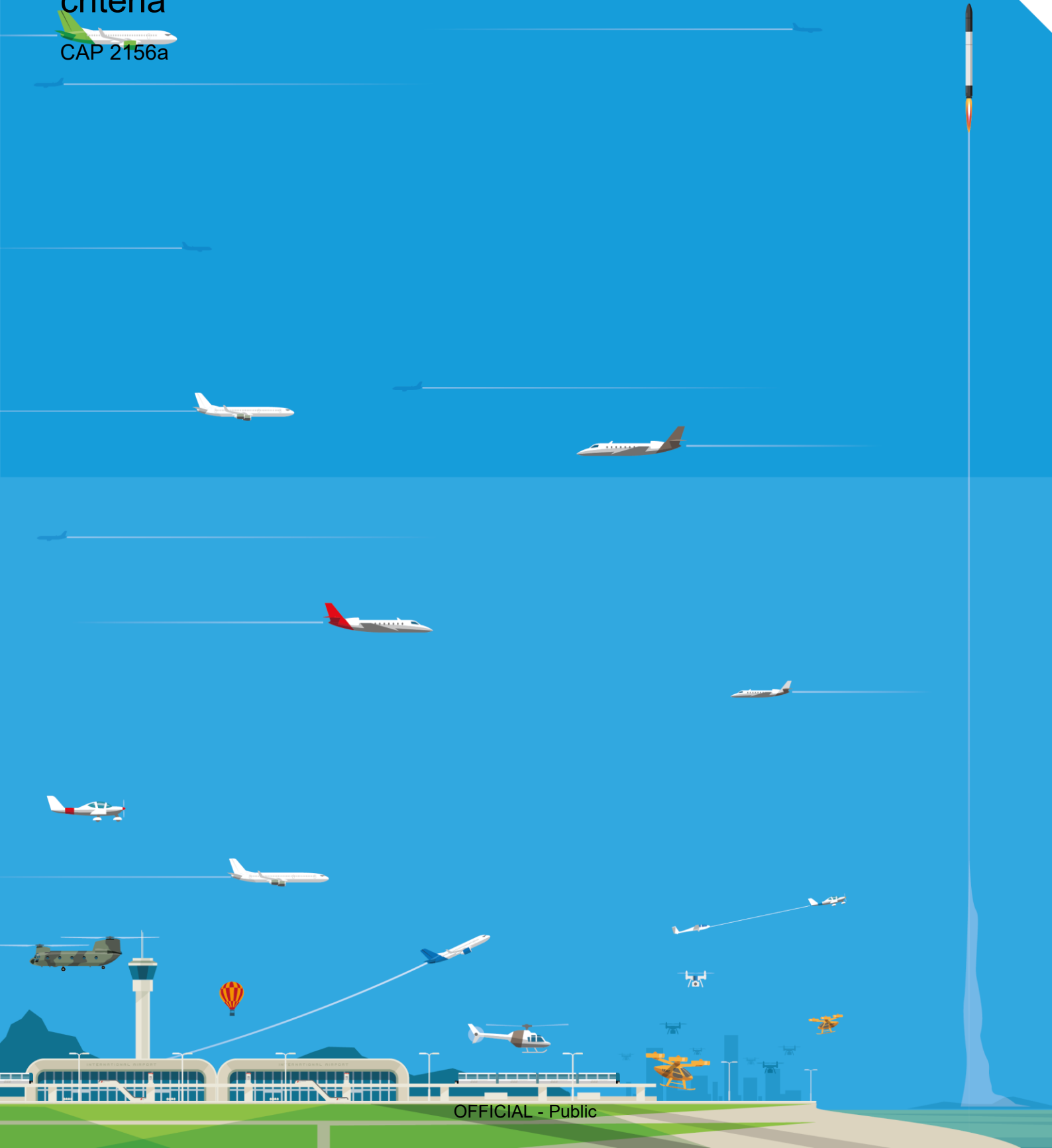


Airspace change masterplan – CAA acceptance criteria



CAP 2156a



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Revision history

In addition to editorial improvements and formatting changes to comply with accessibility requirements, the changes made in this third edition are to reflect a change to the process for formal decision making on future iterations of the airspace change Masterplan.

