

Airspace Change Proposal

Consultation Summary Document



Introduction

We want to hear your views. Find out more below.

Doncaster Sheffield Airport (DSA) is consulting on an Airspace Change Proposal (ACP) to reinstate controlled airspace and introduce the arrival and departure routes needed to reopen safely and bring passenger and cargo flights back to the region.

Why is Doncaster Sheffield Airport being reopened?

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 City of Doncaster Council (CDC).

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.

The process for changing airspace (CAP1616)

The Civil Aviation Authority (CAA) Airspace Change Process, known as CAP1616¹, sets out how any proposed changes to UK airspace must be developed, assessed and approved. There are seven-stages to the process 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. The timeline on the following page shows the history of the airspace at Doncaster Sheffield Airport and also our progress through the seven stages of CAP1616.

Which document is right for me?

This document is the consultation summary document. It provides a very high-level overview of DSA's proposal. As part of this document, we provide links to where you can find further information including to our main consultation materials.

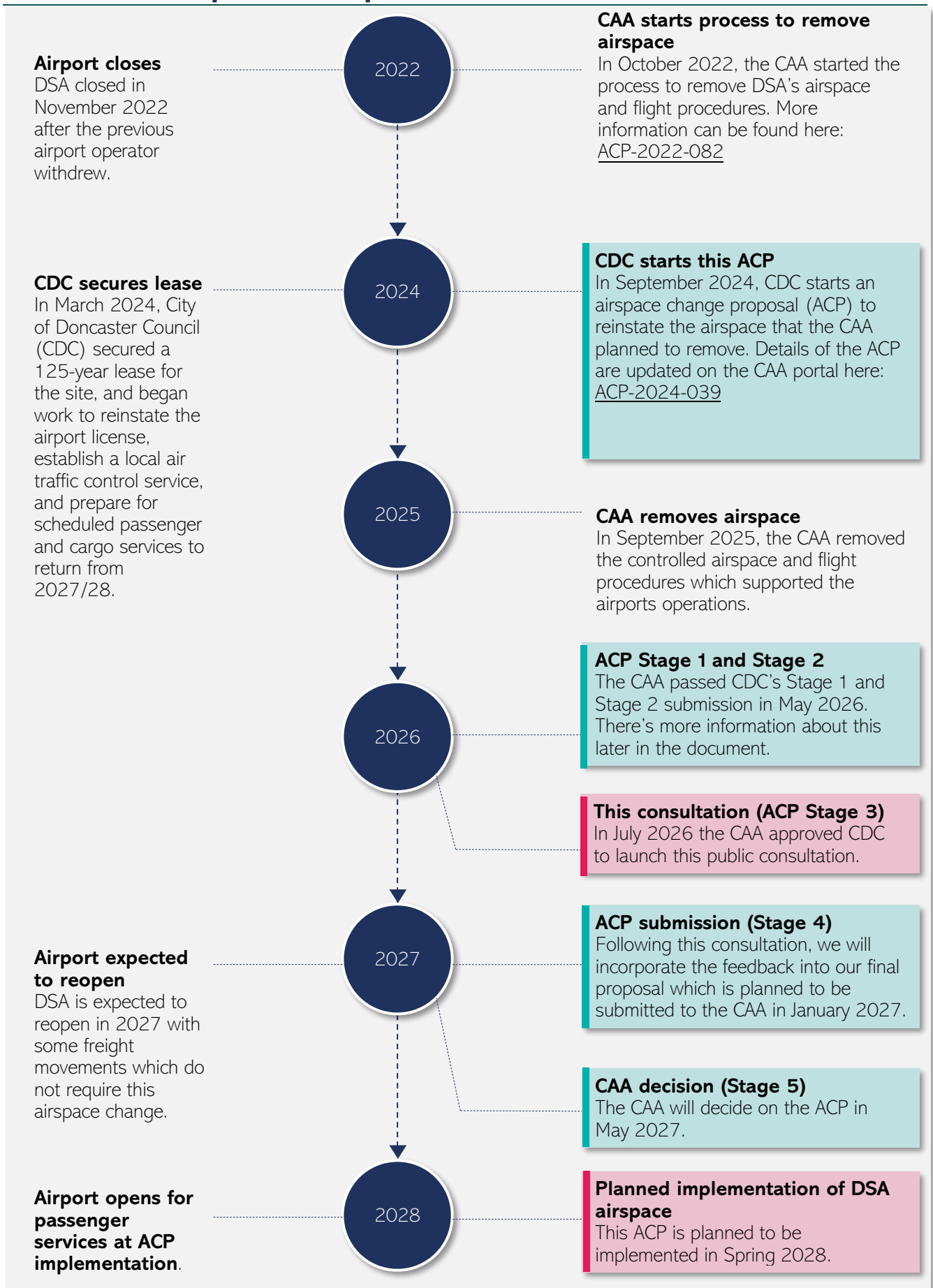
We understand that there are lots of different interests in the Doncaster Sheffield Airport (DSA) airspace change proposal (ACP). This consultation summary document concentrates on community and local area interests, however we have split our main consultation document into two documents which go into further detail:

Communities and local area interest consultation document: The Communities and local area interest document aims to explain the proposals in an easy-to-understand way, without using lots of aviation technical jargon. It builds on a lot of the information contained within this summary document.

