

Airspace Change Process

CAP 1616 version 6

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Revision history

CAP 1616 version 6 replaces CAP 1616 version 5.1 for those airspace change proposals to which the new Air Navigation Guidance 2026 applies. CAP 1616 version 6 ensures that the airspace change process is aligned with the Secretary of State's latest directions and guidance to the CAA.

CAP 1616 version 6 also takes account of feedback received through the CAA's 2025 consultation on proposed changes to CAP 1616. CAP 1616 version 6 continues our ongoing objective to continuously improve clarity, consistency and usability of the guidance, while maintaining the underlying principles of safety, transparency, proportionality and accountability to support evidence-based decision making.

CAP 1616 version 6 is supported by updated accompanying requirements and guidance: CAP 1616j, Requirements and Guidance on the Airspace Change Process for Permanent Airspace Change Proposals and CAP 1616k, Requirements and Guidance on the Airspace Change Process for Non-Permanent Airspace Change Proposals.

CHAPTER 1

Introduction

Who is this document for?

- 1.1 This document outlines the processes for airspace change in the UK. It is primarily intended for the originator of the change proposal (proposers) and those responsible for progressing the airspace change (sponsors). It may also be relevant to anyone impacted by, or interested in, changes to the notified airspace design in the UK.

Purpose of the document

- 1.2 The CAA has been directed by the Department for Transport to develop and publish procedures, and guidance on such procedures, for the development, making and consideration of an airspace change proposal covering:
- A permanent change to airspace design.
 - A temporary change to airspace design. This would result in a change which would normally last for no more than 180 consecutive days unless the CAA determines otherwise.
 - An airspace trial. This would result in a change which would normally last for no more than three years unless the CAA determines otherwise.
- 1.3 This document outlines the processes for such changes, and the supporting documents detailed in paragraph 2.22 provide the requirements and guidance on how to develop a submission for assessment by the CAA.¹
- 1.4 The processes facilitate planned changes to airspace design. If a short notice change is required, for instance due to safety or national security, the proposal may not follow the airspace change process, and the sponsor should contact the CAA's Airspace Regulation team to discuss the requirements.

¹ Some airspace change proposals were permitted by the Secretary of State and the CAA to continue to apply the Air Navigation Guidance 2014 and to follow the previous CAP 725 airspace change process (otherwise replaced in 2017 by Air Navigation Guidance 2017 and CAP 1616). Some airspace change proposals are also permitted by the Secretary of State and the CAA to continue to apply the Air Navigation Guidance 2023 and to follow previous versions of CAP 1616. The previous versions of CAP 1616 can be found at: <http://www.caa.co.uk/cap1616>.

What is airspace design?

- 1.5 Airspace is the portion of the atmosphere controlled by a state above its territory, and areas over the sea within which a state is committed by international treaty to provide air navigation services.
- 1.6 Airspace design means the structures of airspace and the routes and flight procedures within it.
- 1.7 Airspace design establishes the framework within which aviation activities can take place. This includes the arrangement of airspace structures, routes, flight procedures and associated access arrangements that determine how different activities may operate within the airspace. The notified airspace design is published through the UK Aeronautical Information Publication (AIP) and, where appropriate, by Notice to Aviation (NOTAM).
- 1.8 Airspace design is distinct from airspace management and air navigation services. Airspace design establishes the framework within which aviation activities may take place. Airspace management, air traffic management and related services determine how that framework is used in practice, including the allocation, activation and management of airspace and the provision of services to aircraft. The scope for the application of operations in the airspace is therefore influenced by the design of the airspace itself.
- 1.9 While distinct, airspace design, airspace management and air navigation services are closely related. Airspace design may establish, for example, how airspace can be accessed, allocated or used, while airspace management and air navigation services determine how those arrangements are applied in practice. Changes to airspace design may therefore require changes to operational arrangements, and changes to operational requirements, airspace management arrangements, air navigation services or new technologies may identify a need to change the airspace design. However, changes to an operational requirement may not necessarily lead to a change to airspace design where the operational requirement can be accommodated within the framework of an existing airspace design.
- 1.10 Where a proposed change requires amendment to the notified airspace design, it may require an airspace change proposal to be developed and considered through the airspace change process.
- 1.11 More information on airspace and the airspace change process can be found on the [CAA website](#).

Legislative framework

- 1.12 Under [section 66 of the Transport Act 2000](#) the Secretary of State for Transport has given the CAA our airspace functions. These are set out in the [Air Navigation Directions 2026](#). Amongst other functions, the CAA must:
- Maintain and keep under review the UK's [Airspace Modernisation Strategy](#).
 - Develop and publish procedures (such as this airspace change process), and guidance on such procedures, for the development, making and consideration of an airspace change proposal, as well as determine those proposals, taking account of the Airspace Modernisation Strategy and those procedures and guidance. Such procedures must be proportionate, reflect government policies, and aim to expedite proposals (see the Air Navigation Directions 2026, direction 4(2)(a)).
 - Develop and maintain the UK's airspace design and airspace management functions as well as ensure the safe and efficient use of airspace through the management of airspace structures, flight procedures and associated operational arrangements (see the Air Navigation Directions 2026, direction 3(1)(g)).
 - Set out the circumstances where, in consultation with the Secretary of State, the CAA may require sponsors to prepare delivery plans.
- 1.13 Under [section 70\(1\) of the Transport Act 2000](#), the CAA's priority when exercising our airspace functions is to maintain a high standard of safety in the provision of air traffic services. Subject always to that duty, we have a duty, under section 70(2) of the Transport Act 2000, to exercise our air navigation functions in the manner we think best calculated:
- (a) to secure the most efficient use of airspace consistent with the safe operation of aircraft and the expeditious flow of air traffic;
 - (b) to satisfy the requirements of operators and owners of all classes of aircraft;
 - (c) to take account of the interests of any person (other than an operator or owner of an aircraft) in relation to the use of any particular airspace or the use of airspace generally;
 - (ca) to take account of any guidance relating to spaceflight activities (within the meaning of the Space Industry Act 2018) given to the CAA by the Secretary of State;
 - (d) to take account of any guidance on environmental objectives given to the CAA by the Secretary of State;

- (e) to facilitate the integrated operation of air traffic services provided by or on behalf of the armed forces of the Crown and other air traffic services;
- (f) to take account of the interests of national security;
- (g) to take account of any international obligations of the United Kingdom notified to the CAA by the Secretary of State.

