

UK Airspace Management Policy

CAP 740



Safety and Airspace Regulation Policy

CAP 740

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Revision history

Issue 5 - June 2014

This amendment to the third issue of CAP 740 – UK Airspace Management Manual incorporates changes to the UK airspace management (ASM) governance structure due to a re-organisation within the CAA and: includes changes to UK performance measurement and reporting; incorporates the requirement for an audit function; adds regulatory oversight of all international LoAs and Protocols and includes changes to ASM procedures.

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Foreword

General

1. CAP 740 – UK Airspace Management Policy describes UK Airspace Management (ASM) and the application of the Flexible Use of Airspace (FUA) concept. The Policy sets out the regulatory framework and governance of UK ASM and in doing so provides a structure within which both civil and military guidance and protocols can be shaped, providing detail of procedures and requirements for the implementation and application of the FUA concept at the strategic, pre-tactical and tactical levels of operation.
2. The CAP 740 serves as a means of compliance to the essential requirements of both the Flexible Use of Airspace Regulation (2150/2005 of 23 December 2005) laying down common rules for the flexible use of the airspace and the Performance Scheme Regulation (691/2010 of 29 July 2010) laying down a performance scheme for air navigation services and network functions. The Policy also ensures coherence with EUROCONTROL guidelines.
3. This document has been compiled with reference to and should be read in conjunction with:
 - Transport Act 2000 (<http://www.legislation.gov.uk/ukpga/2000/38/contents>);
 - The Civil Aviation Authority (Air Navigation) Directions 2001 (<http://www.caa.co.uk/docs/7/DfT%20CAA%20Directions.pdf>);
 - The Flexible Use of Airspace Regulation (EC) No. 2150/2005 of 23 December 2005 (<http://www.caa.co.uk/docs/952/SESFUImplementingRule.pdf>);
 - EUROCONTROL Specification for the Application of the Flexible Use of Airspace (http://www.eurocontrol.int/mil/gallery/content/public/milgallery/documents/fua_spec_1%201.pdf);
 - European Route Network Improvement Plan (ERNIP) - Part 3: Airspace Management Handbook (<http://www.eurocontrol.int/publications/european-route-network-improvement-plan-ernip-part-3-airspace-management-handbook>);

- CAP 725 CAA Guidance on the Application of the Airspace Change Process (<http://www.caa.co.uk/CAP725>);
 - The UK IAIP (http://www.nats-uk.ead-it.com/public/index.php%3Foption=com_content&task=blogcategory&id=165&Itemid=3.html) and Military AIP;
 - Flow Management Position (FMP) Manual of Air Traffic Services (MATS) Pt 2;
 - London Air Traffic Control Centre (Military) (LATCC(Mil)) Unit Order Book–MABCC.
4. In order to assist the reader, where possible links to related documents have been included, however, the Civil Aviation Authority (CAA) is not responsible for ensuring the integrity of such links to documentation external to the CAA. The Safety and Airspace Regulation Group (SARG) Airspace Regulation, as the document sponsor, is responsible for the document content and its subsequent amendment. It is recognised that the pace of change within ATM and ASM in particular is such that interim amendment of the CAP 740 outside the normal cycle of review every 3 years may be required.
5. CAP 740 will be revised at intervals to take account of changes in regulations, feedback from industry, and recognised best practice. Any comments concerning the content of this document should be addressed to:

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Glossary of terms

AARA	Air to Air Refuelling Area
ACC	Area Control Centre
ACN	Airspace Co-ordination Notice
ACP	Airspace Change Proposal
AEW	Airborne Early Warning
AMC	Airspace Management Cell
AMSG	Airspace Management Steering Group
ANS	Air Navigation Services
ANSP	Air Navigation Service Provider
AR	Airspace Regulation (CAA Department)
ASM	Airspace Management
ATC	Air Traffic Control
ATCC	Air Traffic Control Centre
ATFCM	Air Traffic Flow and Capacity Management
ATM	Air Traffic Management (ATS + ASM + ATFCM)
ATS	Air Traffic Service
AUP	Airspace Use Plan
AU	Airspace Utilisation
CAA	Civil Aviation Authority
CADF	Central Airspace Data Function
CAM	Civil Airspace Manager
<u>CIAM</u>	<u>Collaborative Interface Airspace Management</u>

CBA	Cross-Border Areas
CDR	Conditional Route
DAA	Danger Area Authorities
DAASG	Danger Area Airspace Steering Group
DAATM	Defence Airspace and Air Traffic Management
DfT	Department for Transport
EC	European Commission
ECAC	European Civil Aviation Conference
ESSIP	European Single Sky Implementation
EUCARF	European Centralised Airspace Reservation Facility
ExCo	Executive Committee (CAA)
FAB	Functional Airspace Block
FAS	Future Airspace Strategy
FOST	Flag Officer Sea Training
FMP	Flow Management Position
FUA	Flexible Use of Airspace
GAT	General Air Traffic
HLAPB	High-Level Airspace Policy Body
IAA	Irish Aviation Authority
IAIP	Integrated Aeronautical Information Publication
ICAO	International Civil Aviation Organization
JANSC	Joint Air Navigation Services Council
JFADT	Joint Future Airspace Development Team
J&I	Joint and Integrated
KPA	Key Performance Area

KPI	Key Performance Indicator
LATCC (Mil)	London Air Traffic Control Centre (Military)
LOA	Letter of Agreement
LSSIP	Local Single Sky Implementation
MABCC	Military Airspace Booking Co-ordination Cell
MAM	Military Airspace Manager
MATS	Manual of Air Traffic Services
MDA	Managed Danger Area
Mil AIP	Military Aeronautical Information Publication
MOD	Ministry of Defence
MTA	Military Training Area
NATMAC	National Air Traffic Management Advisory Committee
NERL	NATS En-Route PLC
NMOC	Network Management Operations Centre (formerly CFMU)
NOTAM	Notice To Airmen
NPP	National Performance Plan
NSA	National Supervisory Authority
NSL	NATS Services Limited
OACC	Oceanic Area Control Centre
OAT	Operational Air Traffic
OSAACT	Open Skies ATC and Airspace Co-ordination Team
PC	Prestwick Centre (Area Control Centre)
RCA	Reduced Co-ordination Airspace
RCSA	Release of Controlled and Segregated Airspace (Policy)
RP	Reporting Period