Aviation interest consultation document: The aviation interests document includes 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 is aimed towards stakeholders with aviation interests such as airlines, General Aviation pilots, and other airports.

¹ www.caa.co.uk/CAP1616

Doncaster Airport's airspace timeline



How we developed our proposal – overview

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 in Appendix A of both the community and local interest consultation document and the aviation interest consultation document.

CAP1616 Stage 1: Assess requirements

- A [Statement of Need](#)² was submitted to the CAA and then an [assessment meeting](#)³ was held.

CAP1616 Stage 1: Design Principles

- 6 [Design Principles](#)⁴ were developed through engagement with stakeholder representatives. Design Principles provide a framework against which design options can be developed and evaluated.

CAP1616 Stage 2: Options development

- 1 option 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 exactly as they were in 2022.
- Stakeholder representatives fed back on this option and subsequently 3 further options were developed.
- 1 option was discontinued ahead of the DPE as it did not meet the Statement of Need.
- The meant 3 options were taken to the Design Principle Evaluation⁵.
- These 3 options were tested against each design principle to establish if they 'met', 'partially met' or 'did not meet' the principles. The outcome of the DPE was 1 option (Option 1) was discontinued and 2 options were taken to Initial Options Appraisal (IOA)⁶.
- At the IOA, the 2 options were assessed against a number of categories including noise, environmental, aviation and cost impacts compared to a 'without airspace change' scenario. For DSA, the 'without airspace change' is no flights operating to and from DSA and there is no controlled airspace. The outcome of the IOA was that both options were taken for further assessment in Stage 3.

CAP1616 Stage 3: Consultation / engagement preparation

- The 2 options (called 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.
- 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 Section 6.2 of the FOA.
- After careful consideration, Option 3 was chosen to be taken to this consultation,

CAP1616 Stage 3: Consultation

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

We are consulting on our proposed design, and 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.

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.

² Statement of Need: <https://airspacechange.caa.co.uk/documents/download/7982>

³ Assessment Meeting Minutes <https://airspacechange.caa.co.uk/documents/download/7985>

⁴ Design Principle Submission <https://airspacechange.caa.co.uk/documents/download/8410>

⁵ Design Principle Evaluation <https://airspacechange.caa.co.uk/documents/download/8565>

⁶ Initial Options Appraisal <https://airspacechange.caa.co.uk/documents/download/8566>

DSA's airspace change proposal

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. 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.

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

i 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.

The table below shows the latest information on the number of expected arrivals and departures, at year of implementation (2028) and 10 years following implementation (2037). These arrivals and departures will be either passenger or cargo flights.

Year	Total number of arrivals and departures	Annual average day number of arrivals	Annual average day number of departures
2028 (Year of implementation)	1841	3	3
2037 (Year of implementation + 10 years)	12,329	17	17

i The community and local area interest and aviation interest consultation documents include information on the types of aircraft expected to fly from DSA.

How could aircraft arrive and depart from the airport?

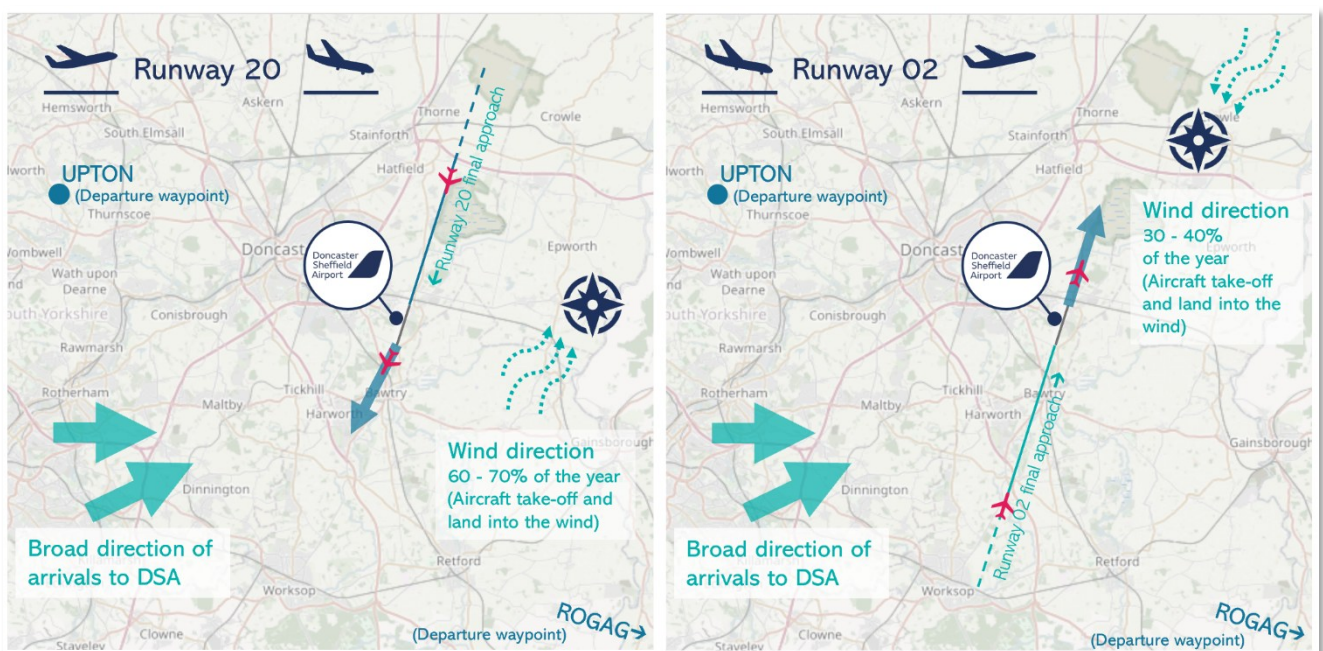
Doncaster Airport has one runway that can be operated in two directions. These directions are called Runway 20 and Runway 02. The direction that aircraft depart and arrive depends on the wind direction, as aircraft will always take-off and land into the wind.