Criteria for accepting the masterplan – overview

Updated to explain that the CAA decision to formally accept a masterplan will only be taken once the relevant CAP1616 assessment has concluded. The CAA will first assess and form a preliminary view whether to accept the masterplan.

Interaction with the CAP 1616 process

Updated to explain that the masterplan and CAP1616 decisions are intrinsically linked and will be taken simultaneously.

Updated to explain that any accepted Iteration 3 masterplan will be published at the same time as sponsor consultations, and that any accepted Iteration 4 masterplan will be published at the same time as the regulatory decision.

1 Purpose of this document

- 1.1 The purpose of this document is to set out the criteria against which the CAA will make the decision whether to accept the airspace change masterplan into the Airspace Modernisation Strategy
- 1.2 This document is published pursuant to Direction 4 of the Civil Aviation Authority (Air Navigation) Directions.
- 1.3 The airspace change masterplan (or masterplan) is a single coordinated implementation plan for airspace changes in the UK to cover the period to 2040. The masterplan must be consistent with the delivery of airspace modernisation as described in the Airspace Modernisation Strategy.
- 1.4 The CAA and Department for Transport, as co-sponsors of airspace modernisation in the UK, commissioned NATS (En Route) plc (NERL) to create the masterplan. The co-sponsors required NERL to set up a separate and impartial body the [Airspace Change Organising Group](#) (ACOG) to coordinate the airspace change proposals needed to deliver airspace modernisation. The CAA has specified these requirements in the form of a condition on [NERL's economic licence](#).
- 1.5 The co-sponsors assess the masterplan to confirm that it is consistent with the criteria in this document, government policy and the CAA's own statutory airspace functions. Based on that assessment, and before the masterplan can be implemented, the CAA must decide to formally accept the masterplan into its Airspace Modernisation Strategy, having consulted the Secretary of State.
- 1.6 Once the masterplan is accepted into the Airspace Modernisation Strategy, the masterplan, together with the CAA's general duties in section 70 of the [Transport Act 2000](#), will form the basis against which individual airspace change decisions are made by the CAA. This means that the CAA's decisions on airspace change proposals must not be inconsistent with the masterplan.
- 1.7 The masterplan does not include all the detail of individual airspace change proposals. The masterplan is a separate regulatory decision-making process to the [CAP 1616](#) process applied by the CAA for individual airspace change decisions. The interaction between these two processes is explained later in this document. Sponsors are required to follow the process in this document and CAP 1616.
- 1.8 Each future iteration of the masterplan will continue to be assessed and accepted separately. The iterations broadly align with certain gateways of the CAP 1616 process that each airspace change proposal which is currently being

taken forward as part of the modernisation programme (referred to here as 'constituent airspace change proposals') will follow.

- 1.9 Airspace modernisation is a long and complex programme. We expect the masterplan to be flexible and sufficiently agile to accommodate the evolving context for airspace modernisation, such as any additional co-sponsor commissions to produce elements of the masterplan, or unanticipated external events. The CAA will therefore continue to review this document over the lifetime of the masterplan, as future iterations are developed.

2 Criteria for accepting the masterplan – overview

- 2.1 For the CAA to accept a masterplan iteration into the Airspace Modernisation Strategy, we need to be satisfied, having consulted the Secretary of State, that the criteria set out in this document have been met.
- 2.2 This document covers:
- overall aim and purpose of the masterplan
 - evolution of the masterplan so far
 - interaction with the CAP 1616 airspace change process
 - criteria for the content of the masterplan
 - expected content by iteration.
- 2.3 The criteria in this document are derived from the requirements set out in the masterplan commissioning letters from the co-sponsors to NERL of 2 November 2018, 30 July 2019 and 12 May 2021. The commissioning letters are reproduced at Appendix A for reference.
- 2.4 In assessing the masterplan, we will use as our reference point:
- the criteria set out in this document
 - the assessment framework set out in the accompanying document, [CAP 2156b Airspace Change Masterplan – assessment framework](#)
 - the requirements of any future commissions from the CAA and Department for Transport as co-sponsors.
- 2.5 The co-sponsors will assess and, if satisfied, the CAA will accept an iteration of the masterplan into the Airspace Modernisation Strategy.
- 2.6 Given that both the masterplan and the constituent airspace change proposals are intrinsically linked, the CAA decision to formally accept a masterplan will only be taken once the relevant CAP 1616 assessment has concluded. This means that:
- the CAA will assess and form a preliminary view whether to accept the masterplan
 - if the CAA’s preliminary view is to accept, each individual airspace change sponsor must prepare their CAP 1616 materials in accordance with that iteration.

