

UK Airspace Management Policy

CAP 740



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Contents

Revision history	5
Foreword	6
Abbreviations and Definitions	8
Chapter 1 Airspace Management Background	9
Introduction	9
Airspace Management Cell (AMC) UK	9
The Airspace Management Function (AMF) UK	10
The Three Levels of ASM	10
ASM Level 1 (Strategic)	11
ASM Level 2 (Pre-Tactical)	11
ASM Level 3 (Tactical)	12
Chapter 2 ASM Policy and Regulatory Framework	13
Legislation	13
Spacing (buffer) policy for airspace design purposes	14
Governance	14
Chapter 3 Application of UK Level 1 ASM (Strategic)	17
Introduction	17
Airspace Management Steering Group (AMSG)	17
Lead AMC and Cross-Border Arrangements	18
National Priorities	19
Filed Flight Plan Buffer Zone (FBZ)	19
Chapter 4 Application of UK Level 2 ASM (Pre-tactical)	20
Introduction	20
AMC UK Procedures	21
Procedure 1	21
Procedure 2	21
Procedure 3	21

SARG Airspace Regulation (Utilisation) (AR(U))	22
Resolution of Problems and Disputes	22
Chapter 5 Application of UK Level 3 ASM (Tactical)	23
Introduction	23
Tactical Airspace Activations	23
Tactical Deactivation of SUA	23
Chapter 6 ASM Tools	24
Introduction	24
Local and sub-Regional Airspace Management Support System (LARA)	25
CIAM	25
Chapter 7 ASM Reporting	26
UK ASM Annual Report	26
The Performance Scheme and UK National Performance Plan	26
Chapter 8 ASM Audit	29
UK AMC ASM Audit	29
 Appendix A Responsibilities of the CAM and MAM	 30
 Appendix B Military ASM Policy	 32
Introduction	32
Aim	32
Airspace Policy	32
Military Danger Area Airspace Management	33
ASM Procedures and Booking Process	35
CAA Buffer Policy	36
ASM Tools	36
ASM Statistics	36
Low Flying Airspace Policy	36
UK Military LF Handbook	37
LF Booking	37

Revision history

Issue 6: May 2017

This amendment to the fifth issue of CAP 740 - UK Airspace Management Policy is a complete re-issue.

The CAP has been restructured to differentiate between airspace management (ASM) policy and regulatory framework, and the application of UK ASM.

It includes changes to ASM procedures and provides clearer guidance on the Airspace Management Cell, Airspace Management Function and the three levels of ASM.

It also incorporates a new chapter on ASM Tools and details UK Military ASM Policy in Appendix B.

Foreword

General

1. CAP 740 UK Airspace Management Policy sets out the regulatory framework and governance of UK Airspace Management (ASM) practice and the application of the Flexible Use of Airspace (FUA) concept. In doing so it provides a structure within which related civil and military guidance, processes 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. CAP 740 serves as a means of compliance to the essential requirements of both Reg (EC) 2150/2005 of 23 December 2005 ([Flexible Use of Airspace Regulation](#)) and Reg (EU) 691/2010 of 29 July 2010 ([Performance Scheme Regulation](#)). CAP 740 also ensures compliance with supporting EUROCONTROL guidance.
3. This document should also be read in conjunction with:
 - [Transport Act 2000](#)
 - [The Civil Aviation Authority \(Air Navigation\) Directions 2001](#)
 - [CAP 1430 UK Air Traffic Management Vocabulary](#)
 - [EUROCONTROL Specification for the Application of the Flexible Use of Airspace](#)
 - [European Route Network Improvement Plan \(ERNIP\) - Part 3 Airspace Management Handbook](#)
 - [Flow Management Position \(FMP\) Manual of Air Traffic Services \(MATS\) Pt 2](#)
 - [Swanwick Air Traffic Control Centre \(Military\): RAF \(U\) Swanwick Order Book–MABCC](#)
4. In order to assist the reader, links to related documents have been included where possible; however, the Civil Aviation Authority (CAA) is not responsible for ensuring the integrity of such links to documentation external to the CAA.
5. CAP 740 will be subject to periodic review and revision to take account of changes in regulations, feedback from industry, and recognised best practice.
6. Enquiries regarding the content of this publication should be addressed to:

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Abbreviations and Definitions

Abbreviations

See [CAP1430 UK Air Traffic Management Vocabulary](#)

Definitions

A common European explanation of ASM terms is detailed in [The European Route Network Improvement Plan \(ENRIP\) – Part 3, Airspace Management Handbook](#).

See also [CAP1430 UK Air Traffic Management Vocabulary](#).