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. The other 30-40% of the year aircraft will take-off to the north. These are called departures from Runway 02.

When departing, no matter which runway direction is in use, 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.

When arriving, no matter which runway direction is in use, we expect the main flow of arrivals to be from the southwest of the airport although it's possible aircraft could arrive from other directions. Aircraft will then have a number of options for how to fly to join the 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. To help aircraft land, DSA will have a navigation aid called an Instrument Landing System (ILS) and there will also be a satellite based alternative available.

i For information about Noise Preferential Routes and Noise Abatement Procedures, please see the Community and Local Area interest consultation document.



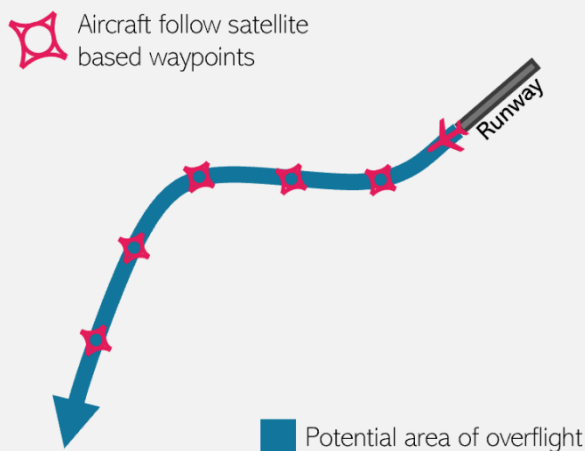
i The proposed arrival and departure routes shown in the following sections are different to the routes previously flown at DSA. To see how our proposal compares to the previous DSA airspace in 2022, please see section 8 of the communities and local area interest consultation document.

Proposed departure routes

i Aviation stakeholders looking for technical details of the proposed procedures and the associated controlled airspace, please see the Aviation Interest consultation document.

DSA is proposing to implement departure routes towards UPTON and ROGAG which use a type of navigation called Performance Based Navigation (PBN). We expect the majority of aircraft to fly the PBN routes however some aircraft may be vectored. An example of PBN routes compared to vectoring is shown below however please note that this is illustrative and is not based on the DSA proposal (the next section shows the proposal):

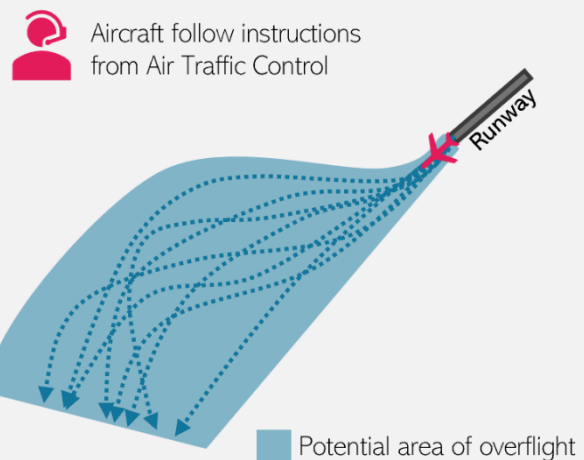
Aircraft on route centreline (Concentration)



Aircraft flying performance based navigation (PBN) routes follow a series of satellite based waypoints. This improves accuracy which leads to concentration of flight paths. We expect the majority of flights to fly the PBN routes.

