

CAP 1991 REQUIREMENTS STATEMENT AMEND ID: CRA-1991-2022-001

Amend

The purpose of the Amend stage is to analyse each identified airspace volume in more detail, and, working closely with the designated airspace controlling authority and other relevant stakeholders, to develop an amendment to the classification that satisfies our statutory duties, including the requirements of the Air Navigation Directions and the factors in section 70 of the Transport Act 2000. The Directions require that “The CAA must [...] in [...] amending the classification of a volume of airspace [...] seek to ensure that the amount of controlled airspace is the minimum required to maintain a high standard of air safety and, subject to overriding national security or defence requirements, that the needs of all airspace users is reflected on an equitable basis”.

Final Plan CAP No (where appropriate): CAP 2359

CAP 1991 Amend ID: CRA-1991-2021-001

Title of proposal: Daventry CTA 6

Date: 19 July 2022

Sponsor and POC: CAA – Gareth Shaw – Airspace Lead

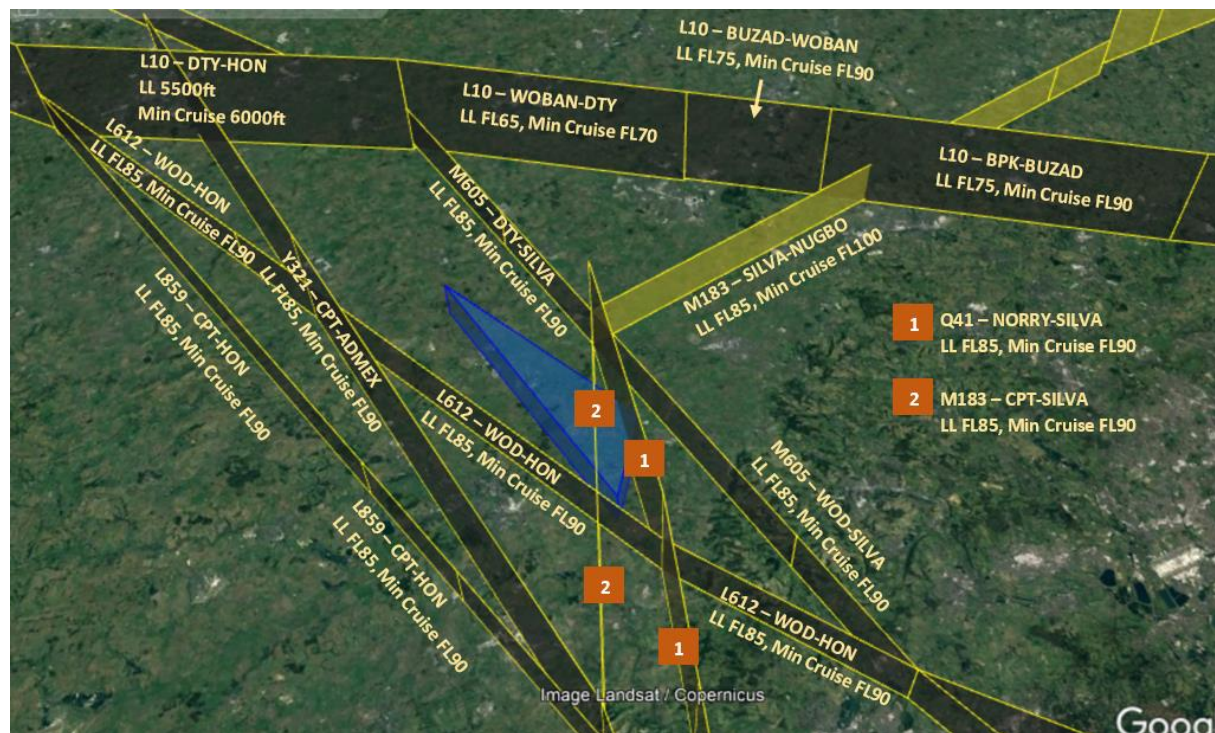
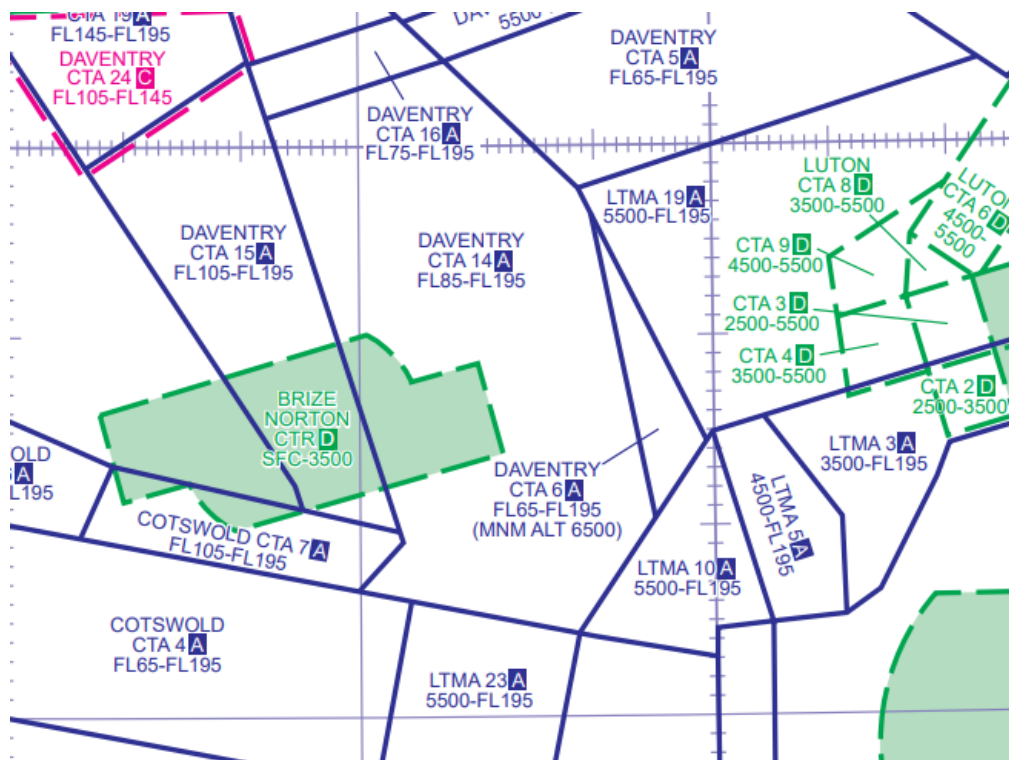
Issue / Opportunity to be addressed:

Our analysis of the airspace usage at the lower levels of DTY CTA 6 showed that it was rarely utilised by CAT, and its Class A status at the lower levels was difficult to justify, as the airspace did not appear to contain any of the following:

- IAPs
- SIDs
- STARs
- Standard departure routes
- Noise preferential routes
- ATS routes

The objective of any proposed change to the classification of DTY CTA 6, is to ensure that the classification of the airspace is fit for purpose, with safety and equitable access as primary considerations.

Supporting Image / Chart:



Airspace Controlling Authority: NERL

Proposed Date of Submission: 30 April 2023

Proposed Date of Implementation: (June 2023)