- 2.7 If the CAA is satisfied that the constituent airspace change proposals for the associated cluster or deployment has met the requirements of the process for the relevant gateway and is in accordance with the corresponding iteration of the masterplan, the CAA will move to formally accept the masterplan and progress the constituent airspace change proposals through the relevant gateway at the same time.

3 Overall aim and purpose of the masterplan

- 3.1 The purpose of the masterplan is to set out a single coordinated implementation plan for airspace changes in the UK up to 2040 to upgrade the UK's airspace and deliver the objectives of airspace modernisation at a system level.
- 3.2 In doing so, the masterplan will, in particular:
- identify where and when airspace change proposals need to be developed in coordination to support delivery of the objectives of the CAA's [Airspace Modernisation Strategy](#)
 - describe how individual airspace change proposals relate to each other (i.e. interdependencies) and where there are potential conflicts in their proposed designs
 - explain how trade-off decisions to resolve those conflicts have been made
 - set out the proposed timelines for implementation of the individual airspace changes
 - demonstrate the anticipated cumulative impact of the airspace change proposals.
- 3.3 Iteration 4 of the masterplan will describe, for each cluster or deployment, the proposed airspace structure and the final proposed trade-offs between interdependent ACPs, taking account of the outputs of the coordinated consultations. This will act as a framework for airspace change proposals, which must be consistent with it.

Note:

- An interdependency can be described as two or more airspace change proposals that are linked together in some way. For example, there is a potential conflict in their design options or there is a potential cumulative impact on stakeholders on the ground.
- A conflict can be described as two or more airspace change proposals that cannot both proceed in their proposed form.
- A trade-off is the choice or decision to resolve a conflict and could be between two or more sponsors of separate airspace changes, or between two or more objectives (such as achieving noise reduction and achieving fuel efficiency).

4 Interaction with the CAP 1616 airspace change process

- 4.1 In order for a constituent airspace change proposal (ACP) to progress beyond Stages 2, 3 and 5 of CAP 1616, the co-sponsors must have accepted an iteration 2, 3 and 4 of the masterplan, respectively, for the relevant cluster or deployment.
- 4.2 At each gateway, the CAA will assess each ACP against a set of indicators to check the submission is consistent with each iteration of the masterplan. The indicators will be shared with ACOG (who in turn should provide these to sponsors) and published on the airspace change portal against the respective ACP.

Stage 2 ('Develop & Assess') gateway

- 4.3 An ACP at a Stage 2 gateway in the CAP 1616 process should specify any interdependencies with other changes identified in Iteration 2 of the masterplan. This should be reflected in sponsors' Stage 2 materials, and the masterplan will help us identify these airspace interactions at the system level.
- 4.4 In January 2022, the co-sponsors accepted Iteration 2 of the masterplan. Iteration 2 set out potential conflicts and interdependencies between constituent ACPs. The acceptance of Iteration 2 enables sponsors to continue to develop their proposals for assessment at the Stage 2 Gateway of CAP 1616.