(Note image is illustrative only. For detailed procedure information, please see aviation interests document)

Vectoring (Dispersion)



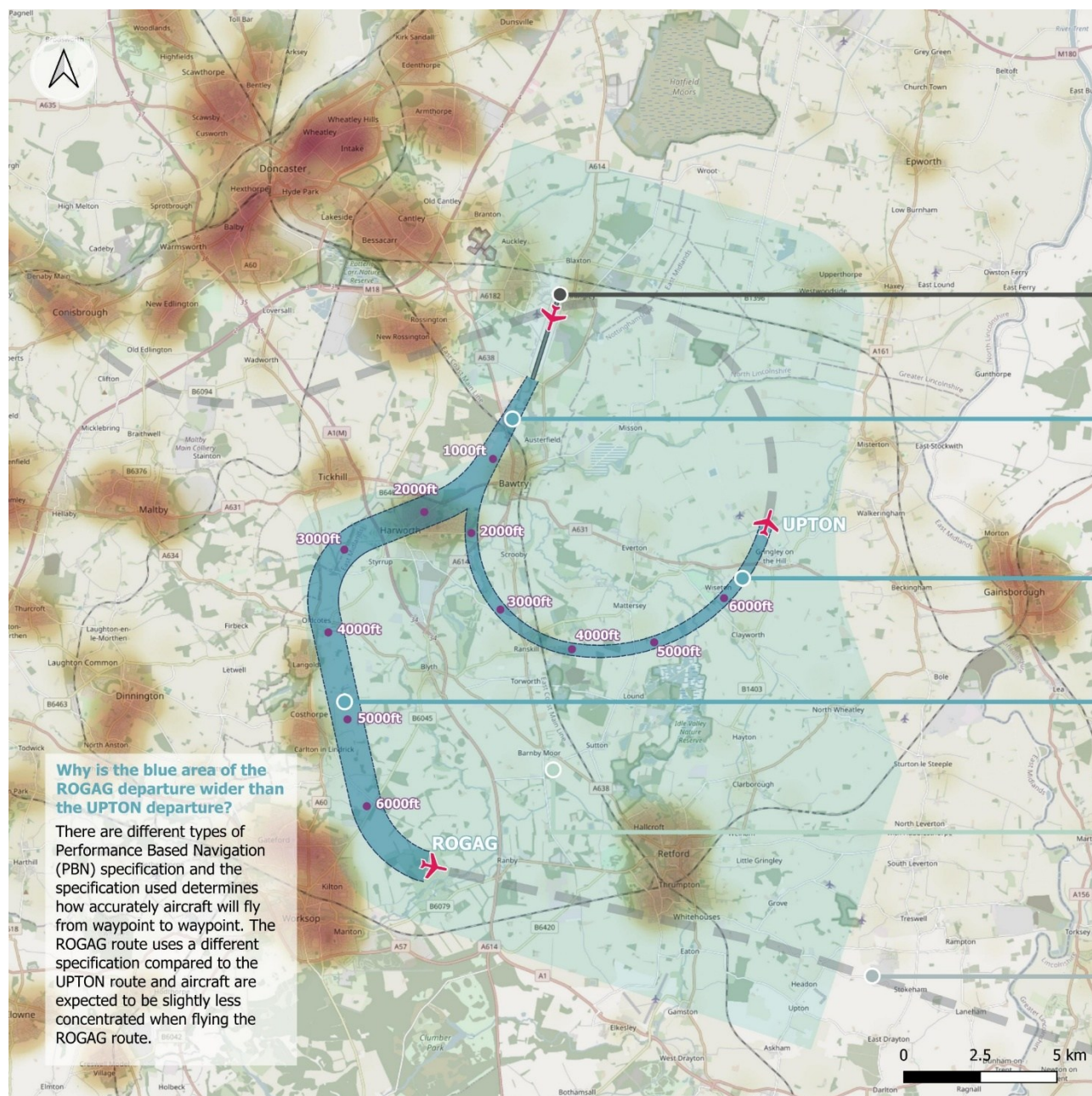
Aircraft not yet equipped to fly PBN routes will fly an omni-directional departure. This means they will fly straight ahead to a safe altitude and then beyond this, Air Traffic Control (ATC) will vector aircraft. Vectoring is when ATC provide instructions to pilots about where to fly and whether to climb or descend. This creates lots of different tracks across the airspace which is often referred to as dispersion.

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. The number of flights is based on a summer day when DSA is expected to be at its busiest. 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.

i For more details about route usage, please see section 6.4 of the Communities and local area interest document. For large high-resolution versions of the operational diagrams, please see the communities and local area consultation document Appendix B.