- 1.14 If in a particular case there is a conflict in the application of the eight factors listed above, the CAA must apply them, in relation to that case, in the manner we think is reasonable having regard to them as a whole (see the Transport Act 2000, section 70(3)).
- 1.15 As set out above, one of the factors is to take account of any guidance on environmental objectives given to the CAA by the Secretary of State (see the Transport Act 2000, section 70(2)(d)). The Secretary of State has issued guidance known as, and referred to in this document as, the [Air Navigation Guidance 2026](#). It sets out the Government's environmental objectives that the CAA must seek to achieve in the exercise of our air navigation functions and gives the CAA guidance on how we are to achieve those objectives in the context of our duties under section 70 of the Transport Act 2000. That includes guidance on how environmental objectives fit alongside the other factors listed in section 70(2) when the CAA is considering how best to give effect to the listed factors as a whole under section 70(3). Sponsors must therefore take into account the Air Navigation Guidance 2026 when developing and assessing the objectives and impacts of proposed changes to airspace design.
- 1.16 Consistent with the statutory framework set out above, the CAA's decisions on the design of airspace are primarily concerned with maintaining a high standard of safety, in line with our primary duty. Those CAA decisions must take account of the Airspace Modernisation Strategy and the Air Navigation Guidance 2026 (see paragraphs 2.75 to 2.79).
- 1.17 Further information on the CAA's legislative framework and our statutory duties and functions relating to airspace change can be found on the CAA's [airspace change legislative framework webpage](#).

The airspace change process, legislation and government policy

- 1.18 The CAA's role to make decisions on the design of UK airspace is set out in a legal instrument (the [Air Navigation Directions 2026](#)) made by the Secretary of State. The terms of our function and powers, and the policy that we apply when delivering them, are set out in primary legislation (see references to section 70 of the Transport Act 2000 above) and statutory guidance from the Secretary of State (see references to the Air Navigation Guidance 2026 above). We work closely with the Government to ensure clarity around our respective decision-making roles and the policy the Secretary of State wants us to apply when we

make airspace change decisions. However, we cannot review government policy, and we will make a regulatory decision that gives effect to that policy unless there is a good reason not to.

- 1.19 The airspace change process is not designed to be a referendum on views, or a means to challenge or delay decision making. We are expressly directed by the Secretary of State to design a procedure, and thereby make decisions, that reflect government policies and expedite airspace change proposals. Our requirements and guidance are designed to make decisions that give effect to government policies, taking account of the Airspace Modernisation Strategy, fairly, in accordance with our functions in the Air Navigation Directions 2026, our duties in section 70 of the Transport Act 2000 and taking account of the statutory guidance in the Air Navigation Guidance 2026.

The airspace change process and planning

Planning decisions

- 1.20 The Air Navigation Guidance 2026, paragraphs 25 to 38, state:
- 1.21 The majority of aviation activity in the UK is enabled by airports and aerodromes. The CAA's airspace functions do not include policymaking or decision-taking about the scale, location or use of ground infrastructure. Policies and decisions are made about the construction and operation of airports and aerodromes by the planning process. Planning permissions determine whether new infrastructure may be introduced at a particular location and may include conditions or requirements limiting the scale of operations.
- 1.22 This means that changes to airspace design on their own will not lead to increased numbers of air traffic movements. The number of flights to, from and over the UK is set by numerous factors, including airport runway or terminal capacity. The aim of the airspace change process is to deliver airspace improvements to enable the capacity or other limits set by any planning decision.
- 1.23 The government's policy is that airspace changes should seek to achieve the safest and most efficient use of airspace, taking into account the following:
- Any limit on physical airport capacity.
 - The number of flights permitted by planning decisions.
 - Planning conditions such as noise preferential routes² and operational procedures.

² Noise preferential routes are not regulated by the CAA nor covered by the airspace change process. However, the existence of design constraints set as conditions of planning permissions must be considered during the airspace change process.

- Any limit on greenhouse gas emissions, including in planning conditions.

1.24 The CAA's airspace change process is not intended as a mechanism to impose or revisit those limits, nor should it duplicate the assessment of impacts and community engagement that should take place as part of the planning process.

The Airspace Modernisation Strategy

1.25 The Air Navigation Directions 2026 require the CAA to maintain and keep under review the Airspace Modernisation Strategy and to consult the Secretary of State in relation to it. The Air Navigation Directions 2026 also require the CAA to ensure that the Airspace Modernisation Strategy reflects the government priorities set out in the [Airports National Policy Statement](#) and any other relevant government aviation policy, and report to the Secretary of State annually on the delivery of the strategy.

1.26 The Airspace Modernisation Strategy lays out the overall vision for airspace modernisation by setting out the ends (strategic objectives), ways (delivery elements) and means (delivery plans) of modernising airspace. That vision is to deliver quicker, quieter and cleaner journeys and more capacity for the benefit of those who use and are affected by UK airspace. Chapter 2 of the Airspace Modernisation Strategy details the four strategic objectives (or 'ends') to be achieved from airspace modernisation:

- **Safety:** maintaining and, where possible, improving the UK's high levels of aviation safety has priority over all other 'ends' to be achieved by airspace modernisation.
- **Integration of diverse airspace users:** airspace modernisation should wherever possible satisfy the requirements of operators and owners of all classes of aircraft, including the accommodation of existing users (such as commercial air transport, general aviation operations, military, taking into account interests of national security) and new or rapidly developing users (such as remotely piloted aircraft systems, advanced air mobility (aerial taxis), spacecraft and high-altitude platform systems).
- **Simplification – reducing complexity and improving efficiency:** consistent with the safe operation of aircraft, airspace modernisation should wherever possible secure the most efficient use of airspace and the expeditious flow of traffic, accommodating new demand and improving system resilience to the benefit of airspace users, thus improving choice and value for money for consumers.

