

## CAP 3096

# Review of Letters of Agreement that create non-compliant airspace design

Published by the Civil Aviation Authority 2025

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First published October 2025

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The latest version of this document is available in electronic format at: [www.caa.co.uk/CAP3096](http://www.caa.co.uk/CAP3096)

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# Preliminary Information

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## CAP Reference

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This is CAP 3096.

## Version History

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v.1 October 2025

# Introduction

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## Summary

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1. This Civil Aviation Publication (CAP) provides an explanation to Air Navigation Service Providers (ANSPs), aerodrome operators and airspace users, (the possible 'change sponsors'<sup>1</sup>) as to why they must facilitate a review, and guidance as to how they may update, certain letters of agreement (LoAs). In some cases, LoAs have introduced non-compliant airspace designs in order to allow certain aircraft access to controlled airspace (CAS), because they were unable to comply with the introduction of aspects of the Rules of the Air regulations<sup>2</sup> (in the past). The method of operations, via LoAs, was previously accepted by all concerned, to allow the safe operation of the activity, with the intention of a compliant and permanent airspace design to be implemented in the future, where required. As the current airspace designs are not compliant with extant regulations, policies and/or guidance, they create risk, due to the lack of regularisation, when compared to airspace design that is compliant and managed accordingly. This CAP offers guidance as to how these arrangements can be made compliant. It explains how the CAA will support the change sponsor(s) impacted by this review, as well as the Aeronautical Information Service (AIS) provider, by coordinating the responses to the requirement to promulgate a compliant airspace design in the UK Aeronautical Information Publication (AIP).

## The Drivers for Change

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2. The UK AIP is the formal means for the notification of permanent airspace structures in accordance with Assimilated Regulation (EU) 2017/373 (which is based on the provisions contained in Annex 15 to the Convention on International Civil Aviation). The issues to be addressed through compliance with this CAP were recently re-considered as part of the CAA's AIP Review Working Group and an element of the review of the AIP was to ensure that compliant and accurate airspace data is presented in the right place in the right format<sup>3</sup>. This has identified a number of areas in the AIP where data is not compliant with UK Reg (EU) 2017/373 and UK Reg (EU) No 923/2012. The UK's Airspace Modernisation Strategy (CAP1711, AMS) prioritises

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<sup>1</sup> CAP1616 Para 1.22, 1.23

<sup>2</sup> E.g. SERA.6001 contained within the Annex to Assimilated Regulation (EU) No 923/2012

<sup>3</sup> Aeronautical information circular W 020/2022. Updated April 2023 AIC W 110/2023

maintaining a high standard of safety, which is reliant on accurate and consistent airspace data<sup>4</sup>.

## Statement of Need

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3. The CAA requires the change sponsor(s) to submit a statement of need (SoN, DAP1916), which will reference this CAP, confirming the requirement to consider how they will ensure the operation they have established can continue in compliance with regulatory requirements. We expect the SoNs to be submitted no later than 24 April 2026.

## Aims of this CAP

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4. To enable signatories to the LoAs to consider the risk(s) they wish to mitigate through a compliant airspace design.
5. To enable the introduction of a safe, compliant and standardised airspace design, without impacting the current operation or altering flight behaviours.
6. The guidance given is intended to expedite the updating of the LoAs and to publish compliant airspace design in the UK AIP.

## Assumptions and Constraints

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7. Those partaking in the non-compliant use of airspace have a responsibility to address the issue, it is therefore expected that agreement will be reached on who the change sponsors will be. The CAA will engage with the change sponsor(s) directly following the submission of the SoN. It is assumed that the change sponsor(s) will pursue the introduction of an airspace design that aligns with extant regulations. However, those impacted may elect to provide justification to derogate from the regulatory requirement. Should the CAA agree with the justification, we will issue an exemption if required and we will keep a record of the non-compliance. We will ask the impacted change sponsor(s) to review the non-compliance in accordance with their safety management system ([SMS](#)) at an agreed future date.
8. It is assumed that the proposed solution to the risk being mitigated will not alter flight behaviours from 'today' or have any consequential impacts that have the potential to alter air flight behaviours<sup>5</sup>. As such the CAA expects to progress the required changes as Applicability and Policy Alignment Checks (APACs) in accordance with paras 2.9-2.11 of CAP 1616.