Runway 20 Departures



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

① 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 departures

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 aircraft 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 departures

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

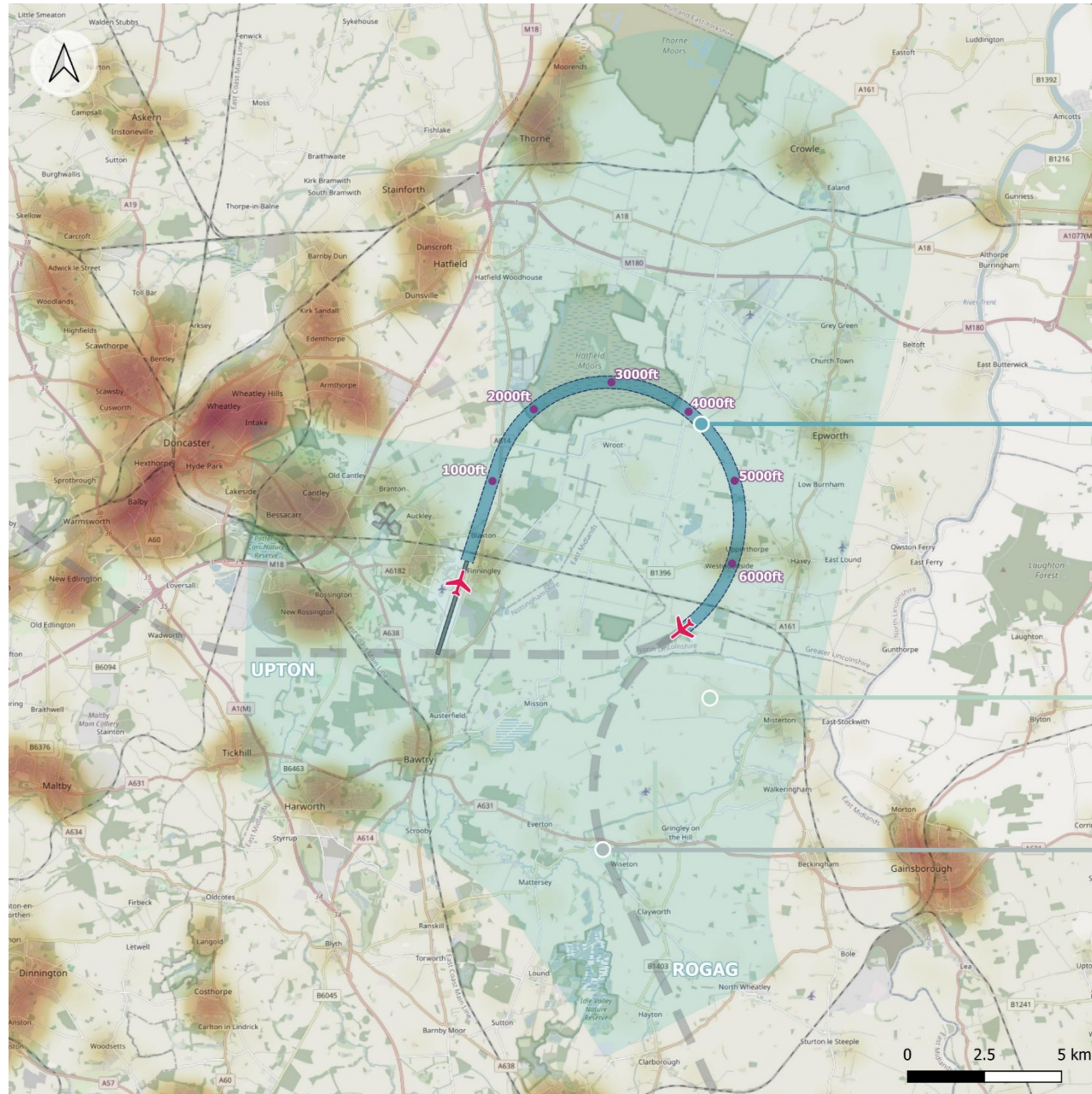
Aircraft will be vectored if they are not yet equipped to fly the PBN departure routes, or if ATC need to vector for safety reasons. It's very difficult to predict future vectoring patterns, however we expect aircraft to be vectored a few times each day within the light green shaded area.

Departure route above 7,000ft

©OpenStreetMap

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

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

① 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 departures

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 aircraft 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 patterns, 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.

