Doncaster Sheffield Airport

Airspace Change Proposal

Main Consultation Document Community and Local Area Interest

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Foreword

Christian Foster - Programme Director CDC

We're preparing for take-off…

The reopening of Doncaster Sheffield Airport is a major step forward for the region. Work is already underway to bring the site back into operation, with a clear focus on building the infrastructure, jobs, and partnerships needed to support both passenger and cargo activity over time. But, as the project moves firmly into its delivery phase, we also must look to the skies and develop the airspace that will allow aircraft to safely arrive and depart.

To do this, Doncaster Sheffield Airport must undertake an Airspace Change Proposal (ACP) which will enable the introduction of arrival and departure routes and the associated controlled airspace needed to operate them in,

Successful completion of the ACP will enable the airport to commence regular and routine commercial movements. This unlocks economic growth for the South Yorkshire region, with estimates showing that in the long term, re-opening the airport could boost the economy by approximately £5 billion[1]. Not only that, but re-opening the airport will support employment, with around 5,000 jobs created across aviation, logistics, engineering, construction and local businesses[2]

Beyond the wider economic benefits, we recognise that there are some local airspace impacts as a result of the airport opening, such as noise and controlled airspace changes. We are committed to working with our neighbours and the aviation industry community throughout this process to listen to concerns and, where possible, adapt our proposals.

The flight paths and associated controlled airspace that form part of this proposal are different from Doncaster Sheffield Airport's previous arrangements which were withdrawn when the airport closed in November 2022. This is as a result of the Civil Aviation Authorities (CAA) CAP1616 process whereby we have undertaken engagement with stakeholder representatives who have suggested ways the previous arrangements could be improved.

We are now undertaking this consultation to gather as much feedback as possible to ensure everyone's views are given consideration. The information within this Consultation Document aims to help you understand what these proposals would mean for you.

Following this consultation, we will collate, review, and respond to your feedback before developing the final Airspace Change Proposal and then submitting this to the CAA for formal approval.

Thank you in advance for your consideration of our proposals and we look forward to hearing from you before the consultation period ends on Sunday 4 October 2026 (23:59hrs).

[1] Government backs mayor to reopen Doncaster Sheffield Airport - GOV.UK

[2] i9 Cabinet 051125 SYAC report.pdf

Which document is right for me?

We understand that there are lots of different interests in the Doncaster Sheffield Airport (DSA) airspace change proposal (ACP).

We have split our main consultation information into two documents:

1. DSA Consultation Document: Community and local area interest (this document)
2. DSA Consultation Document: Aviation interest

This document, the Community and local area interest document, aims to explain the proposals in an easy-to-understand way, without using lots of aviation technical jargon. There are maps to understand where the routes will be located and where we expect aircraft to fly in future. There's also lots of information about noise, overflight of wildlife habitats and tranquil areas, and the outcomes of the other assessments we have undertaken to understand the benefits and impacts of the proposal.

The alternative consultation document is based around aviation interests. Within the document there is draft Instrument Flight Procedure (IFP) design information along with the Controlled Airspace proposals. We have aimed to make the aviation interest document as accessible as possible; however, it does use aviation terminology, and it is aimed towards stakeholders with aviation interests such as airlines, General Aviation pilots, and other airports. The aviation interest document contains an overview of the assessments we have undertaken to understand the benefits and impacts of the proposal, with a more detailed focus on the categories that impact aviation stakeholders.

The main differences between the two documents occur from section 5 onwards.

If you are looking for a very high-level summary of the proposals, please see the Consultation Summary Document.

1. Introduction

1.1 Introduction to this consultation

City of Doncaster Council (CDC) is sponsoring an airspace change proposal (ACP) to reinstate controlled airspace and introduce the arrival and departure routes needed for Doncaster Sheffield Airport (DSA) to reopen safely and bring passenger and cargo flights back to the region.

1.2 About Doncaster Sheffield Airport (DSA)

The reopening of DSA is the centrepiece of South Yorkshire Airport City (SYAC), a major regional growth programme designed to restore aviation services and unlock thousands of new jobs across advanced manufacturing, engineering, logistics and green technologies. The project is being delivered through a partnership between national government, the South Yorkshire Mayoral Combined Authority (SYAC) and CDC.

Government backing for the SYAC programme has enabled significant investment to prepare the airport for reopening, reflecting the national importance of restoring regional connectivity, supporting trade and driving economic growth across the North. The airport's return forms part of the Government's wider devolution agenda, demonstrating how locally led, nationally supported investment can deliver regeneration, skilled employment and long-term prosperity.

1.3 Why is an airspace change needed for DSA?

DSA closed in 2022 after the previous airport operator withdrew, which led to the CAA removing the controlled airspace and flight procedures that supported its operations. In March 2024, CDC secured a 125-year lease for the site, and began work to reinstate the airport licence, establish a local air traffic control service, and prepare for regular, scheduled commercial air services to return from 2028. Restoring DSA's airspace and procedures is essential for this.

As a result, the ACP is a core part of the SYAC programme. Airlines have been clear that they will not operate from DSA until a safe and efficient airspace structure is in place to support commercial flights.

1.4 The process for changing airspace (CAP1616)

The Civil Aviation Authority (CAA) Airspace Change Process, known as CAP1616, sets out how any proposed changes to UK airspace must be developed, assessed and approved.

There are seven-stages to the process (shown in Figure 1) which provide a framework for changing airspace. The CAA monitors the progress of an airspace change proposal against the requirements of the process at key defined points, called gateways.

At each gateway, the CAA will assess whether the relevant process requirements have been met, and whether to approve progress to the next stage.

DSA is at Stage 3: Consult. There's more information in section 4 of this document about the Stage 1 and Stage 2 activities that have been undertaken ahead of this consultation.

This ACP is progressing in accordance with CAP1616 version 5.1.

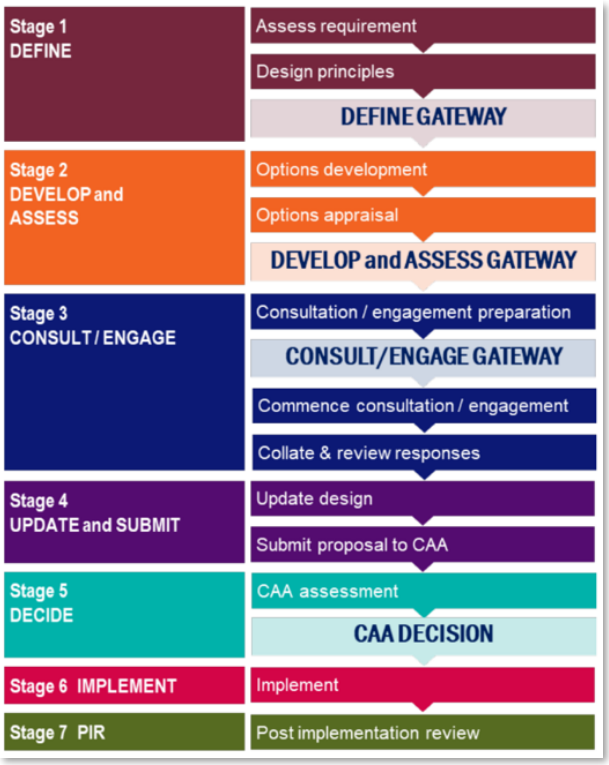
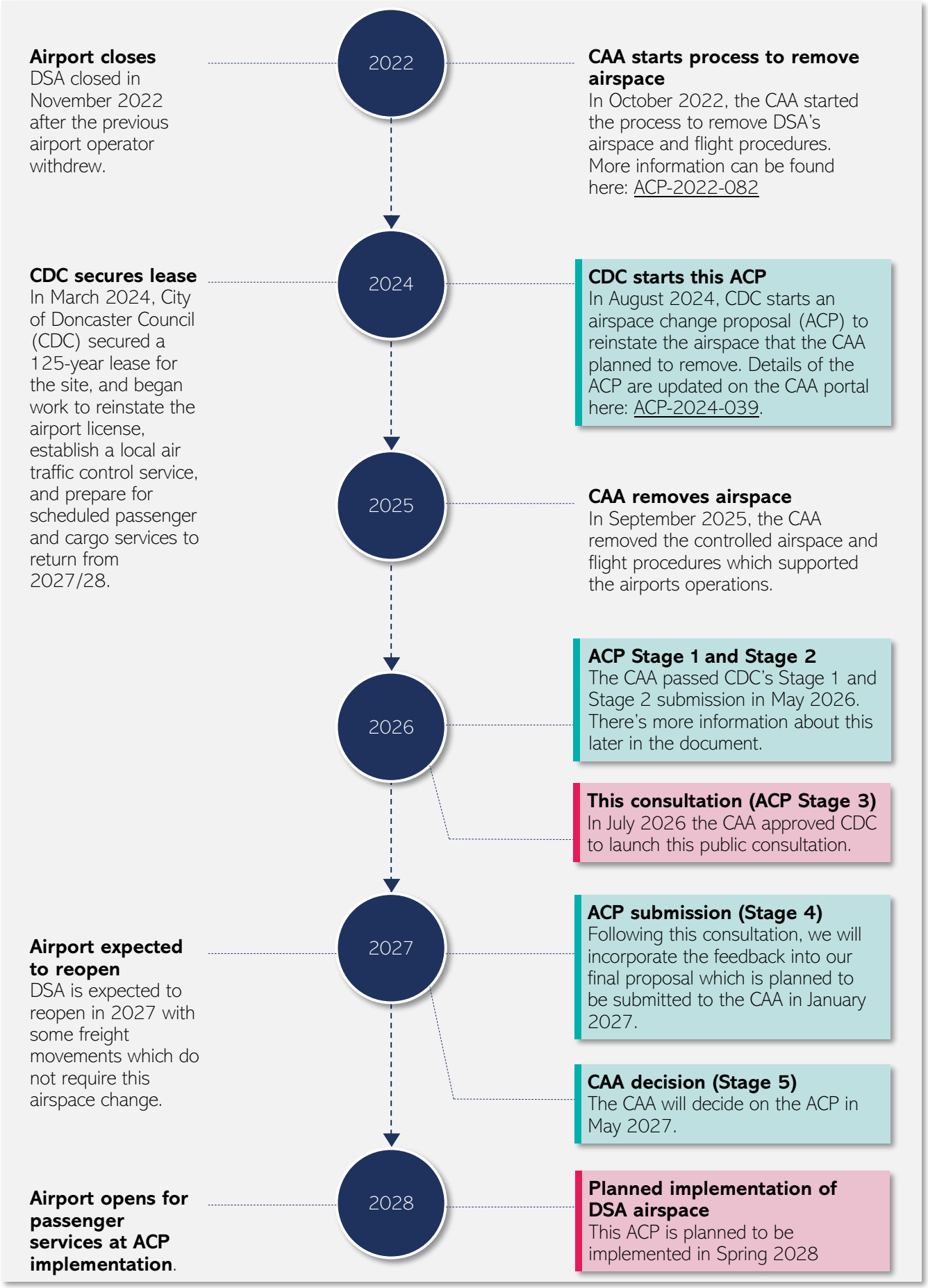


Figure 1 Overview of the CAA's CAP1616

2. Doncaster Airport's airspace timeline



3. Consultation Information

3.1 Key consultation information

This consultation is seeking your views on the proposed arrival and departure routes for DSA and the associated Controlled Airspace (CAS).

The consultation runs from Monday 3 August 2026 to Sunday 4 October 2026 (23:59).

All consultation materials and the consultation feedback form are available on the Doncaster Sheffield Airport Citizen Space consultation website:

https://consultations.airspacechange.co.uk/doncaster-airport/dsa-airspace

3.2 Consultation materials

This document is one of two main consultation documents which contain lots of information about the background to this ACP, the details of the proposal, and the potential benefits and/or impacts of the proposal. The documents have been split into two based on key stakeholder interests; there is this document, the Community and local area interests document and an alternative Aviation interests document. More information is available here and to go straight to the aviation interest document, please click here.

Throughout the document, we have linked to where you can find out further information as part of the wider suite of consultation materials. These links are within the text or within information boxes, like the one shown opposite, All materials are available on the consultation website linked above.

ⓘ Within the document, the information boxes ⓘprovide links to where to find out further information.

Looking for an easy-read summary?	Our consultation summary document provides a high-level overview of the proposals or come along to one of our webinars where we will present a summary of the proposals (details below).
Interested in Controlled Airspace or flight procedures?	Our Aviation interests document provides technical information about the proposals. We will also be holding a specific webinar for Aviation stakeholders (details below).
Looking for detailed technical information about the benefits and impacts of our proposal?	The Full Options Appraisal (FOA) document describes in full technical detail of the different options assessed ahead of this consultation, and the positive benefits and negative impacts of the proposal.
Struggling with some of the terminology?	We've aimed to keep the documents as easy to follow as possible, but we appreciate that aviation has lots of technical terms. It may be useful to have the glossary document open whilst reading these materials. We will also be holding in-person and online events where you can ask questions (please see the next page for further details).
Want to see what other people are asking?	The Frequently Asked Questions (FAQs) document which will be updated throughout the consultation.
Ready to feedback?	Please go to the website here https://consultations.airspacechange.co.uk/doncaster-airport/dsa-airspace or use the contact details on the next page to request a hard copy.

3.3 Consultation events

Webinar events

At the online webinar events, the DSA airspace team will present an overview of the proposal before there will be an opportunity for questions and answers. The focus of each webinar is shown in the table below. To register to attend a webinar event, please use the link below.

Webinar focus	Date	Time	Register
Communities and environmental interest	17 August	1600-1930hrs	Find links to register on the consultation website.
	3 September	1100-1230hrs	
	23 September	1730-1900hrs	
	25 September	1100-1230 hrs	
General Aviation and Controlled Airspace interest	14 August	1100-1230hrs	

ⓘ A recording of both webinars is available here:
https://consultations.airspacechange.co.uk/doncaster-airport/dsa-airspace

In Person events

As well as webinar events, there will be opportunities to meet the DSA airspace team face to face. At these events the consultation material will be available to view, along with large scale printed maps of the proposals.

The events are drop-in format, which means you can attend anytime within the time-period shown and there's no need to book. Our team will be available to answer questions.

Location	Date	Time (Attend at any time – no need to book)
Bawtry Mayflower Primary School	13 August 2026	1400-1900hrs
St Josephs Parish Centre, Worksop	19 August 2026	1400-1900hrs
Finningley Village Hall	2 September 2026	1400-1900hrs
Thorne Rugby Club	10 September 2026	1400-1930hrs
The Corn Exchange, Doncaster City	19 September 2026	1030-1430hrs

3.4 Further questions

If you have any further questions, or if you would like to request hard copies of the materials, please contact us using the below contact details.

Email: DSA-airspaceconsultation@flydsa.com
Telephone: 0800 043 3099
Write to us: DSA Airspace Consultation, c/o Heyford House, First Avenue, Finningley, Doncaster, DN9 3RH

Please note that all responses to the consultation must be submitted via the DSA Citizen Space consultation website: https://consultations.airspacechange.co.uk/doncaster-airport/dsa-airspace

ⓘ For more information about how we have developed our approach to this consultation, please see the Consultation Strategy document.

4. How we developed our proposal

This section provides an overview of how we have developed our proposal including details of the previous stages of the CAP1616 process. There's more information about the CAP1616 process to date in Appendix A. If you'd like to go straight to details of the proposal itself, please see section 5.

CAP1616 Stage 1: Assess requirements

- A Statement of Need (SoN) was submitted to the CAA and then an assessment meeting was held. As part of the meeting the CAA agreed that it was appropriate for CDC to work through Stages 1 and 2 of the process together which meant the required outputs from both stages were developed and submitted for a CAA Gateway assessment at the same time. This combined approach helped keep the ACP on track for DSA's planned reopening, while remaining fully compliant with the CAP1616 requirements.

CAP1616 Stage 1: Design Principles

- 6 Design Principles (shown in Table 1) were developed through engagement with stakeholder representatives. Design Principles provide a framework against which design options can be developed and evaluated.

Table 1 DSA Design Principles

Design Principle	Description
DP1 Safety	The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.
DP2 Policy	The airspace change proposal should not be inconsistent with relevant legislation, the CAA's airspace modernisation strategy, or Secretary of State and CAA policy and guidance.
DP3 Environment	The airspace change proposal should deliver the Government's key environmental objectives for air navigation as set out in the Government's Air Navigation Guidance 2017.
DP4 Technical	The ACP should consider impacts on air navigation service providers and other aviation stakeholders, such as nearby airport operators and other airspace users.
DP5 NPRs	This ACP should not change DSA's existing Noise Preferential Routes (NPRs) unless necessary to support safe operations or integration with other airspace structures.
DP6 Airspace Structure	Any airspace structure(s) should be the minimum size and lowest classification needed to achieve its aims, minimising disruption and maximising integration with other airspace users.

CAP1616 Stage 2: Options development

- 1 option (Option 1) was shared with stakeholder representatives for their feedback; this option proposed to re-instate the previous arrival and departure routes and the previous controlled airspace (CAS).
- Stakeholder representatives fed back on this option and subsequently 3 further options were developed. Table 2 describes these options and tracks their progress throughout Stage 2. For more information about Stage 2, please use the links to the documents within the table.
- The Stage 2B (IOA) shown in Table 2 notes a 'without airspace change scenario'. The 'without airspace change' scenario (sometimes called the 'do nothing') for DSA means no commercial operations (passenger and cargo arrivals and departures) and no controlled airspace.