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<sup>4</sup> See CAP1711A UK-AM/6.

<sup>5</sup> The CAA will determine if there would be a discernible change in how aircraft operate based on the proposed solution.

9. However, should the CAA determine that there are consequential impacts, then in accordance with CAP1616 para 2.11 the change sponsor(s) will be expected to follow a more detailed ACP process, which will be scaled accordingly (likely to be a Level 3 ACP).
10. The CAA recognises that the requirement for compliance creates work for the change sponsor(s) and so expects to agree reasonable and proportionate timelines to address the issues identified, noting that we have a duty to maintain a high standard of safety and will prioritise any changes accordingly.

## Chapter 1

# Proposal and Impacts

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## Current situation

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11. It is recognised that a number of operations are taking place in the UK within CAS in which the rules of the air (SERA) are not being applied as intended and where Air Traffic Services (ATS) are not being provided to some airspace users in accordance with the classification of airspace.
12. Some of the LoAs were created many years ago and have remained in effect without addressing the requirements for compliance with SERA or the requirement for regulatory oversight as a notified airspace design in the UK AIP. A list, which is not exhaustive, of LoAs identified to the CAA is provided at Annex A. These are subject to periodic review and agreement by the CAA for their continued use while a compliant design is determined which addresses the non-compliance and resultant risks without impacting current operations. The LoAs are assessed to provide a suitable mitigation up to the date at which they are currently due to expire or until a SoN has been submitted, after which they will remain valid until the target implementation date of the approved compliant airspace design.
13. The CAA has provided an extension to the validity of the LoAs beyond the original agreed date of expiration, to allow a compliant airspace design to be determined and implemented.
14. The rationale and process described in this CAP may also be utilised to address other UK ANSP LoAs not in the list at Annex A that may also have similar non-compliance issues.

## Expected Proposal

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15. Following a review of LoAs listed in Annex A, change sponsor(s) are expected to utilise their SMS or an accepted methodology<sup>6</sup> and following the submission of the SoN, provide the CAA with a safety case to introduce compliant airspace design for their operation. The proposed airspace design must consider what hazards are required to be mitigated and how the requirements of SERA<sup>7</sup> must be met within the particular classification of airspace. Appendix B offers process guidance based on current UK CAA Policies. Appendix C provides examples of possible solutions.

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<sup>6</sup> CAP670

<sup>7</sup> [UK Standardised Rules of the Air](#)



## Anticipated Impacts

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16. The CAA does not expect any change to the air flight behaviours for those impacted because of the possible proposed changes, and as such there should be no consequential detrimental impacts to the environment or economic situation of the current operation(s). The proposals must ensure compliance with extant regulations and will reduce the risk of unregulated data being misinterpreted by airspace users, through publication in the AIP, which will in turn align with the overall intent of the AMS.

## Chapter 2

# Process for making the amendments

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## Timeline

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17. A flow chart for a proposed timeline that considers the likely outputs and available AIRACs for implementation, following engagement with AIS, can be found in Appendix A.

## CAA outputs

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18. The CAA will endeavour to notify, via email, the signatories of the LoAs and appropriate 3<sup>rd</sup> parties who are not signatories to the LoAs of the publication of this CAP, which will also be published on the CAA website for referencing by all signatories.
19. Following a review of the submission documents (see Appendix B) and acceptance that the proposed solution satisfies our regulatory requirements, the CAA will generate the required Change Request Authority for AIS.
20. The CAA will consider a request for a derogation from the requirement to be compliant with SERA, which may lead to requests for further information. The risk of an impacted change sponsor not accepting the proposed change (ie a rejection of the derogation request) will be escalated within the CAA and a suitable mitigation implemented as required, such as termination of the non-compliant activity.
21. Unless the CAA decides that the proposed solution is a Level 3 or higher-Level ACP, there will be no Secretary of State for Transport Call-in process for changes made under this CAP.