Stage 3 ('Consult') gateway

- 4.5 When an ACP forming part of the masterplan reaches the Stage 3 gateway of CAP 1616, the co-sponsors require assurance that the designs the ACP sponsors will consult on reflect the Iteration 3 content of the masterplan for that cluster or deployment. They will also work together to deliver a modernised system.
- 4.6 Sponsors will be unable to launch their consultations until they have passed their CAP 1616 Stage 3 gateway and the CAA has accepted Iteration 3 of the masterplan for the associated cluster or deployment.
- 4.7 An accepted iteration 3 of the masterplan will be published at the same time as the constituent airspace change proposals for the associated cluster or deployment publish their consultation.

Stage 5 ('Decision')

- 4.8 In order to be approved, individual ACPs will need to pass through Stage 5 of CAP 1616 and an Iteration 4 of the masterplan for the associated cluster or deployment will need to have been accepted into the Airspace Modernisation Strategy.
- 4.9 Iteration 4 of the masterplan will act as a framework for the constituent ACPs, which must be consistent with it. It will describe the final proposed trade-offs between interdependent ACPs, taking account of the outputs of the coordinated consultations. Where such trade-off decisions affect an ACP, the sponsor will need to demonstrate that their proposal does not conflict with those trade-off decisions.
- 4.10 Notwithstanding the impact of the masterplan process on a sponsor's final design selection, accepting masterplan Iteration 4 into the Airspace Modernisation Strategy will not pre-determine the outcome of any individual airspace change decisions made by the CAA.
- 4.11 Given that both masterplan and the constituent airspace change proposals are intrinsically linked, the CAA decision to formally accept an iteration 4 of the masterplan will only be taken once the Stage 5 CAP 1616 assessment has concluded. This means that:
- the CAA will assess and form a preliminary view whether to accept the iteration 4 of the masterplan
 - if the CAA's preliminary view is to accept, each individual airspace change sponsor must prepare their Stage 4 submission in accordance with that iteration 4.
- 4.12 At Stage 5, the CAA will review and assess each constituent airspace change proposal for the associated cluster or deployment in line with the requirements of CAP 1616 and will need to be satisfied that it is in accordance with Iteration 4 of the masterplan.
- 4.13 Only when a regulatory decision to approve the constituent airspace change proposal for the associated cluster or deployment is made will the CAA move to formally accept and publish Iteration 4 of the masterplan.

5 Criteria for the content of the masterplan overall

- 5.1 This section sets out the criteria that the masterplan overall (considering all iterations) must meet. The level of detail of the information for each criterion will vary in each iteration.
- 5.2 ACOG may make a case to the co-sponsors during the ongoing assessment process that a particular criterion is not applicable to a particular iteration. For transparency, the reasoning should be presented in the relevant iteration of the masterplan for assessment.

A Where, when and why airspace changes may be developed or needed

In order for the masterplan iteration to be accepted into the Airspace Modernisation Strategy by the CAA, it will identify:

- A1 Areas where, in light of forecast growth in demand and airspace bottlenecks, airspace change proposals (ACPs) could be developed to accommodate that growth and alleviate delays by the introduction of additional airspace capacity.
- Commission Reference: Nov 2018 Para 6c
 - Note: For example, by reducing route interactions.
- A2 Areas where ACPs could be developed in light of planned developments on the ground which will require new airspace designs.
- Commission Reference: Nov 2018 Para 6a
 - Note: ACOG are expected to monitor planned developments and remain flexible.
- A3 Areas where ACPs could be developed to allow for more direct routes.
- Commission Reference: Nov 2018 Para 6a
 - Note: Such routes may enable reductions in controlled airspace and environmental inefficiencies.
- A4 Areas where ACPs are needed to deliver a safety benefit.
- Commission Reference: Nov 2018 Para 6b,i
 - Note: For example, changes that remove risk factors in the current system.
- A5 Areas where ACPs can limit the total adverse effects of noise.

- Nov 2018 Para 6b, ii
- Note: For example, by enabling continuous climb and/or descent operations.

A6 Areas where ACPs can deliver air quality or fuel efficiency benefits.

- Commission Reference: Nov 2018 Para 6b, iii
- Note: For example, by enabling continuous climb and/or descent operations.

A7 Areas where ACPs are needed to improve access to airspace for all users.

- Commission Reference: Nov 2018 Para 6b, iv
- Note: For example, by reducing the volume of controlled airspace.