Table 2 Option progression throughout Stage 2

With airspace change options	Stage 2A (pre-engagement) design principle Stage 2(A) Submission Document	Stage 2A (post engagement) design principle Stage 2(A) Submission Document	Stage 2A (DPE) Evaluation against each design principle Stage 2(A) Design Principle Evaluation	Stage 2B (IOA) Appraisal of noise, environmental, aviation and cost impacts compared to a 'without airspace change' scenario. Stage 2(B) Submission Document
Option 1 Reinstate the same controlled airspace structure and flight procedures that were in operation before the airport closed in 2022	Proposed ahead of stakeholder engagement	Feedback on this option used to develop other options below	Option was discontinued after the DPE as it did not meet a mandatory design principle	
Option 0 No Controlled Airspace		Developed following stakeholder feedback	Option 0 was discontinued ahead of the DPE as it did not meet the SoN	
Option 2 Refinement of Option 1 due stakeholder feedback or to align with CAA policy		Developed following stakeholder feedback	Assessed in the DPE and continued into IOA	Assessed in the IOA and continued into Stage 3
Option 3 Use of Radius-to-Fix to create less restrictive CAS structures and to aid future MTMA integration		Developed following stakeholder feedback	Assessed in the DPE and continued into IOA	Assessed in the IOA and continued into Stage 3

CAP1616 Stage 3: Consultation / engagement preparation

- Option 2 and option 3 were then refined based on more detailed airspace integration, preliminary Instrument Flight Procedure (IFP) design, and safety requirements.
- These two options were then taken to Full Options Appraisal (FOA). The FOA is a more detailed, mainly quantitative, version of the Initial Options Appraisal. It appraises the noise, environmental, aviation and cost impacts compared to a 'without airspace change' scenario.
- The FOA told us that on balance, Option 3 offered greater benefits in terms of safety, controlled airspace and integration with the wider airspace and neighbouring airports. There were varying results in terms of noise and greenhouse gas emissions; for more details of these please see Appendix A.
- After careful consideration, Option 3 was chosen to be taken to this consultation,

For more information about the Full Options Appraisal, please see the document available at https://consultations.airspacechange.co.uk/doncaster-airport/dsa-airspace

CAP1616 Stage 3: Consultation

This brings us to where we are now – this Consultation.

We are consulting on our proposed design. We have chosen to bring one core option forward to consultation to be able to clearly present to consultees the very detailed information around how the proposal could benefit or impact compared to the 'without airspace change' scenario.

Your feedback will be used to help shape our proposal and develop the final design. For example, you may tell us that it would be advantageous to move a route slightly to avoid a noise sensitive area, or a boundary of Controlled Airspace would benefit from a lateral change to better suit a visual reference point. All your feedback will be considered by DSA, and we will document this process so that you can understand how your feedback has been considered as part of the final proposal. Your feedback will also help us to further understand the benefits and impacts of the proposal and where possible we will incorporate this into future options appraisals.

What if the design fundamentally changes following Consultation?

Depending on the scale of the changes, we may either undertake targeted engagement or, if the design changes are significant, we may carry out further consultation activities. As part of Stage 4 of the CAP1616 process, this will be agreed with the CAA ahead of any engagement/consultation activities taking place.

5. DSA's airspace change proposal

5.1 Current situation without the airspace change

Before we describe the plans for DSA's arrival and departure routes, we first need to explain the current situation.

At present, the airport is unlicensed, which means it cannot handle commercial flights with fare-paying passengers or undertake flying training involving larger aircraft. A licence from the CAA for these activities is currently being pursued by CDC.

Since the airport closed in 2022, no commercial flights have operated to or from the site. The only aviation activity currently taking place is a small number of movements by 2Excel Aviation, which were approved by CDC. These flights do not carry passengers or cargo and the airport operates on an unlicensed basis.

With the controlled airspace and supporting procedures removed after closure, the site currently has no active air traffic control service, no published arrival and departure routes, and no regulated airspace protection for arriving or departing aircraft.

Although the physical infrastructure remains, the airport is not operating as a commercial aerodrome. There are no scheduled flights, no regular business or general aviation activity and no cargo operations.

This is the baseline from which the ACP is being developed. Prospective airlines have requested the reinstatement of controlled airspace, flight procedures and air traffic control services to enable the safe and efficient return of regular commercial operations.

In preparation for this Stage 3 submission, we have used the latest data and information available about the plans to re-open DSA however it's important to note that this is a fast-paced project that is evolving as the plans for re-opening mature. As we progress through the CAP1616 airspace change process, we will update our information and assessments with the latest information available at the time.

5.2 How many aircraft could arrive and depart from the airport in future?

When assessing an airspace change, CAP1616 requires us to look at the forecast aircraft movements at the year of implementation (YoI)and 10 years following implementation.

Table 3 shows the latest forecast number of Air Transport Movements (ATMs), the number of expected arrivals and departures, at year of implementation (2028) through to 10 years following implementation (2037). These arrivals and departures are either passenger or cargo flights.

This forecast sees DSA reaching its existing planning permission limit of 4,140 cargo ATMs in 2034. Any increase to this limit would require a separate planning process outside of the scope of this ACP.

Table 3 DSA Traffic Forecast (April 2026)

Year	Total number of arrivals and departures (ATMs)
2028 (Year of implementation)	1841
2029	3,892
2030	6,220
2031	8,167
2032	10,047
2033	10,989
2034	11,647
2035	11,869
2036	12,096
2037 (Year of implementation + 10 years)	12,329

ⓘ In 2022 there were 7,966 ATMs at DSA. 2019 was busiest year recorded with 11,569 ATMs

5.3 What type of aircraft could arrive and depart in future?

Alongside the forecast movement information, CAP1616 requires sponsors to forecast the future fleet mix at the airport.

As with the forecast movements, conversations between CDC and their future operators are constantly evolving. Table 4 sets out DSA's latest fleet mix forecast, which shows the types of aircraft expected to fly from DSA, as of April 2026. The forecasts currently assumes limited business jet operations.

Table 4 Fleet mix percentages across the ACP assessment period

Aircraft type	Year of implementation	YoI +10 years
B788	0.5%	0.0%
B789	0.3%	1.0%
B737 Max	1.4%	1.7%
B737-800	8.3%	10.2%
A320-200	18.6%	0.0%
A320neo	5.3%	28.7%
A321-200	2.7%	0.0%
A321neo	13.7%	19.6%
A321 XLR	0.4%	0.5%
ATR72-600	1.3%	1.6%
B777-200ER	0.4%	0.0%
B777-300ER	0.3%	0.8%
E190	1.3%	1.6%
A380	0.0%	0.8%
Cargo - ATR72-600	9.1%	6.7%
Cargo - B737F	9.1%	6.7%
Cargo - A300F	9.1%	6.7%
Cargo - B747F	9.1%	6.7%
Cargo - B777	9.1%	6.7%

ⓘ When CDC first acquired DSA, our supporting consultants, Munich Airport International, presented a movement forecast based on passenger and freight activities commencing in 2026. Since then, there have been further developments to the forecast as the DSA project has matured in line with the year of implementation of the airspace change. Forecast numbers will ultimately be determined with a number of commercial deals which we are currently progressing with airlines and freight companies at pace. Given this evolving situation, the forecasts used within this Stage 3 submission are based on appropriate intelligence at this time and within the constraints of existing planning permissions. Forecasts may be updated ahead of Final Options Appraisal should more firm information come to light this year.

6. Proposed departure routes

6.1 Departures overview

The following section aims to provide an easy-to-understand explanation of how we expect aircraft to depart DSA in future. Aviation stakeholders looking for technical details of the proposed procedures and the associated controlled airspace, please see the Aviation interest document.

Doncaster Airport has one runway that can be operated in two directions. These directions are called Runway 20 and Runway 02. The direction that aircraft depart depends on the wind direction, as aircraft will always take-off into the wind.

The prevailing wind direction in the Doncaster area means that around 60-70% of the year aircraft will take-off to towards the south. These are called departures from Runway 20 (shown in Figure 2).

The other 30-40% of the year aircraft will take-off to the north. These are called departures from Runway 02 (shown in Figure 3).

For the purposes of assessment within the FOA, we have used runway direction data from 2022 which showed 62% of departures taking off on Runway 20 to the south, and 38% of departures taking off on Runway 02 to the north.

No matter which runway direction is used, after take-off aircraft will route to two main waypoints before then routing through the network airspace towards their destination. These two waypoints are currently called UPTON and ROGAG (shown in Figure 4).

DSA is proposing to implement departure routes towards UPTON and ROGAG (although their exact locations could change slightly) which use a type of navigation called Performance Based Navigation (PBN). This means aircraft will follow satellite-based waypoints when flying the route. There are different specifications of PBN, and the types proposed for DSA are very precise, which leads to aircraft consistently flying the routes to within around 200 - 500m either side of the centreline.

Figure 2 Runway 20 departures (illustrative) ©OpenStreetMap

Figure 3 Runway 02 departures (illustrative) ©OpenStreetMap

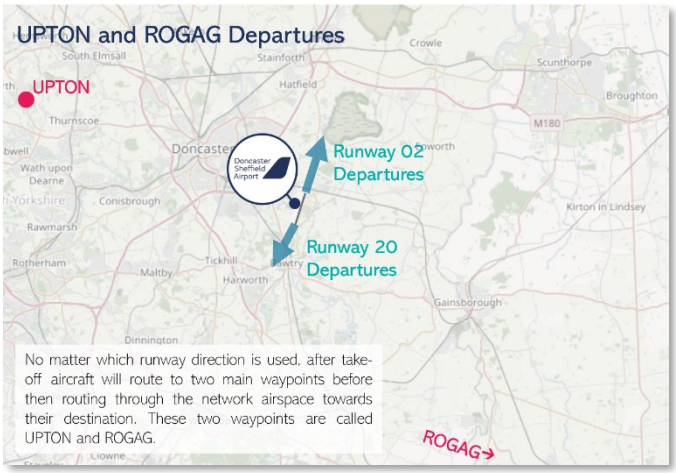


Figure 4 UPTON and ROGAG departures (illustrative) ©OpenStreetMap

Some aircraft may not yet be equipped to fly the PBN specification proposed, so these aircraft would fly a procedure called an omni directional departure. This means that, after take-off, they will fly straight ahead until reaching a safe altitude and then beyond this, Air Traffic Control (ATC) will vector aircraft. Vectoring is when ATC provide instructions to pilots about where to fly and whether to climb or descend. When aircraft are vectored by ATC, they are not following a defined route, this creates some dispersion of tracks across the airspace. Sometimes ATC may also vector aircraft for safety reasons, or when an aircraft cannot meet the climb profile requirements of a departure route.

An illustrative example of how we expect aircraft to fly the PBN routes, compared to vectoring is shown below:

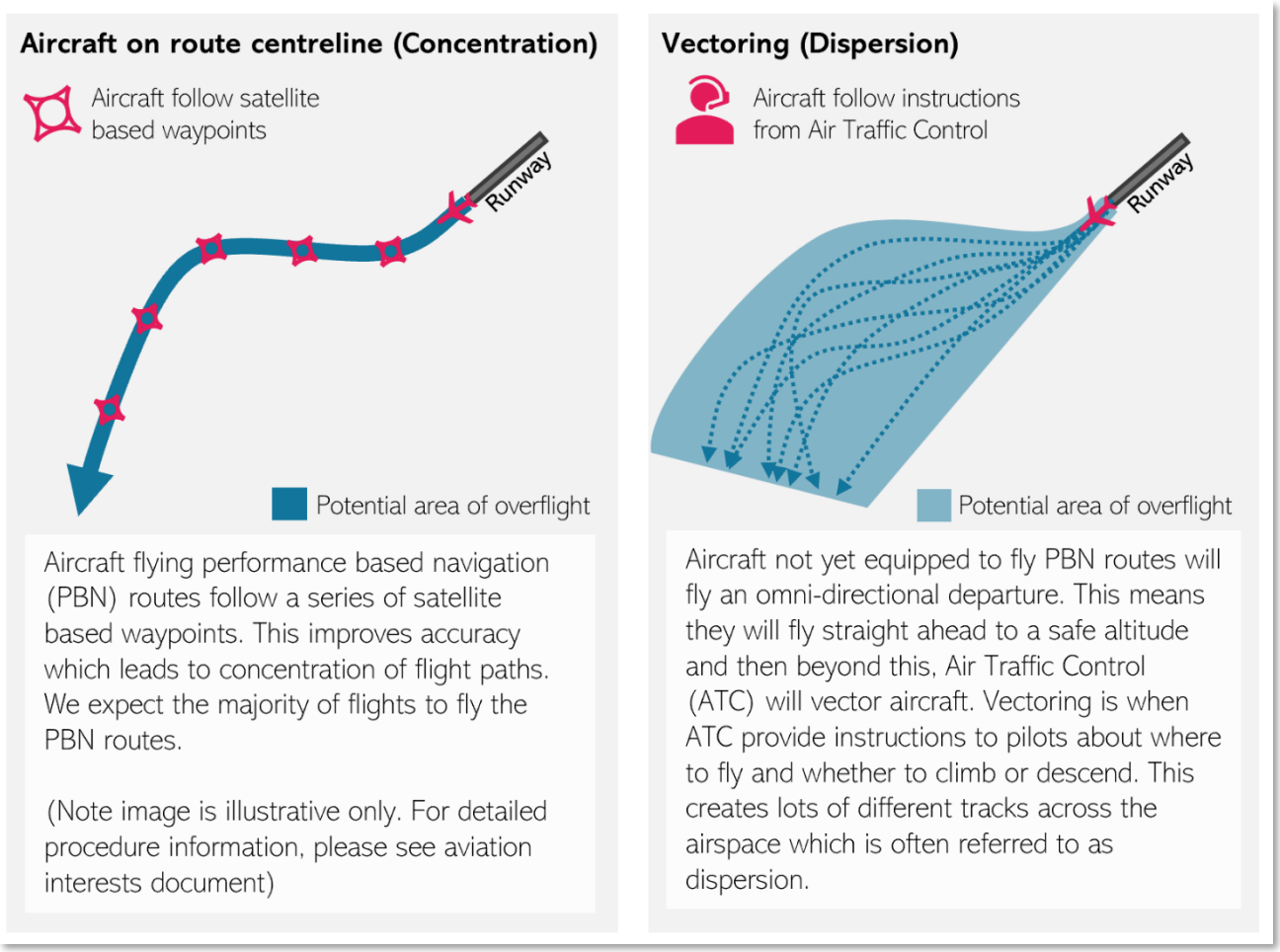


Figure 5 illustrative example of PBN routes and vectoring (Note this is illustrative only and is not based on the proposed DSA design)

Understanding the operational diagrams

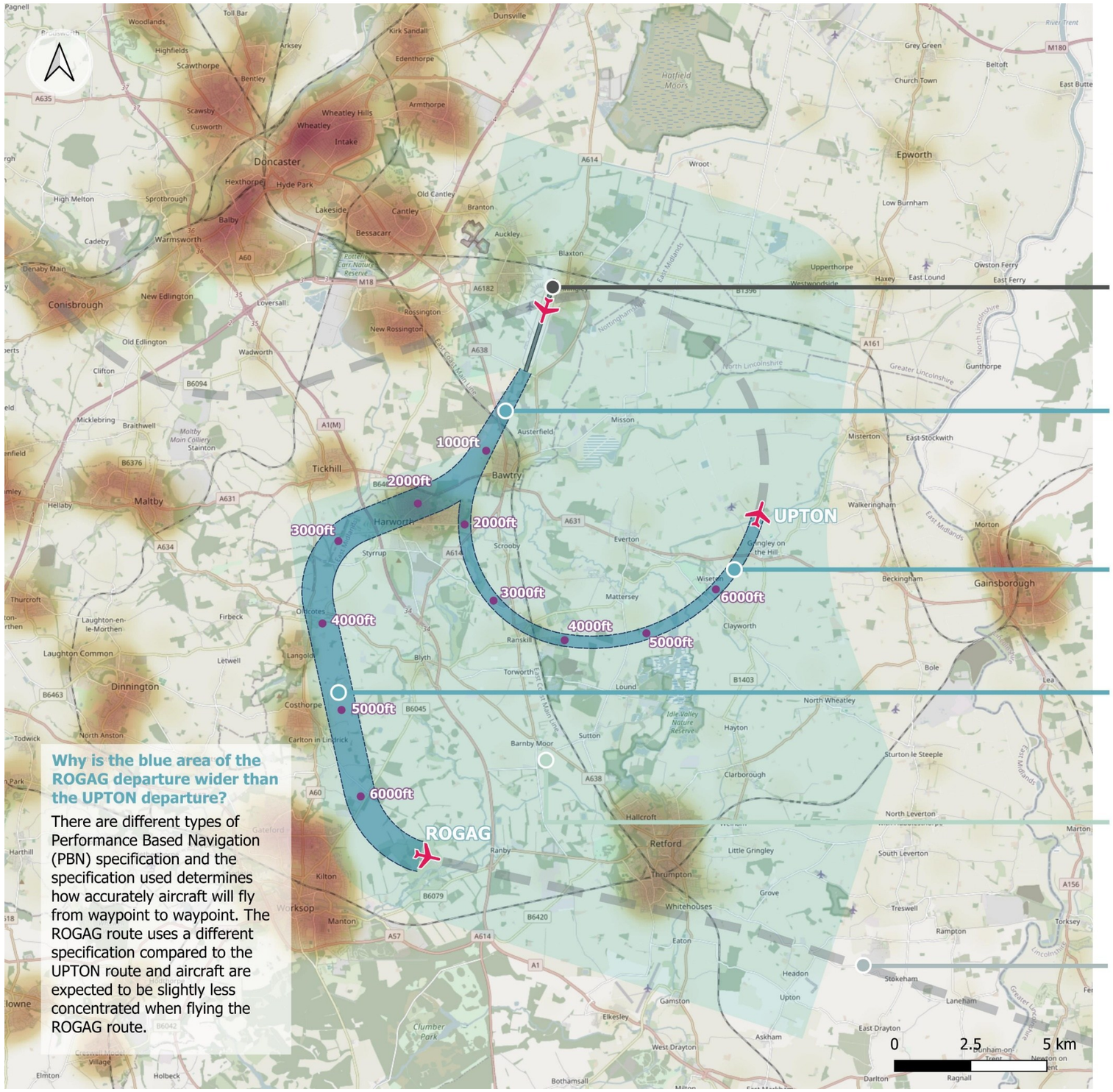
On the following pages there are maps which show where the proposed departure routes would be located. along with information about how often the routes might be used on a busy day. There are separate maps for runway 02 and runway 20 departures.

