

## CAP 3096A – Addendum 2026

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

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# Preliminary Information

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## CAP Reference

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This is an Addendum to CAP 3096.

## Version History

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v.1.0 29 June 26

v.1.1 30 June 26 – correcting typographical errors, explanatory text for Appendix B added

# Introduction

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## Summary

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1. It was expected, as described in CAP3096, that there would be agreement between signatories of LoAs in scope to sponsor an ACP to regularise the current airspace and remove the need for exemptions to SERA. This addendum to CAP3096 sets out how the CAA will ensure compliancy, by sponsoring ACPs and setting out the requirements for the LoA signatories.

## Aims of this CAP

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2. To set out the CAA outputs, in response to instances where a change sponsor has not been agreed, in accordance with CAP1616.
3. To set out the scaled requirements for the signatories of the LoAs, in scope of CAP3096, for which a change sponsor has not been agreed (see initial list of those in scope at the end of this addendum), in accordance with CAP1616.
4. To enable the introduction of a safe, compliant and standardised airspace design, without impacting the current operation or altering flight behaviours.
5. To explain the likely outcomes, on the signatories of the LoAs in scope, of not meeting the requirements set out in this addendum.

## Assumptions and Constraints

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6. This addendum is only aimed at ensuring compliance in terms of the airspace design for the activities described in a number of LoAs, in scope of CAP3096, whose signatories have informed the CAA that they cannot reach agreement on sponsoring an ACP.
7. The assumptions listed in Paras 7 -10 of CAP3096 v1 remain extant, as does the rest of the guidance in CAP3096, except that the CAA is acknowledging that the output described in Para 22 of CAP3096 has not been achieved.
8. It is expected that the signatories of the LoAs will engage with the requirements of the process described and provide the CAA with the required documentation in order for us to discharge our duties under S.70 of the Transport Act 2000.

## Chapter 1

# Process for LoAs in scope of this addendum

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## Timeline

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

## CAA outputs

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10. The CAA will submit and publish SoNs for the LoAs in scope (see Appendix B) and then notify, via email, the signatories of the LoAs.
11. The CAA will request that the signatories attend an assessment meeting in relation to their LoA in order to explain what will be expected of the signatories; see CAP3096 Appendix B for guidance on how the use of the airspace can become compliant.
12. Given that there is reasonable and proportionate way to address the current non-compliance, the CAA is unlikely to agree to any further extensions to the exemptions.
13. The CAA will not consider a request for an extension to the exemptions that permit non-compliant use of airspace of the LoAs in scope of this Addendum to CAP3096, unless they are submitted before 2 Sep 2027. We would expect all signatories to be actively engaged in the process by 2 Mar 2027.
14. Should the signatories agree that they wish to apply for an exemption beyond the agreed period required only to permit a reasonable time to complete this process, then they must do so in accordance with the CAA Exemption Policy ([CAP3259](#)) which states: *'In accordance with UK law, the CAA may exceptionally issue an exemption from certain legal requirements of aviation safety law when satisfied that there is a need, and subject to compliance with this policy and any supplementary conditions the CAA considers necessary to impose.'*
15. Failure to provide the CAA with any required documentation in a reasonable time, for us to make a decision is likely to lead to the LoAs in scope not receiving an extension to the exemption to be non-compliant with SERA, this will mean the provision of services in the airspace in scope must be applied in accordance with its classification.

## ANSP and signatories' outputs

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16. The impacted signatories and appropriate 3<sup>rd</sup> parties should follow the guidance already published in Appendix B of CAP3096.
17. The signatories will review the LoA to provide assurance and evidence that the operation maintains a high standard of safety.

18. 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>1</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)).
19. The signatories will agree an updated LoA and submit the proposed airspace solution to the CAA for approval, as already described in CAP3096. The CAA will upload the submitted documents. The signatories will make any local document amendments as required, which will be checked by the ATS and/or Aerodrome Inspectors as required.

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<sup>1</sup> UK (EU) Reg No 923/2012 Standardised European Rules of the Air (SERA) SERA.6001.

## Appendix A - Expected process and timeline

1) CAA submits/publishes the SoNs ([DAP1916](#)) for those LoAs in scope (target end July 2026) and allocation to CAA Regulators.



2) CAA arranges Assessment Meetings asap.



3) Target AIRAC timeline to be agreed with CAA expected implementation by AIRAC 09/2027, AIS submission by 4<sup>th</sup> June 27.



4) CAA agrees the submission date of the required documentation from the co-signatories.



5) Impacted signatories engage with one another 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, by signatories, for review (documentation in accordance with CAP1616 is published by the CAA on the Airspace Change Portal).

CAA accepts no change to flight behaviours and issues CR Authority to implement changes to the AIP in accordance with CAP1616.

CAA determines that there will be a change to flight behaviours and informs Change Sponsor that an ACP will be required (See [CAP1616](#)). (Extension)

## Appendix B – List of LoAs that are not compliant where no sponsor has been agreed

### Letters of Agreement between NATS Units and other entities

The table below lists in-scope LoAs from CAP 3096 Annex A where a sponsor has not been agreed between affected parties.

No	Name of other party(s)	Airport Operator	Flying Activity	Class of Airspace	Description of structure created	Reason for SERA non-compliance
1	Bowlands 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
2	Scottish Gliding Union & RAF(U) Swanwick (N864 + P600 CTAs)	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 Non-radio aircraft operations No two-way communications No traffic information
3	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
4	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
5	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)	No ATC Service No two-way communications No traffic information
6	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
7	British Balloon & Airship Club (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

8	Cheesefoot Head	Southampton Airport	General Aviation- paragliding	D	Volume or corridor of airspace to allow general aviation operations within the EGHl CTR	No ATC Service No two-way communications No traffic information
9	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
10	Stratford Upon Avon Gliding Club (Snitterfield)-Birmingham	Birmingham 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
11	Ulster Gliding Club (UFC)/Newtownards	Belfast City	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
12	Cloudbusters Paragliding	Glasgow 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
13	Lanarkshire & Lothian Soaring Club	Glasgow 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