## ANSP and signatories' outputs

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22. The impacted signatories and appropriate third parties will determine who will be the change sponsor(s) of the proposed solution prior to submitting the SoN. In the unlikely event that an agreement cannot be reached as to which entities will be the change sponsor(s), the CAA will arbitrate accordingly. The change sponsor(s) will then acknowledge and accept the proposed approach in this CAP by submitting a SoN. If not, they will provide justification for non-compliance by 24 April 2026.

23. The change sponsor(s) will submit a timeline request form with a target AIRAC for publishing the proposed solution, which will be subject to agreement from the CAA and NATS AIS. The CAA expects all proposed changes to be submitted by 4 June 27<sup>8</sup> for implementation AIRAC 09/2027 (NAS Build).
24. The change sponsor(s) will review the LoA with the other impacted signatories as required and produce and submit a safety case to ensure that their operation maintains a high standard of safety.
25. If special use airspace is required to mitigate any identified risks, then this must be compliant with SARG Policy 133: [Policy for the Establishment and Operation of Special Use Airspace](#) (SUA). Any provision of an ATS must be in accordance with the classification of the airspace in which the operation is taking place<sup>9</sup>; see also the Manual of Air Traffic Services Part 1 ([CAP493](#)) and SARG Policy 127: [Policy for the classification of UK airspace](#) (para 5.1(e)).
26. The change sponsor(s) will agree a new LoA with the signatories and submit/publish the proposed airspace solution to the CAA for approval. The impacted signatories will make any local document amendments as required, which will be checked by the ATS and/or Aerodrome Inspectors as required. See Appendix B for process guidance.

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<sup>8</sup> Subject to negotiation with the ANSP and the CAA.

<sup>9</sup> UK (EU) Reg No 923/2012 Standardised European Rules of the Air (SERA) SERA.6001.

## Appendix A - Expected process and timeline

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1) Publication, notification and dissemination of CAP3096 by 31 Oct 25.



2) Submit a SoN ([DAP1916](#)) or a derogation request no later than 24 Apr 26. We would expect the change sponsor(s) to be identified no later 27 Mar 26, to allow this to occur.



3) Derogation requests considered; CAA acceptance/rejection email sent to change sponsor within 28 days of receipt of derogation request.



4) Target AIRAC timeline to be agreed with CAA expected implementation by AIRAC 09/2027, AIS submission by 4 June 27 (CAA accepts extension of current LoAs noting the ANSP should complete changes as above, subject to negotiation as required).



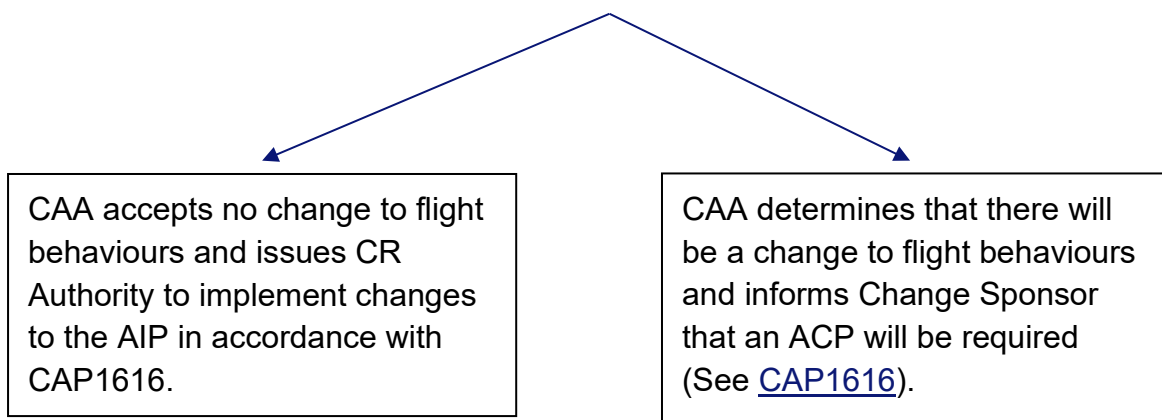
5) Impacted signatories engage with ANSP and work is carried out to produce a safety case.



6) Impacted signatories and ANSP agree compliant airspace design to manage operations (LoA drafted).



