iteration of the masterplan into the Airspace Modernisation Strategy. The length of time needed will vary depending on a number of factors including the scope, detail and clarity of the documentation provided by ACOG. With a requirement to also consult with the Secretary of State, the CAA estimates that the assess and accept process could take between 6-12 weeks overall.
11. Airspace modernisation is a long and complex programme. We expect the masterplan to be flexible and sufficiently agile to accommodate the evolving context for airspace modernisation, such as any changes or additions to co-sponsor commissions to produce elements of the masterplan, or unanticipated external events.
12. **The CAA will therefore need to update the acceptance criteria over the lifetime of the masterplan as iterations are developed.**

Figure 1: Summary of the process for CAA acceptance of the masterplan



Note: AMS = CAA Airspace Modernisation Strategy; SoS = Secretary of State

Overall aim and purpose of the masterplan

The purpose of the masterplan as defined by the co-sponsor commission is to set out a single coordinated implementation plan to deliver the objectives of airspace modernisation, including sequencing and phasing

13. The masterplan will, in particular:
- identify where and when **airspace changes** are required to support delivery of the objectives of the Airspace Modernisation Strategy¹
 - identify potential **interdependencies** between airspace change proposals and the coordination of those proposals
 - identify potential **conflicts** between individual airspace changes
 - determine **trade-offs** proposed by ACOG to resolve those conflicts.
14. These aims will be achieved over a minimum of four iterations of the masterplan. Iteration 1 was only a high-level plan and has already been assessed and published.

An **interdependency** can be described as two or more airspace change proposals that are linked together either because there is a potential conflict in their design options that must be solved, they enable each other at a system level, or there is a potential cumulative impact on stakeholders on the ground.

A **conflict** can be described as two or more airspace change proposals that cannot both proceed in their proposed form (for example, they intersect with one another in a way which is not technically possible for both to proceed).

A **trade-off** is the choice or decision to resolve a conflict, and could be between two sponsors of separate airspace changes, or between two objectives (such as achieving noise reduction and achieving fuel efficiency).

¹ The objectives are set out in [CAP1711](#), page 23.

Content of the masterplan overall

Acceptance criteria for the masterplan overall – categorised as A, B, C for ease of reference

A: Where, when and why airspace changes are needed, and in what sequence

The requirements in section A are those set out in paragraphs 6 and 7 of the commissioning letter from the co-sponsors to NERL of 2 November 2018, as amended by subsequent commissioning letters of 30 July 2019 and 12 May 2021, in accordance with NERL's economic licence condition 10a (paragraph 3b).

The commissioning letters, which are consistent with the objectives of the Airspace Modernisation Strategy, are reproduced at Appendix A.

The co-sponsors may need to update these requirements in future commissions to reflect the evolving context for airspace modernisation, such as future changes in government policy.

B: Information on the airspace changes needed

B1: A programme plan of airspace changes needed to deliver airspace modernisation, including a list of airspace changes in specific volumes of airspace with identified sponsors and anticipated timescales, including dates, sequencing, delivery assumptions and a clearly identified critical path of delivery.

B2: Strategic environmental assessment and Habitats Regulations assessment

To ensure that environmental and sustainability impacts are integrated into the modernisation programme, a strategic environmental assessment and a Habitats Regulations assessment are a fundamental part of, and therefore must inform, development of the masterplan. The assessments must comply with legal requirements. More information is in [CAP 2156b Airspace Change Masterplan – assessment framework](#).

The CAA is legally responsible for ensuring that these assessments are carried out in respect of the masterplan. We will, in due course, set out what ACOG's role is in these assessments, and where in the process this occurs. We will

seek ACOG's advice on how these assessments should be scoped proportionately so as to best inform the masterplan.

Certain public authorities must be consulted on the scope and level of detail of the information to be included in the strategic environment assessment. Once the strategic environment assessment has been prepared, a wider consultation exercise must take place to give the public and certain public authorities an early and effective opportunity to express their opinions.

B3: Potential interdependencies between airspace changes in the masterplan, meaning:

- that there is a **conflict** between two or more design options (for example they cannot both be achieved), or
- that they **enable** one another.

The masterplan may require sponsors to work together:

- to solve a conflict between two or more of their potential design options, or
- to improve the current airspace structure, for example by removing bottlenecks or holds

and in doing so any proposed trade-offs are to be made transparently with the coordination of ACOG (and assessed by the co-sponsors) and not via private bilateral agreements between airports.²

² Impacted stakeholders will be consulted on proposed design options – and therefore solutions to conflicts – when airspace change sponsors

consult on each airspace change proposal through the CAP 1616 airspace change process.

B4: Potential solutions to interdependencies, which might include decisions on trade-offs between the objectives of one sponsor or one airspace change proposal and another (see **B5** below); solutions such as:

- the sequencing of proposed changes
- moving routes vertically, laterally or the time/day they are used, to resolve a conflict
- a sponsor proposing to no longer pursue one of its design options to resolve a conflict
- other potential solutions identified by ACOG and sponsors.

B5: Trade-offs, meaning a choice or decision to resolve a **conflict** as part of a potential solution, which might arise between:

- the objectives of different airspace change proposals, for example, where two airports want to make use of the same volume of airspace
- the objectives of an airspace change proposal and its impact on an existing airspace design (or the potential opportunities for that design)
- multiple objectives for a single airspace design (for example, reducing controlled airspace, increasing capacity, noise reduction).

B6: At a system level, potential implications for government policy objectives of the proposed solutions, which may include:

- where interdependencies will lead one or more changes to have knock-on effects on other airports/airfields or other airspace users, including users of uncontrolled airspace
- where the resolution of a conflict will mean one sponsor or one policy objective will need to be traded-off against others in order to resolve the conflict
- where those impacted by airspace change are likely to be affected by multiple changes.

At Iteration 2 we expect the masterplan to illustrate how effective trade-off decisions between options can be made by providing example case-study assessments of the potential implications of deploying different solutions to manage interdependencies.

Later iterations of the masterplan will be developed in greater detail with more information about the cumulative impacts of different design choices and the methods used to calculate them. These will culminate in a final iteration consisting of a coordinated plan showing how effective trade-off decisions derived from the various options for a modernised airspace design will together deliver government policy objectives.

B7: A stakeholder engagement strategy, developed by ACOG and agreed through regular assessment by the co-sponsors, including agreement on how relevant material – including the strategy itself – will be published. This must show ACOG’s programme for engagement with relevant stakeholders as masterplan iterations are developed. We are not dictating the practical approach ACOG takes to stakeholder engagement, so long as that approach follows the engagement strategy that ACOG has developed and the CAA has agreed to.

‘Engagement’ is the catch-all term we use to mean developing relationships with stakeholders. Stakeholders should be told how they can best engage with ACOG in order to provide feedback that ACOG can take into account at the appropriate point. More information on engagement principles is in [CAP 2156b Airspace Change Masterplan – assessment framework](#).

The strategy should also set out how the sponsors of interdependent airspace change proposals are working together on consultation and engagement, the sort of solutions they are considering together that affect stakeholders, and the degree of commitment from sponsors.