A8 Areas where ACPs are needed to enable military access to airspace for training and national security.

- Commission Reference: Nov 2018 Para 6b, v
- Note: ACOG are expected to liaise with the Ministry of Defence on future requirements.

A9 Where ACPs are needed to introduce new technology.

- Commission Reference: Nov 2018 Para 6b, vi
- Note: For example, Performance-based Navigation (PBN).

B Information on the airspace changes needed

To be accepted by the co-sponsors, the masterplan will:

B1 a Constitute a credible and implementable plan for the necessary airspace changes.

- Commission Reference: Nov 2018 Para 6c
- Note: To include:
 - a list of airspace changes with identified sponsors in specific volumes (or clusters) of airspace
 - a coherent sequence of individual changes or deployments of changes against the evaluated alternatives
 - preferred timescales (including delivery assumptions) for their adherence against each step of the CAA's CAP 1616 process and subsequent implementation
 - a clearly identified critical path of delivery.

b Identify key assumptions and risks.

- Commission Reference: Nov 2018 Para 6c
- Note: To include:
 - assumptions on which the proposed changes are based and are dependent
 - risks associated with delivering the plan and how they could be mitigated.

c Provide an assessment of the degree of commitment offered by each of the ACP Sponsors.

- Commission Reference: Nov 2018 Para 6c
- Note: ACOG must be mindful of the effect of an airspace change sponsor deciding to withdraw from (or significantly delay its contribution to) the modernisation programme.

B2 Demonstrate how the Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA) interact with – and inform the development of – the masterplan.

- Commission Reference: May 2021 Para 8
- Note: To ensure that environmental impacts are integrated into the modernisation programme, an SEA and HRA are a fundamental part of, and therefore must inform, the development of the masterplan. The masterplan should explain how those environmental assessments have been taken into account during the masterplan process. More information is in [CAP 2156b Airspace Change Masterplan – assessment framework](#).

B3 Identify potential interdependencies between the constituent ACPs.

- Commission References: Nov 2018 Paras 3 & 6c and Jul 2019 Paras 7 & 12
- Note: The masterplan will enable the CAA to understand how individual airspace change proposals relate to each other and therefore take better informed decisions by identifying the interdependencies, conflicts and trade-offs between individual changes.

The masterplan may require sponsors to work together to:

- solve a conflict between two or more of their potential designs, or
- improve the current airspace structure, for example by removing bottlenecks or holds.

- In doing so, any proposed trade-offs are to be made transparently with the coordination of ACOG (and assessed by the co-sponsors) and not via private bilateral agreements between airports¹.

B4 Identify potential solutions to interdependencies.

- Commission References: Nov 2018 Paras 3 & 6c Jul 2019 and Paras 7 & 12
- Note: These might include design interdependencies due to the objectives of one sponsor and another, and potential solutions such as:
 - the sequencing of proposed changes
 - moving routes vertically, laterally or the time/day they are used, to resolve a conflict
 - a sponsor proposing to no longer pursue one of its designs to resolve a conflict
 - other potential solutions identified by ACOG and sponsors.

B5 Set out proposed trade-offs to resolve interdependencies.

- Commission References: Nov 2018 Paras 3 & 6c and Jul 2019 Paras 7 & 12
- Note: Trade-offs might arise between:
 - the objectives of different airspace change proposals, for example, where two airports want to make use of the same volume of airspace
 - the objectives of an airspace change proposal and its impact on existing airspace or procedures.

B6 Explain the potential implications for government policy objectives of the proposed solutions.

- Commission References: Nov 2018 Paras 3 & 6c and Jul 2019 Paras 7 & 12
- Note: The masterplan should demonstrate the cumulative impacts of trade-off decisions and proposed designs.

For example, where interdependencies will lead one or more changes to have knock-on effects on other airports/airfields or other airspace users, including users of uncontrolled airspace.

¹ Impacted stakeholders will be consulted on proposed designs – and therefore solutions to conflicts – when airspace change sponsors consult on each airspace change proposal through the CAP 1616 airspace change process.

