

A summary of the procedure for the CAA to review the classification of airspace

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Consider stage

What do we need to do?

Every two years in an internal CAA meeting we make a simple yes/no decision as to whether we are going to review airspace classification. We may decide to defer the review by up to one year.

How do we do it?

Any decision to defer is based on whether we can reasonably anticipate having sufficient resources for a review, taking into account:

- national or international obligations
- airspace safety, efficiency, environmental or access benefits that a review might help to define and deliver;
- outstanding priorities from previous reviews
- Department for Transport advice or directions.

What is the outcome?

We confirm that we are carrying out a review and when. We may limit the broad scope of the review. We notify aviation stakeholders of our decision and reasoning.



Review stage

What do we need to do?

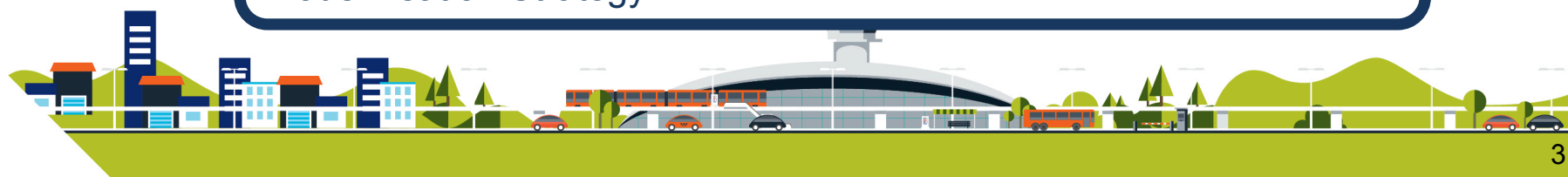
We use appropriate intelligence, including continuous monitoring of safety, access or utilisation issues, to draft a plan of airspace where a case could be made for a proposed amendment to the classification.

How do we do it?

We seek feedback on the plan from aviation stakeholders, and consider any additional suggestions from them. We apply filters to remove proposals not appropriate for this procedure, for example where they would have significant environmental or operational impacts, or where there is an ongoing or recent change in airspace design already. We engage with relevant controlling authorities to help refine the requirements for the next (Amend) stage.

What is the outcome?

We publish our final plan of airspace volumes that we want to take further to the Amend stage, and adopt it as part of the Airspace Modernisation Strategy.



Amend stage

What do we need to do?

We develop each proposal to amend airspace classification, relying on vital input from the controlling authority that manages that airspace, and working with other relevant stakeholders as necessary.

How do we do it?

Our proposal may be to change airspace dimensions or classification, or manage access through alternative forms of air traffic management. The airspace controlling authority develops the operational procedures and safety case with CAA assistance, but ultimately the controlling authority owns the safety component. We consult relevant impacted stakeholders about the proposal.

What is the outcome?

We submit each proposal to the Airspace Regulation decision-making process. The controlling authority implements any change and after one year the CAA reviews the effectiveness of the change.