We expect ACOG to run a public engagement exercise on the content of Iteration 3 before it is submitted to the co-sponsors for assessment and subsequent acceptance by the CAA into the Airspace Modernisation Strategy. Through this engagement ACOG should make stakeholders aware of the later consultations on airspace change proposals, how they are

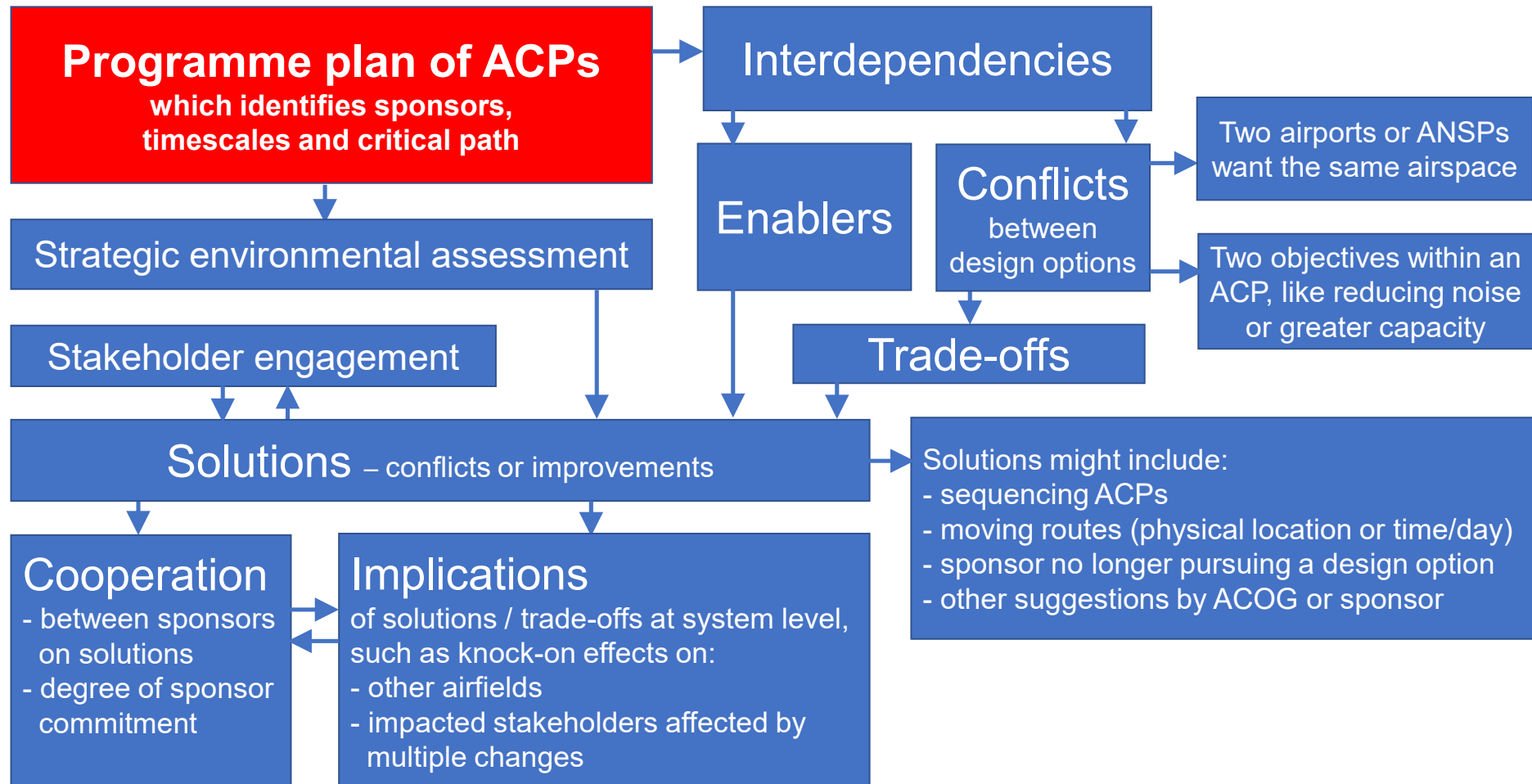
linked together, and how stakeholders can feed back on trade-off decisions that will have to be made that may affect them.

B8: Iterative development of the masterplan:

- each iteration must include a plan for the content of subsequent iterations, which will also be considered as part of the CAA’s acceptance decision
- the CAA and Department for Transport as co-sponsors may also offer feedback on areas where further work or more detail will be required in the next iteration, which must be taken into account
- in development of a particular iteration, ACOG may if it chooses make a case to the CAA and Department for Transport as co-sponsors during the ongoing assessment process that a particular element in the criteria should be moved between iterations, or omitted where it is no longer relevant or proportionate to the required outcome.

B9: General Aviation: To ensure that improved access benefits for different airspace users are integrated into the modernisation programme, ACOG must include in each iteration of the masterplan, an assessment of the potential positive benefits or negative impacts on airspace usability, including on the General Aviation sector overall.

Figure 2: Summary of information required in the masterplan



Note: ACP = airspace change proposal; ANSP = air navigation service provider

C: Other considerations

The CAA will take the following additional considerations into account:

C1: An airspace change proposal at a **Stage 2 gateway in the CAP 1616 process** should specify any interdependencies with other changes identified in Iteration 2 of the masterplan. If there are potential conflicts, the co-sponsors will want to understand how the airspace change sponsors intend to work together to find potential solutions to the conflicts. This should be reflected in sponsors' Stage 2 materials, and the masterplan will help us look for these airspace interactions at the system level. **Sponsors will be unable to progress through the Stage 2 gateway of the CAP 1616 process until potential conflicts and interdependencies between airspace changes are represented in an accepted Iteration 2 of the masterplan.**

C2: When an airspace change proposal forming part of the masterplan reaches the **Stage 3 gateway in the CAP 1616 process**, the co-sponsors will want reassurance that the designs the airspace change sponsors will consult on take into account Iteration 3 of the masterplan and will work together to deliver a modernised system. **Sponsors will be unable to progress through the Stage 3 gateway of the CAP 1616 process until the system-wide airspace design of the proposed options, and the cumulative impacts of those**

options, are represented in an accepted Iteration 3 of the masterplan.

Before the CAA will consider accepting Iteration 3 of the masterplan into the Airspace Modernisation Strategy, we will want evidence that ACOG has published a draft of it and conducted a public engagement exercise on:

- the potential solutions and trade-offs that might be used for resolving conflicts between interdependent airspace change proposals forming part of the masterplan, based on the airspace change sponsor's development of a 'full' options appraisal for each airspace change proposal
- how these potential solutions and trade-offs will be presented by airspace change sponsors as part of their individual or joint consultations through the CAP 1616 process
- any potential gaps in or productive additions to the masterplan, for example whether ACOG has identified all the airspace changes needed to deliver the airspace modernisation that the co-sponsors have commissioned, or whether airspace changes have been grouped into clusters appropriately, should this be needed (see **C3**).

This means that interdependencies between airspace change proposals must be clear, airspace design trade-offs described, and potential solutions explored conceptually. The individual sponsors' consultations must also therefore be able to explain the cumulative impacts of their proposals and the methods used to calculate them in an accessible way for stakeholders.

C3: Where airspace change proposal **timelines are unavoidably misaligned**, for example because of their differing levels of complexity, the co-sponsors recognise that some flexibility may be needed in order to progress the modernisation programme most efficiently. It may, for example, be beneficial to the programme for ACOG to divide the masterplan into separate ‘clusters’ with different timelines, each with a set of potentially interdependent airspace change proposals. The co-sponsors will consider ACOG’s advice on this. The formal consultation stage of the CAP 1616 process (Stage 3) will need to be coordinated for the airspace change proposals within each cluster in order for stakeholders to understand and comment on the potential cumulative impacts.

C4: ACOG will submit a **final iteration of the masterplan** with the full proposed system-wide solution of the airspace structure of the masterplan to the co-sponsors for assessment and subsequent acceptance by the CAA into the Airspace Modernisation Strategy, once feedback from the individual interdependent airspace change proposal consultations as part of the CAP 1616 process has been analysed and taken into account by sponsors and ACOG. The co-sponsors will expect to see evidence in this final iteration of how ACOG has facilitated alignment between the sponsors of the interdependent airspace change proposals. The masterplan

must set out the detail of the proposed solutions and trade-offs, and the expected cumulative impacts, so the CAA can ensure that the outcomes deliver government policy.