- B7 Report on engagement carried out since the previous iteration, and present an ongoing engagement strategy with: the sponsors of the constituent ACPs, and relevant stakeholders.
- Commission References: Nov 2018 Paras 3 & 6c and Jul 2019 Paras 7 & 12
 - Note: ‘Engagement’ is the catch-all term we use to mean developing relationships with stakeholders. Stakeholders should be told how they can best engage with ACOG in order to provide feedback that ACOG can take into account at the appropriate point. More information on engagement principles is [in CAP 2156b Airspace Change Masterplan – assessment framework](#).
- We expect ACOG to run a public engagement exercise prior to the submission of Iteration 3 to the co-sponsors. Through this engagement, ACOG should make stakeholders aware of the CAP 1616 consultations on airspace change proposals, how they are linked together, and how stakeholders can feed back on trade-off decisions that will have to be made that may affect them. The approach to be taken by ACOG will be agreed through regular assessment by the co-sponsors.
- B8 Include a plan for the content of subsequent iterations of the masterplan.
- Commission Reference: N/A
 - Note: The co-sponsors may also offer additional feedback during the ongoing assessment of the masterplan, requiring further work or more detail in the next iteration, which must be taken into account.
- B9 Include an assessment of the impacts on airspace accessibility, including on the General Aviation sector overall.
- Commission Reference: Commitment made by govt. during passage of Act Air Traffic Management and Unmanned Aircraft Act 2021
 - Note: Each iteration of the masterplan must include an assessment of the potential positive benefits or negative impacts on airspace accessibility.
- B10 Include a safety strategy.
- Commission Reference: Commitment made by ACOG in Iteration 2
 - Note: The safety strategy will:
 - set out roles and responsibilities for safety assurance
 - ensure that the sponsors of constituent ACPs develop the safety cases for their individual proposals in a coordinated manner

- ensure the co-sponsors will have the necessary information to assess the safety of the system-wide design.

ACOG will not be responsible for assuring the safety of any masterplan ACP. Responsibility for the adequacy of the risk assessment and mitigation rests with the sponsor of the individual ACP(s) or designated controlling authority, as owners of the safety arguments, who must comply with all relevant legal and regulatory requirements.

B11 Identify the operational concepts required to deliver the airspace changes and their level of maturity.

- Commission Reference: Nov 2018 Para 6c
- Note: Where changes to operational concepts are enabled by new technologies, the masterplan will need to explain the maturity of the relevant air traffic management and aircraft systems. It should also explain how these capabilities may evolve from the point of deployment out to 2040.

B12 Be written in a way that can be understood by all stakeholders and published simultaneously in an accessible format.

- Commission Reference: N/A
- Note: ACOG may determine the format of the information presented to the co-sponsors for assessment and acceptance of the masterplan, providing it allows the CAA to determine whether the criteria in this document have been met and allows the CAA to carry out its statutory functions.

6 Expected content by iteration

Iteration 1 – overall concept (complete)

Purpose

- 6.1 The purpose of Iteration 1 of the masterplan was to provide a high-level programme plan identifying airspace changes in the south of England (known as the Future Airspace Strategy Implementation (FASI)-South programme). The aim was to describe the principles of the overall airspace concept and key issues and opportunities that should be considered. Iteration 1 was broadly aligned with the material necessary for the sponsor of an individual ACP to pass through the first gateway of the CAP 1616 airspace change process.

Submission to the co-sponsors

- 6.2 Because it is only a high-level plan, the co-sponsors decided that it was not necessary to formally accept Iteration 1 into the Airspace Modernisation Strategy.
- 6.3 Following a delay caused by the COVID-19 pandemic, we published our assessment of Iteration 1 in February 2021.

Iteration 2 – identify airspace change proposals needed and potential interdependencies (complete)

Purpose

- 6.4 The purpose of Iteration 2 of the masterplan was to provide a high-level description of the options under consideration in each constituent airspace change proposal, with the geographical scope now extended to the whole UK. It also presented a system-wide view of interdependencies and potential conflicts between those ACPs, enabling sponsors to progress through the Stage 2 gateway of the CAP 1616 process.

