

Directorate of Airspace Policy

August 2010

Policy Statement

DAP Policy for Changes to the UK Ground Navigation Infrastructure

1. Scope and Definition

- 1.1 The Mission of the Directorate of Airspace Policy is to ensure that United Kingdom airspace is utilised in a safe and efficient manner. To satisfy this the role of the Directorate includes the development, promulgation, monitoring and enforcement of a policy for the sustainable use of UK airspace and for the provision of the necessary supporting infrastructure for air navigation.
- 1.2 With regard to the above DAP is charged with reconciling civil and military operational needs, without affording preferential treatment to either, and ensuring that airspace planning takes into account all user interests. The navigation infrastructure should be capable of supporting all airspace users and not just those operating on the ATS route structure.
- 1.3 The terms of the NATS En-Route Licence require them to provide 'Core' and 'Specified' services. The 'Specified' services include navigation infrastructure and the requirement therein is to make available to users the infrastructure described in the AIP when the licence came into effect.
- 1.4 Should it become necessary or desirable to make changes to the navigation infrastructure, the policy outlined below is to be followed.

2. Policy

- 2.1 Any permanent change to the ground navigation infrastructure, whether it be re-location or removal of a facility, will require the approval of the CAA with DAP acting as the focal point. This approval will only be forthcoming once the following procedures have been carried out:
 - a. Once the ANSP has identified a need to change an element or elements of the navigation infrastructure it is to inform DAP (Controlled Airspace Section) of the proposal together with justifications for the change and seek approval to continue with the process.
 - b. The ANSP is to undertake hazard identification and ensure that risk assessment and mitigation are systematically conducted in a manner which includes the affect of the change on the remainder of the ATM system. The hazard identification, risk assessment and mitigation processes shall be

conducted in accordance with the relevant Safety Management System (SMS) requirements of the ANSP.

c. The ANSP is, as far as practicable, to consult with all airspace users, ATS providers and, if relevant, airport operators affected by the change and take due consideration of the views of the same, including the development of mitigation strategies where appropriate. In addition, DAP may instigate a wider consultation in the form of a NATMAC letter if the change is considered significant enough to warrant such action.

d. Once the requirements of b) and c) above have been completed the ANSP is to submit an Impact Assessment to DAP, taking into consideration Appendix A to CAP 725 (Guidance on the Application of the Airspace Change Process), and this will constitute the formal proposal for the change to the navigation infrastructure. Following consideration of the Impact Assessment DAP will take one or more of the following courses of action:

- i. Approve the change proposal;
- ii. Reject the change proposal;
- iii. Require modifications to be made to the proposal;
- iv. Require additional consultation to be carried out ;

e. If the change proposal is approved a suitable notice period will be agreed to allow maximum exposure of the change to all those affected. AIP amendment action is to be completed by relevant section sponsors to an agreed AIRAC date.

2.2 The process outlined above should be completed within 6 months of the submission of the Impact Assessment by the ANSP to DAP and where possible should be completed as quickly as reasonably practicable.

3. DAP Point of Contact

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