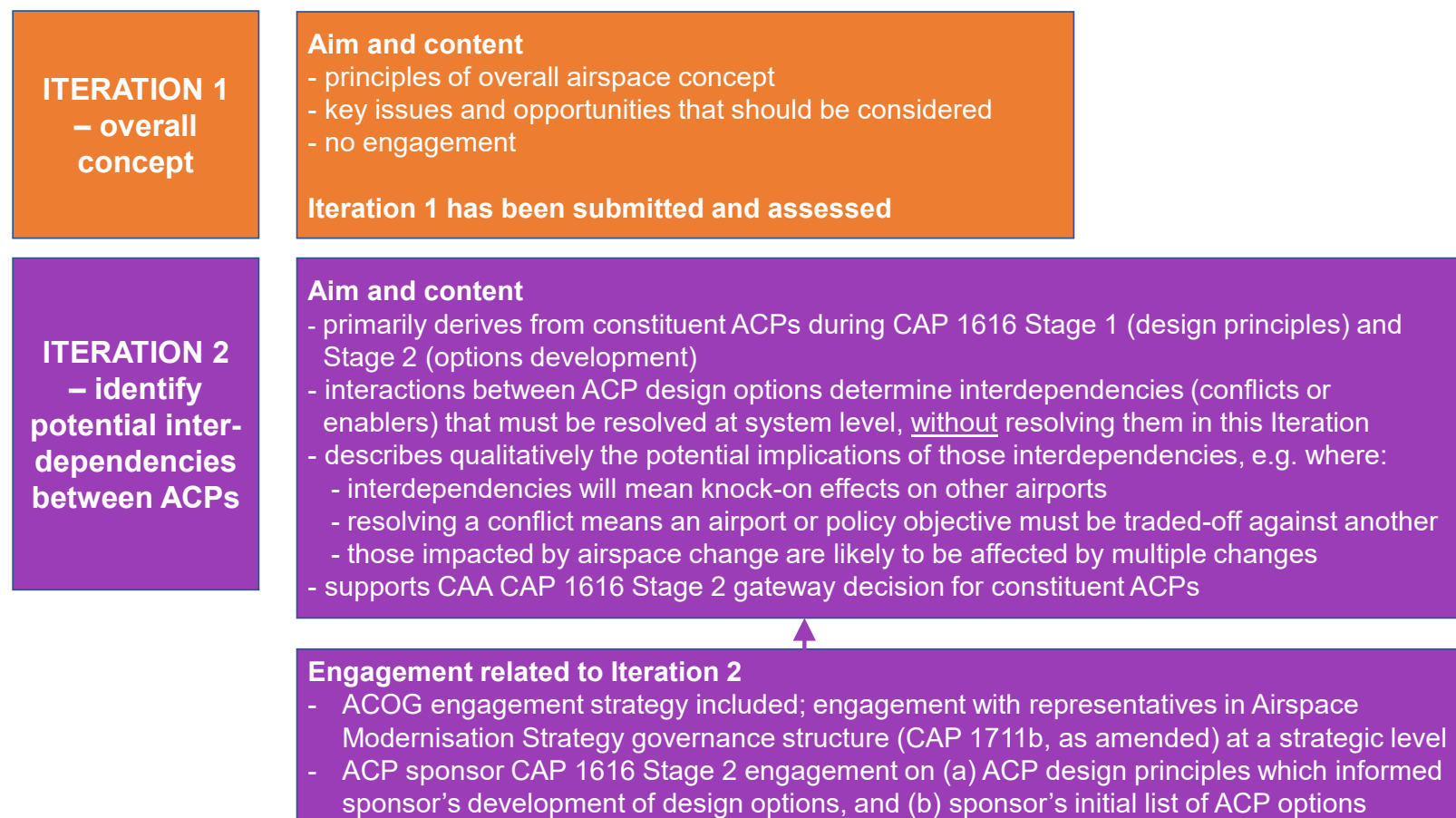
C5: ACOG must be mindful of the effect of an airspace change sponsor **deciding to withdraw** from (or significantly delay its contribution to) the modernisation programme. ACOG must keep the co-sponsors abreast of developments through the ongoing risk-tracking by the CAA’s oversight team, and work with them on potential solutions, including the potential use of powers to compel airspace change.³

C6: ACOG may determine the **format of the information** presented to the co-sponsors for assessment and acceptance of the masterplan, providing it allows the CAA to determine whether the criteria in this document have been met and allows us to carry out our statutory functions.

³ Air Traffic Management and Unmanned Aircraft Act 2021 (Part 1).

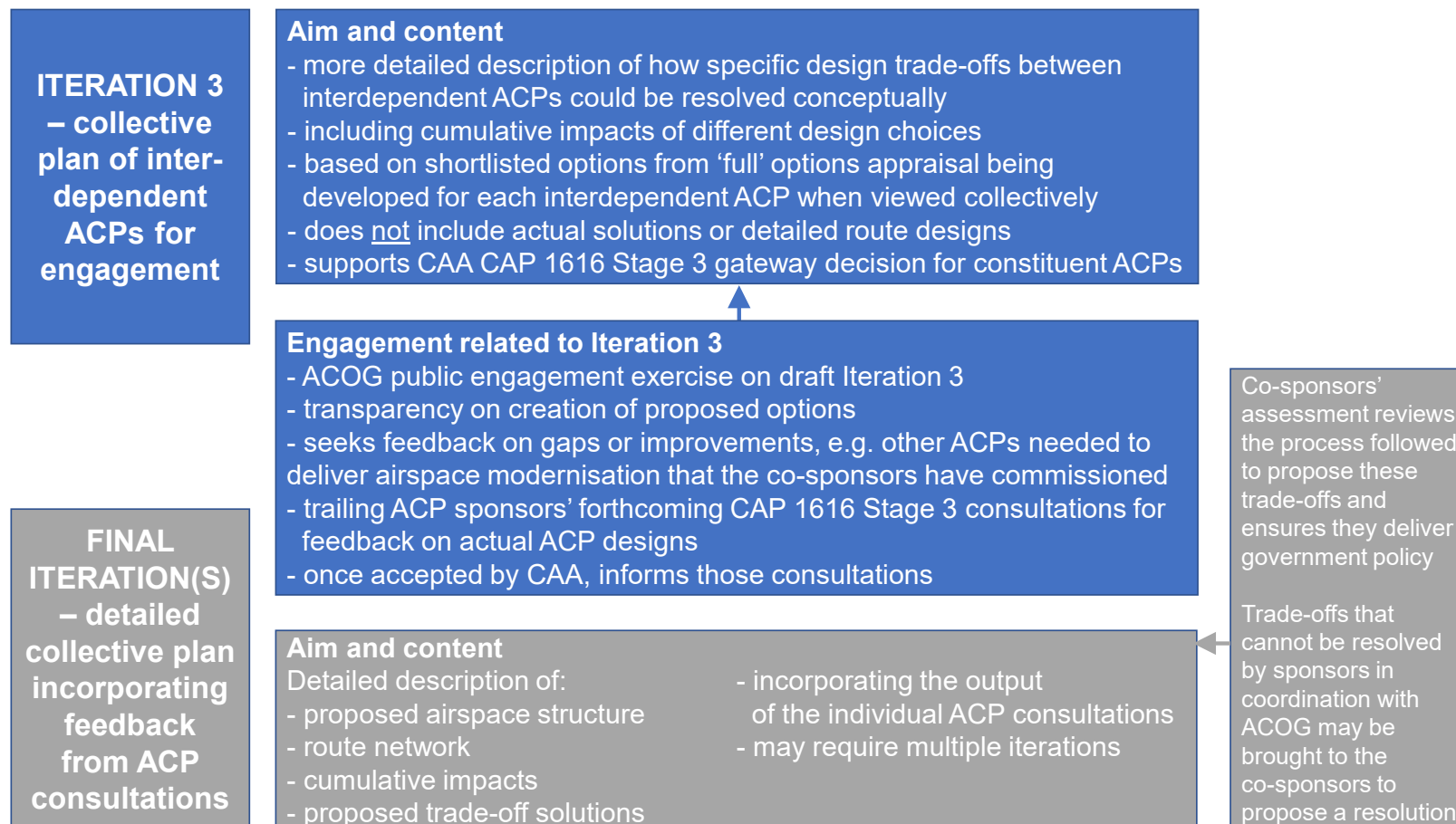
Expected content by iteration

Figure 3: Summary of expected content of Iterations 1 and 2



Note: ACP = airspace change proposal

Figure 4: Summary of content of Iteration 3 and final iterations



Notes:

ACP = airspace change proposal

Iterations may be divided into ACP ‘clusters’ if ACP timelines differ.