Submission to the co-sponsors

- 6.5 The co-sponsors assessed Iteration 2 and the CAA formally accepted it into the Airspace Modernisation Strategy in January 2022.
- 6.6 We published an addendum to CAP 2312A accepting the ‘cluster’ approach proposed in Iteration 2 in October 2022.

Stakeholder engagement

- 6.7 As part of the acceptance of Iteration 2, the co-sponsors required that ACOG engage with relevant stakeholders and the public to ensure that the purpose and content of Iteration 2 is explained and understood.

Figure 1: Summary of content of Iterations 1 and 2

<p>ITERATION 1 – overall concept</p>	<p>Aim and content</p> <ul style="list-style-type: none"> - principles of overall airspace concept - key issues and opportunities that should be considered - no engagement <p>Iteration 1 has been submitted and assessed</p>
<p>ITERATION 2 – identify potential inter-dependencies between ACPs</p>	<p>Aim and content</p> <ul style="list-style-type: none"> - high-level description of options under consideration - system-wide view of interdependencies and potential conflicts between ACPs - includes an engagement strategy <p>Iteration 2 has been submitted and accepted into the Airspace Modernisation Strategy</p>

Iteration 3 – collective plan of airspace change proposals pre-consultation

Purpose

- 6.8 Iteration 3 of the masterplan will provide a description of the proposed airspace structure and route network envisaged by the airspace change proposals when viewed as a collective, but without the detailed designs of all the routes. It will describe the specific airspace design trade-offs between interdependent airspace change proposals in greater detail than Iteration 2, with more information about the cumulative impacts of different design choices and the methods used to calculate them.

Submission to the co-sponsors

- 6.9 Following the acceptance of the ‘clustering’ approach (see Addendum to CAP 2312A), ACOG has informed the co-sponsors that Iteration 3 content is expected to be submitted for assessment according to the development timelines for each cluster or deployment.

Expected content

- 6.10 ACOG will create Iteration 3 by working with the sponsors of the constituent airspace change proposals to incorporate the outputs that are available from the ‘initial’ options appraisal at Stage 2 and the ‘full’ options appraisal at Stage 3 of the CAP 1616 process. The ‘full’ options appraisal is a more rigorous quantitative analysis of the options than the ‘initial’ options appraisal. It is used by the

airspace change sponsor to determine, in a transparent way, which option(s) to take forward to public consultation.

- 6.11 For each interdependency, ACOG will coordinate input from the sponsors concerned as to what types of solutions could potentially be deployed in the masterplan to resolve any conflicts between their collective airspace change proposals for them to work as a system.
- 6.12 Iteration 3 will describe the intended approach to coordinating the CAP 1616 consultations within the relevant cluster or deployment. It will include the high-level consultation plans of constituent airspace change proposals and ensure stakeholders understand how they will be able to respond.
- 6.13 ACOG will need to show how the SEA and HRA have been taken into account as Iteration 3 matures and later iterations are developed.

Stakeholder engagement

- 6.14 Prior to the submission of Iteration 3, ACOG is required to run a public engagement exercise to gather the views of individual stakeholders on the development of the masterplan at a strategic level. This engagement exercise supplements the CAP 1616 consultations for each airspace change proposal.
- 6.15 Before the CAA will consider accepting Iteration 3 of the masterplan into the Airspace Modernisation Strategy, we will want evidence that ACOG has conducted a public engagement exercise that will:
- provide an overall description of the system-wide design based on the information available
 - seek input on gaps or improvements, for example whether ACOG has identified strategically important airspace changes needed to deliver the airspace modernisation
 - explain how airspace change proposals have been grouped into clusters or deployments
 - demonstrate where trade-offs have been proposed between the sponsors of interdependent airspace change proposals to create their respective designs, ensuring transparency throughout the process
 - provide more information about the cumulative impacts of different design choices and the methods used to calculate them
 - ensure stakeholders are aware of how they can be notified of the CAP 1616 consultations, enabling them to comment on trade-off decisions that will affect them.

