

# **CAA consultation on the airspace change decision-making process**

**28 April 2016**

# How airspace works and the roles of those involved

1

Our skies are categorised as either controlled or uncontrolled airspace.

2

Safety is our priority, followed by a list of other duties. One of these is the environment, on which the Government tasks us with:

3

Controlled airspace is where most airliners fly and is found around major airports and includes the airways system that aircraft use to fly around the world.



IN 1973 UK AIRPORTS HANDLED 720,000 FLIGHTS BY AIRLINERS - BY 2014 THAT HAD GROWN TO OVER 2 MILLION

6,000

EACH DAY UK AIRSPACE HANDLES AROUND 6,000 FLIGHTS, OF WHICH 3,500 ARE TO OR FROM LONDON

CO<sub>2</sub>

ABOVE 7,000FT

Priority is the potential to minimise CO<sub>2</sub> emission

7,000ft

8,000ft

CONTROLLED

UNCONTROLLED



THE BASIC STRUCTURE OF OUR AIRSPACE WAS DEVELOPED OVER 40 YEARS AGO

4 In controlled airspace air traffic controllers manage the airspace to deliver safe and efficient operations based on the aircraft's flight plan and wishes of the pilot.



BETWEEN 4,000FT AND 7,000FT  
Balance of noise and CO2 emissions

5 Uncontrolled airspace is primarily used by private aviation – balloons, light aircraft gliders etc, the military and other flights like emergency service helicopters.



6 If air traffic control or airports want to permanently change the structure of controlled airspace or the flightpaths within it then their proposed change needs to go through our airspace change process.



7 In uncontrolled airspace pilots mainly choose their own route while complying with CAA safety rules



BELOW 4,000FT  
Priority is managing and mitigating noise. Local air quality also considered