The criteria and process for Iteration 3 and beyond are subject to change.

Iteration 1

– overall concept (complete)

15. The Department for Transport and CAA as co-sponsors wrote to NERL on 30 July 2019 about the content and assessment of Iteration 1 of the masterplan and future iterations (see Appendix A). NERL submitted Iteration 1 to the co-sponsors in August 2019. This was before ACOG was formed.
16. The co-sponsors assessed Iteration 1 and, following a delay caused by the Covid-19 pandemic, published that assessment as [CAP 1884 Airspace Masterplan Iteration One \(Southern UK\): co-sponsor assessment](#) in February 2021, along with our feedback.
17. The purpose of Iteration 1 was to provide a high-level programme plan identifying airspace changes in the south of England (known as the FASI-South programme). The aim was to describe the principles of the overall airspace concept and key issues and opportunities that should be considered. Iteration 1 was broadly aligned with the material necessary for the sponsor of an individual airspace change proposal to pass through the first gateway of the CAP 1616 airspace change process.
18. Because it is only a high-level plan, the co-sponsors decided that it was not necessary to formally accept Iteration 1 into the Airspace Modernisation Strategy.

Iteration 2

– identify airspace change proposals needed and potential interdependencies

Purpose of Iteration 2

19. Iteration 2 of the masterplan will provide a high-level description of the options under consideration in each constituent airspace change proposal, with the geographical scope now extended to the whole UK. It will identify potential interdependencies between those airspace change proposals.
20. **Sponsors will be unable to progress through the Stage 2 gateway of the CAP 1616 process until potential interdependencies and conflicts between airspace changes are represented in an accepted Iteration 2 of the masterplan.** This is because Iteration 2 will be used to show a system-wide view of interdependencies and conflicts between the various options presented in constituent airspace change proposals thereby informing each of those Stage 2 gateway decisions from a masterplan perspective.

Content of Iteration 2

21. Iteration 2 will derive from work done by each of the sponsors of constituent airspace change proposals to reach the Stage 2 gateway of CAP 1616. That is, Stage 1 (Statement of Need and development of design principles) and Stage 2 (options development

in line with Stage 1 outputs and taking feedback from potentially impacted stakeholders, followed by the first 'initial' phase of options appraisal creating a qualitatively defined shortlist of options).

22. Iteration 2 will identify:

- the constituent airspace change proposals and their sponsors, as well as whether other airspace change proposals may be needed to deliver the masterplan commission
- a system-wide view of the scope and nature of potential interdependencies (enablers or conflicts) between airspace design options presented in each constituent airspace change proposal based on available information, where
 - a comprehensive list is developed by each airspace change sponsor to address the Statement of Need and align with the design principles arrived at through Stage 1 of the CAP 1616 airspace change process
 - sponsors evaluate the performance of the options on the comprehensive list against those design principles
 - that list is refined to a shortlist of options, normally by qualitative assessment, through the 'initial' options appraisal

process at Stage 2 of the CAP 1616 process

- the potential implications of those interdependencies, and therefore the potential conflicts that may need to be resolved
- where there is a need for sponsors to work collaboratively to resolve those conflicts
- where sponsors of constituent airspace change proposals are working to different timelines and have yet to reach options development in Stage 2, and therefore:
 - what assumptions may need to be made, because of the level of information that is available to ACOG at the time
 - whether constituent airspace change proposals need to be grouped into clusters (according to interdependency), and how
 - how best to align interdependent airspace change proposals within each cluster so that they move broadly in step through the later consultation, decision and implementation stages of the CAP 1616 process
 - potential interdependencies between clusters at a system level.

23. Any conflicts between interdependent airspace change proposals will not be resolved in Iteration 2,

but where possible will be described qualitatively. Iteration 2 will summarise the nature of the specific design trade-offs and consider the potential solutions available to the sponsors of the airspace change proposals to resolve them.

24. Although the masterplan will describe the planned approach at a system level, and how this differs from the current approach, there will be a limit to how much detail can be included in the description of the interdependencies at this stage of the masterplan process. We would expect the masterplan to at least rank the interdependencies in terms of how challenging a solution is likely to be, and to illustrate how effective trade-off decisions between options can be made by providing example case-study assessments of the potential implications of deploying different solutions to manage conflicts.
25. To ensure that improved access benefits for different airspace users are integrated into the modernisation programme Iteration 2 must include an assessment of the potential positive benefits or negative impacts on airspace usability, including on the General Aviation sector overall.

Stakeholder engagement in respect of Iteration 2

26. ACOG's engagement strategy must form part of Iteration 2. The strategy must include early engagement at the strategic, system level with stakeholders potentially impacted by interdependencies between airspace changes. Given the strategic nature of Iteration 2, this engagement can be confined to the wide range of representative groups identified in the airspace modernisation governance structure.⁴ These entities are either conduits to, or representatives of, a wider stakeholder group. (A wider public engagement exercise takes place in respect of the draft Iteration 3.)
27. The engagement plan must identify how ACOG will undertake a two-way conversation with each of these entities and the reasoning behind the approach, so that they understand how the masterplan is being developed, what is proposed and on what timeline, as Iteration 2 develops. More information on this and engagement principles that the co-sponsors expect to see is in [CAP 2156b Airspace Change Masterplan – assessment framework](#).

⁴ These representative groups are listed in the governance annex to the Airspace Modernisation Strategy, published in December 2018

www.caa.co.uk/cap1711b, as updated by page 7 of CAP 1862 Airspace Modernisation – 2019 Progress Report www.caa.co.uk/cap1862.

Submission of Iteration 2 to the co-sponsors

28. The CAA will be looking for evidence that the masterplan meets the acceptance criteria, in particular that in developing Iteration 2, ACOG has coordinated with all the airspace change sponsors concerned to agree individually and collectively in respect of each constituent airspace change proposal the descriptions of the options, potential interdependencies, possible solutions and, where relevant, example assessments.

Iteration 3

– collective plan of airspace change proposals

Note: The criteria for Iteration 3 and beyond are subject to change. ACOG will submit a plan for the actual content which it will include as part of Iteration 2. Any changes will be reflected in later versions of this document.

Purpose

29. Iteration 3 of the masterplan will provide a description of the proposed airspace structure and route network envisaged by the airspace change proposals when viewed as a collective, but **without** the detailed designs of all the routes. It will describe the specific airspace design trade-offs between interdependent airspace change proposals in greater detail than Iteration 2, with more information about the cumulative impacts of different design choices and the methods used to calculate them.
30. **Sponsors will be unable to progress through the Stage 3 gateway of the CAP 1616 process until the system-wide airspace design of the proposed options and the cumulative impacts of those options are represented in an accepted Iteration 3 of the masterplan.** Once Iteration 3 has been accepted into the Airspace Modernisation Strategy, airspace change sponsors will proceed with their local coordinated public consultations. These consultations

will align with other sponsors of interdependent airspace change proposals, based on the ACOG-developed strategy in iteration 3 and incorporating specific detail on where trade-off decisions are required.

Content

31. ACOG will create Iteration 3 by working with the sponsors of the constituent airspace change proposals to incorporate the outputs that are available from the 'initial' options appraisal at Stage 2B and the 'full' options appraisal at Step 3A of the CAP 1616 process. The 'full' options appraisal is a more rigorous quantitative analysis of the options in the 'initial' options appraisal. It is used by the airspace change sponsor to determine, in a fully transparent way, which option(s) to take forward to public consultation.
32. For each interdependency, ACOG will coordinate input from the sponsors concerned as to what types of solutions could potentially be deployed in the masterplan to resolve any conflicts between their collective airspace change proposals for them to work as a system.
33. A strategic environmental assessment and Habitats Regulations assessment are required in respect of the development of Iteration 3. ACOG will need to show how these assessments have been taken into

account as Iteration 3 matures and later iterations are developed.