7) Safety case and proposed design documents are submitted to CAA for review (documentation, in accordance with CAP1616, published on the Airspace Change Portal).



## Appendix B - Suggested CAA guidance

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1) Following the [hazard assessment](#), what risks are required to be mitigated by an airspace solution; could the activity take place in accordance with SERA without an airspace solution?



2) If an airspace solution is required, consider a dynamic flexible use of airspace<sup>10</sup> solution or a SUA structure that does not alter aircraft behaviours.



3) [Consider SARG Policy 133](#): Policy for the Establishment and Operation of Special Use Airspace.



4) Ensure engagement with all impacted stakeholders is co-ordinated and evidence of engagement is available to submit to the CAA.



5) Consider liaison with CAA Airspace Regulation for guidance on proposed solution.



6) If a new airspace structure is required, then draft a new LoA and complete the aeronautical data spreadsheet in accordance with [CAP1054](#).



7) Complete the submission in accordance with the following scaled elements/sections from CAP1616 F Appendix A.

CAP 3096 Reference is reason for change – Authorship and Revision History – SoN – Summary Description of the Changes to Airspace Design and Operation – Summary of options analysis – Summary of engagement activity (evidence) – There should be no impacts consequential or otherwise – Target AIRAC – Detailed description of the solution – Reference to relevant CAA Policy and Regulations – Supplementary Documents to include, Safety Case, draft LoA, CAP1054 spreadsheet, engagement evidence.

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<sup>10</sup> Flexible Use of Airspace – See CAP1711a, the Airspace Modernisation Strategy (AMS) Part 2 for more information.

## Annex A - List of LoAs that are not compliant

### Letters of Agreement between NATS Units and other entities (there are other examples which will be considered in scope)

The CAA authorised NATS to allow for a non-compliance with UK Rules of the Air (SERA), UK Regulation No. 923/2012 in order to allow time to address the non-compliance. The reasons for non-compliance are listed in simple form.

The validity period was extended from **Sep 1 2022 until Aug 31 2024 and will be further extended until 2 Sep Jun 2027 if required (email to be sent)**

### Letters of Agreement with Swanwick

No	Name of other party(s)	Airport Operator	Flying activity	Class of airspace	Description of structure created	Reason for SERA non-compliance
1	Andrewsfield Aerodrome	Stansted	General Aviation	D	Volume or corridor of airspace to allow general aviation operations in/out of EGSS CTR	No ATC Service No two-way communications No traffic information
2	Audley End	Stansted	General Aviation	D	Volume or corridor of airspace to allow general aviation operations in/out of EGSS CTR	No ATC Service No two-way communications No traffic information
3	Bickerton's Aerodrome Denham	LFA	General Aviation	D	Volume or corridor of airspace to allow general aviation operations in/out of EGLL CTR	No ATC Service No two-way communications No traffic information
4	Brooklands Museum Trust Ltd	LFA	General Aviation	D	Volume or corridor of airspace to allow general aviation operations in/out of EGLL CTR	No ATC Service No two-way communications No traffic information
5	London Gliding Club, Dunstable Hang Gliding and Paragliding Club, RAF Gliding and Soaring Association	Luton	General Aviation – gliding and hang gliding	D	Volume of airspace to allow gliding to allow general aviation gliding operations in/out of EGGW CTA	No ATC Service No two-way communications No traffic information