The number of flights is based on a summer day when DSA is expected to be at its busiest. For example, if you live near the Runway 20 UPTON departure route, you could expect to see 14 commercial departures on a busy summer day in 2037, and the route would be flown for around 219 – 255 days of the year. A busy day has been used to demonstrate a 'worst case' scenario in terms of the number of flights but there could be variation throughout the year. The table in section 6.4 provides some more information about the potential number of flights averaged across the year.

The geographical areas shown are based on only one runway in operation. The darker blue areas are where we expect aircraft to fly the PBN departure routes. Because of the accuracy of PBN, these are the areas that are likely to see the greatest concentration of flights in future.
The lighter green areas are where we expect aircraft could be vectored. Over time we expect the level of vectoring to decrease, as more aircraft become equipped to fly the PBN departures. Estimating how often and where vectoring may occur in future is very difficult, and so these are indicative areas and estimates, informed by Subject Matter Experts.

ⓘ For large high-resolution versions of the operational diagrams, please see Appendix B.

6.2 Runway 20 Departures



Why is the blue area of the ROGAG departure wider than the UPTON departure?

There are different types of Performance Based Navigation (PBN) specification and the specification used determines how accurately aircraft will fly from waypoint to waypoint. The ROGAG route uses a different specification compared to the UPTON route and aircraft are expected to be slightly less concentrated when flying the ROGAG route.

Doncaster Sheffield Airport

Proposed Runway 20 Departures

This diagram shows indicative information about where we expect aircraft to fly in future when departing on runway 20

ⓘ For detailed noise contours, please see the main consultation document.

Runway 20 (Around 219 - 255 days per year)

The runway direction used for landing depends on wind direction. Due to prevailing winds, this means there are around 219 - 255 days per year (around 60-70% of the year) when aircraft could fly the proposed runway 20 departures.

Runway 20 PBN deparures

We expect the majority of aircraft to fly the PBN routes. When aircraft fly these, they will be located within the darker blue area as they will very accurately follow the route centreline. The altitude markers show how high we expect aircraft to be when departing however this is indicative as all aicraft climb at different rates.

Runway 20 UPTON departures 14 departures on a busy Runway 20 day in 2037

In 2028, there's expected to be around 2 UPTON departures per day when the airport is operating on runway 20. By 2037, there could be around 14 UPTON departures on a busy day.

Runway 20 ROGAG deparures 14 departures on a busy Runway 20 day in 2037

In 2028, there's expected to be around 2 ROGAG departures per day when the airport is operating on runway 20. By 2037, there could be around 14 ROGAG departures on a busy day.

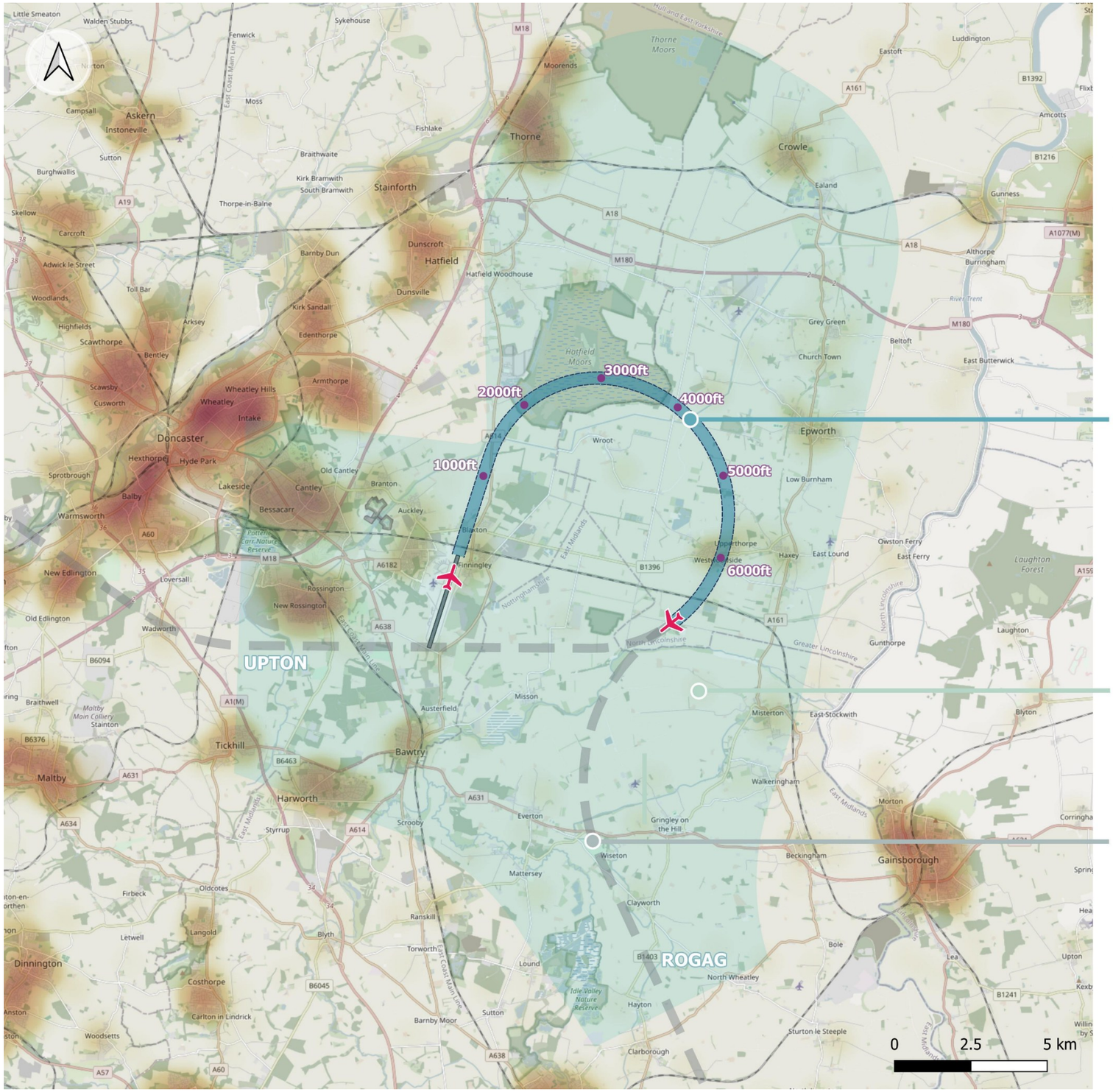
Runway 20 vectored departures below 7,000ft

Aircraft will be vectored if they are not yet equipped to fly the PBN departure routes, or if ATC need to vector for safety reasons. It's very difficult to predict future vectoring paterns, however we expect aircraft to be vectored a few times each day within the light green shaded area.

Departure route above 7,000ft

Population heatmap data provided by CACI
(shown overlaid on the map background from red (high population density) to green (lower populaion density))
Numbers have been rounded

6.3 Runway 02 Departures



Doncaster Sheffield Airport

Proposed Runway 02 Departures

This diagram shows indicative information about where we expect aircraft to fly in future when departing on runway 02

ⓘ For detailed noise contours, please see the main consultation document.

Runway 02 (Around 110 - 146 days per year)

The runway direction used for landing depends on wind direction. Due to prevailing winds, this means there are around 110 - 146 days per year (around 30-40% of the year) when aircraft could fly the proposed runway 02 departures.

Runway 02 deparures 28 departures on a busy Runway 02 day in 2037

In 2028, there's overall expected to be around 4 departures per day when the airport is operating on runway 20. By 2037, there could be around 28 departures on a busy day.

We expect the majority of aircraft to fly the PBN routes. When aircraft fly these, they will be located within the darker blue area as they will very accurately follow the route centreline. The altitude markers show how high we expect aircraft to be when departing however this is indicative as all aicraft climb at different rates.

Runway 02 vectored departures below 7,000ft

Aircraft will be vectored if they are not yet equipped to fly the PBN departure routes, or if ATC need to vector for safety reasons. It's very difficult to predict future vectoring paterns, however we expect aircraft to be vectored a few times each day within the light green shaded area.

Departure route above 7,000ft

In 2028, on a busy day around 2 departures are expected to route towards ROGAG and 2 departures towards UPTON. By 2037, there could be 14 UPTON and 14 ROGAG departures on a busy day.

Population heatmap data provided by CACI
(shown overlaid on the map background from red (high population density) to green (lower population density))
Numbers have been rounded.

6.4 Expected route usage across the year

Table 5 provides the number of departures shown in the diagrams above and some further data about the number of departures expected on an average day, therefore taking into account the % use of each runway direction across a year. For this, we have applied the same runway direction split as used in the FOA, which is 62% Runway 20 and 38% Runway 02.

ⓘ Forecast numbers will ultimately be determined with a number of commercial deals which we are currently progressing with airlines and freight companies at pace. Given this evolving situation, the forecasts used within this Stage 3 submission are based on appropriate intelligence at this time and within the constraints of existing planning permissions. Forecasts may be updated at the next stage of the process should more firm information come to light this year.

Table 5 Forecast route usage in 2028 (Note numbers have been rounded)

Forecast route usage	Percentage of the year with no movements (Taking into account runway direction varies depending on wind direction)	Percentage of overall departures on average (Based on 62% Runway 20 and 38% Runway 02 runway direction data from 2022)	Average number of daily movements (Based on 62% Runway 20 and 38% Runway 02 runway direction data from 2022)	Busy summer runway 02 day (All departures use runway 02 for one full day)	Busy summer runway 20 day (All departures use runway 20 for one full day)
2028					
Runway 20 UPTON PBN departures	30-40%	24%	1	0	1
Runway 20 ROGAG PBN departures	30-40%	26%	1	0	1
Runway 20 UPTON vectored departures	30-40%	6%	Less than 1	0	Less than 1
Runway 20 ROGAG vectored departures	30-40%	6%	Less than 1	0	Less than 1
Runway 02 UPTON PBN departures	60-70%	15%	Less than 1	1	0
Runway 02 ROGAG PBN departures	60-70%	15%	Less than 1	1	0
Runway 02 UPTON vectored departures	60-70%	4%	Less than 1	Less than 1	0
Runway 02 ROGAG vectored departures	60-70%	4%	Less than 1	Less than 1	0
2037					
Runway 20 UPTON PBN departures	30-40%	30%	5	0	13
Runway 20 ROGAG PBN departures	30-40%	31%	5	0	14
Runway 20 UPTON vectored departures	30-40%	Less than 1%	Less than 1	0	Less than 1
Runway 20 ROGAG vectored departures	30-40%	Less than 1%	Less than 1	0	Less than 1
Runway 02 UPTON PBN departures	60-70%	18%	3	13	0
Runway 02 ROGAG PBN departures	60-70%	19%	3	14	0
Runway 02 UPTON vectored departures	60-70%	Less than 1%	Less than 1	Less than 1	0
Runway 02 ROGAG vectored departures	60-70%	Less than 1%	Less than 1	Less than 1	0

6.5 Noise Preferential Routes

The airport is required to have Noise Preferential Routings (NPRs) for departing aircraft, together with radar tracking to assist in monitoring adherence to the NPRs. This forms part of the airport's Section 106 agreement (the planning agreement for DSA).

DSA created NPR 'corridors' for departures up to 3,000ft which were consulted on in 2018, as part of an earlier ACP. Because these NPR corridors were recently consulted on, CDC, through engagement with stakeholder representatives, developed a Design Principle (DP5) which said: '*This ACP should not change DSA's existing NPRs, unless this is necessary to support safe operations or integration with other airspace structures'.*

Below 3,000ft, the proposed PBN departure centrelines do differ from the previous DSA departure centrelines, (that the NPR corridors were defined on) due to integration with other airspace structures, however they are located within the existing NPR corridors. As aircraft flying the PBN routes will fly very precisely, this means they will remain within the existing NPR corridors. Figure 6 below shows this for Runway 20 and Runway 02.

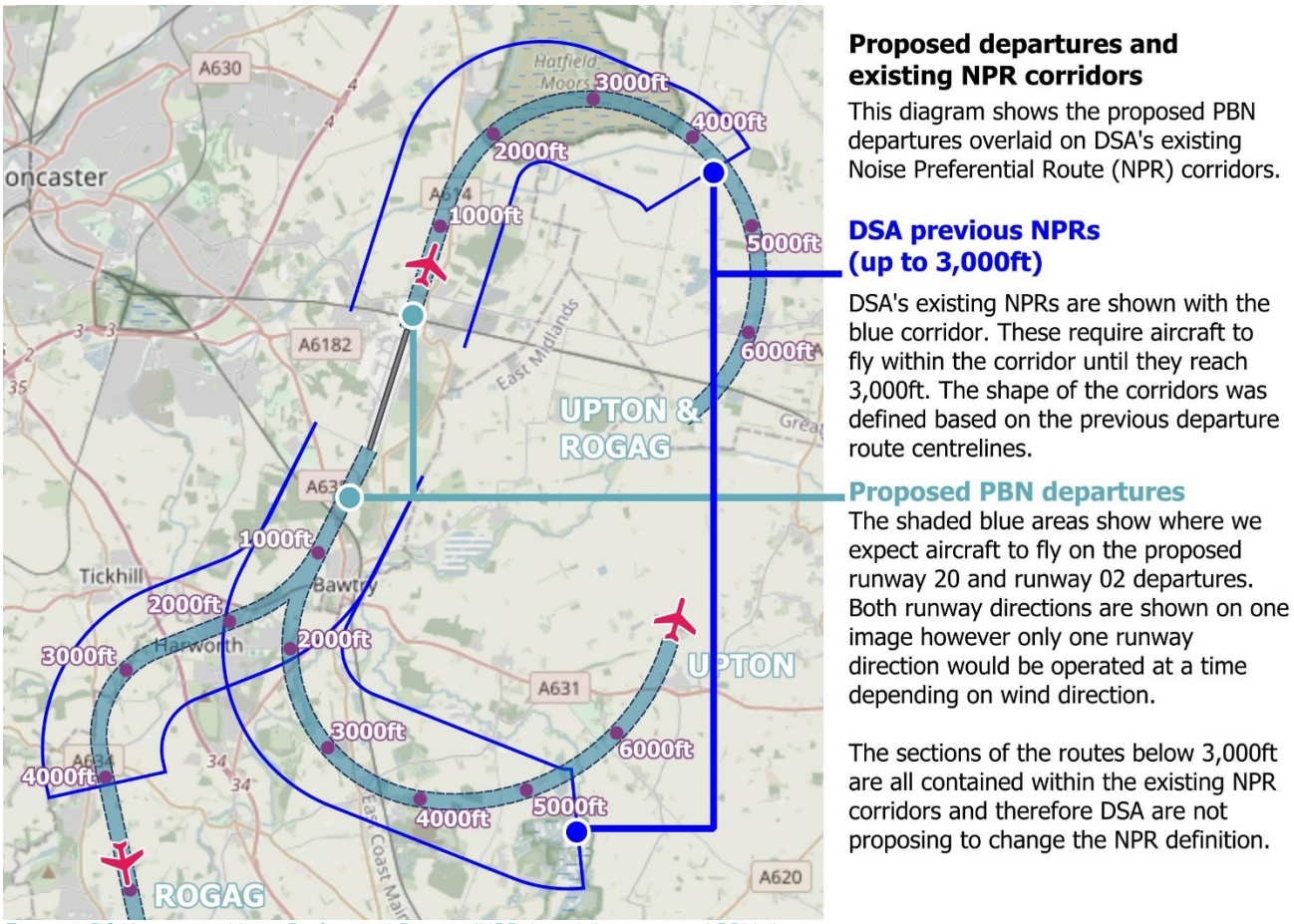


Figure 6 DSA's existing Noise Preferential Routes (NPRs) and the proposed PBN departures

Aircraft that weigh less than 5700kg maximum take-off weight (MTOW) will not be required to follow the NPRs. These are smaller aircraft that ATC typically vector in order to keep safely separated from larger faster aircraft. Aircraft flying an omni-directional departure may also not remain within the NPRs.

7. Proposed arrival routes

7.1 Arrivals overview

The following section aims to provide an easy-to-understand explanation of how we expect aircraft to arrive at DSA in future. Aviation stakeholders looking for technical details on the proposed procedures and the associated controlled airspace, please see the aviation interest document.

As explained in the departure section, DSA has one runway that can be operated in two directions. These directions are called Runway 20 and Runway 02. The direction that aircraft arrive depends on the wind direction, as aircraft will always land into the wind.

The prevailing wind direction in the Doncaster area means that around 60-70% of the year aircraft will approach the airport to land from the north. These are called arrivals to Runway 20 (as shown in Figure 7 on the next page).

The other 30-40% of the year aircraft will approach the airport to land from the south. These are called arrivals to Runway 02 (as shown in Figure 8 on the next page). When aircraft land from the south, they depart to the north and vice-versa.

No matter which runway direction is used, when arriving at DSA, aircraft will initially be vectored by ATC from the airspace network. We expect the main flow of arrivals to be from the southwest of the airport although it's possible aircraft could be vectored from other directions.