4,000ft



6,000ft

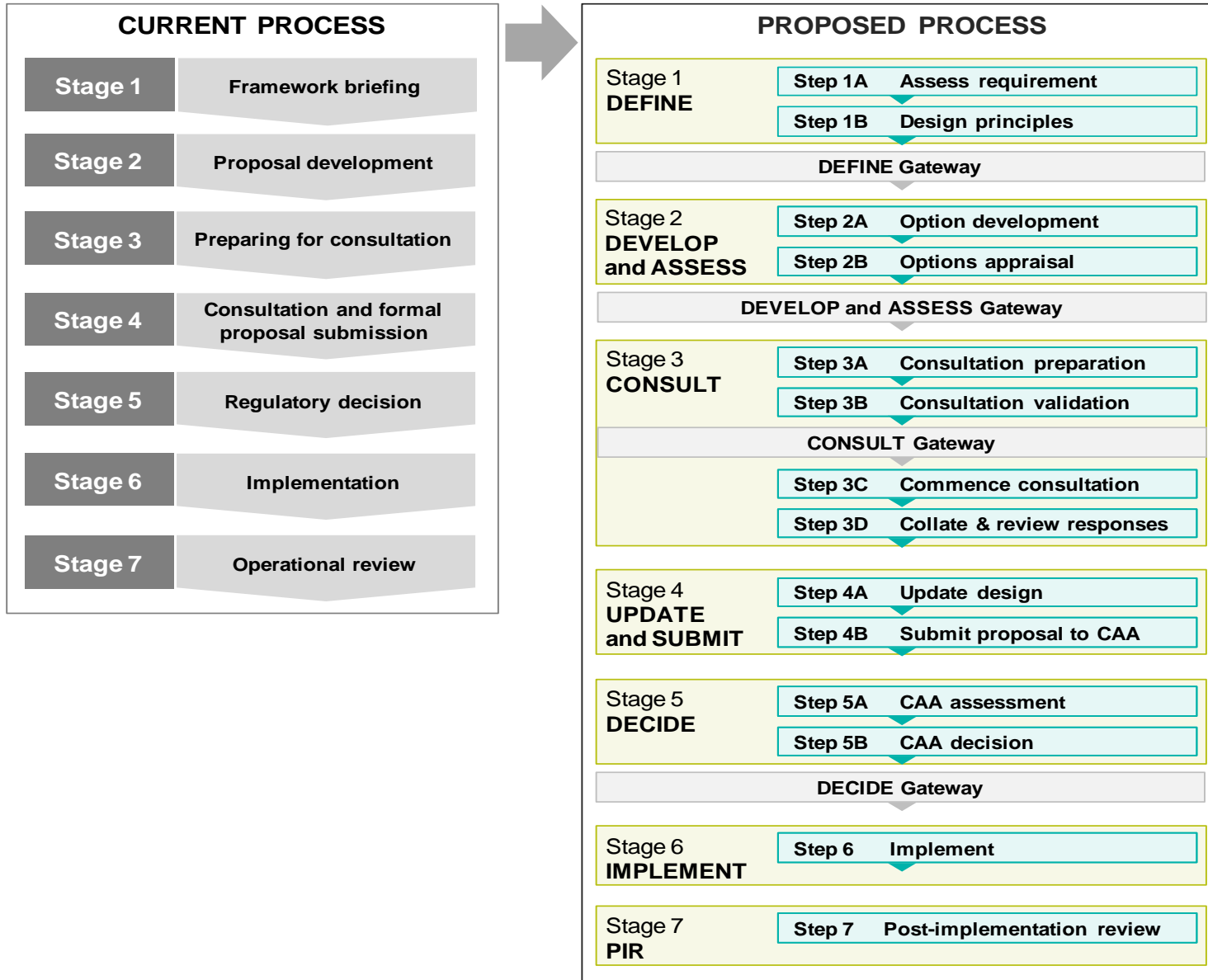
5,000ft

3,000ft

2,000ft

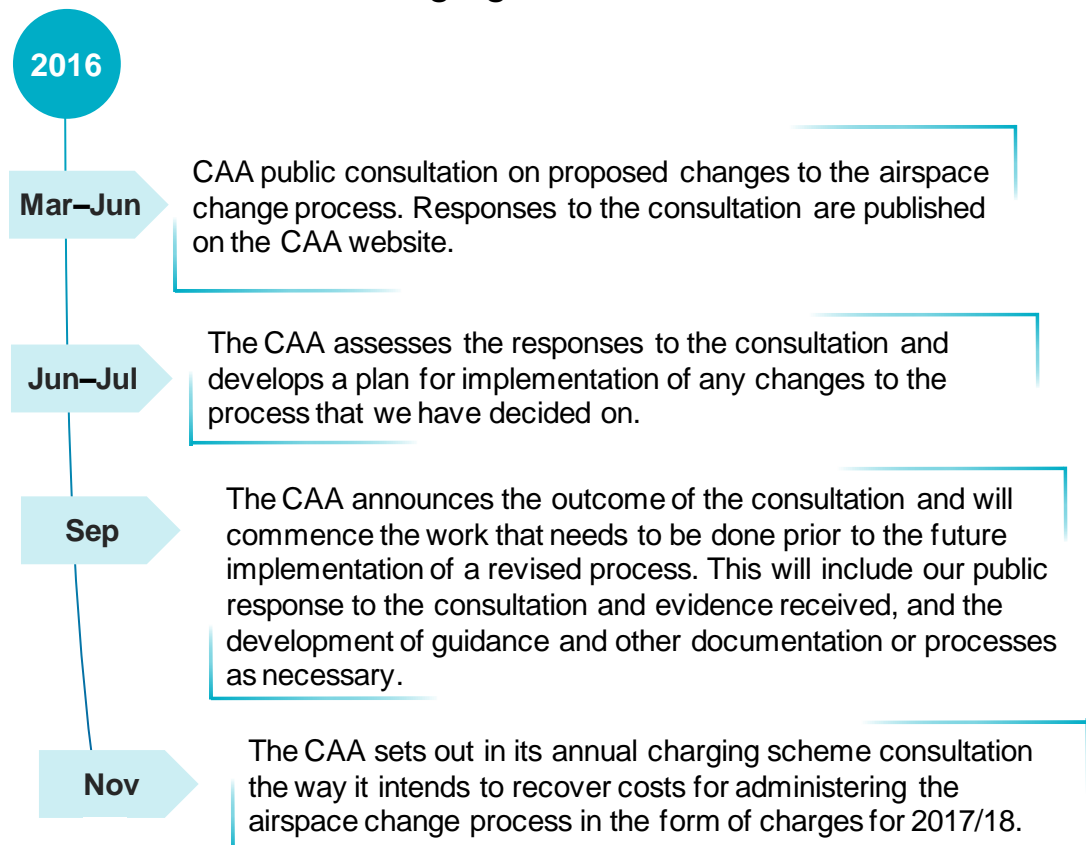
1,000ft

# Airspace change process consultation: the proposed process



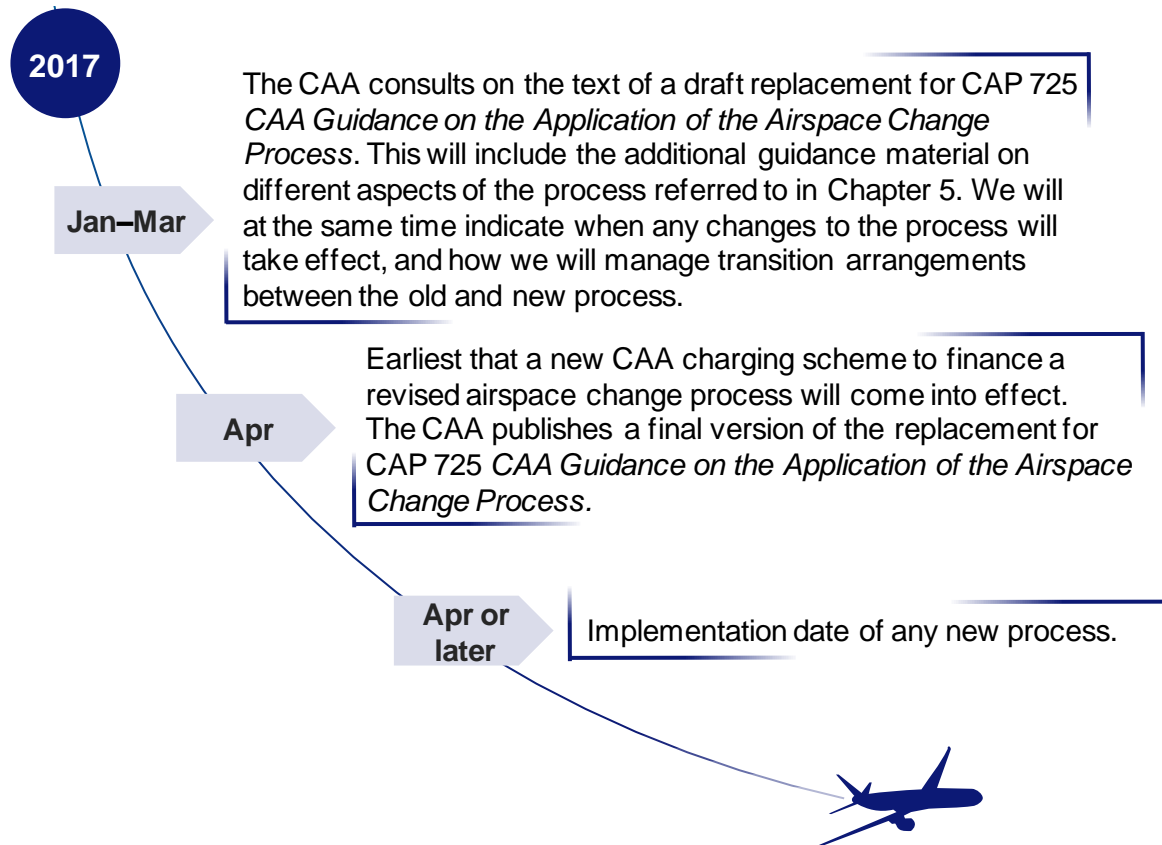
# Airspace change process consultation: 2016

- The consultation opened on 15 March and will close on 15 June 2016;
- Thereafter and until the end of 2016, we plan to focus on producing a consultation response document outlining our intended way forward;
- We will provide details of how we propose to finance the administrative costs of the process in our November charging scheme consultation.



# Airspace change process consultation: 2017

- We will consult on a revised version of CAP 725;
- We could be in a position to apply the new charging scheme from the 2017 financial year;
- We will work on implementing the new process.



# How to respond

<https://consultations.caa.co.uk/>

Consultation closes on 15 June

Contact:

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