No	Name of other party(s)	Airport Operator	Flying activity	Class of airspace	Description of structure created	Reason for SERA non-compliance
6	East Haxted Farm	London Gatwick	General Aviation	D	Volume or corridor of airspace to allow general aviation operations in/out of EGKK CTR	No ATC Service Non-radio aircraft operations No two-way communications No traffic information
7	Fairoaks Operations	LFA	General Aviation	D	Volume or corridor of airspace to allow general aviation operations in/out of EGLL CTR	No ATC Service No two-way communications No traffic information
8	Graveley Airfield	Luton	General Aviation	D	Volume or corridor of airspace to allow general aviation operations in/out of EGGW CTR	No ATC Service Non-radio aircraft operations No two-way communications No traffic information
9	Hunsdon Aerodrome	Stansted	General Aviation	D	Volume or corridor of airspace to allow general aviation operations in/out of EGSS CTR	No ATC Service No two-way communications No traffic information
10	Jackrell's Farm & Oaklands	Gatwick	General Aviation	D	Volume or corridor of airspace to allow general aviation operations in/out of EGKK CTR	No ATC Service Non-radio aircraft operations No two-way communications No traffic information
11	RAF Halton	Luton	General Aviation - gliding	D	Volume of airspace to allow general aviation gliding operations in/out of EGGW CTA	No ATC Service No two-way communications No traffic information
12	Rush Green	Luton	General Aviation	D	Volume of airspace to allow general aviation operations in/out of EGGW CTR	No ATC Service Non-radio aircraft operations No two-way communications No traffic information
13	White Waltham	LFA	General Aviation	D	Volume or corridor of airspace to allow general aviation operations in/out of EGLL CTR	No ATC Service Non-radio aircraft operations No two-way communications No traffic information

No	Name of other party(s)	Airport Operator	Flying activity	Class of airspace	Description of structure created	Reason for SERA non-compliance
14	British Gliding Association & NATS Cardiff & RAF (U) Swanwick	No Specific Aerodrome	General Aviation - gliding	A	Volume of airspace to allow general aviation gliding operations in/out of CTA Airways (RILES Area)	VFR in Class A No ATC Service Non-radio aircraft operations No two-way communications No traffic information
15	Elm Farm	No Specific Aerodrome	General Aviation - gliding	D	Volume of airspace to allow general gliding operations in/out of Lon CTR	No ATC Service Non-radio aircraft operations No two-way communications No traffic information
16	Great Canfield	Stansted	General Aviation	D	Volume or corridor of airspace to allow general aviation operations in/out of EGSS CTR	No ATC Service No two-way communications No traffic information
17	Rushett Airstrip	No Specific Aerodrome	General Aviation	D	Volume of airspace to allow general gliding operations in/out of Lon CTR	No ATC Service No two-way communications No traffic information
18	Mosshall Farm	Luton	GA	D	Volume of airspace allowing GA two aircraft in out of Luton CTR	No ATC Service No two-way communications No traffic information



**Letters of Agreement with Prestwick**

No	Name of other party(s)	Airport Operator	Flying activity	Class of airspace	Type of segregation	Reason for SERA non-compliance
19	Scottish Gliding Union & RAF (U) Swanwick	No Specific Aerodrome	General Aviation - gliding	A	Volume of airspace to allow general aviation gliding operations in/out of P600 & N864 CTAs	VFR in Class A No ATC Service No two-way communications No traffic information
20	Scottish Gliding Union	No Specific Aerodrome	General Aviation - gliding	A	Volume of airspace to allow general aviation gliding operations in/out of P600 CTA & Scottish TMA	VFR in Class A No ATC Service No two-way communications No traffic information
21	Leeds Bradford airport & Doncaster airport & Derbyshire & Lancashire Gliding Club & British Gliding Association	No Specific Aerodrome	General Aviation - gliding	A	Volume of airspace to allow general aviation gliding operations in/out of DTY and L975, M601, M868, Y70 & Y250 CTAs (Camphill Box & Glider Crossing Area)	VFR in Class A No ATC Service No two-way communications No traffic information
22	Bowland Forest Gliding club	No Specific Aerodrome	General Aviation - gliding	A	Volume of airspace to allow general aviation gliding operations in/out L612 CTA (Chipping Box)	VFR in Class A No ATC Service No two-way communications No traffic information
23	British Gliding Association & Warton airfield & RAF (U) Swanwick	No Specific Aerodrome	General Aviation - gliding	C	Volume of airspace to allow general aviation gliding operations in/out of L15 CTA (AMPIT triangle)	VFR in Class C No ATC Service No two-way communications No traffic information