The majority of arrivals will be positioned onto PBN flight paths which guide them onto final approach. Final approach is the final part of the flight when aircraft are lined up with the runway and are undertaking a final descent before landing.

There are different specifications of PBN and the type proposed for DSA (which is called Required Navigation Performance with Radius to Fix (RNP+RF)) is very precise, which leads to aircraft consistently flying the route to within around 200m either side of the centreline.

Some aircraft may not yet be equipped to fly the PBN specification proposed, so these aircraft would be vectored to join final approach. Vectoring is when ATC provide instructions to pilots about where to fly and whether to climb or descend. When aircraft are vectored by ATC, they are not following a defined route, this creates some dispersion of tracks across the airspace.

Once on final approach, DSA will have a navigation aid called an Instrument Landing System (ILS) and there will also be a PBN alternative available.

An illustrative example of how we expect aircraft to fly the PBN routes, compared to if they were to be vectored onto final approach is shown in Figure 9.

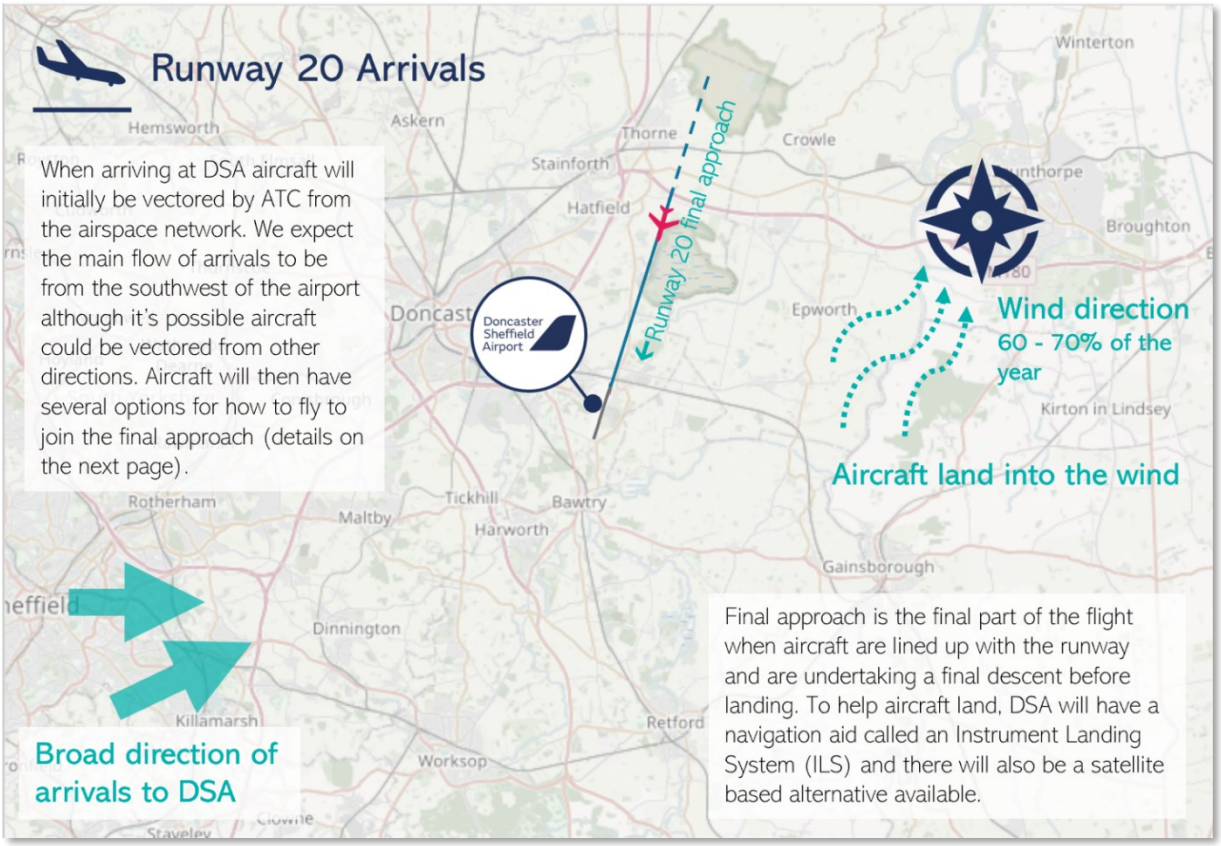


Figure 7 Runway 20 arrivals (illustrative) ©OpenStreetMap

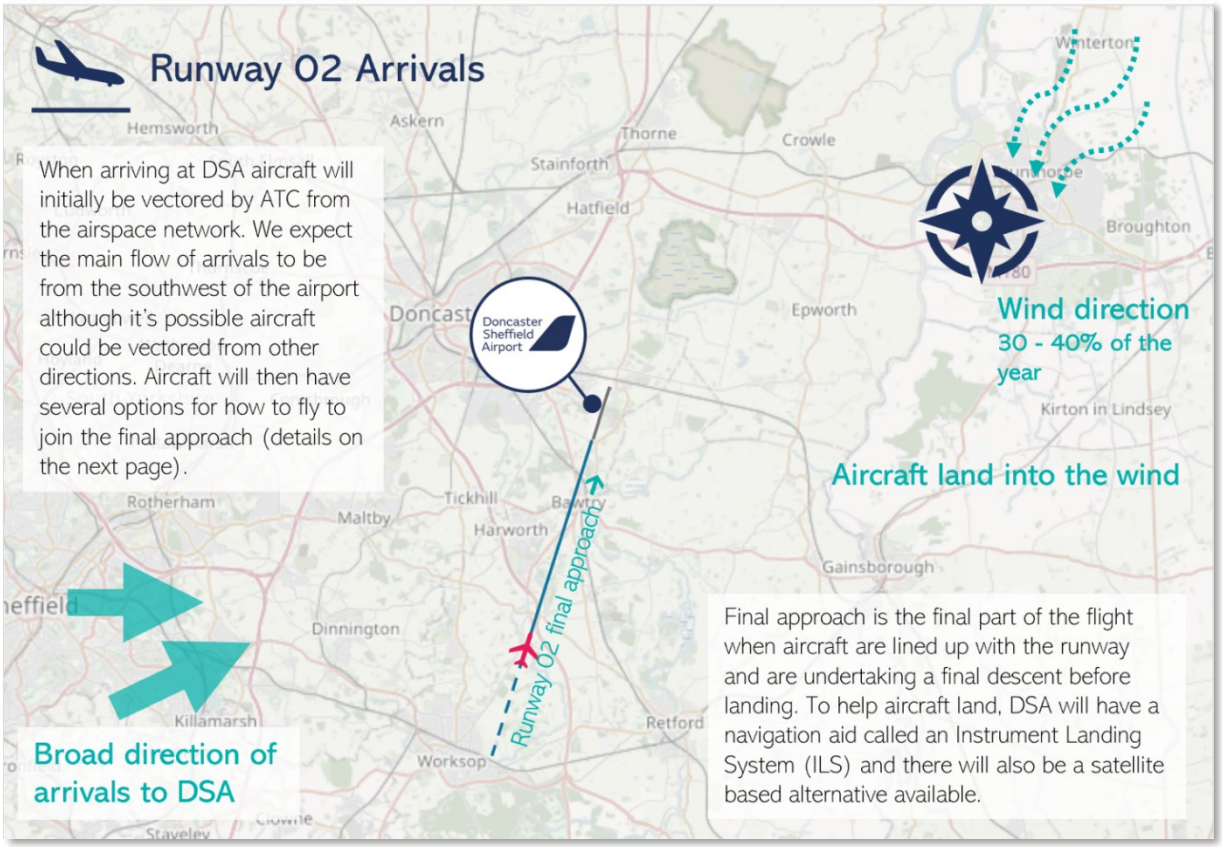


Figure 8 Runway 02 arrivals (illustrative) ©OpenStreetMap

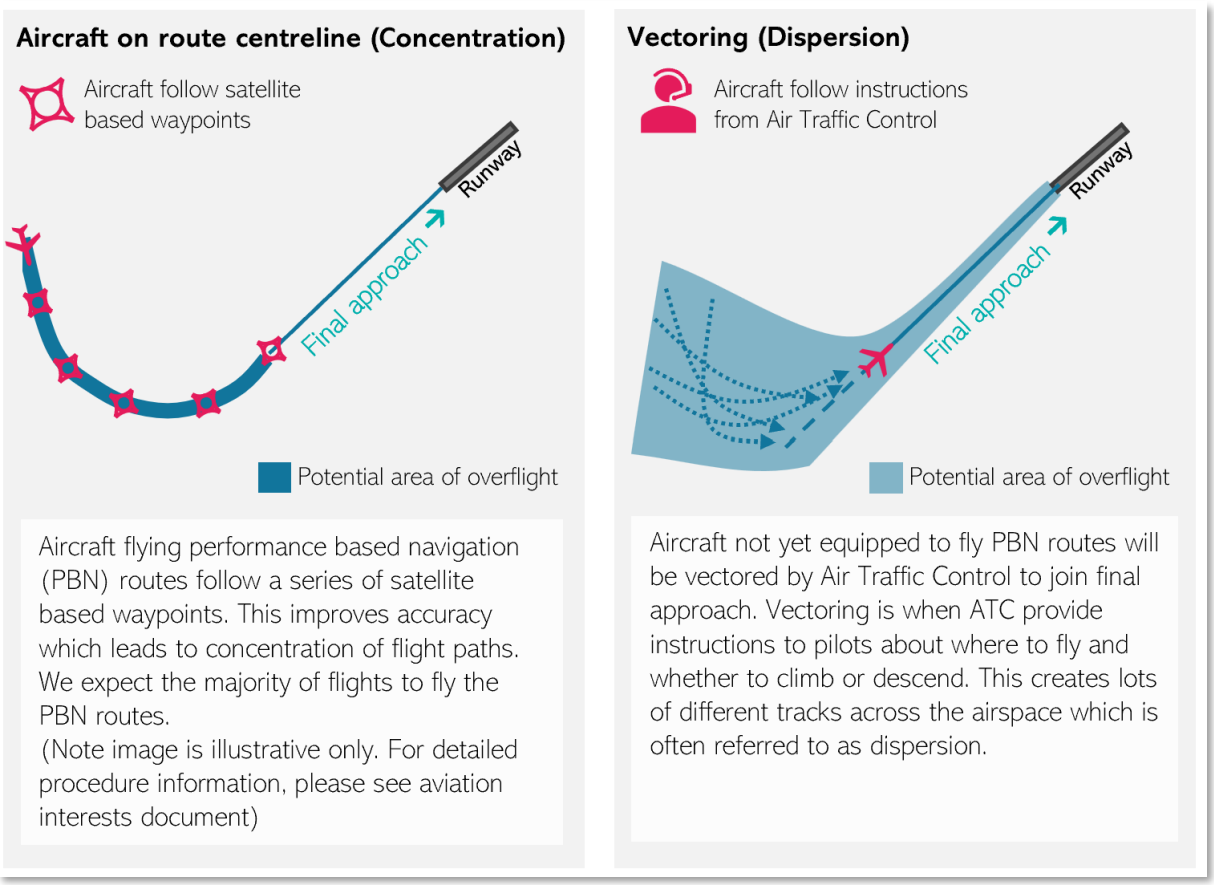


Figure 9 Illustrative example of PBN arrivals and vectoring to join final approach (Note this is illustrative only and is not based on the proposed DSA design)

Understanding the operational diagrams

On the following pages there are maps which show where the proposed arrival routes would be located, along with information about how often the routes might be used on a busy day. There are separate maps for runway 02 and runway 20 arrivals.

The number of flights is based on a summer day when DSA is expected to be at its busiest. For example, if you live near the Runway 20 west of DSA arrival route, you could expect to see 18 arrivals on a busy summer day in 2037, and the route would be flown for around 219 – 255 days of the year. A busy day has been used to demonstrate a 'worst case' scenario in terms of the number of flights but there could be variation throughout the year. The table in section 7.4 provides some more information about the potential number of flights averaged across the year.

The geographical areas shown are based on only one runway in operation. The darker blue areas are where we expect aircraft to fly the PBN arrival routes. Because of the accuracy of PBN, these are the areas that are likely to see the greatest concentration of flights in future. The lighter green areas are where we expect aircraft to be vectored. Over time we expect the level of vectoring to decrease as more aircraft become equipped to fly the PBN arrivals. Estimating how often and where vectoring may occur in future is very difficult, and so these are indicative areas.

ⓘ For large high-resolution versions of the operational diagrams, please see Appendix B.

7.2 Runway 20 arrivals

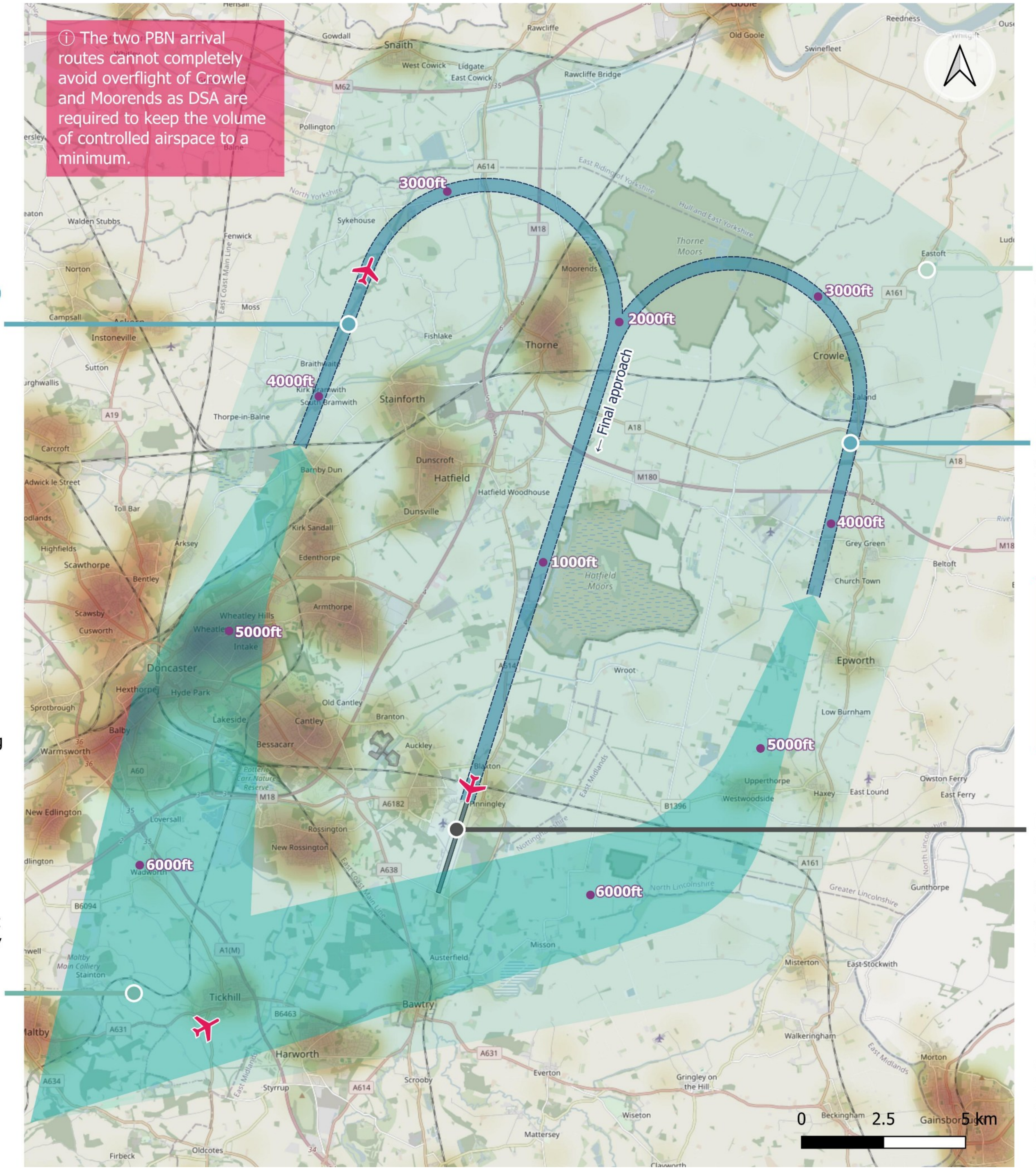
Runway 20 arrivals to the west of DSA
18 arrivals on a busy Runway 20 day in 2037

In 2028, there's expected to be around 2 arrivals per day to the west of DSA when the airport is operating on runway 20. By 2037, there could be around 18 arrivals on a busy day.

Runway 20 arrivals

In 2028, it is expected overall there would be around 3 arrivals per day when the airport is operating on runway 20. By 2037, there could be around 28 arrivals on a busy day.

Until around 4,500ft, the majority of aircraft will be vectored by ATC towards a waypoint where they will then join the PBN arrival route.



Doncaster Sheffield Airport

Proposed Runway 20 Arrivals

This diagram shows indicative information about where we expect aircraft to fly in future when arriving on runway 20.

ⓘ For detailed noise contours, please see the main consultation document.

Runway 20 vectored arrivals below 7,000ft

Sometimes aircraft may be vectored before joining final approach if they are not yet equipped to fly the PBN arrival route, or if ATC need to vector for safety reasons. It's very difficult to predict future vectoring paterns, however we expect aircraft to be vectored a few times each day within the light green shaded area.

Runway 20 arrivals to the east of DSA
10 arrivals on a busy Runway 20 day in 2037

In 2028, there's expected to be around 1 arrival per day to the east of DSA when the airport is operating on runway 20. By 2037, there could be around 10 arrivals on a busy day.