Chapter 1

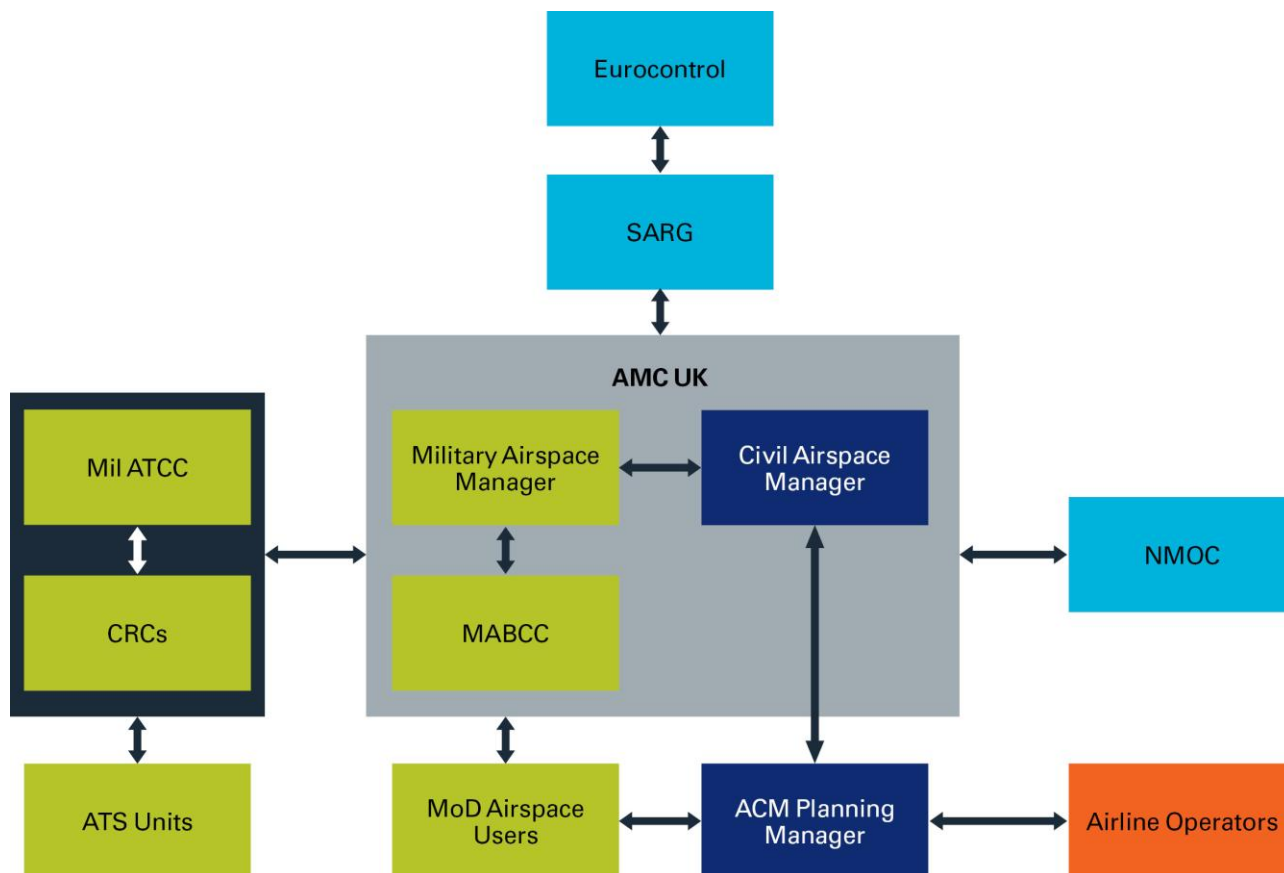
Airspace Management Background

Introduction

- 1.1 The principle objective of ASM is to achieve the most efficient use of the airspace through dynamic time-sharing and, at times, the segregation of airspace amongst various categories of airspace users on the basis of short-term needs.
- 1.2 The basis for the FUA concept is that airspace should not be designated as either military or civil, but should be considered as a national asset and used flexibly on a day-to-day basis. Consequently, where possible any necessary airspace segregation should be temporary in nature whilst optimising network performance. The application of FUA principles aims to ensure that through the daily allocation of flexible airspace structures, any necessary segregation of airspace is based on real usage within a specific time period and defined airspace volume.

Airspace Management Cell (AMC) UK

- 1.3 The practical application of the FUA concept and the efficient use of airspace by civil and military users is co-ordinated through the AMC, which ensures that there is effective sharing of airspace through joint and integrated civil/military planning and pre-tactical airspace allocation.
- 1.4 Located at NATS En Route Limited (NERL) Swanwick Centre, the AMC is an integrated civil/military operation, consisting of a Civil Airspace Manager (CAM), a Military Airspace Manager (MAM) and support staff; incorporating the associated Military Airspace Booking Co-ordination Cell (MABCC). The responsibilities of the CAM and MAM are described in Annex A.
- 1.5 The AMC UK is responsible for the administration of many flexible structures and conditional routes (CDR) in UK airspace. It also performs collaborative airspace planning both within the UK/Ireland Functional Airspace Block (FAB) and with neighbouring States. AMC UK provides a Level 2 ASM service to Ireland as part of a FAB Lead AMC arrangement. This requires AMC UK to publish Irish Danger Area activity and changes to activity, in the UK/Ireland Airspace use Plan (AUP)/Updated Use Plan (UUP).
- 1.6 A diagram of AMC UK interactions is below.