**Letters of Agreement with NATS Belfast Aldergrove**

No	Name of other party(s)	Airport Operator	Flying activity	Class of airspace	Type of segregation	Reason for SERA non-compliance
24	G-DOTT	Belfast International	General Aviation - microlight	D	Volume or corridor of airspace to allow general aviation operations in/out of EGAA CTR/CTA	No ATC Service No two-way communications No traffic information
25	Ulster Hang gliding and Parachute Club	Belfast International	General Aviation – hang gliding and paratropping	D	Volume or corridor of airspace to allow general aviation operations in/out of EGAA CTR/CTA	No ATC Service No two-way communications No traffic information
26	G-OKYA	Belfast International	General Aviation - ballooning	D	Volume or corridor of airspace to allow general aviation operations in/out of EGAA CTR/CTA	No ATC Service No two-way communications No traffic information
27	Ulster Gliding Club (UGC)	Belfast International	General Aviation - Glider	D	Volume or corridor of airspace to allow general aviation operations in/out of EGAA CTR/CTA	No ATC Service No two-way communications No traffic information
28	Helicopter Management Solutions (HMS)	Belfast International	General Aviation – Helicopter	D	Volume or corridor of airspace to allow general aviation operations in/out of EGAA CTR/CTA	No ATC Service No two-way communications No traffic information

**Letters of Agreement with NATS Bristol**

No	Name of other party(s)		Flying activity	Class of airspace	Type of segregation	Reason for SERA non-compliance
29	Avon Hang Gliding and Paragliding club - Ubley	Bristol Airport	General Aviation – hang gliding, paragliding and gliding	D	Volume or corridor of airspace to allow general aviation operations in/out of EGGD CTR/CTA	No ATC Service No two-way communications No traffic information
30	Avon Hang Gliding and Paragliding club – Bath Gap	Bristol Airport	General Aviation – hang gliding, paragliding and gliding	D	Volume or corridor of airspace to allow general aviation operations in/out of EGGD CTR/CTA	No ATC Service No two-way communications No traffic information
31	Mendip Gliding Club	Bristol Airport	General Aviation - gliding	D	Volume or corridor of airspace to allow general aviation operations in/out of EGGD CTR/CTA	No ATC Service No two-way communications at all times No traffic information
32	British Gliding Association	Bristol Airport	General Aviation - gliding	D	Volume or corridor of airspace to allow general aviation operations in/out of EGGD CTR/CTA	No ATC Service No two-way communications at all times No traffic information
33	Western Balloon club	Bristol Airport	General Aviation - ballooning	D	Volume or corridor of airspace to allow general aviation operations in/out of EGGD CTR/CTA	No ATC Service No two-way communications at all times No traffic information

**Letters of Agreement with NATS Cardiff**

No	Name of other party(s)		Flying activity	Class of airspace	Type of segregation	Reason for SERA non-compliance
34	St Athan	Cardiff Airport	General Aviation	D	Volume or corridor of airspace to allow general aviation operations in/out of EGFF CTR/CTA	No ATC Service No two-way communications at all times No traffic information

### Letters of Agreement with NATS Farnborough

No	Name of other party(s)		Flying activity	Class of airspace	Type of segregation	Reason for SERA non-compliance
35	Blackbushe Aerodrome	Farnborough Airport	Various general aviation	D	Operation of an LFA inside Class D CTR without speaking to Farnborough Radar on the RT	No ATC Service No two-way communications No traffic information
36	RAF Odiham	Farnborough Airport	Military	D	Operation of VFR/IFR traffic in communication with Odiham, that is inside the Farnborough CTR, and VFR activity within delegated areas that are not required to receive a clearance via the RT to operate, but doing so via the LoA.	No ATC Service No two-way communications No traffic information
37	Homestead farm	Farnborough Airport	General aviation	D	Paramotor operation inside Class D that is operating without RT contact with Farnborough	No ATC Service No two-way communications No traffic information
38	Southdown Gliding Club	Farnborough Airport	Gliding	D	Facilitates abbreviated clearances for Farnborough's Class D CTA 7 and Class E CTA 8 under VFR.	Not a full ATC clearance

### Letters of Agreement with NATS Glasgow

No	Name of other party(s)		Flying activity	Class of airspace	Type of segregation	Reason for SERA non-compliance
39	Lanarkshire & Lothian Soaring Club	Glasgow Airport	General Aviation - gliding	D	Volume or corridor of airspace to allow general aviation operations in/out of EGPF CTR/CTA	No ATC Service No two-way communications No traffic information
40	Cloudbusters Paragliding	Glasgow Airport	General Aviation - paragliding	D	Volume or corridor of airspace to allow general aviation operations in/out of EGPF CTR/CTA	No ATC Service No two-way communications No traffic information