ⓘ From around 4,500ft, we expect the majorty of arrivals to fly the PBN routes. This means aircraft will very accurately follow the route centreline and will be located within the darker blue areas.
The altitude markers show how high we expect aircraft to be when arriving however this is indicative as descent rates can vary

Runway 20
(Around 219 - 255 days per year)

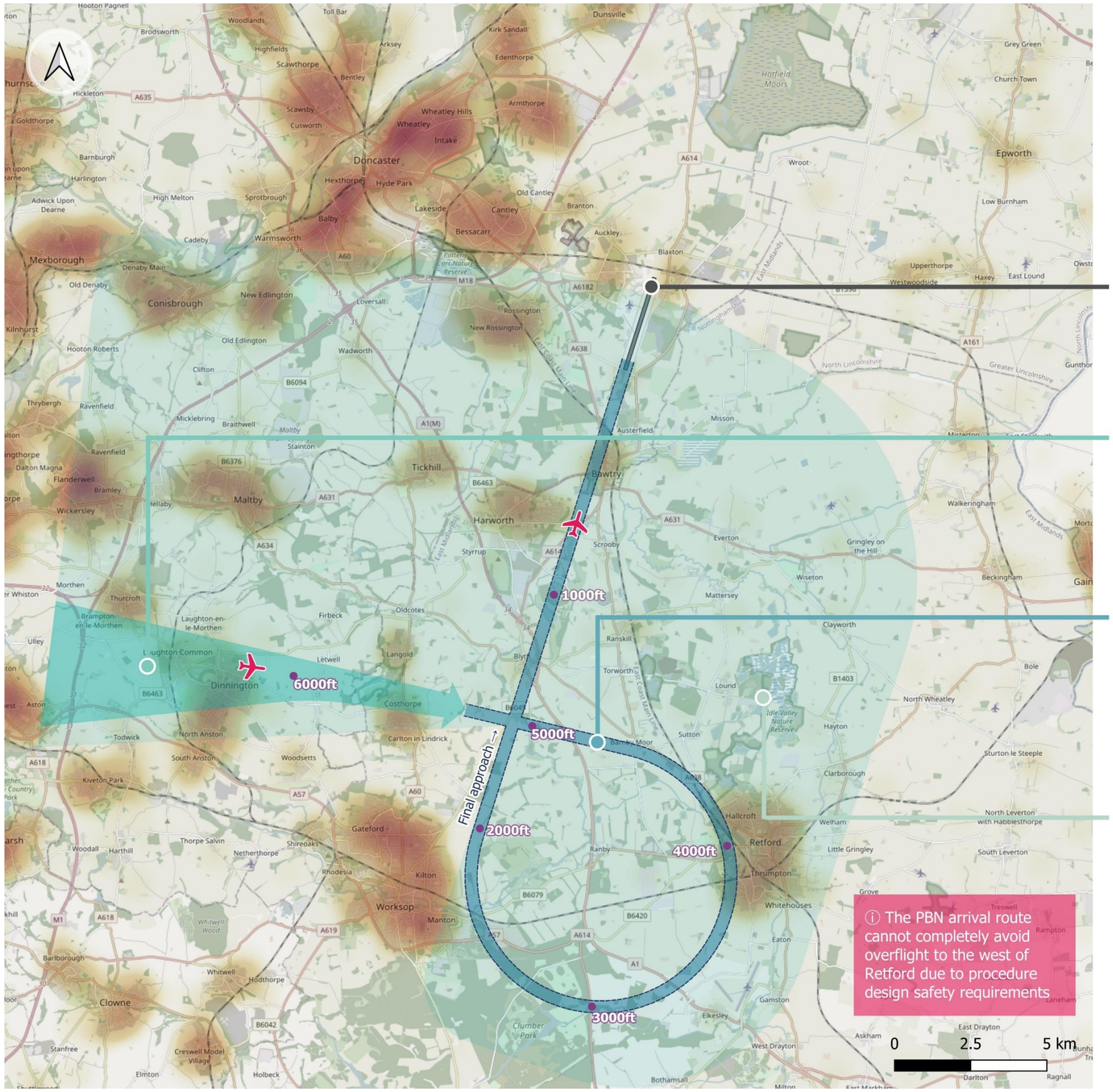
The runway direction used for landing depends on wind direction. Due to prevailing winds, this means there are around 219 - 255 days per year (around 60-70% of the year) when aircraft could fly the proposed runway 20 arrivals.

©OpenStreetMap
Population heatmap data provided by CACI
(shown overlaid on the map background from red (high population density) to green (lower populaion density))
Numbers have been rounded

Doncaster Sheffield Airport

FlyDoncaster

7.3 Runway 02 arrivals



Doncaster Sheffield Airport

Proposed Runway 02 Arrivals

This diagram shows indicative information about where we expect aircraft to fly in future when arriving on runway 02.

ⓘ For detailed noise contours, please see the main consultation document.

Runway 02
(Around 110 - 146 days per year)

The runway direction used for landing depends on wind direction. Due to prevailing winds, this means there are around 110 - 146 days per year (around 30-40% of the year) when aircraft could fly the proposed runway 02 arrivals.

Runway 02 arrivals
28 arrivals on a busy Runway 02 day in 2037

In 2028, it is expected there would be around 3 arrivals per day when the airport is operating on runway 02. By 2037, there could be around 28 arrivals on a busy day.

Until around 5,500ft, the majority of aircraft will be vectored by ATC towards a waypoint where they will then join the PBN arrival route.

Runway 02 PBN arrival route

When aircraft fly the PBN route, they will be located within the darker blue area as they will very accurately follow the route centreline. We expect the majority of arrivals to fly the PBN route.

The altitude markers show how high we expect aircraft to be when arriving however this is indicative as descent rates can vary.

Runway 02 vectored arrivals below 7,000ft

Sometimes aircraft may be vectored before joining final approach if they are not yet equipped to fly the PBN arrival route, or if ATC need to vector for safety reasons. It's very difficult to predict future vectoring paterns, however we expect aircraft to be vectored a few times each day within the light green shaded area.

7.4 Expected route usage across the year

Table 6 provides the number of scheduled arrivals shown in the operational diagrams above and some further data about the number of scheduled arrivals expected on an average day, therefore taking into account the % use of each runway direction across a year. For this, we have applied the same runway direction split as used in the FOA which is 62% Runway 20 and 38% Runway 02.

ⓘ Forecast numbers will ultimately be determined with a number of commercial deals which we are currently progressing with airlines and freight companies at pace. Given this evolving situation, the forecasts used within this Stage 3 submission are based on appropriate intelligence at this time and within the constraints of existing planning permissions. Forecasts may be updated at the next stage of the process should more firm information come to light this year.

Table 6 Forecast route usage in 2028 and 3027 (Note numbers have been rounded)

	Percentage of the year with no movements (Taking into account runway direction varies depending on wind direction)	Percentage of overall arrivals on average (Based on 62% Runway 20 and 38% Runway 02 runway direction data from 2022)	Average number of daily movements (Based on 62% Runway 20 and 38% Runway 02 runway direction data from 2022)	Busy summer runway 02 day (All arrivals use runway 02)	Busy summer runway 20 day (All arrivals use runway 20)
2028					
Runway 20 PBN arrivals west of DSA	30-40%	32%	1	0	2
Runway 20 PBN arrivals east of DSA	30-40%	18%	1	0	1
Runway 20 vectored arrivals west of DSA	30-40%	8%	Less than 1	0	Less than 1
Runway 20 vectored arrivals east of DSA	30-40%	5%	Less than 1	0	Less than 1
Runway 02 PBN arrivals	60-70%	30%	1	3	0
Runway 02 vectored arrivals	60-70%	8%	Less than 1	Less than 1	0
2037					
Runway 20 PBN arrivals west of DSA	30-40%	37%	6	0	17
Runway 20 PBN arrivals east of DSA	30-40%	22%	4	0	10
Runway 20 vectored arrivals west of DSA	30-40%	2%	Less than 1	0	Less than 1
Runway 20 vectored arrivals east of DSA	30-40%	1%	Less than 1	0	Less than 1
Runway 02 arrivals	60-70%	36%	6	26	0
Runway 02 vectored arrivals	60-70%	2%	Less than 1	1	0

At this time, there are no plans to have flying schools or any Doncaster-based General Aviation operators however some local airspace users may wish to make use of the arrival procedures for training and these will be accommodated wherever possible by ATC. The MoD have also expressed an initial interest in this. Due to the nature of these flights, they are not classified as an Air Transport Movement (ATM) and therefore they are not included in Table 6 above or within the forecast table 3 in section 5.2. This is due to the definition of an ATM and, because of the unscheduled nature of these flights, quantifiable forecasts are not available.

7.5 Noise Abatement Procedures for arrivals

ⓘ For full details of the proposed Aeronautical Information Publication (AIP) wording with regards to noise, please see the Aviation interest consultation document.

Subject to ATC instructions, all inbound aircraft will be required to maintain as high an altitude as practical and adopt a low power, low drag, continuous descent approach profile. Aircraft arriving using the ILS shall not descend below 2,000ft before joining final approach. Any aircraft arriving without assistance from the ILS will be required to follow a descent path which will not result in being any lower than the approach path which would be followed by an aircraft using the ILS.

7.6 Where would arrivals hold if needed?

DSA is not expecting to routinely need to hold aircraft before they undertake an approach to land, however a hold overhead the airport will be available. This is more likely to be used in poor visibility conditions such as fog. The hold could also be used if an aircraft wishes to fly for training/practice purposes or during periods of runway unavailability.

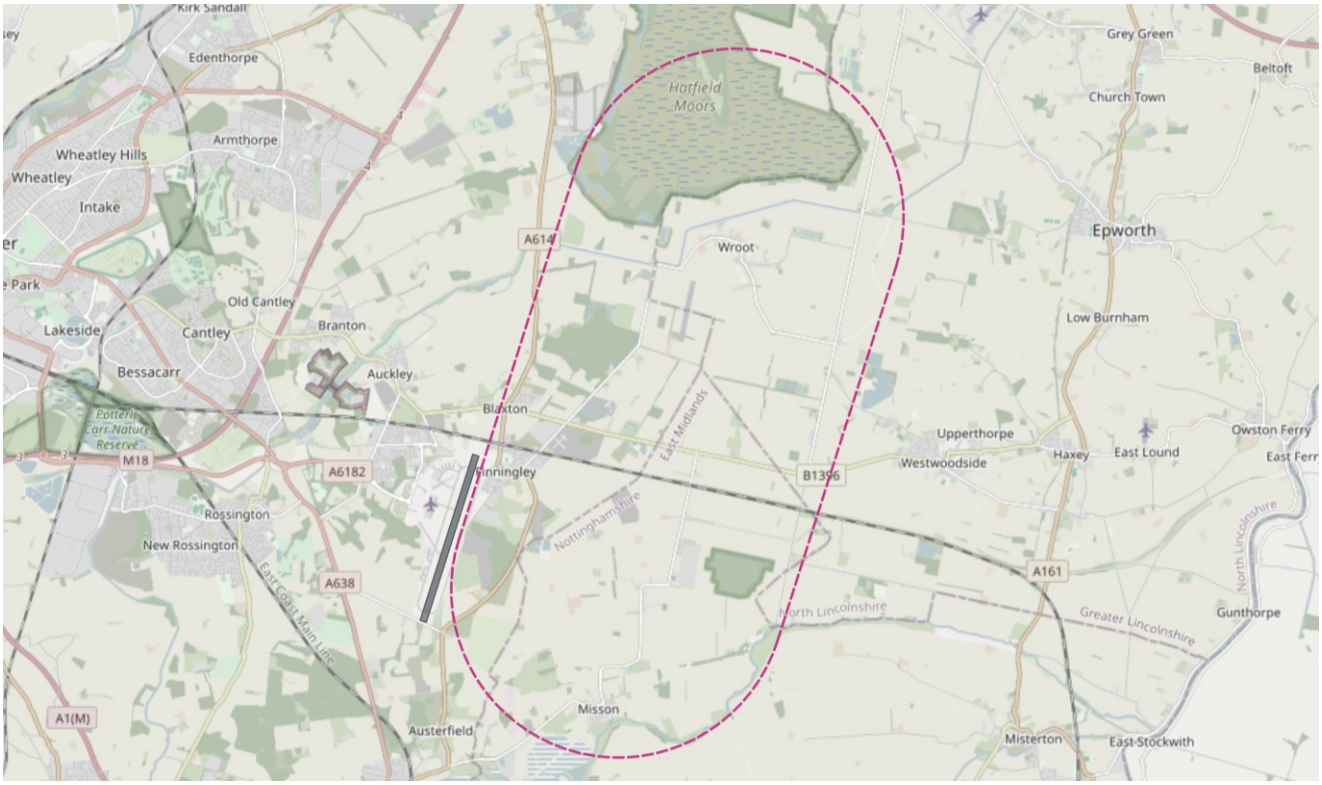


Figure 10 Nominal centreline of the FNY hold (note this is not expected to be routinely flown) ©OpenStreetMap

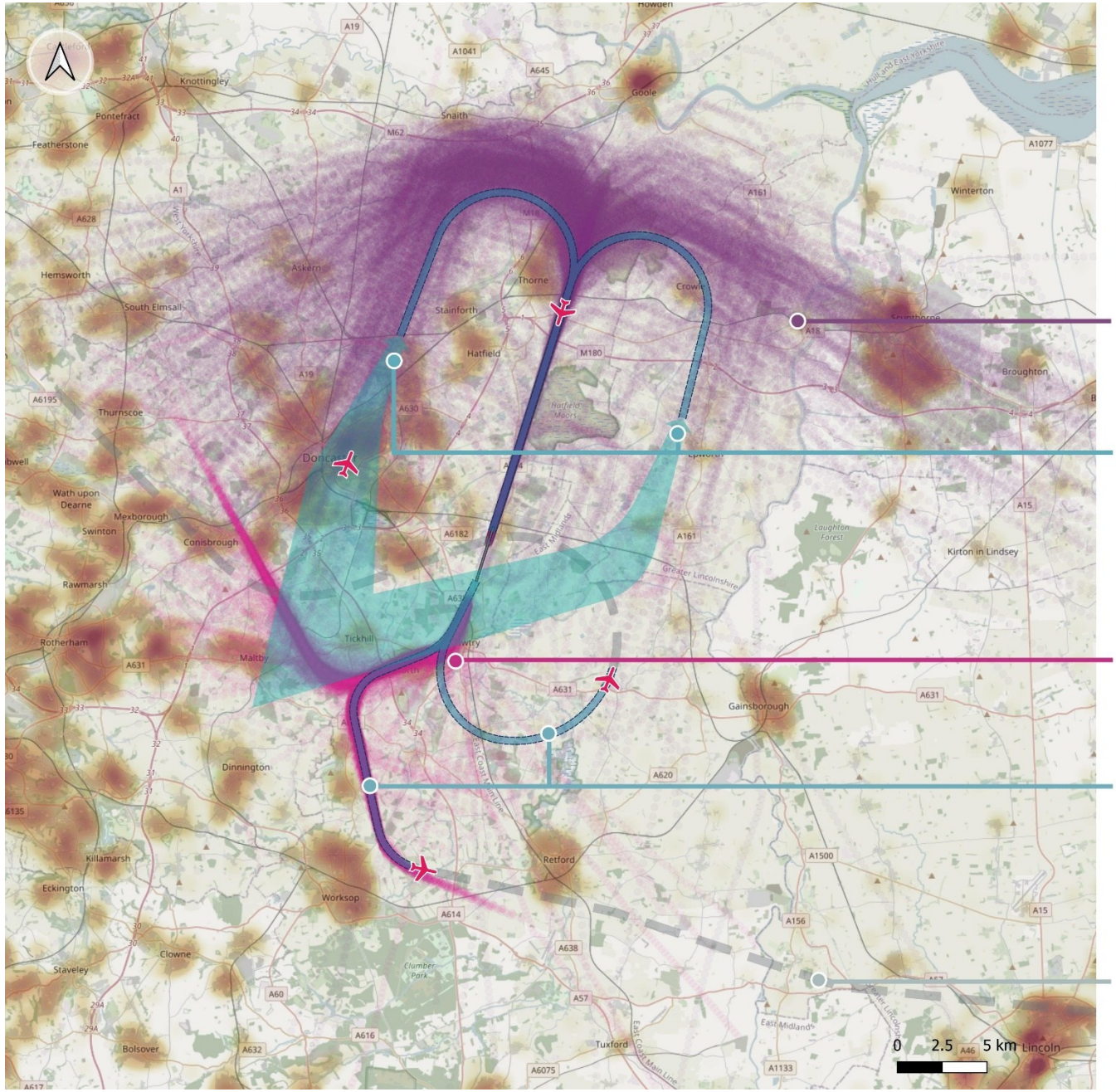
There are no records of the frequency of use of the overhold (FNY) hold when Doncaster Airport was previously operational. However, from analysis of radar data from Summer 2022, there were 4 holding patterns flown in the FNY although this was from a single arriving flight. It is therefore expected that use of the FNY hold will be a rare event.

In the event that radar is unavailable, Doncaster Air Traffic Control may be required to operate procedurally for that period of time. This means that arrivals would not be vectored to join a waypoint on the PBN arrival routes, and instead they would be required to fly to the FNY hold and follow the full arrival procedure to landing. This is expected to occur very infrequently but for those interested in seeing the full procedural arrival procedures please see figure 4, figure 5 and figure 6 in the Aviation Interest document.

8. Previous DSA airspace comparison

As part of the CAP1616 process we are required to compare the proposal against what the airspace would look like at the point of implementation and then 10 years following. For DSA, this means no commercial flights to and from DSA.