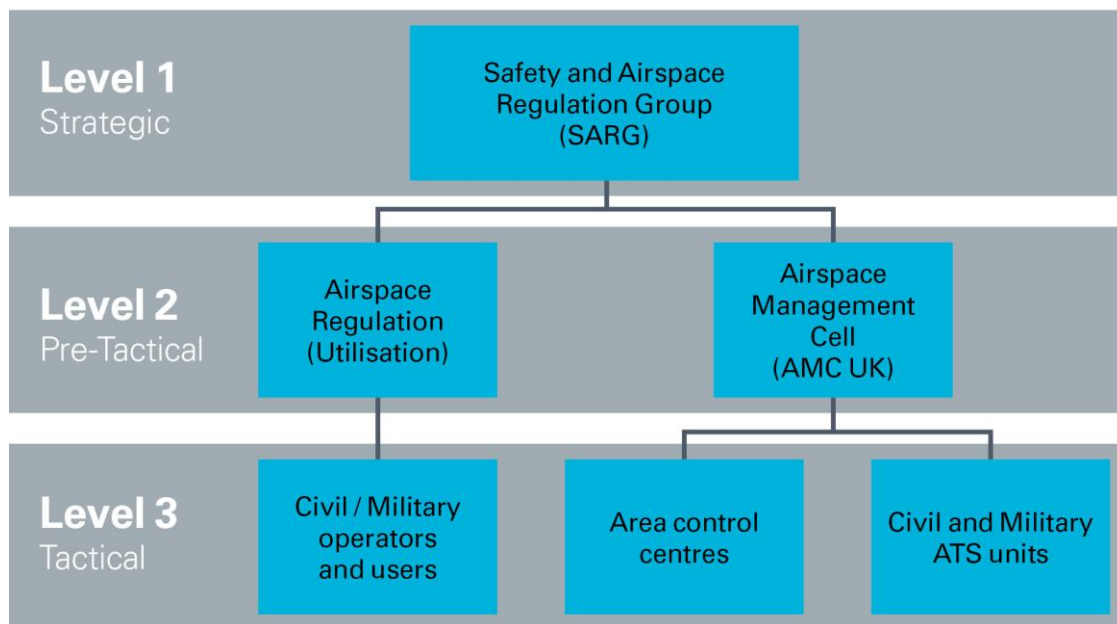
Figure 1: AMC UK Interactions Diagram

The Airspace Management Function (AMF) UK

- 1.7 The AMF combines the resources of the AMC, the Airspace Capacity Management (ACM) Planning Managers and the Airspace Capacity Management specialists. This ensures H24 ASM cover (limited scope outside of AMC UK hours) using a common tool for ASM operations. ASM has now been aligned within Air Traffic Flow Capacity Management (ATFCM) in terms of training, process and communication.

The Three Levels of ASM

- 1.8 The FUA concept is based on three levels of ASM which are shown at Figure 2 and described below.

Figure 2: The Three Levels of Airspace Management

ASM Level 1 (Strategic)

- 1.9 Strategic ASM consists of a joint civil/military process within a national High-Level Airspace Policy Body (HLAPB). The HLAPB formulates national ASM policy and carries out the necessary strategic planning work, taking into account national and international airspace users and Air Traffic Service (ATS) providers' requirements.
- 1.10 Safety and Airspace Regulation Group (SARG) is the UK's HLAPB and in accordance with the general requirements of the FUA regulation, acts as the joint civil/military body performing a joint function.

ASM Level 2 (Pre-Tactical)

- 1.11 Pre-tactical ASM consists of the day-to-day management and temporary allocation of airspace. This is achieved through the two ASM functions, the airspace utilisation element of the CAA, and the joint civil/military AMC.
- 1.12 SARG Airspace Regulation (AR) through its airspace utilisation element (AR(U)) is responsible for providing deconfliction, co-ordination and notification of all known civil and military Unusual Aerial Activity (UAA) which takes place within the UK Flight Information Region (FIR)/Upper Information Regions (UIRs) and specified Oceanic airspace.
- 1.13 The AMC UK with the fully integrated MABCC are empowered with the authority to execute Level 2 ASM within the framework of the established airspace structures, priority rules and negotiation procedures as laid down by the CAA in this CAP.

ASM Level 3 (Tactical)

- 1.14 Tactical ASM is the real-time activation, deactivation or reallocation of the airspace allocated at ASM Level 2. Level 3 ASM includes the resolution of specific airspace problems and/or traffic situations between civil and military ATS units as well as real-time civil/military co-ordination.