

CAP1616 AIRSPACE CHANGE – INITIAL ENGAGEMENT AND DESIGN PRINCIPLES

The CAP1616 Airspace Change Process requires that early in the pre-development stage of any design that sponsors of airspace changes engage with stakeholders and establish design principles.

With numerous CAP1616 ACPs expected over the coming years, the BGA has established initial engagement and design principle content that can be presented, submitted or otherwise used by a consultee when approached with proposals by an airspace change sponsor.

In no particular order:

Have alternatives to an airspace change proposal been fully explored with stakeholders?
Is the supplied data accurate? Is supporting evidence available and accurate, for example forecast traffic levels, air traffic occurrences, etc? Is any safety analysis based on modelling and evidence rather than subjective opinion?
Recognition that GA including sporting and recreational aviation has legitimate rights of access to airspace.
Any change should integrate with the UK airspace modernisation strategy.
Recognition that the UK airspace's default classification is G, that ICAO Class E airspace default is without the addition of a TMZ or RMZ, and Class E airspace is an alternative to class C and D airspace.
Minimise the volume of controlled airspace required to support commercial air transport operations and enable safe, efficient access for other airspace users.
Steeper and continuous climbs and descents for cost and environmental benefits as well as minimisation of controlled airspace footprint.
Avoid introducing additional complexity and bottlenecks into controlled and uncontrolled airspace and contribute to a reduction in airspace infringements
Utilise flexibly used airspace.
Examine options for interoperability with existing e-conspicuity, eg ADS-B, FLARM and PilotAware.
Clear and efficient and consultation. All materials presented to stakeholders to support the development of airspace design options should be simple and accessible. Jargon and acronyms should be kept a minimum.
Plan GNSS approaches outside controlled airspace to minimise impact on GA including sporting and recreational aviation and to ensure their continued right of access to the airspace

If in doubt, please contact the BGA for guidance.

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