As DSA was previously in operation up to 2022, we recognise that it may be helpful to some stakeholders to understand how this proposal compares to what was previously operated at DSA. The following two images show the tracks of aircraft arriving and departing from DSA in 2022, overlaid with the new proposed procedures.



Doncaster Sheffield Airport

Runway 20 comparison to previous airspace

This diagram shows track data from 2022 (when DSA was previously open) overlaid with indicative information about where we expect the majority of aircraft to fly in future when operating on runway 20.

ⓘ This diagram is for comparison purposes only. For detailed information about the proposed arrivals and departure routes, including expected number of flights in future, please see the operational diagrams.

2022 DSA runway 20 arrival data

The purple tracks show DSA arrival data for 2022 below 7,000ft. Aircraft were previously vectored to join final approach and so there was lots of dispersion across the airspace.

Proposed DSA runway 20 arrivals

In future, it is expected that the majority of DSA arrivals would be vectored by ATC towards a satellite-based waypoint that forms part of the route. Aircraft would then follow waypoints along the routes before joining the final approach. Aircraft would consistently fly the routes which means there would be concentration within the darker blue areas. Any aircraft unable to fly the PBN routes will be vectored by ATC.

2022 DSA runway 20 departure data

The pink tracks show DSA departure data for 2022 below 7,000ft. The majority of departures followed PBN routes and any aircraft unable to fly the PBN routes flew an omni-directional departure and were vectored by ATC.

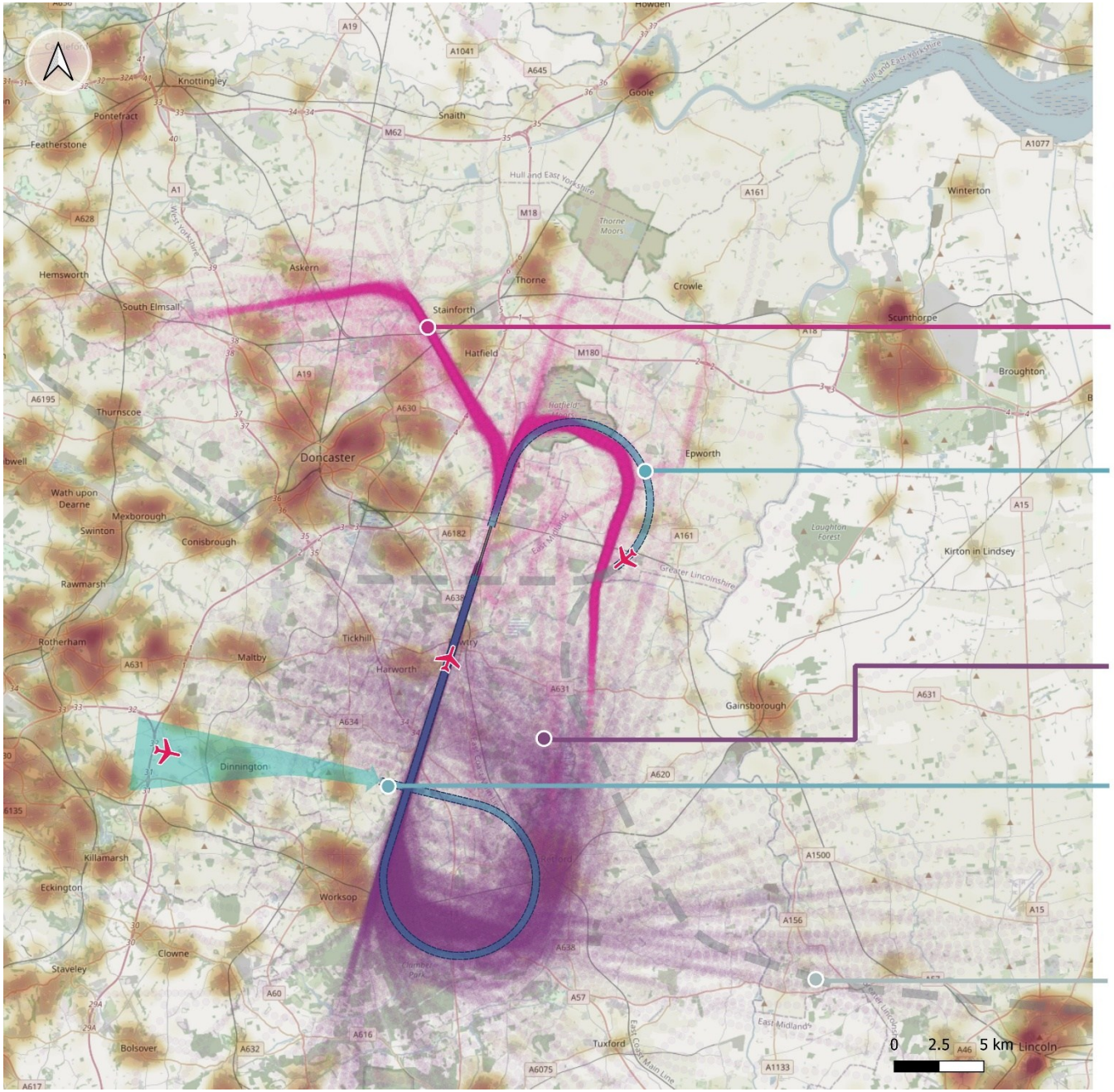
Proposed DSA runway 20 departures

The majority of aircraft are expected to fly the PBN departure routes which means there would be concentration within the darker blue areas. The proposed ROGAG route is similar to the previous ROGAG route. The proposed UPTON route differs in that aircraft would take off and turn left rather than right before heading towards UPTON. Any aircraft unable to fly the PBN routes would fly an omni-directional departure and be vectored by ATC.

Proposed departure route above 7,000ft

Population heatmap data provided by CACI
(shown overlaid on the map background from red (high population density) to green (lower populaion density))

Figure 11 Runway 20 comparison to previous airspace



Doncaster Sheffield Airport

Runway 02 comparison to previous airspace

This diagram shows track data from 2022 (when DSA was previously open) overlaid with indicative information about where we expect the majority of aircraft to fly in future when operating on runway 20.

ⓘ This diagram is for comparison purposes only. For detailed information about the proposed arrivals and departure routes, including expected number of flights in future, please see the operational diagrams.

2022 DSA runway 02 departure data

The pink tracks show DSA departure data for 2022 below 7,000ft. The majority of departures followed PBN routes and any aircraft unable to fly the PBN routes flew an omni-directional departure and were vectored by ATC.

Proposed DSA runway 02 departures

The majority of aircraft are expected to fly the PBN departure routes which means there would be concentration within the darker blue area. The proposed ROGAG route is similar to the previous ROGAG route. The proposed UPTON route differs in that aircraft would take off and turn right rather than left before heading towards UPTON. Any aircraft unable to fly the PBN routes would fly an omni-directional departure and be vectored by ATC.

2022 DSA runway 02 arrival data

The purple tracks show DSA arrival data for 2022 below 7,000ft. Aircraft were previously vectored to join final approach and so there was lots of dispersion across the airspace.

Proposed DSA runway 02 arrivals

In future, it is expected that the majority of DSA arrivals would be vectored by ATC towards a satellite-based waypoint that forms part of the route. Aircraft would then follow waypoints along the route before joining the final approach. Aircraft would consistently fly the route which means there would be concentration within the darker blue area. Any aircraft unable to fly the PBN route will be vectored by ATC.

Proposed departure route above 7,000ft

Population heatmap data provided by CACI
(shown overlaid on the map background from red (high population density) to green (lower populaion density))

Figure 12 Runway 02 comparison to previous airspace

9. The benefits and impacts of our proposal

9.1 Overview of the benefits and impacts

In preparation for this consultation, we undertook a very detailed assessment of 2 potential options for DSA. To do this, we compared each option against the 'without airspace change' baseline scenario across a variety of CAP1616 metrics, to understand the positive benefits and negative impacts. This was called the Full Options Appraisal. The outcome of the Full Options Appraisal was our proposed option to take to this Consultation.

The table below provides a very high-level summary of the outcomes of the Full Options Appraisal for the proposed option. You can use the links in the table to navigate directly to find out more information. For detailed analysis, please see the Full Options Appraisal (note our proposed option is called 'Option 3' within the FOA document.

When reviewing the summary below, it's important to note that this assessment is required to be undertaken across 10 years, from the year of implementation in 2028. The CAA requires DSA to undertake this assessment against a 'without airspace change' baseline which for DSA is no flights arriving and departing from the airport. Therefore, the majority of the CAP1616 categories show an impact.

What the assessment doesn't reflect is the full long-term benefits of re-opening DSA. These benefits will be realised over the next 25 years and beyond, and involve boosting the local economy, and creating job opportunities across aviation, logistics, engineering, construction and local businesses.

CAP1616 category	How our proposal performed against what happens today (No flights from DSA)
Noise Click here for more details	The introduction of flights to DSA will mean there are increases in noise for some areas. At the year of implementation, DSA is forecast to have 5 scheduled flights per day on average across the year in 2028. By 2037, that will have increased to around 34 scheduled flights per day on average (and about 56 flights per day on a busy day). Within the noise section of this document, you can see the different noise contours and whether your area falls within the contours. There's also information on the overall population numbers within the contours.
Air Quality Click here for more details	The introduction of flights to DSA is expected to have negligible impact on local air quality.
Fuel burn & Greenhouse Gas emissions Click here for more details	Aircraft arriving and departing from DSA will burn fuel which has associated Greenhouse Gas emissions. There's more information about Fuel burn and Greenhouse Gas emissions in the section below.
Tranquillity See section 5.3 of the FOA for more details	Flights to and from DSA will have no impact to National Parks or National Landscape (Areas of Outstanding Natural Beauty) below 7,000ft.
Biodiversity Click here for more details	A specialist habitats assessment has indicated that there are not expected to be any significant effects on designated habitats, flora or fauna.
Capacity and economic impacts	Re-opening DSA will enable 1,002 passenger flights carrying 155,412 passengers and 839 cargo flights in 2028. By 2037, this is estimated to increase to 8,189 passenger flights carrying 1,169,538 passengers and 4,140 cargo flights (there is an existing planning agreement which limits DSA to 4,140 cargo flights per year). The introduction

CAP1616 category	How our proposal performed against what happens today (No flights from DSA)
	of flights to DSA has economic benefits and there's more information about this in the monetised assessment outcome section below.
Resilience See section 5.3 of the FOA for more details	The proposal includes procedures to account for navigation aid outages and also alternative procedures available for aircraft not yet equipped with the latest technology.
General Aviation Click here for more details	The Controlled Airspace (CAS) proposal includes the introduction of volumes of CAS which may impact General Aviation users such as private light aircraft, gliders, paragliders, parachutists, microlights, balloons and helicopters.
Airline costs See section 5.3 of the FOA for more details	It is not anticipated that the proposed option would result in any additional costs to airlines, such as training costs and other costs.
Airport and ANSP costs See section 5.3 of the FOA for more details	There will be deployment, infrastructure and ongoing operational costs for DSA.
Safety Click here for more details	At this stage no safety risks have been identified that are considered to be intolerable.
Integration with neighbouring airports and wider airspace See section 6.5 of the Aviation interest document for more details	The proposed design is expected to integrate with neighbouring airports and the wider NATS airspace. It is also likely to be a benefit in terms of compatibility with the future modernised airspace in the surrounding region (based on latest information available).

9.2 Noise

How do we assess noise?

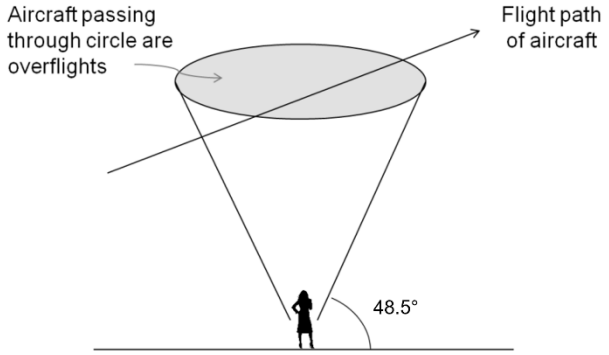
The noise assessment is undertaken through complex computer modelling which considers the location of the proposed routes, the number of aircraft movements, the types of aircraft expected to fly the routes and the height of aircraft on those routes at any given point. CAP1616 requires noise metrics to be generated based on a 92-day summer period from 16 June to 15 September inclusive. This is the time of year when airports are typically are at their busiest. Noise contours are assessed for 2028 (year of implementation) and 2037 (10 years following implementation).

When calculating the noise metrics, it was assumed 62% of aircraft would use Runway 20 and 38% would use Runway 02; this was based on what happened in 2022 before the airport closed however runway use is dependent on wind direction and so this percentage could vary year to year.

Table 7 Overview of CAP1616 primary and secondary noise metrics provides an overview of the primary and secondary noise metrics which are required as part of the CAP1616 process:

Table 7 Overview of CAP1616 primary and secondary noise metrics

CAP1616 noise metric	Description
Primary metrics CAP1616i explains (at paragraph 5.16) *"When considering noise impacts, the CAA will weigh the outcomes from 'primary' metrics over 'secondary' metrics. Primary metrics will be those that are used to quantify total adverse noise effects, such as the Department for Transport's TAG outputs…"* Paragraph 5.17 then goes on to say: *"Adverse effects are considered to be those related to health and quality of life. These adverse effects must be assessed using a risk-based approach above the lowest observed adverse effect level (LOAEL), 51 dB $L_{Aeq,16h}$ daytime and 45 dB $L_{Aeq,8h}$ night-time. Adverse effects of noise are determined through TAG calculated on the basis of changes in L_{Aeq} noise exposure."* The primary metrics are therefore daytime $L_{Aeq,16h}$, night-time $L_{Aeq,8h}$ and the TAG assessment.	
L_{Aeq16h} L_{Aeq8h} TAG Click here to go to results	L_{Aeq} contours are the equivalent continuous sound level of aircraft noise in dBA. This is based on the daily average movements that take place in the 16-hour period (07:00-23:00 local time) or 8-hour period (23:00-07:00) during the 92-day summer period 16 June to 15 September inclusive. This metric is the measure of noise exposure adopted by the UK Government for the purposes of considering adverse effects from aircraft noise and it forms the basis of the UK Government's policies in relation to aircraft noise. The $L_{Aeq,16h}$ and $L_{Aeq,8h}$ noise exposure data has been generated based on the forecast schedule and fleet mix detailed in section 5.2. These have been used to calculate the population numbers within the specific contours, the area of the contours and the noise level change at individual postcodes. There are no L_{Aeq} contours for the 'without airspace change' scenario, as there would be no flights operating to and from DSA without the airspace change. Within the next section there are L_{Aeq} contour maps where you can see if your area is within contours. There are also a data tables which show the number of population, schools, hospitals and places of worship within the contours. TAG $L_{Aeq,16h}$ (daytime noise) and $L_{Aeq,8h}$ (night-time noise) noise exposure data is input into TAG in order to monetise the impacts of noise. TAG (https://www.gov.uk/guidance/transport-analysisguidance-webtag) is the Department for Transport's suite of guidance on how to assess the expected impacts of transport policy proposals and projects. The TAG noise is a tool which assesses the impact of changes in noise exposure and can be used to monetise certain aspects of the noise impact. If you're interested in learning more about TAG, the Department for Transport have published a guide to WebTAG Noise Appraisal for non-experts which can be viewed here.
Secondary metrics CAP1616i paragraph 5.16 goes on to explain *''Secondary metrics will be those that are not being used to determine total adverse noise effects, but which are still able to convey noise effects, such as number above contours. While not a noise metric, overflight contours will be a secondary metric for the purposes of decision-making''.*	
N60 N65 (Number above contours) Click here to go to results	N65 and N60 are noise metrics which respectively describe the number (N) of aircraft noise events above a noise level of 65dB L_{ASmax} in the daytime period and 60dB L_{ASmax} for the night-time period. These are event-based metrics, which can be used to better understand the number of noise events that occur and their location. The number of events is split into bands (defined by the CAA) or rate 5 (5 events per average summer day), rate 10 (10 events per average summer day) and rate 20 (20 events per average summer day). Within the next section there are N65 (daytime) and N60 (nighttime) contour maps where you can see if your area is within contours. There is also a data table which shows the number of population, schools, hospitals and places of worship within the contours.

Overflight contours Click here to go to results	'Overflight' is a metric that portrays areas that are perceived to be overflown and can be useful for describing the pattern and dispersion of aircraft below 7,000ft. Whilst they are useful as a means of communication of airspace change operations, it is important to note that they do not illustrate noise impacts. When calculating overflight contours, we use the CAA's 48.5° definition of overflight, which is published in: CAP1498.  *Figure 13 CAA 48.5° definition of overflight (CAP1498)* Within the next section there are daytime and nighttime overflight contour maps where you can see if your area is within contours. There is also a data table which shows the number of population, schools, hospitals and places of worship within the contours.
Operational diagrams	Operational diagrams are presented within section 6 and section 7 of this document where we explain the proposed departure and arrival routes.
Other assessment areas	
Changes to noise from other airspace users Click here to go to details	Re-opening DSA has the potential to have changes to the traffic patterns of other airspace users such as General Aviation (GA) who fly in the airspace around Doncaster. GA are operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire. The most common type of GA activity is recreational flying by private light aircraft and gliders, but it can range from paragliders and parachutists to microlights, balloons, helicopters and private corporate jet flights. It's very difficult to predict changes from other airspace users, as this activity is not the responsibility of DSA or as a result of scheduled aircraft arriving and departing from DSA. The noise from GA is therefore not incorporated into the main noise assessments, however CAP1616 does require sponsors to consider any environmental impacts caused due to indirect consequential changes on the flight behaviour of other airspace users.
Noise Abatement Procedure information	Although not a noise assessment, this section provides information about the proposed Noise Abatement Procedures for DSA.