- **Environmental sustainability:** environmental sustainability will be an overarching principle applied through all airspace modernisation activities. Airspace modernisation should deliver the Government's key environmental objectives with respect to air navigation as set out in the Government's Air Navigation Guidance 2026 and, in doing so, will take account of the interests of all stakeholders affected by the use of airspace.

- 1.27 Under the Air Navigation Directions 2026, the CAA must decide whether to approve changes to airspace design taking account of the Airspace Modernisation Strategy.
- 1.28 For more information about the Airspace Modernisation Strategy, including details on the 'ways' or elements for achieving airspace modernisation such as new airspace design, new operational concepts and implementable new technologies, see [CAP 1711a, Airspace Modernisation Strategy 2023–2040 – Part 2: Delivery Elements](#).

The airspace design priorities

- 1.29 The airspace design priorities are set out in the statutory guidance given to the CAA by the Secretary of State in the Air Navigation Guidance 2026. As per statutory guidance, the CAA will apply the airspace design priorities unless there is a reason not to do so. The airspace design priorities are a framework against which draft airspace design(s) must be developed and evaluated. Moreover, the explicit prioritisation within the airspace design priorities provides clarity for sponsors when developing and evaluating draft design(s) and for the CAA when deciding whether to approve the proposed airspace design. As set out in the Air Navigation Guidance 2026, the airspace design priorities are the Government's policy on its priorities for UK airspace intended to inform the CAA and sponsors how to best design and implement changes to airspace design.
- 1.30 The Secretary of State has set out in the Air Navigation Guidance 2026 that the CAA should consider whether it is appropriate to apply the airspace design priorities to temporary airspace changes and trials. Temporary airspace changes are by their nature short-term and are often to test new processes and procedures in order to provide an evidence base to support future policy development or air traffic management arrangements. It may therefore not be appropriate to apply the airspace design priorities for situations where new and innovative procedures are being trialled or tested.
- 1.31 The Air Navigation Guidance 2026 sets out that the airspace design priorities provide guidance on the way in which the statutory factors listed in section 70 of the Transport Act 2000 should be applied when maintaining (and keeping under review, in consultation with the Secretary of State) the Airspace Modernisation Strategy and when making airspace change decisions. It states that the Air Navigation Guidance 2026 addresses the environmental impacts of aircraft

movements while acknowledging that there are other operational objectives which must also be met and that these include the overriding need to maintain a high standard of safety and the need to enhance and maximise the overall efficiency of the UK airspace network. It states that when there is conflict in the application of the factors set out in section 70(2) in the exercise of the CAA's air navigation functions, the CAA should take the Air Navigation Guidance 2026 into account when applying section 70(3) to determine the most appropriate balance.

- 1.32 The Air Navigation Guidance 2026 recognises that the CAA's primary responsibility for UK airspace is to maintain a high level of safety, reflected in section 70(1) of the Transport Act 2000 and that the CAA is also to ensure that UK airspace is utilised in an efficient manner, which makes best use of the airspace available, as reflected in section 70(2)(a) of the Transport Act 2000. This ensures that the overall network and flights operate as effectively as possible, improving the overall resilience of this nationally strategic important infrastructure.
- 1.33 The airspace design priorities provide guidance on securing the most efficient use of airspace consistent for the safe and expeditious flow of air traffic.
- 1.34 The Secretary of State states in the Air Navigation Guidance 2026 that safety remains the overriding priority and that the airspace design priorities strike a balance between seeking to achieve the Government's objective for economic growth, meeting their climate obligations and minimising adverse noise impacts on local stakeholders.
- 1.35 The Air Navigation Guidance 2026 summarises the Secretary of State's airspace design priorities as follows: Airspace should be designed to safely meet the capacity needed to enable economic growth, minimise newly overflown populations, minimise the adverse noise impact of aircraft below 5,000 feet Above Mean Sea Level (AMSL), and enable the most flight-efficient flight profiles (thereby minimising greenhouse gas and noise emissions per flight) at and above 5,000 feet AMSL.
- 1.36 The Air Navigation Guidance 2026 states that the CAA (and therefore a sponsor when designing a proposed airspace change) must apply the airspace design priorities to prioritise outcomes in the following order:
1. Airspace Design Priority 1 (ADP1): ensure safety and viability of the design.
 2. Airspace Design Priority 2 (ADP2): within the possibilities remaining after prioritising ADP1, enable aviation activity permitted by planning decisions, including any relevant conditions, and government planning policy statements.
 3. Airspace Design Priority 3 (ADP3): within the possibilities remaining after prioritising ADP1 and ADP2, minimise change to the areas where aircraft noise is currently experienced from aircraft below 5,000 feet AMSL.

4. Airspace Design Priority 4 (ADP4): within the possibilities remaining after prioritising ADP1, ADP2, and ADP3, minimise, as much as is practicable and realistic to do so, the total adverse noise impacts of aircraft below 5,000 feet AMSL.
5. Airspace Design Priority 5 (ADP5): within the possibilities remaining after prioritising ADP1, ADP2, ADP3 and ADP4, prioritise flight efficiency where aircraft are at 5,000 feet AMSL and above.