**Letters of Agreement with NATS Southampton**

No	Name of other party(s)		Flying activity	Class of airspace	Type of segregation	Reason for SERA non-compliance
41	Roughay Farm	Southampton Airport	General Aviation	D	Volume or corridor of airspace to allow general aviation operations in/out of EGHI CTR/CTA	No ATC Service No two-way communications No traffic information
42	Lower Upham	Southampton Airport	General Aviation	D	Volume or corridor of airspace to allow general aviation operations in/out of EGHI CTR/CTA	No ATC Service No two-way communications No traffic information
43	Cheesefoot Head	Southampton Airport	General Aviation-Paragliding	D	Volume or corridor of airspace to allow general aviation operations within the EGHI CTR	No ATC Service No two-way communications No traffic information

## Appendix C - Example airspace design solutions

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### Airspace where controlling authorities have overlapping or competing requirements

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1. If two proposed or established airspace structures under the control of different authorities overlap, the preferred approach is to reach an agreement on a delineation that satisfies both parties. For example, if the air traffic control (ATC) unit determines that there is no requirement to deliver ATC service in a portion of airspace, the controlled airspace structure could be redesigned to exclude that area. Once a mutually acceptable boundary has been agreed, two distinct structures can then be established.

### Uncontrolled airspace structure that overlaps with a control zone (CTR) or control area (CTA)

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2. Where agreement on distinct structures cannot be reached, it may be necessary to establish an arrangement for the shared use of airspace. As outlined in the main body, historical arrangements have introduced inconsistencies in airspace design, service provision<sup>11</sup> and formal notification. This guidance provides a framework for formalising such interactions through airspace structures that reflect current policy and safety expectations and ensure appropriate publication in the AIP.
3. **Use of temporary reserved area (TRA)/temporary segregated area (TSA)<sup>12</sup> in overlapping airspace.** Where an airspace structure established around an aerodrome flight information service (AFIS) or air/ground communication service (AGCS) aerodrome overlaps with an existing CTR or CTA, the overlapping portion could be designated as either a TRA or TSA, based on the assessed risk and the resulting access restrictions required during activation.
4. If other aircraft may be allowed to transit during the period of activation, the uncontrolled, overlapping airspace structure could be a TRA.
5. If other aircraft will not be allowed to transit during the period of activation, the uncontrolled, overlapping airspace structure could be a TSA.

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<sup>11</sup> AFIS or AGCS is being provided in controlled airspace in accordance with non-compliant airspace designs.

<sup>12</sup> See SARG Policy 133, Policy for the Establishment and Operation of Special Use Airspace, Annex B and Annex C for amplifying information relevant to each SUA construct.

6. Any airspace structure established under this guidance should be managed in accordance with a Letter of Agreement (LoA) between the relevant parties. This LoA should include the nomination of an SUA authority<sup>13</sup> as well as conditions for activation and deactivation, the responsibilities of each unit and any necessary operational procedures to ensure safe use of the airspace.
7. Where the intended operational environment requires rules that differ from those associated with the airspace classification, the change sponsor could propose a bespoke ruleset for use during periods when the TRA/TSA is active. This ruleset should apply consistently across the entire uncontrolled structure, including the overlapping portion and not introduce additional rules specific to the TRA/TSA. The structure and ruleset must be developed as part of the ACP, assessed through the CAP 1616 process<sup>14</sup> and shown to deliver an acceptable level of safety performance. The ruleset must be clearly defined, proportionate to the identified risks and documented in the supporting LoA. If the approved TRA/TSA is not active, the extant rules relevant to the published airspace classification remain applicable.

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<sup>13</sup> SARG Policy 133 mandates the appointment of an SUA authority and CAP740, UK Airspace Management Policy, Chapter 9 details the responsibilities of the SUA authority and associated CAA oversight commitments.

<sup>14</sup> See proposed scaled CAP1616 process above; however, may require a Level 3 ACP if there is potential to alter air flight behaviours.