©OpenStreetMap

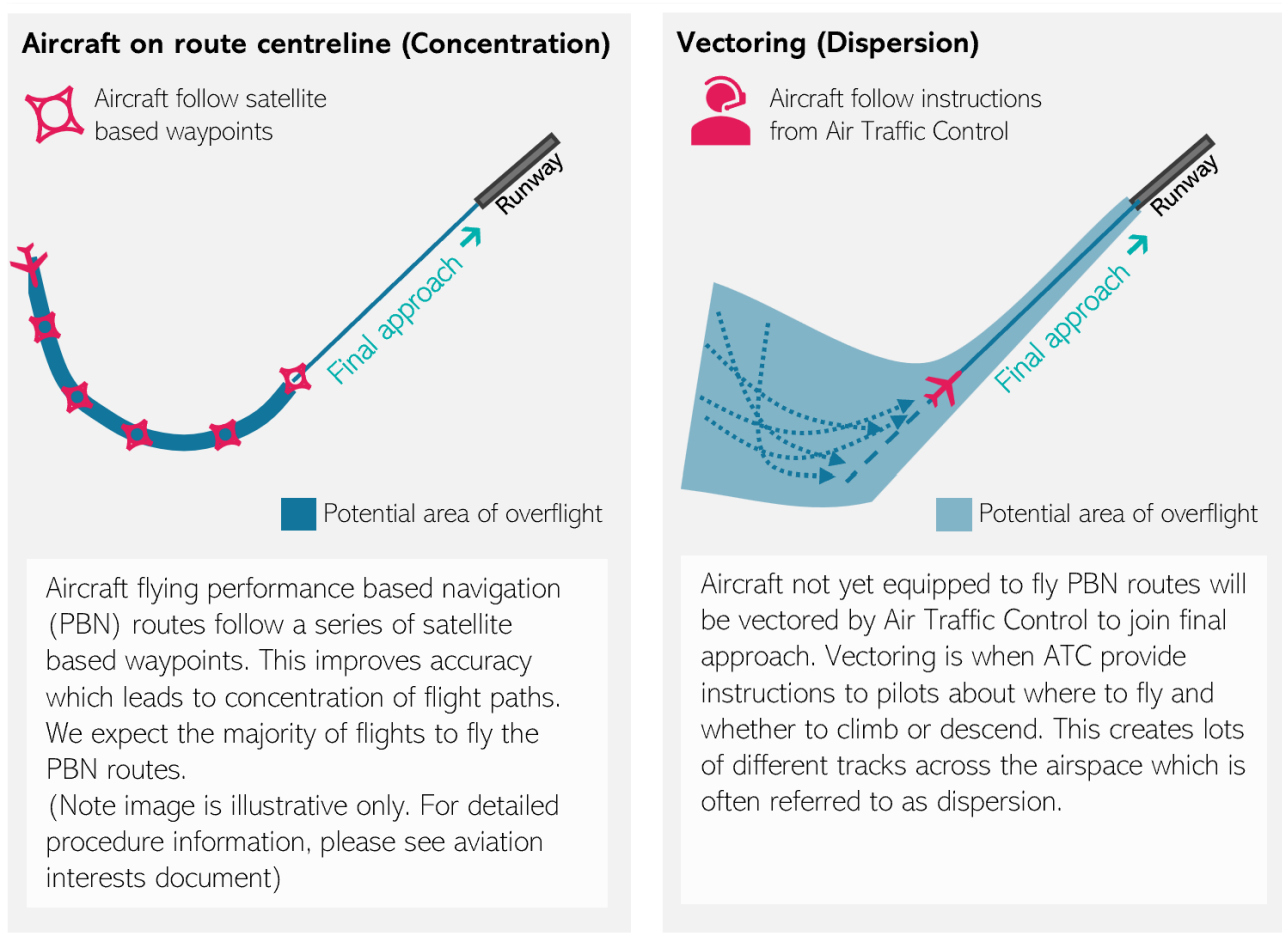
Population heatmap data provided by CACI

(shown overlaid on the map background from red (high population density) to green (lower population density))
Numbers have been rounded.

Proposed arrival routes

i Aviation stakeholders looking for technical details of the proposed procedures and the associated controlled airspace, please see the Aviation Interest consultation document.

The majority of arrivals will be positioned onto PBN flight paths which guide them onto final approach. These aircraft 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. Some aircraft may not yet be equipped to fly the PBN specification proposed, so these aircraft would be vectored to join final approach.



An example of PBN routes compared to aircraft being vectored onto final approach is shown below however please note that this is illustrative and is not based on the DSA proposal (the next section shows the proposal):

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. The [number of flights is based on a summer day when DSA is expected to be at its busiest](#). 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](#).

i For more details about route usage please see section 7.4 within the Communities and local area interest document. Section 7.6 also provides information about where aircraft could hold. For large high-resolution versions of the operational diagrams, please see the communities and local area consultation document Appendix B.