Noise, flight efficiency, protected areas and European sites considerations

- 1.37 Assessing the potential impacts of an airspace change proposal on noise, flight efficiency, protected areas and European sites is a core component of the CAA's decision-making process. These assessments also ensure that stakeholders can understand how the proposal may affect them. Accordingly, we require sponsors to prepare an environmental assessment that becomes more detailed as the proposal progresses through the airspace change process.
- 1.38 Assessments of impacts on noise, flight efficiency, protected areas and European sites required by the airspace change process are based on defined metrics determined by the Secretary of State in the Air Navigation Guidance 2026. Consistent with the Secretary of State's direction that the CAA's process is proportionate, reflects government policies and aims to expedite proposals (see the Air Navigation Directions 2026, direction 4(2)(a)), the extent of analysis required is scalable and will depend on the characteristics and potential impacts of the proposed change, including the altitude and location at which it occurs.

Protected areas

- 1.39 The CAA has a non-aviation legislative duty under section 40 of the [Natural Environment and Rural Communities Act 2006](#) to regularly consider what action we can properly take, consistent with the proper exercise of our functions, to 'further the conservation and enhancement of the flora, fauna or geological or physiographical features by reason of which the site is of special scientific interest' in England. We must then determine what policies and specific objectives are appropriate for taking that action. Similar duties to enhance the conservation of biodiversity exist in respect of Northern Ireland³, Scotland⁴ and Wales⁵.

³ [Wildlife and Natural Environment Act \(Northern Ireland\) 2011](#), section 1.

⁴ [Nature Conservation \(Scotland\) Act 2004](#), section 1.

⁵ [Environment \(Wales\) Act 2016](#), section 6.

- 1.40 The CAA has a non-aviation legislative duty in the [National Parks and Access to the Countryside Act 1949](#) to seek to further the purpose of the national parks.
- 1.41 The CAA has a non-aviation legislative duty in the [Countryside and Rights of Way Act 2000](#) to seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty.
- 1.42 The consideration of impacts of airspace change proposals on protected areas is therefore with specific reference to:
- National Parks.
 - National Landscapes.
 - National Scenic Areas (in Scotland).
 - The Broads.
 - Sites of Special Scientific Interest.
- 1.43 In paragraph 84 of the Air Navigation Guidance 2026, the Secretary of State has guided the CAA that, given the finite amount of space available, it will not always be possible to design flight procedures that avoid flying over protected areas. The impact on protected areas will form part of the evidence base which we consider before making our decision whether to approve an airspace change proposal.

European sites

- 1.44 The CAA has various non-aviation legislative duties including under the [Natural Environment and Rural Communities Act 2006](#), the [Wildlife and Countryside Act 1981](#) and [The Conservation of Habitats and Species Regulations 2017](#) that relate to impacts on biodiversity.
- 1.45 Part 6, Chapter 1 of The Conservation of Habitats and Species Regulations 2017 requires that airspace change proposals which are likely to have a significant effect (either alone or in combination with other plans or projects) on European sites must be subject to an appropriate assessment of their potential adverse effects on the integrity of those sites. This is known as a habitats regulations assessment. The appropriate assessment, if required, also includes consideration of any mitigation measures to reduce adverse effects. European sites include:
- Special Areas of Conservation (SAC) and candidate SACs.
 - Special Protection Areas (SPA) and potential SPAs.
 - Ramsar sites (wetlands of international importance) and proposed Ramsar sites.

- Compensatory habitats (areas secured to compensate for damage to SACs, SPAs and Ramsar sites)⁶.

- 1.46 The CAA is the competent authority under The Conservation of Habitats and Species Regulations 2017. This means that we may only approve an airspace change proposal if satisfied that it will not adversely affect the integrity of one or more European sites, unless there are no alternative solutions and the proposal must nevertheless be approved for imperative reasons of overriding public interest. However, in such cases, sponsors must satisfy the CAA that sufficient compensatory measures will be implemented to ensure the overall coherence of the national site network of European sites.
- 1.47 Our CAP 1616 airspace change processes include a screening exercise to determine if an appropriate assessment for the habitats regulations assessment is required. If not screened out, and the appropriate assessment is required, it will be conducted before the CAA's decision at Stage/Step 4 of the airspace change process and will form part of the evidence base which we consider before making our decision whether to approve the airspace change. Therefore, consideration of how to avoid or minimise adverse effects on European sites is relevant through all stages of the sponsor's airspace change proposal, including during the development of their design(s), at the draft design(s) assessment stage and while making any updates to the final design post consultation.

Vertical spaceflight activities

- 1.48 The [Space Industry Act 2018](#) regulates all spaceflight activities carried out in the UK and associated activities. This includes operating a spaceport and launching objects into space.
- 1.49 Section 11 of the Space Industry Act 2018 stipulates that all applicants for either a spaceport or launch operator licence must submit an assessment of environmental effects as part of their licence application. The CAA is required to take the assessment of environmental effects into account when deciding whether to grant a licence and what, if any, conditions should be attached to such a licence. [CAP 2215, Guidance for the assessment of environmental effects](#) sets the requirements for the form and content of an assessment of environmental effects.
- 1.50 Section 2(2) of the Space Industry Act 2018 requires the CAA, when deciding whether to grant a spaceport or launch operator licence, to take into account

⁶ There is currently no publicly available database which provides information on areas of compensatory habitat. We recommend contacting the Statutory Nature Conservation Bodies who may be able to provide further information on these sites.

(among other things) any environmental objectives set by the Secretary of State. The [Guidance to the regulator on environmental objectives relating to the exercise of its functions under the Space Industry Act 2018](#) (2018 Guidance) sets out what the environmental objectives are and provides specific guidance to us on how to interpret our environmental duties with respect to these objectives.

- 1.51 In addition to a licence under the Space Industry Act 2018, an airspace change proposal may be needed to establish airspace and facilitate such spaceflight activity. Applicants may therefore need to sponsor a supporting airspace change proposal following the airspace change process.
- 1.52 Each of these regulatory processes contains environmental assessment requirements which the applicants for spaceport or launch operator licences under the Space Industry Act 2018 and sponsors of airspace change proposals must follow.
- 1.53 In addition to the environmental requirements of the airspace change process, the CAA will also take account of [additional guidance under section 70\(2\)\(ca\) Transport Act 2000: Carrying out air navigation functions for the purpose of spaceflight activities](#) (2021 Guidance) when considering airspace change proposals which facilitate spaceflight activity.

