

Statement by UK CAA Airspace Regulation about arrangements for airspace change proposals

Overview

1. Following consultation, the CAA's Airspace Regulation team is reviewing the way that changes to airspace design are developed and delivered in the UK (please see [CAP 3156](#) *Modernising the way we do airspace design* for the background and more information). We have considered stakeholder feedback and are updating relevant policy and process documentation accordingly.
2. The CAA is planning to publish a revised CAP 1616 [airspace change process](#) (to be known as version 6) in Summer 2026. Its timing is dependent on the date the Department for Transport publishes its updated Air Navigation Directions and associated guidance.
3. In anticipation of publication, we recognise that stakeholders may require additional clarity on how future airspace changes (including those within the London Terminal Control Area (TMA)) will be progressed.
4. The CAA can confirm the following.

Onboarding and use of previous work

5. As part of the revised document set that we plan to publish in Summer 2026, there will be an updated onboarding process for the UK Airspace Design Service (UKADS), currently set out in [CAP 3129](#) *Onboarding Process for the UK Airspace Design Service (UKADS) provider [for the London TMA region]*.
6. The onboarding process will be updated to complement CAP 1616 version 6. This will provide additional guidance and regulatory oversight on how work completed to date on the existing constituent airspace change proposals under the previous CAP 1616 version 5 may be taken forward.
7. This will include setting out how prior technical and design work should be reviewed, documented and transparently considered within any future airspace change process, without predetermining outcomes.
8. The arrangements for onboarding airspace change proposals in the London TMA region to the UKADS London TMA airspace change proposal are likely to align with the arrangements for transition or migration of existing airspace change proposals from CAP 1616 version 5 to version 6.

UK Civil Aviation Authority

Airspace Regulation

Policy paper UKADS 26/1: Statement about arrangements for airspace change proposals

Future airspace change proposal – London TMA region

9. The CAA expects that a new airspace change proposal would be initiated by the UKADS provider under CAP 1616 version 6 for the relevant airspace, including the London TMA where applicable.
10. That new airspace change proposal would be required to follow the updated onboarding process, as well as CAP 1616 version 6, as part of the overall regulatory framework.

Consultation and engagement with stakeholders

11. Consultation requirements will apply in accordance with CAP 1616 version 6. As is the case now, these requirements will depend on the level and nature of the proposed airspace change.
12. Where consultation is required, stakeholders will have the opportunity to engage in line with the applicable CAP 1616 process.
13. Following initiation of any new airspace change proposal under CAP 1616 version 6, an agreed timeline for progressing through the relevant stages of the CAP 1616 process will be published by the sponsor in accordance with CAP 1616, to enable stakeholders to be informed of key milestones and engagement events for the proposal.

Role of airports

14. If an airspace change proposal covering the London TMA region is initiated, airports within the scope of the airspace change proposal will be partners in the airspace change process, working alongside the UKADS and other relevant parties.
15. The UKADS will be expected to form partnership arrangements with airports, consistent with the governance and delivery model set out in CAP 3129.
16. Further details about the UKADS can be found at www.caa.co.uk/ukads.