34. To ensure that improved access benefits for different airspace users are integrated into the modernisation programme, Iteration 3 must include an assessment of the potential positive benefits or negative impacts on airspace usability, including on the General Aviation sector overall.
35. At Iteration 3, unavoidable misalignment of airspace change proposal timelines may require the masterplan to be divided into clusters of interdependent airspace change proposals (see page 14).

Stakeholder engagement

Overview

36. ACOG's stakeholder engagement strategy will include a public engagement exercise on the draft of Iteration 3 before it is submitted to the co-sponsors for assessment and subsequent acceptance by the CAA into the Airspace Modernisation Strategy. As part of the public engagement exercise, ACOG will:
 - provide an overall description of the system-wide design based on the information available
 - seek input on gaps or improvements, for example whether ACOG has identified all the

airspace changes needed to deliver the airspace modernisation that the co-sponsors have commissioned

- demonstrate where decisions have been made between sponsors of interdependent airspace change proposals to create their respective options, ensuring full transparency throughout the process
- provide more information about the cumulative impacts of different design choices and the methods used to calculate them
- ensure stakeholders are aware of the planned consultations on the constituent airspace change proposals that will be taking place in line with the CAP 1616 process, and to signal where stakeholders should go to provide input to influence trade-off decisions that will affect them.

37. ACOG must collate feedback on the draft Iteration 3 and take it into account in an updated version which will be submitted to the co-sponsors for assessment and subsequent acceptance by the CAA into the Airspace Modernisation Strategy.

Engagement exercise

38. This engagement exercise will be the opportunity for ACOG to consider the views of individual stakeholders on proposals at the strategic,

masterplan level. This includes views on the way the masterplan proposes conceptual solutions to potential conflicts between interdependent airspace change proposals, and views on any potential gaps or improvements in the masterplan. ACOG's engagement on the contents of the masterplan does not replace but supplements the need for specific consultation by airspace change sponsors on each interdependent airspace change proposal through Stage 3 of the CAP 1616 process. Together these form the essential consultation and engagement requirements of airspace modernisation and the masterplan.

39. As part of the masterplan engagement exercise, ACOG will work with airspace change sponsors on how specific airspace design trade-offs will be presented in the relevant airspace change proposal Stage 3 consultations. Iteration 3 will also inform stakeholders about how the sponsors of interdependent airspace change proposals will consult on their proposals in a coordinated manner, so that stakeholders are presented with a holistic view of the overall airspace design and a full description of the cumulative impacts of the individual proposals.

40. ACOG's engagement exercise on the draft of Iteration 3 will not resolve specific airspace design trade-offs. Stakeholders will be consulted on the

specific details of where trade-off decisions are required as part of the CAP 1616 Stage 3 consultations developed and co-ordinated by individual airspace change sponsors. Therefore, we expect stakeholder feedback to ACOG's engagement exercise to be at the strategic, masterplan level, and feedback on local trade-offs and associated solutions to conflicts or dependencies to be provided to the later airspace change proposal CAP 1616 Stage 3 coordinated consultations.

Submission to the co-sponsors

41. The co-sponsors will assess progress with Iteration 3 and the process followed by ACOG and airspace change sponsors to seek solutions to potential conflicts between interdependent airspace change proposals. The co-sponsors will be looking for evidence that the masterplan meets the acceptance criteria including that the outcomes are consistent with government policy.
42. Once Iteration 3 is accepted into the Airspace Modernisation Strategy, the CAA will use it to inform our decision on whether any airspace change proposal that forms part of the masterplan can pass the Stage 3 gateway of the CAP 1616 process and each sponsor can proceed with its consultation on that proposal in coordination with other airspace change proposals, as necessary.

Outcome of CAP 1616 consultations

43. The final set of preferred options for each airspace change proposal will not be known until both Iteration 3 has been accepted and consultations on each airspace change proposal (i.e. at Stage 3 of the CAP 1616 process) are complete.
44. The output from all the individual airspace change proposal consultations, and therefore the final proposals from each airspace change sponsor, will form the basis of the contents of Iteration 4.

Final iteration – a detailed plan incorporating feedback from constituent airspace change proposals

Note: The criteria for Iteration 3 and beyond are subject to change. ACOG will submit a plan for the actual content which it will include as part of Iterations 2 or 3. Any changes will be reflected in later versions of this document.

45. The final version of the masterplan may need to be achieved over multiple further iterations which are considered as ‘the final iteration’ for the purpose of this document.

Purpose

46. The final iteration of the masterplan is the complete, detailed plan of airspace changes, setting out proposed trade-off decisions for conflicts between interdependent airspace change proposals. It will be the product of the individual sponsors’ proposals, based on the outputs of their CAP 1616 Stage 3 coordinated consultations. Where trade-offs are unable to be resolved by sponsors in coordination with ACOG, the matter may be brought before the co-sponsors to propose a resolution.

Content

47. Building on previous iterations, the final iteration will include:
- a complete detailed description of the proposed airspace structure and route network envisaged by the airspace change proposals when viewed as a collective
 - the anticipated cumulative impacts of the masterplan as a whole.
48. As noted above, the co-sponsors may have agreed to ACOG dividing the masterplan into separate ‘clusters’ with different timelines, each with a set of interdependent airspace change proposals, in order to progress the programme most efficiently. We may therefore have subsets of masterplan iterations, but each will remain subject to the uniform acceptance criteria set out in this document and subsequent revisions.
49. The final iteration must show how it has taken account of the strategic environmental assessment and Habitats Regulations assessment, including any additional information available compared with earlier iterations of the masterplan.
50. To ensure that improved access benefits for different user are integrated into the modernisation programme, the final iteration must include an

assessment of the potential positive benefits or negative impacts on airspace usability, including on the General Aviation sector overall.

51. The final iteration will be taken into account when the CAA makes its decision on each constituent airspace change proposal at Stage 5 of the CAP 1616 airspace change process to confirm that each proposal is not inconsistent with the masterplan.

Stakeholder engagement

52. ACOG will need to inform relevant stakeholders of the content of the final iteration. There may be an ongoing requirement for ACOG to continue informing those stakeholders as the masterplan is implemented or updated in the light of changes in the Airspace Modernisation Strategy, technical advances, etc.

Submission to the co-sponsors

53. The co-sponsors will assess development of the final iteration and evidence that it meets the masterplan commission including that the outcomes are consistent with government policy.
54. The CAA's acceptance of the masterplan will potentially limit the design options for individual airspace change proposals. This is because trade-offs between design options may be required to resolve any conflicts arising from interdependencies between

those airspace change proposals that have been identified as part of the masterplan process.