Overview of noise outcomes: Primary metrics

On the following two pages, you will find the daytime and nighttime L_{Aeq} contour maps for 2037, followed by data tables which show the overall number of population, schools, hospitals and places of worship within the contours. For ease of understanding, within this consultation document we have only provided contour figures for 2037 (10 years post implementation) as this is DSA's busiest schedule. For large scale versions of these contours, please see Appendix C. If you would like to see the 2028 contours, please see Appendix A of the Full Options Appraisal document.

Doncaster Sheffield Airport Airspace Change Proposal Stage 3

Figure A4-04: 2037 LAeq,16h Summer Noise Contours Option 3

0 1 2 3 4 km

Scale at A3: 1:45,000

Map Source © Open Street Map

CACI Population Density per km²

100 3,000

Key:

- 51 dB (LOAEL)
- 54 dB
- 57 dB
- 60 dB
- 63 dB (SOAEL)
- 66 dB
- 69 dB
- 72 dB

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Hatfield Woodhouse
Dunsville
Kirk Sandall
Arksey
Edenthorpe
Hatfield Moors
Armthorpe
Wheatley Hills
Wheatley
Intake
A614
Wroot
Hyde Park
Old Cantley
Lakeside
Cantley
Branton
Auckley
Bessacarr
Blaxton
East Midlands
Potteric Carr Nature Reserve
M18
A6182
Finningley
B1396
Rossington
New Rossington
Nottinghamshire
East Coast Main Line
A638
North Lincolnshire
Misson
A1(M)
Austerfield
Tickhill
Bawtry
B6463
A631
Harworth
Everton
Gringley on the Hill
Scrooby
Styrrup
A614
Wiseton
Mattersey
Oldcotes
Clayworth
Doncaster Sheffield Airport Airspace Change Proposal Stage 3
Figure A4-08: 2037 LAeq,8h Summer Noise Contours Option 3
0 1 2 3 4 km
Scale at A3: 1:60,000
Map Source © Open Street Map
CACI Population Density per km²
100
3,000
Key:
45 dB (LOAEL)
48 dB
51 dB
55 dB (SOAEL)
57 dB
60 dB
63 dB
66 dB
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Overall L_{Aeq} data

Table 8 and
Table 9 present the overall L_{Aeq} noise exposure data in 2028 (year of implementation), and 2037 (10 years post-implementation) for daytime and night-time. The population data is rounded to the nearest 100.

Table 8 Overall LAeq,16h (Daytime) data

$L_{Aeq,16h}$ (Daytime)					
Contour	Area (km^2)	Total population	Number of schools	Number of hospitals	Number of places of worship
2028					
51	2.4	100	0	0	0
54	1.3	0	0	0	0
57	0.8	0	0	0	0
60	0.5	0	0	0	0
63	0.3	0	0	0	0
2037					
51	14.1	3,800	0	0	0
54	7.6	1,400	0	0	0
57	4	200	0	0	0
60	2.1	100	0	0	0
63	1.2	0	0	0	0

Table 9 Overall LAeq,8h (Nighttime) data

$L_{Aeq,8h}$ (Nighttime)					
Contour	Area (km^2)	Total population	Number of schools	Number of hospitals	Number of places of worship
2028					
45	5.9	600	0	0	0
48	3.1	200	0	0	0
51	1.7	0	0	0	0
55	0.8	0	0	0	0
57	0.6	0	0	0	0
60	0.4	0	0	0	0
63	0.2	0	0	0	0
2037					
45	32.9	11,400	3	0	0
48	18.5	5,100	0	0	0
51	10.2	2,500	0	0	0
55	4.4	300	0	0	0
57	2.8	200	0	0	0
60	1.5	0	0	0	0
63	0.9	0	0	0	0

TAG Assessment

The Government's TAG workbook, adjusted to meet CAA requirements, has been used to assess total adverse noise effects over a 10-year appraisal period (2028 – 2037). The monetised net present value (NPV) of noise changes is c.-£7,000,000 2025 prices. These negative values indicate a net disbenefit, meaning an overall increase in adverse effects on health and quality of life from noise during the appraisal period which is expected given we are comparing against a baseline of zero operations. There's more information about the TAG outcomes in Section 5.3 of the FOA document.

Overview of noise outcomes: Secondary metrics (N60 and N65)

On the following two pages, you will find the daytime (N65) and nighttime (N60) contour maps for 2037. For large scale versions of these contours, please see Appendix C. Table 10 presents the overall N60 and N65 data in 2028 (year of implementation), and 2037 (10 years post-implementation). The population data is rounded to the nearest 100.

Table 10 Overall N65 and N60

	N65 (Daytime)					N60 (Nighttime)				
Contour	Area (km^2)	Total population	Number of schools	Number of hospitals	Number of places of worship	Area (km^2)	Total population	Number of schools	Number of hospitals	Number of places of worship
2028										
5	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
20	0	0	0	0	0	0	0	0	0	0
50	0	0	0	0	0	0	0	0	0	0
100	0	0	0	0	0	0	0	0	0	0
2037										
5	80.3	30,200	7	0	0	44.8	16,600	0	0	0
10	43.2	15,600	3	0	0	4.3	800	0	0	0
20	12.4	2,900	0	0	0	0	0	0	0	0
50	0	0	0	0	0	0	0	0	0	0
100	0	0	0	0	0	0	0	0	0	0

Overview of noise outcomes: Secondary metrics (overflight)

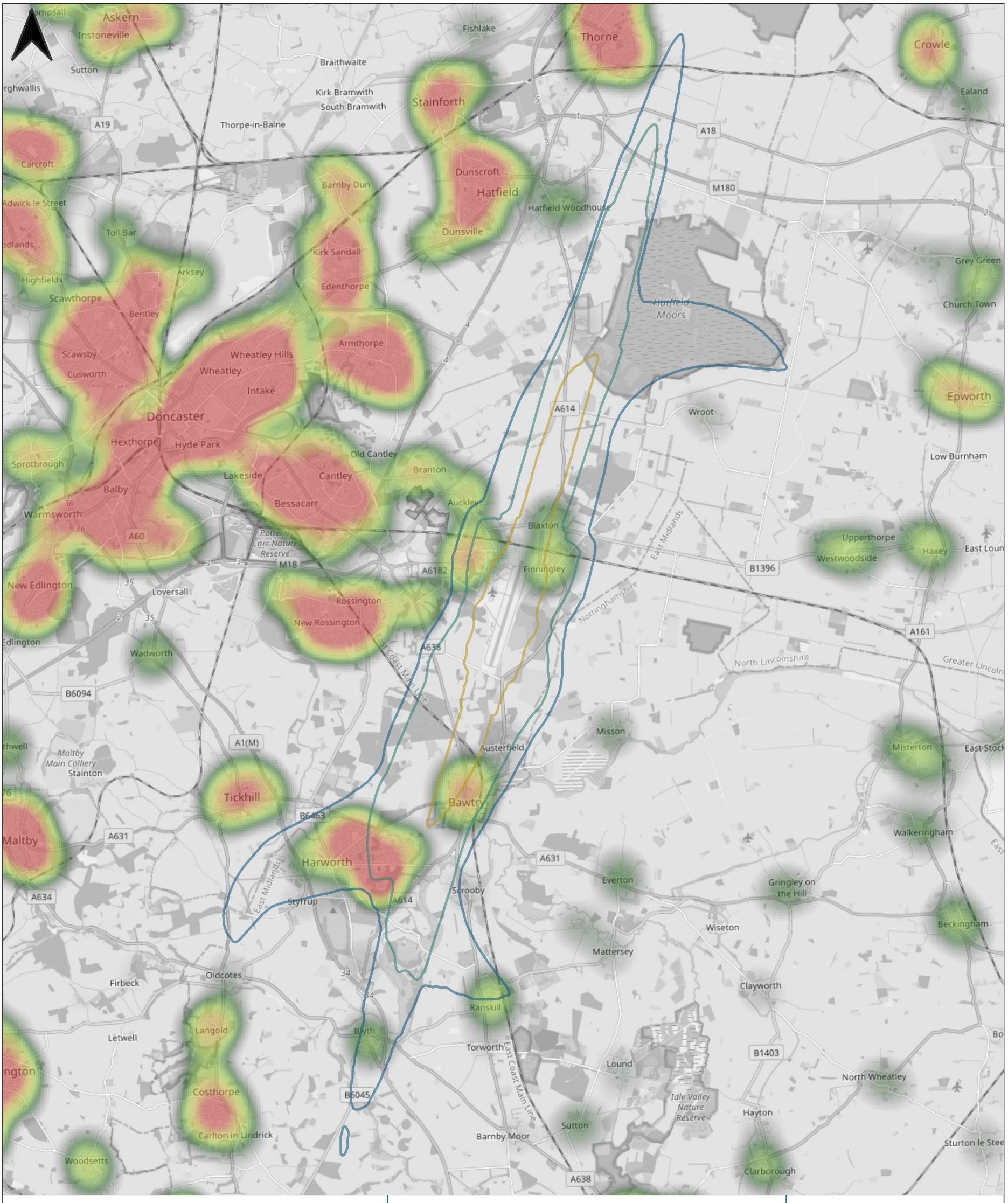
Following the N65 and N60 contours, you will find the daytime and nighttime overflight contour maps for 2037. For large scale versions of these contours, please see Appendix C. Table 11 presents the overall overflight data in 2028 (year of implementation), and 2037 (10 years post-implementation). The population data is rounded to the nearest 100.

Table 11 Option 3 overflight (daytime and nighttime)

Overflight contour rate	Overflights (Daytime) Total population	Overflights (Nighttime) Total population
2028		
5	0	0
10	0	0
20	0	0
50	0	0
100	0	0
2037		
5	130,700	1,000
10	10,900	0
20	400	0
50	0	0
100	0	0

Why do the N65, N60 and Overflight contours show '0' in 2028

These contours are based on at least 5 or more flights occuring within the same geographical area on one day. In 2028, DSA is expected to have around 6 flights on a busy summer day. Half of these would be arrivals and the other half departures, and and so there are not enough flights over the same geographic area to meet the 5 per day contour.



Doncaster Sheffield Airport Airspace Change Proposal Stage 3

Figure A4-10: 2037 N65 Summer Noise Contours Option 3

0 1 2 3 4 km

Scale at A3: 1:90,000

Map Source © Open Street Map

CACI Population Density per km²

100 3,000

Key:

5	100
10	200
20	300
50	400

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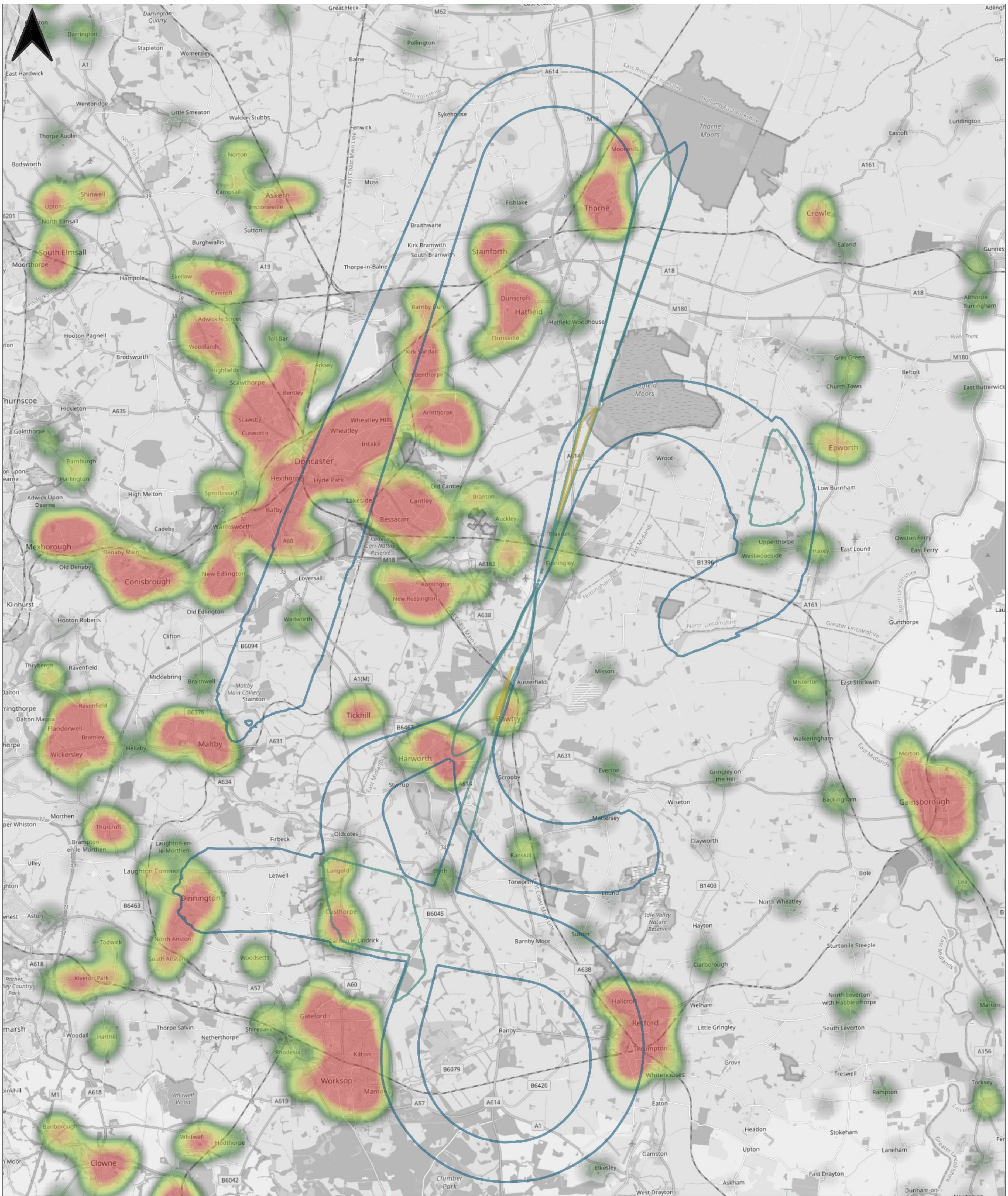
Figure A4-12: 2037 N60 Summer Noise Contours Option 3



Doncaster Sheffield Airport Airspace Change Proposal Stage 3

Figure A4-14: 2037 Overflights Day Summer Noise Contours Option 3

0 1 2 3 4 km

Scale at A3: 1:135,000

Map Source © Open Street Map

CACI Population Density per km²

100 3,000

Key:

5 | 100
10 | 200
20 | 300
50 | 400

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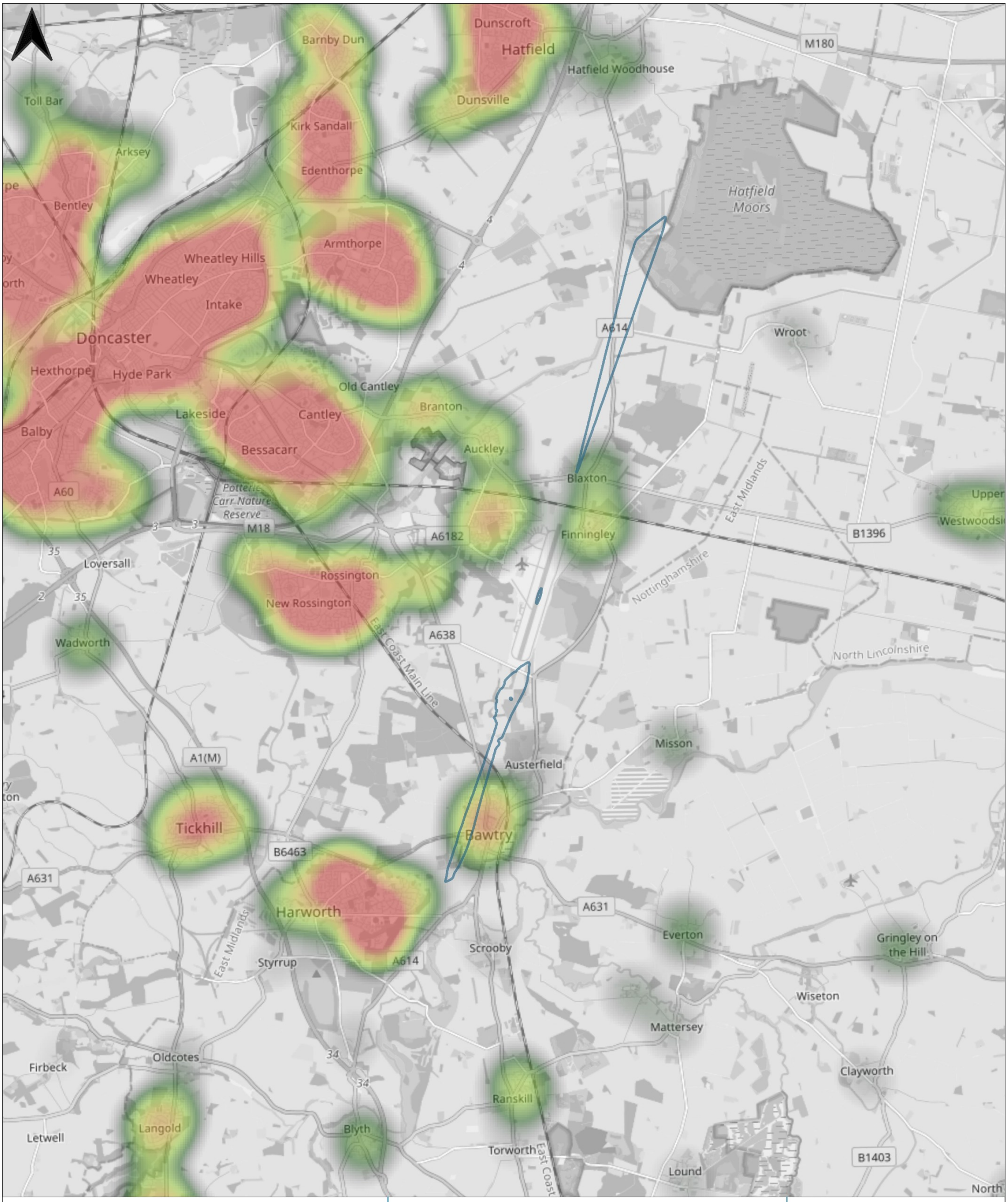

Doncaster Sheffield Airport Airspace Change Proposal Stage 3

Figure A4-16: 2037 Overflights Night Summer Noise Contours Option 3

0 1 2 3 4 km

Scale at A3: 1:70,000

Map Source © Open Street Map

CACI Population Density per km²

100 3,000

Key:

5	50
10	100
20	200

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ⓘ Why are overflight contours and the operational diagrams only shown up to 7,000ft?
CAP1616i requires overflight contours to be generated up to 7,000ft. This is because the Government publishes altitude-based priorities as part of the Air Navigation Guidance (ANG2017) which say that ''in the airspace at or above 7,000 feet, the CAA should prioritise the reduction of aircraft CO_2 emissions and the minimising of noise is no longer the priority''.