CHAPTER 2

The airspace change process

Is an airspace change proposal required?

- 2.1 An airspace change proposal must be prepared and submitted for approval if the proposal is for a change to the existing airspace design and the change could, if implemented, in the view of the CAA have an impact on existing flight behaviours.
- 2.2 Below are some examples of airspace issues or opportunities where an airspace change proposal may be an appropriate response:
- A change in legislation or international and/or UK airspace design policies.
 - A safety event that highlights a requirement for a change to the airspace design to mitigate risk.
 - Improving airspace efficiency or increasing the capacity of the airspace system.
 - Significant change to traffic flows.
 - Improving access to airspace for all airspace users or for a specific category (or categories) of airspace user.
 - Enabling new operational capabilities for new aircraft or air traffic management technology.
 - New or changed aviation infrastructure, such as a new runway, change in runway length/orientation, or installation/removal of ground-based infrastructure.
 - Reducing impacts on noise, flight efficiency, protected areas and European sites.
 - Military requirements, such as a new aircraft type.
- 2.3 An airspace change proposal is characterised by a change to the notified airspace design as published in the UK aeronautical information publication. Examples include:
- A change in the classification of the airspace.
 - New, or changes to, instrument flight procedures (standard instrument departures, standard arrival procedures, instrument approach procedures).
 - New, or changes to, air traffic service routes or en-route holds.

- New, or changes to, the lateral or vertical dimensions of special use airspace such as danger areas, restricted areas, prohibited areas, temporary reserved areas, or temporary segregated areas.
 - Changes to the hours of operation of existing airspace structures.
 - Delegated provision of air traffic services to an adjacent State.
- 2.4 If a proposed change is 'administrative in nature', the proposer of an airspace change may be able to submit a change directly to the UK Aeronautical Information Service through submission of an aeronautical information publication change request.
- 2.5 [CAP 1054, Aeronautical Data Quality – Guidance for the provision and maintenance of aeronautical data and aeronautical information in UK Aeronautical Information Products](#) provides further details on the types of data that, if changed, could impact the airspace design and may require an airspace change proposal.
- 2.6 The CAA has visibility of changes submitted directly via the [Aurora Data Originators Portal](#). If it is believed that the proposed change requires an airspace change proposal to be prepared and submitted, we may intervene and require that the proposer of the airspace change follows the airspace change process.
- 2.7 If the proposer of an airspace change is in any doubt as to whether their change would constitute an aeronautical information publication change request rather than an airspace change proposal, they should follow the applicability and policy alignment check process outlined below.

[Applicability and policy alignment check](#)

- 2.8 The applicability and policy alignment check is to help proposers of an airspace change who are unsure whether their proposal must follow the airspace change process.
- 2.9 Should a proposer of an airspace change believe that they have identified a need for a change in airspace design that will not alter flight behaviours but are unsure whether they are able to submit an aeronautical information publication change request directly to the UK Aeronautical Information Service, they should approach the CAA so that an assessment can be made. Examples of when a proposer of an airspace change should approach the CAA include:
- Seeking confirmation from the CAA that a change to airspace design will not alter flight behaviours.
 - Considering the relocation of a navigation aid which is referenced by a flight procedure, where the proposer has demonstrated the new location of the navigation aid will not impact the airspace design.

- Checking with the CAA that a change to airspace design will not have unintended impacts that have the potential to alter flight behaviours.
- Considering the movement of an aerodrome reference point. In this instance the aerodrome reference point may be directly referenced by other elements of airspace design that may need to be considered before the change can be approved.
- Considering a request to amend an activity descriptor within a danger area. In this instance this can require consideration of wider policy requirements that have the potential to impact the design of surrounding airspace.
- Removal, in full or part, of an instrument flight procedure.

2.10 In any such case, the proposer of the airspace change should submit an [ARF 1916 statement of need](#) to provide a brief description of the proposed change. The CAA will review the statement of need and will use this information to assess the proposal and advise the proposer of the airspace change accordingly. We may require information, such as evidence of engagement or a safety case, to determine that the change can be progressed.

2.11 If the CAA accepts that the change to airspace design will not alter flight behaviours, we will provide a change request authority to the proposer of the airspace change confirming that they can submit an aeronautical information publication change request directly to the UK Aeronautical Information Service.

2.12 If the CAA determines that the change to airspace design has the potential to alter flight behaviours, the proposer of the airspace change will be required to follow the airspace change process.

Airspace change process overview

2.13 Airspace change proposals vary greatly in terms of size, complexity and scale of impact.

2.14 Direction 4(2)(a) of the [Air Navigation Directions 2026](#) directs the CAA to develop airspace change procedures which must be proportionate, reflect government policies and aim to expedite such proposals. As such, the CAA has developed the airspace change process to meet modern standards for regulatory decision-making, to ensure it is proportionate, fair, transparent and consistent. The airspace change process reflects government policy, in accordance with the Air Navigation Directions 2026, aims to deal with airspace change proposals in an expeditious manner, and is evidence-based.