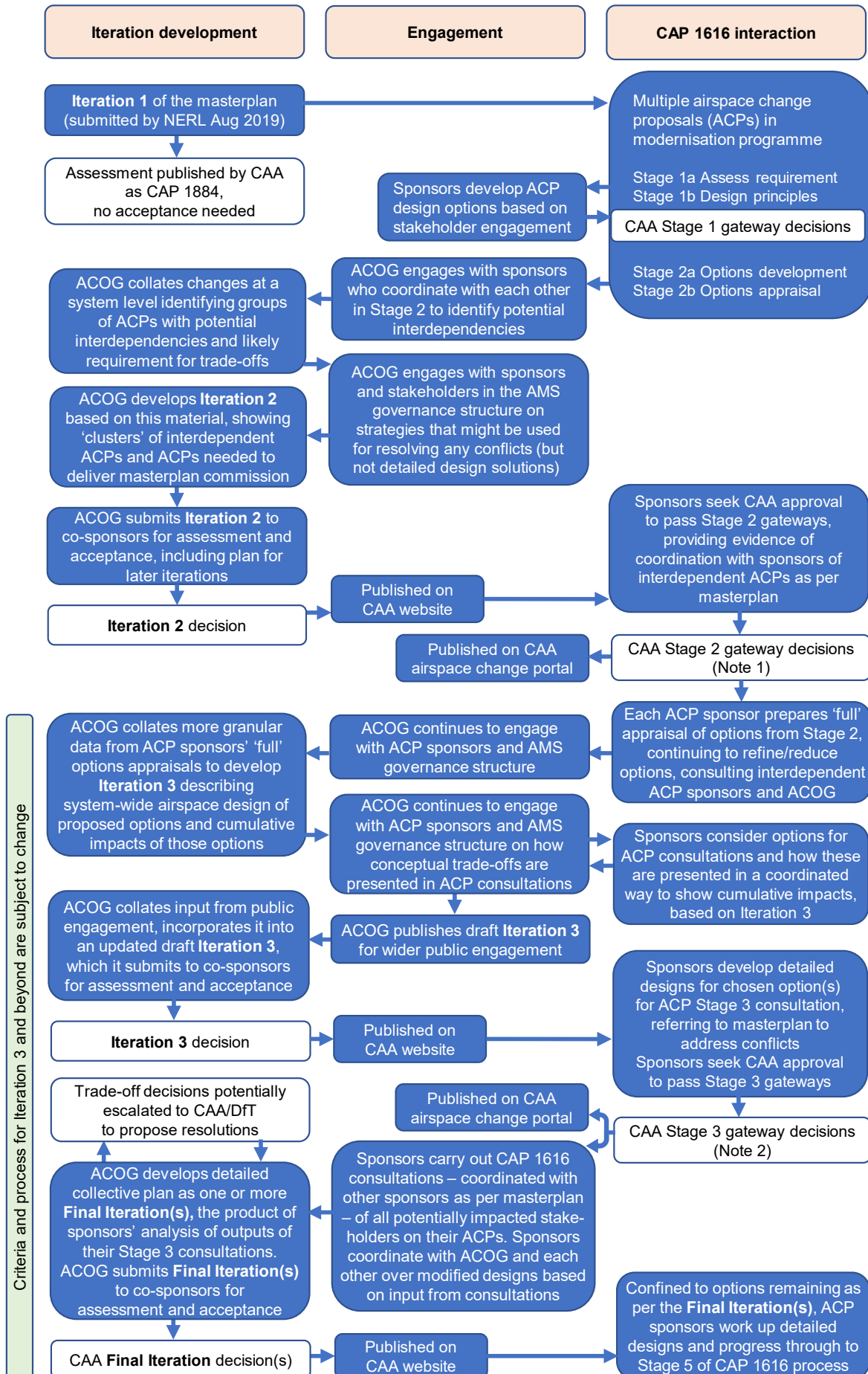
55. Once the final iteration is accepted into the Airspace Modernisation Strategy, the CAA will use it to inform individual airspace change decisions made under the CAP 1616 process.

CAP 1616 decisions

56. In each of the constituent airspace change proposals, which of the sponsor's options (on which it consulted) it will select to proceed through to the decision stage of the CAP 1616 process will be determined by that option's inclusion in the accepted, final iteration of the masterplan. Notwithstanding the impact of the masterplan process on a sponsor's final option selection, accepting the final iteration of the masterplan into the Airspace Modernisation Strategy will not pre-determine the outcome of any individual airspace change decisions made by the CAA.
57. In order to be approved, individual airspace change proposals will in addition need to pass through the Stage 5 gateway of the CAP 1616 process which assesses a far wider range of issues than whether the proposed option works from a whole-system perspective and delivers against the commission, which is the purpose of the masterplan process. The masterplan is a separate regulatory decision-making

process to the CAP 1616 process. The interaction between the two is shown in Figure 5 below.

Figure 5: Summary of masterplan iterations interaction with CAP 1616 process



Notes to Figure 5: please see overleaf.

Notes to Figure 5

The criteria and process for Iteration 3 and beyond are subject to change. For example, ACOG may divide the masterplan into separate 'clusters' with different timelines, each with a set of interdependent airspace change proposals.

Note 1: Sponsors will be unable to progress through the Stage 2 gateway of the CAP 1616 process until potential conflicts and interdependencies between airspace changes are represented in an accepted Iteration 2 of the masterplan.

Note 2: Sponsors will be unable to progress through the Stage 3 gateway of the CAP 1616 process until the system-wide airspace design of the proposed options, potential trade off decisions and the cumulative impacts of those decisions are represented in an accepted Iteration 3 of the masterplan.

Appendix A

Co-sponsor masterplan commissions



Department
for Transport



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02 November

UK Airspace Modernisation: commission to NERL lead a programme to create a coordinated implementation plan for airspace changes in Southern England.

1. As co-sponsor organisations of airspace modernisation in the UK, we are writing to NATS (En Route) PLC – NERL – to commission and set out our expectations of the work of the Airspace Modernisation Oversight Group (AMOG) in relation to FASI South.

Context:

2. The Government published in 2017 a Strategic Rationale for Upgrading UK airspace, setting out the rationale for a wholesale redesign of the UK's airspace to meet future demands on this finite piece of infrastructure. Delivering this outcome will be one of the key components of the CAA's Airspace Modernisation Strategy (AMS) for the UK. This strategy pulls together the relevant government policies that airspace modernisation must deliver, and how they should be delivered, including setting out the need for relevant industry bodies to have clear deployment plans in place.
3. As set out in CAA's letter to NERL of 25th September 2018, we think NERL is best placed to be responsible for drawing together a UK-wide coordinated implementation plan for airspace changes (or airspace change masterplan) between the start of RP3 and 2040. In developing this plan, NERL shall engage effectively with relevant organisations, such the airports using the airspace in question and will be the sponsors of airspace change. In addition to developing this masterplan, we expect NERL to sponsor a number of individual airspace design changes set out in the plan. The CAA proposes to enshrine this new strategic airspace role for NERL, in its economic licence.

Civil Aviation Authority

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4. As part of this role, we expect NERL at the earliest possible opportunity to create an Airspace Modernisation Oversight Group (AMOG) that will, as a matter of urgency, lead the FASI South Programme to create a single coordinated implementation plan for airspace changes in Southern England (a south east airspace change masterplan, or masterplan for short).
5. The FASI-S masterplan is required for the following reasons:
 - i. To create a single plan that aligns the airspace delivery aspirations of NERL and the 14 airports within the FASI-S programme and to give the DfT and CAA, as co-sponsors of airspace modernisation, confidence that a credible and implementable plan exists and that the sponsors understand what is required of them to deliver this change.
 - ii. To enable CAA to understand how individual airspace change proposals relate to each other and therefore take better informed decisions
 - iii. To inform the use of potential new legislative powers to compel airspace change to happen, where required. Our assumption is that being included in the masterplan would be one of the triggers for the use of these powers
 - iv. To identify opportunities to improve airspace design that will deliver a wider set of benefits, not just to increase capacity.