- 6.16 ACOG must collate feedback on the engagement exercise and demonstrate how they have taken it into account in producing the content for Iteration 3 submission(s).

Iteration 4 – collective plan incorporating feedback from CAP 1616 consultations

Purpose

- 6.17 Iteration 4 of the masterplan for each cluster or deployment will act as a framework for the constituent ACPs, which must be consistent with it. It will describe the final proposed trade-offs between interdependent ACPs, taking account of the outputs of the coordinated consultations. It will provide a description of the proposed airspace structure and route network when viewed as a collective, but without the detailed designs of all the routes.

Submission to the co-sponsors

- 6.18 Following the acceptance of the ‘clustering’ approach (see Addendum to CAP 2312A), ACOG has informed the co-sponsors that Iteration 4 content is expected to be submitted for assessment according to the development timelines for each cluster or deployment. Depending on these timelines, assessment of the Iteration 4 content for one (or more) cluster(s) may take place prior to the assessment of Iteration 3 content for the other cluster(s).

Expected content

- 6.19 ACOG will create Iteration 4 content once feedback from the individual interdependent airspace change proposal consultations as part of the CAP 1616 process has been analysed and taken into account by sponsors and ACOG.
- 6.20 Building on previous iterations, Iteration 4 will include:
- an updated description of the proposed airspace structure and route network envisaged by the airspace change proposals when viewed as a collective
 - evidence of how ACOG has facilitated alignment between the sponsors of interdependent airspace change proposals
 - the detail of the final proposed solutions and trade-offs, and the expected cumulative impacts, so the CAA can ensure that the outcomes deliver government policy.
- 6.21 As noted above, the co-sponsors have agreed to ACOG dividing the masterplan into separate ‘clusters’ with different timelines, each with a set of interdependent airspace change proposals, in order to progress the programme most efficiently. We may therefore have subsets of masterplan iterations, but each will remain

subject to the uniform acceptance criteria set out in this document and subsequent revisions.

6.22 Iteration 4 must show how it has taken account of the SEA and HRA for the masterplan, including any additional information available compared with earlier iterations of the masterplan.

Stakeholder engagement

6.23 ACOG will need to inform relevant stakeholders of the publication of Iteration 4 and what the next steps are for the constituent airspace change proposals.

Figure 2: Summary of expected content of Iterations 3 and 4

<p>ITERATION 3 – collective plan of airspace change proposals pre-consultation</p>	<p>Engagement prior to Iteration 3</p> <ul style="list-style-type: none"> - ACOG public engagement exercise on overall description of design - explains methods to calculate cumulative impacts and demonstrate tradeoffs - seeks feedback on possible gaps in, or improvements to, the masterplan- e.g. other ACPs needed to deliver airspace modernisation - informs stakeholders of upcoming Iteration 3 and CAP 1616 consultations
	<p>Aim and content</p> <ul style="list-style-type: none"> - description of proposed airspace structure and route network - more detail on design trade-offs between interdependent ACPs and how they might be resolved, before ACP’s CAP 1616 consultations - methodology for calculating cumulative impacts, and cumulative assessment of design choices (for each cluster or deployment) - does <u>not</u> include all the detailed options from the ACPs
<p>ITERATION 4 – collective plan incorporating feedback from ACP consultations</p>	<p>Aim and content</p> <ul style="list-style-type: none"> - updated description of proposed airspace structure and route network for the cluster or deployment - describes final proposed solutions and tradeoffs - does <u>not</u> include all the detail of the ACPs - acts as a framework that ACPs must be consistent with
	<p>Co-sponsors’ assessment reviews the process followed to propose these trade-offs and ensures they deliver government policy</p>

Notes: Iterations are expected to be submitted for each ACP ‘cluster’ or deployment according to their respective development timelines.

A Co-sponsor masterplan commissions

[Co-sponsor letter to NERL dated 2 November 2018](#)

Co-sponsor letter to NERL dated 30 July 2019

Co-sponsor letter to NERL dated 12 May 2021