Changes to noise from other airspace users

Re-opening DSA has the potential to have changes to the traffic patterns of other airspace users such as General Aviation (GA) who fly in the airspace around Doncaster. GA are operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire. The most common type of GA activity is recreational flying by private light aircraft and gliders, but it can range from paragliders and parachutists to microlights, balloons, helicopters and private corporate jet flights.

It's very difficult to predict changes from other airspace users as this activity is not the responsibility of DSA or as a result of scheduled aircraft arriving and departing from DSA. Furthermore, data about GA flights is limited and the noise from GA varies significantly depending on the type of GA aircraft being flown – with gliders and balloons sometimes being almost silent, through to private aircraft where the noise can vary depending on aircraft type. The noise from GA is therefore not incorporated into the main quantitative noise assessments, however CAP1616 does require sponsors to consider any environmental impacts caused due to indirect consequential changes on the flight behaviour of other airspace users.

Firstly, it is important to note that introducing CAS does not mean that all GA are unable to fly through the airspace however some GA choose not to be equipped with the right technology, some physically cannot carry the right technology (for example, a paraglider would struggle to carry the equipment needed) and/or some would prefer not to speak to Air Traffic Control, and therefore these aircraft choose/need to remain outside of CAS. Given the level of air traffic service provision proposed at DSA we expect that refusal of clearances to access the controlled airspace from GA will be a very rare event and therefore the below description would apply to any GA unable or unwilling to fly through CAS.

The following bullet points describe where there may be changes. As noted above, it is very difficult to predict numbers of aircraft, however the 2025 data suggests that within the areas of change, there was less than one flight per day on average within the 6-month period in 2025.

- Areas around Tuxford, Ollerton, Gainsborough/Sturgate Airfield and Scunthorpe may see an increase in overflight from GA aircraft from Retford/Gamston Airport choosing to enter/exit the Retford/Gamston ATZ from the south in order to avoid DSA Class D airspace.
- Areas around Clowne and Stavely may see an increase in overflight from GA aircraft from Netherthope choosing to enter/exit the Netherthorpe ATZ from the west in order to avoid DSA Class D airspace.
- Areas around Scunthorpe may see an increase in overflight from GA aircraft from Sandtoft.
- The Gainsborough/Sturgate Airfield and Scunthorpe areas currently experience some GA overflight (heading in a North-South direction) and there may be some shifts in the patterns of this overflight in future and the potential for increased numbers of overflight in the right flying conditions. Some of this is expected to be gliding activity.

Noise Abatement Procedures

As part of the DSA planning agreement there are rules on runway preference which means that between the hours of 2300 and 0700 Runway 20 shall not be used for take-off unless its use is operationally essential which for the purpose of this condition is defined as any activity required to enable aircraft operations to be undertaken with full regard to meeting safety and air traffic control requirements. This means that when weather conditions allow aircraft will depart to the north at night

Noise Insultation
In 2017 the UK Government published, and consulted on, its Airspace Policy (AP) framework. In accordance with this policy and the consultation response, Government expects airport operators to offer financial assistance towards the costs of acoustic insulation to residential properties that are exposed to levels of noise of 63dB $L_{Aeq,16h}$. The DSA noise outcomes have shown that there are not any properties within the 63dB $L_{Aeq,16h}$..

9.3 Air Quality

CAP1616 requires us to consider whether local air quality could be impacted and whether the proposal has the potential to create a change which would result in pollutants breaching legal limits or target values. The CAA deems that this is only likely to become a possibility where:

- there is likely to a change in aviation emissions (by volume or location) below 1,000 feet, and
- the location of the emissions is within or adjacent to an identified AQMA.

A detail Air Quality assessment is included as part of section 4.6 and section 5.3 of the Full Options Appraisal document. This assessment found that there is no possibility of pollutants breaching legal limits and target values following the implementation of the airspace change proposal, or worsening an existing breach of legal limits and target values.

9.4 Fuel burn and Greenhouse Gas Emissions

How do we assess Fuel burn and Greenhouse Gas Emissions?

The fuel burn and Greenhouse Gas Emissions assessment is undertaken through complex computer modelling which considers the proposed routes, the number of aircraft movements and the types of aircraft expected to fly the routes.

Fuel burn and Greenhouse Gas emissions are calculated across a full year, and when undertaking the assessment, it was assumed 62% of aircraft would use Runway 20 and 38% would use Runway 02; this was based on what happened in 2022 before the airport closed however as runway use is dependent on wind direction and so this percentage could vary year to year.

Fuel burn and Greenhouse Gas Emission assessment outcomes

Forecast fuel burn is estimated to be around 1654 tonnes in 2028 (Year 1) and this would increase to around 10,169 tonnes in 2037 (Year 10). Associated greenhouse gas emissions are estimated to be around 5,261 tCO_2e in 2028 (Year 1) and these would increase to around 32,337 tCO_2e in 2037.

The Government's TAG workbook has been used to assess the greenhouse gas impact over a 10-year appraisal period (2028 – 2037). This has shown that the reinstatement of flights at DSA across the 10-year appraisal period will result in a net present value (NPV) greenhouse gas impact of c.-£48,000,000 (in 2025 prices). These negative values indicate a net disbenefit, meaning an overall increase in Greenhouse Gas Emissions which is expected given we are comparing against a baseline of zero operations.

There's lots of information about how we calculate Fuel Burn and Greenhouse Gas Emissions in the Full Options Appraisal document section 4.6 (methodology) and section 5.3 (FOA assessment of Option 3 (Within the FOA, Option 3 is this proposal)).

Changes to fuel burn and emissions for other airspace users

Within the Aviation interest consultation document, we provide information about the CAS proposal and the potential impacts to GA.

9.5 Tranquillity

When assessing tranquillity, CAP1616i states that "The consideration of impacts upon tranquillity for airspace change proposals is with specific reference to National Parks, Areas of Outstanding Natural Beauty (AONB), National Scenic Areas (NSA) (broadly equivalent to AONBs in Scotland), the Norfolk and Suffolk Broads, plus any local 'tranquil' areas that are identified through community engagement and are subsequently reflected within an

airspace change proposal's design principles." Note that since publishing CAP1616i, AONB's are now called National Landscapes.

In the case of DSA, there are no National Parks or National Landscapes within the vicinity of the airport where aircraft will fly below 7,000ft and therefore the proposal will not affect tranquillity. To date, no tranquil areas have been identified through engagement.

9.6 Biodiversity

Airspace change sponsors are required to undertake a Habitats Regulations Assessment (HRA) screening assessment of European Sites. The assessment involves looking at any sites which are within 18km of the aerodrome, where aircraft are typically below 3000ft, and assessing whether the change has the potential to impact these.

The biodiversity receptors that must be considered in the HRA screening are Special Areas of Conservation (SAC) and possible SACs, Special Protection Areas (SPAs) and possible SPAs and Ramsar sites (wetlands of international importance) and proposed Ramsar sites. These receptors are collectively known as European Sites and are protected by the Habitats Regulations.

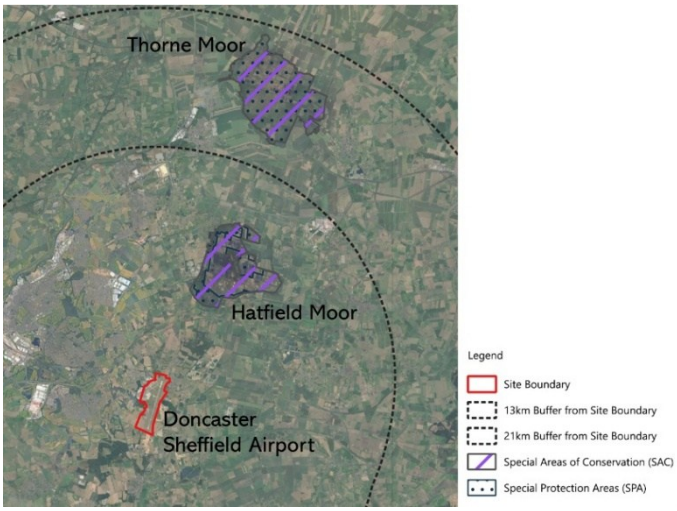

Figure 14 Thorne Moor Special Area of Conservation (SAC), Hatfield Moor SAC and Thorne and Hatfield Moors Special Protection Areas (SPA)

Thorne Moor Special Area of Conservation (SAC), Hatfield Moor SAC and Thorne and Hatfield Moors Special Protection Areas (SPA) will be overflown by aircraft arriving and departing from DSA, however the specialist habitats assessment has indicated that the likelihood of disturbance at these sites is low. These sites are shown in Figure 14.

More information is available in section 5.3 of the Full Options Appraisal.

9.7 Capacity and economic benefit

The closure of Doncaster Sheffield Airport left South Yorkshire as one of the largest UK city regions without an international aviation presence.

Since it closed, the Mayors of South Yorkshire and Doncaster, along with local authority partners and central government, have worked at pace to explore the opportunity to return aviation to the region through a reopened airport with a viable future.

In re-opening DSA, in year 1 we estimate there will be 1,002 passenger flights carrying 155,412 passengers and 839 cargo flights. By year 10 this is estimated to increase to 8,189 passenger flights carrying 1,169,538 passengers and 4,140 cargo flights.

Re-opening Doncaster Sheffield Airport (DSA) is expected to contribute to long-term economic growth for South Yorkshire. Those estimates show that reopening the airport could boost the economy by approximately £5 billion by 2050, as well as provide wider economic benefits of around £2 billion over the same period.

Furthermore, the plans are forecasted to support thousands of jobs, with estimates suggesting more than 5,000 direct employment opportunities could be created across aviation, logistics, engineering, construction and local businesses. [3]
For more information please see: https://www.southyorkshire-ca.gov.uk/business/doncaster-sheffield-airport and https://www.flydsa.com/

[3] Government backs mayor to reopen Doncaster Sheffield Airport - GOV.UK and i9 Cabinet 051125 SYAC report.pdf

9.8 General Aviation

Controlled airspace (CAS) is airspace of defined dimensions within which air traffic control (ATC) service is provided in accordance with the airspace classification. Its purpose is to create a known air traffic environment to achieve the objectives of the ATC service to prevent collisions between aircraft and to expedite and maintain an orderly flow of air traffic.

This proposal includes introducing new sections of CAS which are based around the proposed arrival and departure routes and the area in which aircraft receive vectoring instructions to join the final approach track. This could impact General Aviation stakeholders who are unable to meet the requirements for flying in CAS or who do not want to fly in CAS.

Within the Aviation Interest consultation document, we provide detailed information about the CAS proposal and the potential impacts to GA.

9.9 Safety

To assess safety, we look at a number of areas including, the following:

- Procedure operability and route separation assessments: to understand the design's compliance with the CAA's route separation requirements and to work with subject matter experts to understand if there are any concerns about how the design might be operated in future.
- Preliminary Instrument Flight Procedure design: to understand whether the design of the routes meets the regulatory criteria for route design.
- Controlled Airspace Containment: to understand whether the controlled airspace associated with the routes meets the CAA's controlled airspace containment safety requirements.
- Safety of operations inside controlled airspace: to understand whether there are any safety concerns for DSA aircraft flying inside controlled airspace.
- Safety of operations outside of controlled airspace: to understand if the changes to controlled airspace will result in any safety concerns for other airspace users, such as general aviation.

Overall, the qualitative safety assessments found that, at this stage, no safety risks have been identified by SMEs that are considered to be intolerable, especially given that DSA previously operated safely with larger volumes of CAS. Note that at the time of writing, DSA is not yet a licensed aerodrome with a licensed Air Navigation Service Provider and therefore, no formal safety assessments have taken place. Further safety analysis will be undertaken in Stage 4 of this ACP.

There's more information about the safety assessment within the FOA document available at https://consultations.airspacechange.co.uk/doncaster-airport/dsa-airspace (Our proposal is called Option 3 in this document).

9.10 Monetised assessment outcomes

As part of the Full Options Appraisal, we were also required to generate monetised costs and benefits for the assessment categories where it was possible to do so. This meant noise, greenhouse gas emissions, fuel burn, economic benefits and operational costs were monetised.

A 'Net Present Value' (NPV) was then generated using calculations as required by CAP1616. The noise and greenhouse gas emissions monetisation is undertaken using calculations required by the government.

Overall, the monetised assessment has shown a c.£542,000,000 benefit over 10 years for the proposed option taking into account inflation and discounting using the Government's Social time Preference Rate. More information around this can be found in the FOA section 6.1.

It's also important to note however that this assessment does not take into account the full long-term benefits of re-opening DSA. Re-opening Doncaster Sheffield Airport (DSA) is expected to contribute to long-term economic growth for South Yorkshire. Those estimates show that reopening the airport could boost the economy by approximately £5 billion by 2050, as well as provide wider economic benefits of around £2 billion over the same period[4].

Furthermore, the plans are forecasted to support thousands of jobs, with estimates suggesting more than 5,000 direct employment opportunities could be created across aviation, logistics, engineering, construction and local businesses.

For more information please see:
https://www.southyorkshire-ca.gov.uk/business/doncaster-sheffield-airport
https://www.flydsa.com/

[4] Government backs mayor to reopen Doncaster Sheffield Airport - GOV.UK and i9 Cabinet 051125 SYAC report.pdf

10. Responding to the consultation & what happens next

10.1 How to respond to the consultation

The consultation runs for 9 weeks from Monday 3 August 2026 to Sunday 4 October 2026 (23:59).

To respond to the consultation, please go to https://consultations.airspacechange.co.uk/doncaster-airport/dsa-airspace

ⓘ Further questions?

Please join us on one of our webinars or in person events (for details, please see section 3)

Alternatively, please get in touch:

Email: DSA-airspaceconsultation@flydsa.com
Telephone: 0800 043 3099
Write to us: DSA Airspace Consultation, c/o Heyford House, First Avenue, Finningley, Doncaster, DN9 3RH

The details above can also be used to request hard copy materials and a feedback form. Please note that we cannot accept consultation responses via email or telephone.

10.2 What happens to consultation responses?

All responses to the Consultation, including those received in hard copy form, will be published on the CAA's Citizen Space Portal.

If you wish for your response to be published anonymously, there is an option to redact your name and postcode, and these will only be seen by CDC and the CAA (and organisations working for CDC). For further information on how your private information will be stored and retained, please see the CAA's Privacy policy.

Analysis of your feedback

The Consultation closes on Sunday 4 October 2026 (23:59hrs). DSA will then collate, review and categorise the consultation responses. Responses will be categorised into those which present information that may lead to a change in design, and those that would not. We will then produce a Consultation Response document that will summarise the consultation responses we received, and our response.

All your feedback will be considered by DSA, and we will document this process so that you can understand how your feedback has been considered as part of the final proposal. Your feedback will also help us to further understand the benefits and impacts of the proposal and where possible we will incorporate this into future options appraisals.

Reversion statement

CAP1616 requires sponsors to be clear with stakeholders the extent to which the proposed airspace change, once implemented, is reversible if it does not meet the objectives it is designed to achieve as part of the post-implementation review at Stage 7.

In the unlikely event the proposal requires reversal once approved and implemented, permanent reversion to the pre-implementation state could be achieved through withdrawal of the published procedures from the Aeronautical Information Publication.

11. Appendix A: Overview of CAP1616 process to date

Please go to https://consultations.airspacechange.co.uk/doncaster-airport/dsa-airspace and select Main Consultation Document Appendix A: Overview of CAP1616 process to date.

12. Appendix B: High resolution Operational Diagrams

High-resolution large-scale versions of the operational diagrams are published separately due to file size. Please go to https://consultations.airspacechange.co.uk/doncaster-airport/dsa-airspace and select Communities and Local Area Interest Consultation Document Appendix B.

These diagrams will also be available to view at our in-person consultation events (please see section 3.3 for more information).

13. Appendix C: High resolution Noise Contours

High-resolution large-scale versions of the noise contours (shown in section 9.2) are published separately due to file size. Please go to https://consultations.airspacechange.co.uk/doncaster-airport/dsa-airspace and select Communities and Local Area Interest Consultation Document Appendix C: Noise contours.

These contours will also be available to view digitally at our in-person consultation events (please see section 3.3 for more information).