Commission:

6. Within the context described above and noting that the programme will have a number of stages of development, we require that the AMOG, under NERL's leadership and programme management, prepares a south east masterplan that meets the following criteria:
 - a) Identifies where airspace changes could be developed in Southern England in light of:
 - Forecast growth in demand for aviation across all sectors and the required airspace capacity to accommodate that growth;
 - airspace bottlenecks where delays to consumers could be alleviated by capacity;
 - areas where planned development on the ground such as new runways will require new airspace designs;
 - areas where more direct routes are possible that could, for example, reduce controlled airspace.
 - b) Identifies other changes that may be required deliver one or more of the following benefits:
 - i. where airspace changes are needed to deliver a safety benefit, for example, changes that ensure route separation
 - ii. where airspace changes can reduce noise (more specifically, reduce the total adverse effects of noise, as set out in the Air Navigation Guidance 2017)
 - iii. where airspace changes can deliver air quality or fuel efficiency benefits

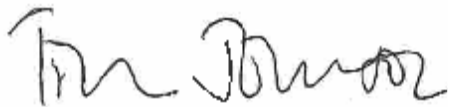
- iv. where airspace changes are needed to allow improved access to airspace for all users, for example where the existence of controlled airspace is no longer justified
- v. where airspace changes are needed to enable the military to fulfil their training requirements and national security functions
- vi. where airspace changes are needed to introduce new technology, for example the introduction of performance-based navigation

c) Identifies:

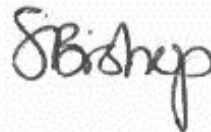
- the operational concepts required to deliver these changes and their level of maturity
- the set of assumptions on which the proposed changes are based and are dependent
- the key risks associated with delivering the plan and how they could be mitigated
- the recommended coherent sequence of individual or modules of changes against the evaluated alternatives
- the preferred timescale for their adherence against each step of the CAA's CAP1616 process and subsequent implementation
- the party responsible for taking each individual airspace change forward
- the interdependencies between individual changes
- the degree of commitment offered by each individual party

7. We would also like to know the minimum number of changes that are necessary to ensure that major airspace projects (e.g. to accommodate new runway capacity) are viable.
8. We recognise that some of the work to create the FASI-S masterplan is already underway, for example through the NERL Feasibility Assessment, the LTMA Working Group and work by individual airports on potential airspace changes. We would expect the further work on each of these projects to be reflected in the output of this commission.
9. In establishing the AMOG, we require to NERL to provide to the DfT and the CAA by end November its formal proposals that address the following:
 - a. how they will ensure that the AMOG working group contains the necessary skills and capabilities drawn from a blend of its own, qualified third party and airport resources;
 - b. the governance arrangements that will give all stakeholders confidence of equal access to this process;
 - c. how they will assure the independence of their role in this process (e.g. via non-executive membership on the governance group), and how NSL's commercial relationship with some stakeholders would not confer any additional status or influence to any particular stakeholder in the process.
10. We expect NERL to deliver a fully developed FASI-S masterplan by end June 2019. We expect NERL to report monthly to the AMS Delivery Monitoring and Oversight (DMO) team (currently being set up in the CAA) on the progress with the development of the masterplan and its subsequent implementation. The format of this reporting will be agreed separately.

11. Recognising the need to build and maintain momentum on this essential programme, we expect NERL to work with airspace users – as the key beneficiaries of airspace modernisation – to put in place the necessary arrangements to begin this work now. We understand NERL is already engaging with airspace users to agree financial support through the FAS Facilitation Fund and would urge NERL and airspace users to conclude this discussion as a matter of priority. We have also written to the FAS Investment Board to set out our support for the use of the FAS Facilitation Fund for this purpose, subject to the conditions set out in paragraph 9. Continuing the principle that the key beneficiaries pay, we understand NERL intends to include provision for efficiently incurred costs of the AMOG programme management function over 2020 to 2024, in its RP3 Business Plan.
12. As noted at the start of this letter, the Airspace Modernisation Strategy requires a concerted industry effort to deliver airspace modernisation. This letter commissions work necessary to deliver one of the initiatives in the Airspace Modernisation Strategy. Further commissions will be prepared in due course, including a commission for further work from NERL to build on their Feasibility Assessment and the new airspace design concept they set out in that report, which will inform the airspace changes in the FAS-I-S programme.



Tim Johnson
CAA Director of Policy



Sarah Bishop
DfT Deputy Director



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30 July 2019

Southern Airspace Masterplan – first iteration and assessment

1. On 2 November 2018, as co-sponsor organisations of airspace modernisation in the UK, we wrote to NATS (En Route) PLC – NERL – to commission and set out our expectations of the work of the Airspace Change Organising Group (then called the Airspace Modernisation Oversight Group). We asked NERL to set up the group to, as a matter of urgency, lead the FASI South Programme of airspace modernisation to create a single coordinated implementation plan for airspace changes in Southern England (a south east airspace change masterplan, or masterplan for short).
2. The expectations for the masterplan (paragraphs 5, 6 and 7 of the letter) were replicated in Chapter 6 of the CAA's Airspace Modernisation Strategy, which was published on 18 December 2018.
3. NERL is due to share the first iteration of the masterplan with the co-sponsors in July 2019. The documentation we will see is well described as iteration 1 of phase 1 (the southern UK phase) of a national airspace masterplan. It is not the full solution.
4. We are now writing to confirm the contents of this iteration of the masterplan; plans for future iterations; and how we will assess the first iteration.

Content of first iteration:

5. The first iteration of southern masterplan is a high level airspace change plan with preliminary milestones of the 17 airspace change proposals (ACPs) required for the programme referred to as FASI-S, and supporting analysis including operational concepts. (Some of this analysis will be developed in future iterations by ACOG; some will continue to be owned by NERL. This distinction will be clearer in future documents, once ACOG is fully up and running.)

6. We understand that the iteration we receive in 2019 will include the following:
 - forecast growth and bottlenecks in airspace (bottleneck meaning features of the airspace design or operation that have the potential to restrict the flow of aircraft and thereby reduce the capacity of the airspace system as a whole);
 - operational and technical concepts to deliver the southern masterplan ACPs (also referred to as FASI-S ACPs);
 - a preliminary ACP plan based on this analysis that has been derived from submissions from all of the ACP sponsors involved. The plan will include preliminary milestones for individual ACPs and their progress through the CAP 1616 airspace change process, and the critical path. It will not at this stage include the interdependencies between those ACPs.
7. The first iteration may not include detail on conflicts and interdependencies covered in the 2 November 2018 letter, but a more mature version of the masterplan will need to. The more mature version will also need to include the co-ordinated sequencing of airspace change proposals, their progression through the CAP 1616 processes (including timing of CAA decisions) and implementation of any approved changes.
8. This iteration may not include potential ACPs identified by NERL that are driven primarily by the potential to reduce noise or reduce controlled airspace (or the other factors listed in the commission letter), but will help to inform ACP sponsors on opportunities that may be included in their designs aimed at accommodating additional runway capacity and/or making best use of existing runway capacity. Once published, it may also give wider stakeholders an opportunity to engage on whether and where such opportunities may exist.
9. The 17 FASI-S ACPs were identified through NERL's assessment of airport growth plans, analysis of forecasts and bottlenecks. Through the ACP design process, the need to consider good outcomes for noise, general aviation, military requirements, and other factors will be built into the design.¹ If there are volumes of airspace not covered by those 17 ACPs, further analysis before the next iteration of the masterplan will identify opportunities for new ACPs in those areas (driven, for example, by an opportunity to reduce the health impacts of noise or reduce the volume of controlled airspace).
10. In anticipation of this work, this iteration of the masterplan will include some initial, top down analysis that could help to identify those additional ACPs:
 - all controlled airspace in the south east of the UK below 10,000 ft will be reviewed and visualisations of the airspace created, indicating areas where controlled airspace is being used less intensively. This will highlight any geographical areas within the current operation where controlled airspace could be reduced through an ACP, though any decision to do so would require a full ACP process including a safety analysis. This analysis will be updated when ACP designs below 10,000 ft are at a mature stage.
 - heat maps of aircraft noise below 7,000 ft for the airports involved in the masterplan will be provided. This will highlight areas subject to two or more traffic routes that could potentially be alleviated through ACPs identified in the masterplan.

¹ These factors were covered in paragraph 6 of the commission letter and broadly reflect the factors identified in Section 70 of the Transport Act 2000.

11. We confirm support for this content as reflected in paragraphs 5-10 above as a first step towards producing a comprehensive airspace masterplan set out in full in our 2 November 2018 letter.

