

## CAP1616 AIRSPACE CHANGE – INITIAL ENGAGEMENT 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 to establish principles.

With numerous CAP1616 ACPs expected over the coming months and years, the BGA has worked with the GA Alliance to establish a set of agreed principles that can be presented, submitted or otherwise used by GA Alliance organisations and their members when approached by a sponsor to discuss principles.

There is no requirement to use these agreed principles. However, by doing so, we believe the engagement load can be reduced and the sponsors will begin to understand our needs.

In no particular order, the principles are;

Recognition that GA including sporting and recreational aviation has legitimate rights of access to airspace.
Sponsors must show how they are integrating their proposal within the overall UK airspace modernisation context (for example, proposals which do not connect efficiently between upper and lower airspace (potentially under different airspace "management") would only inhibit overall airspace efficiency and therefore not receive our support.
Reiteration that the UK airspace's default classification is G.
Reiteration that ICAO Class E airspace default is without the addition of a TMZ or RMZ
Expectation that data used, particularly forecasts, includes details of any and all assumptions and available supporting evidence re; <ul style="list-style-type: none"><li>- reasonably justified forecast traffic levels</li><li>- analysis of overall airspace safety changes, ie based on modelling and evidence rather than subjective opinion</li></ul>
Minimum size of existing and any proposed controlled airspace.
Steeper and continuous climbs and descents for cost and environmental benefits as well as minimisation of controlled airspace footprint.
Use of Class E airspace as an alternative to class C and D airspace.
Optimisation of the development work above and below the 7,000ft NATS en-route split.
Flexible use of airspace.
Examine options for interoperability with existing e-conspicuity, eg ADS-B, FLARM and PilotAware.
Efficient consultation.
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