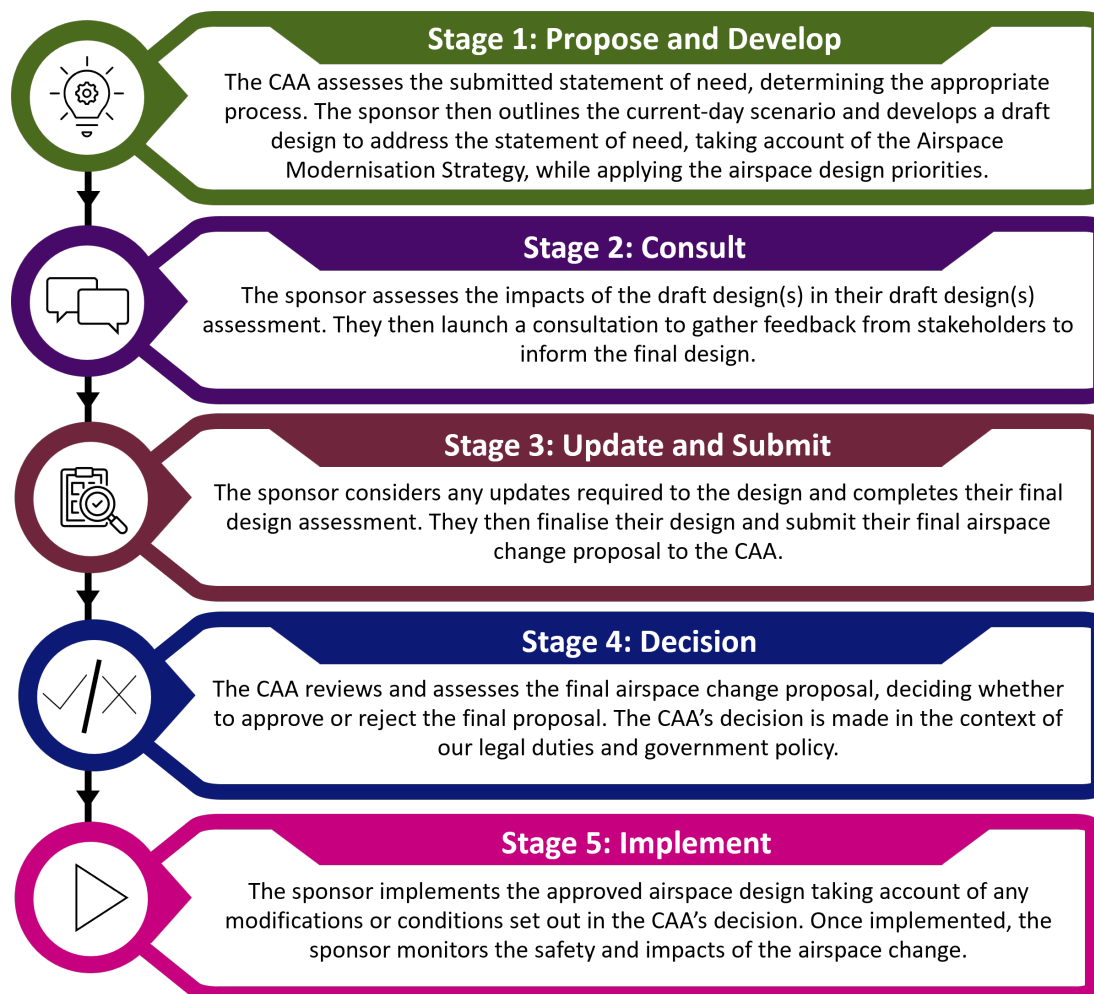
2.15 The CAA does not have a separate process for every type of airspace change proposal. Instead, the airspace change process has requirements and guidance for permanent airspace change proposals, and for non-permanent airspace

change proposals (which include temporary changes to airspace design and airspace trials).

- 2.16 To progress an airspace change proposal to the point where a final decision is made, the sponsor must demonstrate:
- A need for a change to airspace design.
 - That the sponsor has addressed the statement of need, and taken account of the [Airspace Modernisation Strategy](#), while applying the Secretary of State's airspace design priorities.
 - That the impacts of the draft design(s) have been assessed.
 - That they have facilitated meaningful consultation (for permanent airspace change proposals) or targeted stakeholder engagement (for non-permanent airspace change proposals) on the draft design(s) and that stakeholder feedback has been conscientiously considered.
 - That the final airspace change proposal submission contains all the information the CAA needs to make a decision to approve, or not approve, the airspace change proposed.
- 2.17 The airspace change process consists of defined activities. In addition, activities outside of the process may be required to support the development, assessment or implementation of a proposal. While such activities may be undertaken in parallel by the sponsor, some may be essential prerequisites for progression through the process or to enable the CAA to be able to make a decision on the airspace change proposal. For permanent airspace change proposals, further details on parallel activities can be found in Requirement 4 of [CAP 1616j, Requirements and Guidance on the Airspace Change Process for Permanent Airspace Change Proposals](#). For non-permanent airspace change proposals, further details on parallel activities can be found in paragraphs 3.47 to 3.50 of [CAP 1616k, Requirements and Guidance on the Airspace Change Process for Non-Permanent Airspace Change Proposals](#).

Permanent airspace change process

- 2.18 The permanent airspace change process comprises five stages: Stage 1, propose and develop; Stage 2, consult; Stage 3, update and submit; Stage 4, decision; and Stage 5, implement.



- 2.19 The permanent airspace change process has three levels of airspace change, each with distinct requirements and associated guidance. The process incorporates additional scalability within each level to ensure that regulatory requirements and guidance are applied in a proportionate manner, commensurate with the scale, complexity and potential impact of the proposed change.

Non-permanent airspace change process

- 2.20 The non-permanent airspace change process comprises five steps: Step 1, initiate; Step 2, design, assess and engage; Step 3, update and submit; Step 4, CAA decision; and Step 5, implement.