Content of future iterations

12. Based on the current FASI-S preliminary airspace change programme plan of the Southern UK in the first iteration of the masterplan, we understand it is NERL's view that all ACPs are due to progress through the CAP 1616 airspace change process to stage 2B and the 'develop and assess' gateway by July 2020. NERL suggests that at this time there will be more clarity as to the design options for those ACPs and NERL will then be in a position to²:

- identify the requirements for expanding capacity in the SE of England (including to enable the operation of the proposed NW Runway at Heathrow and enable more intensive use of the existing runways, whilst maintaining the UK's hub status) – meaning the masterplan should identify the minimum number of changes that are necessary to ensure that major airspace projects (e.g. to accommodate new runway capacity) are viable;
- identify the best sequence for proceeding with the ACPs;
- have a clear view of all interdependencies and the trade-offs that will be required to ensure a safe design is submitted to the CAA for all FASI-S sponsors;
- map out volumes of airspace not covered by those existing ACPs and their options;
- use their analysis of i) volumes of controlled airspace and ii) noise to consider additional ACPs that may be undertaken in those remaining volumes of airspace to deliver GA and noise benefits;
- engage relevant stakeholders listed in the airspace modernisation governance structure (including representative groups but not individual communities or organisations) to identify further potential ACPs.

13. NERL has suggested that at this stage it is not possible for the airports in the FASI-S programme to provide clarity as to whether they will consider all arrival and departure procedures as part of the design process. Once this information is clear we would also, at an appropriate stage, expect to see further detail on how noise is being considered. It would be useful for ACOG to establish a mechanism for stakeholders and airports to look at how potential opportunities for environmental improvements, including noise improvements, can be considered. This may result in additional airspace changes. Stakeholders engaged may include:

- the airport/ANSP in question,
- neighbouring airports/ANSPs who use adjacent volumes of airspace,
- community representatives impacted by the current airspace arrangements,
- the Independent Commission on Civil Aviation Noise (ICCAN).

14. We therefore expect to see those details in the future iteration of the masterplan. We expect this future iteration to offer an ACP programme plan based on analysis of forecasts, bottlenecks, use of controlled airspace, noise, and other analysis as required by the factors listed in paragraphs 6 and 7 of our

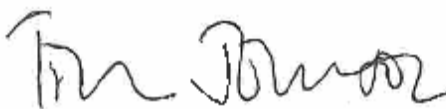
² The CAA is developing guidance as to how this stage of the CAP 1616 process should be enhanced to consider masterplan (i.e. interrelated) ACPs.

commission letter. The programme plan is expected to include milestones for individual ACPs and their progress through the ACP process, and the critical path. It will also include the trade-offs that will be required through the design processes and consultation interdependencies between those ACPs, with suggested modules of those ACPs that are necessarily interlinked.

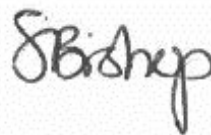
15. We expect ACOG to work with all ACP sponsors to try to solve these trade-offs, and to publish their approach for doing so, including through developing a mediation mechanism. We expect to agree this mediation mechanism with NERL and ACOG. The trade-offs must be solved in accordance with UK government policy and the CAA policy and strategy; the co-sponsors are developing additional process requirements and guidance on how the masterplan must address policy and strategy and we will engage with NERL and other stakeholders in due course.

Assessing the masterplan

16. When the co-sponsors receive the first iteration of the masterplan, we will read the document in detail and offer feedback on it. Once we have assessed it, this iteration and a summary of our feedback will be published.
17. The co-sponsors are preparing more detailed guidance on how we will assess and the basis for accepting future iterations of the masterplan. This will include requirements on the co-ordination process necessary for the masterplan work. Iteration one will not be considered for acceptance. Our guidance will be published ahead of our assessment and acceptance of future iterations of the masterplan.
18. The DfT is currently considering bringing forward legislation that would enable the SofS to be able to direct that an Airspace Change is prepared and submitted to the CAA. The government's intention is to use the proposed powers for ACPs that will deliver the CAA's strategy and plan under Air Navigation Direction 3(e) (i.e. the Airspace Modernisation Strategy as updated from time to time). Initially, the way that the government plans to do this, is through only using the prospective powers, if required, in respect of ACPs that have been identified as part of the airspace change masterplan. The potential legislation would only be used in relation to an accepted masterplan.
19. As noted in our commission letter, the Airspace Modernisation Strategy requires a concerted industry effort to deliver airspace modernisation. This letter commissions work necessary to deliver one of the initiatives in the Airspace Modernisation Strategy. Further commissions will be prepared in due course.



Tim Johnson
CAA Director of Policy



Sarah Bishop
DfT Deputy Director



Department
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12th May 2021

Dear ██████████

UK Airspace Modernisation: Masterplan Commission Update

1. As co-sponsor organisations of airspace modernisation in the UK, we are writing to NATS (En Route) PLC – NERL – to update the masterplan commission, which the Airspace Change Organising Group (ACOG) was established to implement, in accordance with NERL Air Traffic Services Licence Condition 10a.

Scope of the Masterplan Commission

2. The Department for Transport's FASI Programme Support Grant, which enables the remobilisation of airspace change proposals and their progression through Stage 2 of the Airspace Change Process (CAP1616), covers both the FASI-S and FASI-N programmes. As a result, the CAA and DfT, as co-sponsors of airspace modernisation, now commission and require NERL to extend the scope of the original masterplan commission, dated 2nd November 2018, to cover all of the UK. This is envisaged by the terms of NERL's Licence Condition 10a (2). The co-sponsors require ACOG to deliver the next iteration of the Masterplan, covering the revised scope, by the end of 2021.
3. Considering the revised scope of the commission, we understand, as a consequence of ACOG's work with current change sponsors, that Manchester, Liverpool, East Midlands, Leeds-Bradford, Glasgow, Edinburgh, Aberdeen and some of NERL's airspace change proposals have been identified as proposals that should be developed in coordination, under the Masterplan process. We note that is subject to being confirmed in Iteration 2. We also understand that the work ACOG will carry out to prepare Iteration 2, may also identify other change proposals that could be considered strategically important and therefore should be coordinated.

Objectives of the Commission

4. Delivering the Masterplan is one of the key components of the CAA's Airspace Modernisation Strategy (AMS). This strategy pulls together relevant government policies that airspace modernisation must deliver, and how they should be delivered, including setting out the need for relevant industry bodies to have clear deployment plans in place. The CAA will undertake a periodic review of its AMS during 2021, noting there have been several contextual changes since it was first published including:
 - Impact of the Covid-19 pandemic.
 - Increasing prominence of environmental issues on the government's agenda.
 - An acceleration of new users in uncontrolled airspace.
5. The Government is in the process of revising transport policy across all modes to meet the challenge of the 2050 net-zero emissions target. The Government intends to publish a transport decarbonisation plan and an aviation strategy (including a net-zero aviation strategy). The Government is also developing a strategic framework for the longer-term recovery of the sector, which will focus on building back better and ensuring a successful UK aviation sector for the future. This will be published later this year.
6. At present, it would be premature to review whether the objectives of the commission should fully take account a revised transport policy, but we intend to do so as soon as practicable. We note however that ACOG agreed with the DfT and CAA to adopt an iterative approach to the development of the Masterplan, so that any developments in aviation policy, can be better managed from an airspace design perspective.
7. The CAA will soon publish the criteria by which we will assess and accept, or otherwise, future masterplan iterations, following the engagement exercise carried out last year (CAP 1887). This will set out the components to the process of assessing and accepting the Masterplan, including the objectives included in the original co-sponsor commission which, as explained above may develop in the future.
8. The CAA is required to meet its obligations under the Environmental Assessment of Plans and Programmes Regulations 2004 before accepting the Masterplan. ACOG's role in that, as part of the Masterplan process, will be reflected in the Masterplan acceptance criteria to be published shortly.
9. Recognising the need to build and maintain momentum on this essential programme, we expect NERL to work with airspace users – as the key beneficiaries of airspace modernisation – to put in place the necessary arrangements to continue this work in its future NR23 Business Plan.
10. The Airspace Modernisation Strategy requires a concerted industry effort to deliver airspace modernisation, and this letter extends the commissioning of work necessary to deliver two of the initiatives in the Airspace Modernisation Strategy, and further commissions may be prepared in the future.

Yours Sincerely,



Stuart Lindsey
Head of Airspace Modernisation



Ian Elston
DfT Deputy Director

Cc Mark Swan, Head of ACOG