Runway 20 arrivals

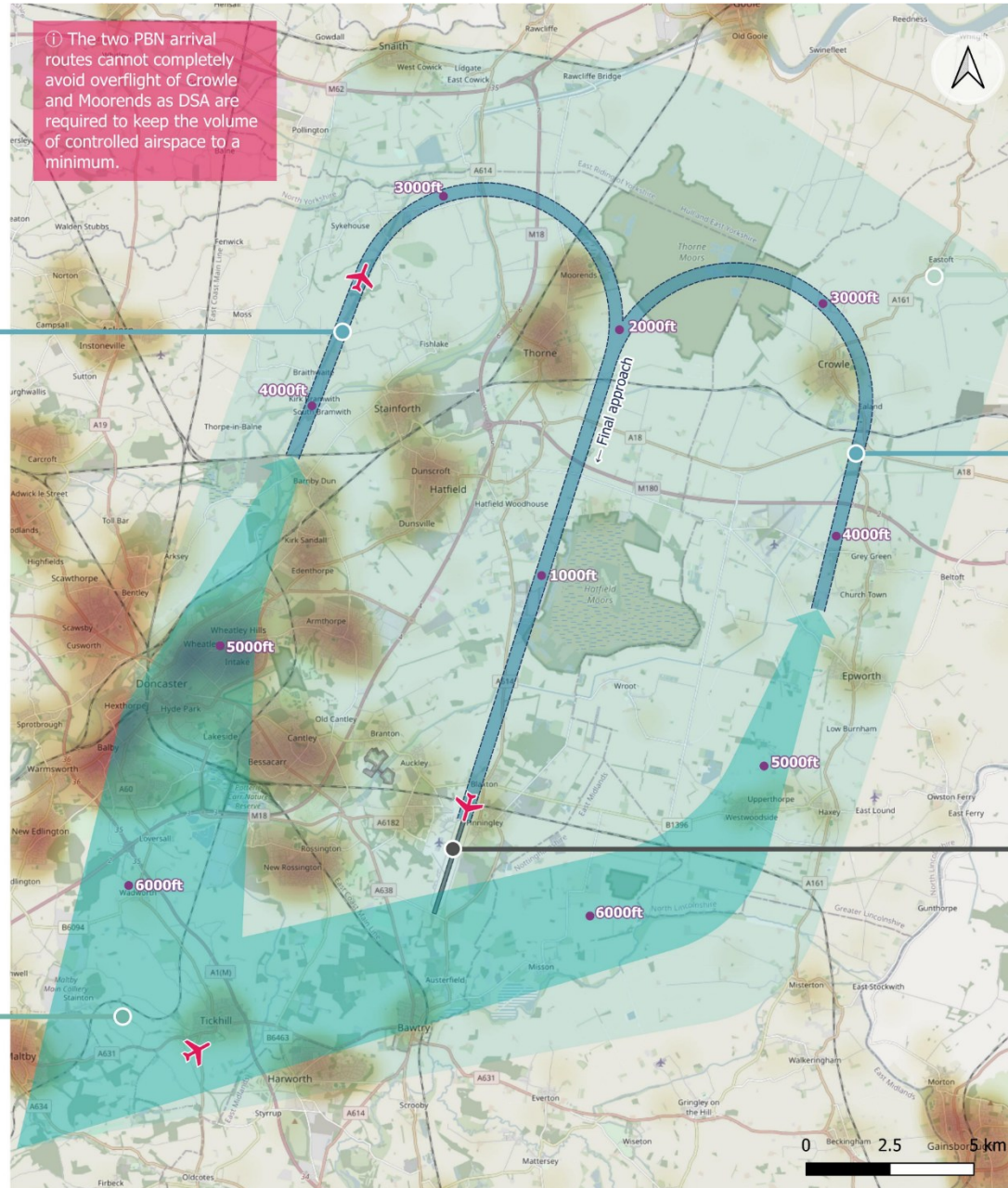
Runway 20 arrivals to the west of DSA 18 arrivals on a busy Runway 20 day in 2037

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 patterns, 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 majority 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.