Airspace change documents

- 2.21 This section outlines the processes for airspace change in the UK. Supporting documents set out the requirements and guidance for developing a submission for assessment by the CAA.
- 2.22 The supporting documents are aimed at proposers, sponsors and partners. They detail the requirements sponsors need to comply with when progressing an

airspace change proposal and the guidance on how the requirements may be achieved. The supporting documents should not be read in isolation, and all readers should read this document before the supporting documents. The supporting documents are:

- **Permanent airspace change proposals:** [CAP 1616j, Requirements and Guidance on the Airspace Change Process for Permanent Airspace Change Proposals](#)
- **Non-permanent airspace change proposals:** [CAP 1616k, Requirements and Guidance on the Airspace Change Process for Non-Permanent Airspace Change Proposals](#)
- [CAP 3299, The CAA's Air Navigation Functions Guidance.](#)

Related documents

- 2.23 A change to an air traffic control operating procedure that does not change the notified airspace design is not in scope of the airspace change process. However, it could lead to a redistribution of air traffic flows and cause a change in noise impacts and may require a CAA decision. This process is addressed through [CAP 1617, Planned and Permanent Redistribution of Air Traffic](#).
- 2.24 The CAA also provides guidance on transparency about airspace use and aircraft movements. This guidance can be found in [CAP 1618, Airspace Information: transparency about airspace use and aircraft movements](#).
- 2.25 The CAA is also responsible for reviewing elements of UK airspace design and developing a proposal for amendments, where appropriate. This process is set out in [CAP 1991, Procedure for the CAA to review the classification of airspace](#).

Key principles

- 2.26 The key principles below ensure that, when the CAA decides whether to approve a proposal to change UK airspace, we do so in an impartial and evidence-based way.

Safety

- 2.27 All airspace change proposals must consider safety and demonstrate the impacts on safety of any proposed changes.

Transparency

- 2.28 Where practicable, relevant documents in relation to an airspace change proposal are published on the CAA's airspace change portal.

Proportionality

- 2.29 In line with the Air Navigation Directions 2026 and the Government's [Better Regulation framework](#), the CAA has developed a proportionate airspace change process with the aim of ensuring the expeditious assessment of airspace change proposals.

Accountability and consistency

- 2.30 In line with the [CAA's Regulatory Principles](#) (which in part give effect to the principles of the Government's Better Regulation framework), the Stage 2 gateway assessment outcome and Stage 4 regulatory decision documents are published on the airspace change portal so stakeholders, proposers and sponsors can access and understand the reasons for our decisions.

Roles and responsibilities

The CAA

- 2.31 The CAA, as the UK's independent aviation regulator, has primary responsibility for deciding whether to approve a proposed change to the notified airspace design over the UK and the UK's managed airspace over the high seas. We make these decisions in accordance with the legal framework and government policy outlined above which requires consideration of certain factors including safety, the environment, the needs of airspace users and the Airspace Modernisation Strategy.

Proposer

- 2.32 The individual or organisation that initiates an airspace change proposal by submitting a statement of need.
- 2.33 Anyone can propose an airspace change by following the airspace change process and submitting a statement of need.

Sponsor

- 2.34 The sponsor is responsible for progressing the airspace change including developing, managing and resourcing the airspace change proposal.
- 2.35 After the briefing and guidance meeting, the CAA will confirm which organisation or individual will be the sponsor of the airspace change.
- 2.36 The proposer and sponsor could be the same entity, or they could differ. For example, an airport could be the proposer, and the UK Airspace Design Service (UKADS) provider could be the sponsor.
- 2.37 The sponsor may work in association with other organisations, such as aviation consultancy firms or approved procedure design organisations, when developing

their airspace change proposal. However, the sponsor remains solely responsible for complying with the airspace change process, and any UK and international airspace design policy requirements that they are required to take account of.

The UK Airspace Design Service provider

- 2.38 The UKADS provider is responsible for designing a block of UK airspace that covers the area of airspace managed by more than one airport (or air navigation service provider).
- 2.39 The UKADS provider can act as a proposer and/or a sponsor within the airspace change process. When acting as a sponsor, the UKADS provider is responsible for the development of the airspace change proposal in accordance with the airspace change process.
- 2.40 Additional information about the UKADS provider's role can be found in its [licence](#) and the Secretary of State's [UKADS and UKACS licence obligations: strategic objectives](#). Guidance for UKADS can be found in [CAP 3219, Guidance for the UK Airspace Design and Coordination Services](#).

Partner

- 2.41 A partner in the airspace change process is an organisation, usually an airport or air navigation service provider, who is required to collaborate with the UKADS provider where the UKADS provider will be the sponsor of an airspace change proposal.
- 2.42 The UKADS provider must establish a formal partnership arrangement with each partner involved in the specific airspace change proposal. The partnership arrangement will set out a clear division of responsibilities between the UKADS provider and the relevant partner.
- 2.43 While the form and terms of each partnership arrangement are for the parties to agree, as a minimum each partnership arrangement should make clear:
- The roles and responsibilities of the sponsor (the UKADS provider).
 - The roles and responsibilities of the partner.
 - Governance arrangements for resolving issues.
 - Variation provisions.

The UK Airspace Coordination Service provider

- 2.44 The UK Airspace Coordination Service (UKACS) provider is responsible for facilitating coordination between the sponsors of strategically important interdependent airspace change proposals forming 'clusters' for areas where the UKADS is not being provided. The UKACS provider is also responsible for

cumulative assessments and safety strategy outputs encompassing all the proposed airspace change proposals in that cluster.

- 2.45 Additional information about the UKACS provider's role can be found in its [licence](#). Additional requirements for UKACS are also set out in [CAP 3220, Requirements for the UK Airspace Coordination Service and associated guidance](#) with additional guidance in [CAP 3219, Guidance for the UK Airspace Design and Coordination Services](#).

Stakeholders

- 2.46 Stakeholders should feel confident that their voice has a formal place in the airspace change process. Potentially impacted stakeholders are identified by the sponsor so they can be engaged or consulted with at relevant stages of the process. Stakeholders will have access to relevant documentation via the airspace change portal.

The Ministry of Defence

- 2.47 Although the Ministry of Defence is part of government it can also be a proposer and/or a sponsor of an airspace change. Sponsors should treat the Ministry of Defence as an interested stakeholder and include it in their stakeholder engagement for a relevant airspace change proposal.
- 2.48 The CAA also has its own statutory obligations with regard to national security that will involve the Ministry of Defence.