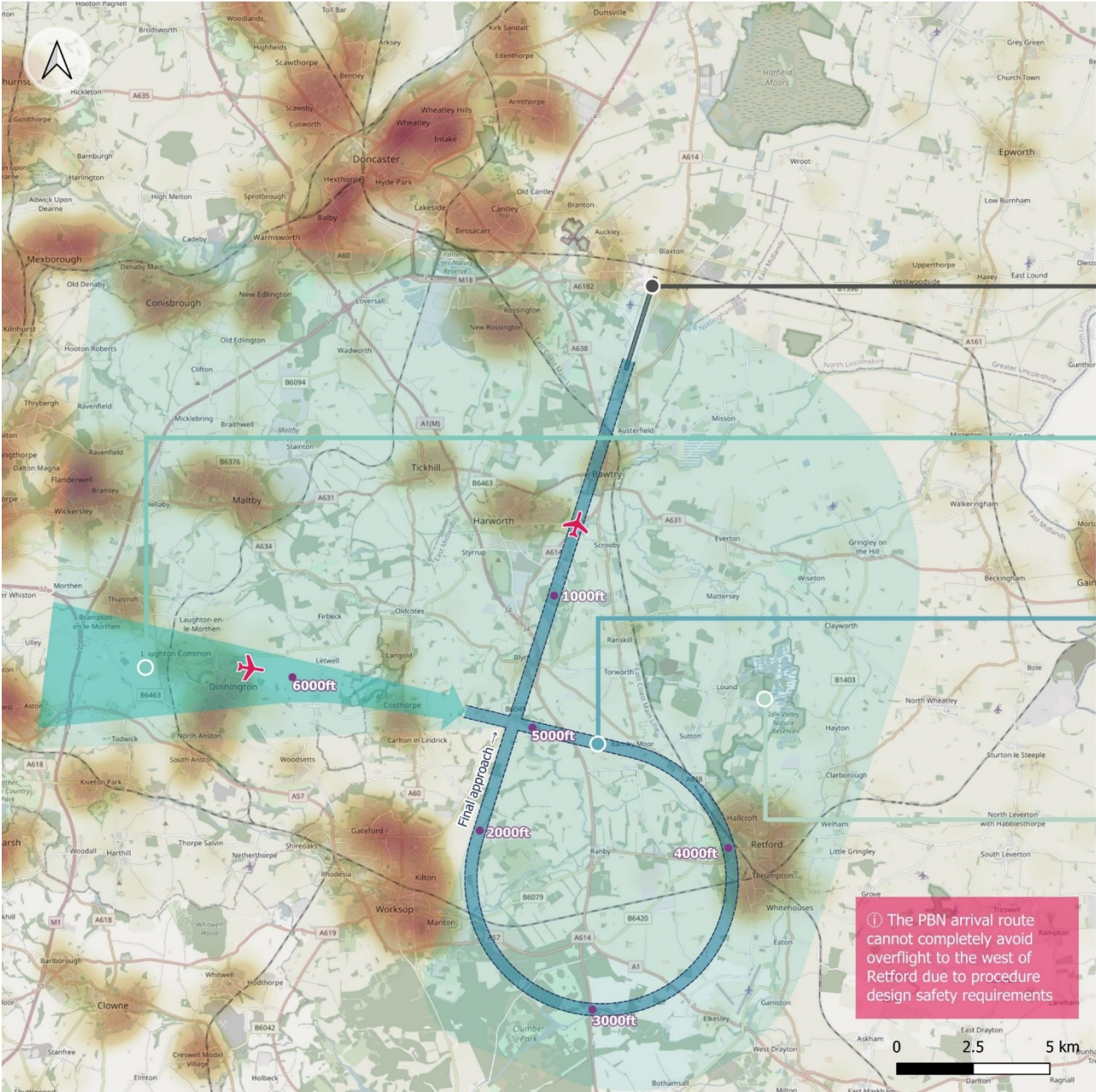
Runway 20 (Around 219 - 255 days per year)

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 population density)) Numbers have been rounded

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.

① 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 patterns, however we expect aircraft to be vectored a few times each day within the light green shaded area.

©OpenStreetMap
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Numbers have been rounded

The benefits and impacts of our proposal

In preparation for this consultation, we undertook a very detailed assessment of two potential options for DSA. We compared each option against the 'without airspace change' baseline scenario across a variety of CAP1616 assessment categories, to understand the positive benefits and negative impacts. This is 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.

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 See section 9.2 of the Communities and local area interest document for more details	The introduction of flights to DSA will mean there are increases in noise for some areas. Within the noise section of the communities and local area interest 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 affected by noise.
Air Quality See section 9.3 of the Communities and local area interest document for more details.	The introduction of flights to DSA is expected to have negligible impact on local air quality.
Fuel burn & Greenhouse Gas emissions See section 9.4 of the Communities and local area interest document 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 communities and local area interest document.
Tranquillity See section 9.5 of the Communities and local area interest document for more details.	Flights to and from DSA will have no impact to National Parks or Areas of Outstanding Natural Beauty below 7,000ft.
Biodiversity See section 9.6 of the Communities and local area interest document 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 See section 9.7 of the Communities and local area interest document for more details.	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 of flights to DSA has economic benefits.

CAP1616 category	How our proposal performed against what happens today (No flights from DSA)
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 See the Aviation Interest document 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. There is information about the CAS proposal, and the potential impacts within the Aviation Interest document.
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 See section 9.9 of the Communities and local area interest document 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).

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 which 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 period⁷. 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> and <https://www.flydsa.com/>.

⁷ <https://www.gov.uk/government/news/government-backs-mayor-to-reopen-doncaster-sheffield-airport> and <https://doncaster.moderngov.co.uk/documents/s49876/i9%20Cabinet%20051125%20SYAC%20report.pdf>

Consultation Information

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>

Find out more

Register for one of our online webinar events or drop-in to one of our in-person events

To register to attend a webinar event, please use the links below.



Webinar focus	Date	Time	Email to register
Communities and environmental interest	17 August	1600-1930hrs	DSA-airspaceconsultation@flydsa.com
	3 September	1100-1230hrs	
	23 September	1730-1900hrs	
	25 September	1100-1230 hrs	
General Aviation and Controlled Airspace interest	14 August	1100-1230hrs	



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

Further questions

If you have any further questions, or if you would like to request hard copies of the materials, please contact us via email at: DSA-airspaceconsultation@flydsa.com or phone us: 0800 043 3099, or 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>

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. Once the consultation closes, DSA will 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.