Parliament and the Government

- 2.49 Parliament and the Government are responsible for setting the CAA's statutory objectives, outlining the CAA's functions and responsibilities, and providing guidance to the CAA. The Secretary of State for Transport may, under certain conditions, decide to 'call-in' a particular airspace change proposal. In this instance, the Secretary of State becomes the decision maker, instead of the CAA.

Other government departments

- 2.50 Other government departments, such as the Home Office or the Ministry of Housing, Communities and Local Government, may also be interested stakeholders who need to be included in a sponsor's stakeholder engagement.

Linked airspace change proposals

- 2.51 Some airspace change proposals may be linked with another change proposal. This may be where two or more airspace change proposals have been identified as being linked operationally, geographically, or are procedurally dependent on one another.

- 2.52 Some airspace change proposals may be linked where the implementation or benefits of one proposal rely on another proposal being approved and implemented.
- 2.53 Airspace change proposals may also be linked if their development must be coordinated with another airspace change proposal as they may impact the same traffic flows and/or airspace structures.

The airspace change portal

- 2.54 For transparency, the CAA manages an online [airspace change portal](#). This holds relevant information and documentation for each airspace change proposal including, but not limited to:
- Details of the airspace change proposal including all relevant documentation and an indication of the geographical area that may be impacted.
 - The CAA's responses throughout the airspace change process, including our decisions.
 - Progress and status of the airspace change process.
 - Details related to the Secretary of State's call-in process (when applicable).
 - Details related to any proposed public evidence sessions (when applicable).

Scaling of the airspace change process

- 2.55 In accordance with direction 4(2)(a) of the Air Navigation Directions 2026, and our regulatory principles, the CAA will apply the airspace change process in a reasonable and proportionate manner that can accommodate flexibility and expedite airspace change proposals.
- 2.56 The CAA will consider scaling the airspace change process within the requirements and guidance for both the permanent and non-permanent airspace change processes when it is proportionate to do so. However, there are some elements of the airspace change process that the CAA does not have discretion to scale because they are imposed by the Secretary of State in the Air Navigation Directions 2026 or other legislation.
- 2.57 In the permanent airspace change process the application of levels enables the airspace change process to accommodate different types and complexities of airspace change proposals by applying the requirements and guidance in a proportionate way (see CAP 1616j, Requirement 8). If a sponsor considers that a specific airspace change proposal warrants further scaling, they must raise and minute this request at the briefing and guidance meeting.
- 2.58 In the non-permanent airspace change process the CAA will determine the scope and level of detail required to satisfy the Step 2 requirements on a case-

by-case basis. This will be set out in the Step 2 assessment scope plan (see CAP 1616k, paragraphs 4.37-4.42).

Timelines

- 2.59 The timeline for completion of the airspace change process will depend on the complexity of the airspace design and the potential impacts of the airspace change proposal. These factors will determine the amount of design work, analysis, and degree of consultation required. The timeline will also depend on the amount of resource that the sponsor can dedicate to developing their airspace change proposal and producing the associated documentation. For the purposes of the airspace change process, 'resource' includes personnel, analytical capability, access to technical expertise (including instrument flight procedure design), and project management capacity.

Stakeholder engagement

Sponsor-led engagement

- 2.60 Effective stakeholder engagement is a vital underpinning of the airspace change process. Sponsors may find it helpful to seek the advice and support of external experts in engagement and consultation.
- 2.61 In Stage 1 of the permanent airspace change process the sponsor engages with a group of specialists in the form of a stakeholder reference group.
- 2.62 The stakeholder reference group must not be confused with the stakeholders that are the subject of NERL's stakeholder engagement plan that NERL, as the UKADS/UKACS provider, is required by its licence to develop. The stakeholder engagement plan sets out written ways of working for NERL's approach to engaging with key stakeholders with an interest in how NERL is providing the UKADS and UKACS. More information can be found in [CAP 3219, Airspace Modernisation: Guidance for the UK Airspace Design and Coordination Services](#).
- 2.63 In Step 2 of the non-permanent airspace change process the sponsor engages relevant aviation stakeholders to investigate whether the proposal will be safe and operationally viable. Stakeholders likely to be affected by noise impacts, as identified by the noise assessment, must be informed before implementation if the proposal is approved.

Consultation

- 2.64 Consultation is undertaken by the sponsor in Stage 2 of the permanent airspace change process. Consultation is a time-limited process through which views of impacted stakeholders on a specific proposal are sought and considered to help inform decision-making. The [Cabinet Office's consultation principles](#) provide guidance which sponsors must consider alongside the CAP 1616 requirements.

- 2.65 The CAA does not prescribe how consultation must be undertaken, as we require the sponsor to own the requirement for consultation in the airspace change process.
- 2.66 Where the UKADS provider is the sponsor working with one or more partners, roles and responsibilities will be defined in the partnership arrangement. The UKADS provider, as the sponsor, has overall responsibility for, and control of, the consultation process.
- 2.67 The extent of consultation required will be proportionate to the scale and potential impact of the airspace change proposal and will be discussed with the CAA at the briefing and guidance meeting in Stage 1. The sponsor will present their rationale for consultation and how it can be scaled as part of their submission at the Stage 2 gateway.
- 2.68 If the overall airspace change process is to function correctly, it is crucial that consultation is open, fair, transparent and effective, and the CAP 1616 requirements are designed to help sponsors achieve this. To ensure the sponsor is accountable both for the way it acts on the responses it receives and for providing timely feedback on those responses, the CAA will monitor and review the sponsor's consultation to consider whether they have met the CAP 1616 requirements.
- 2.69 The CAA will expect to see details of what sponsors have been told in their consultation, how they responded to this feedback, and how it has informed (or not) the development of the airspace change proposal. This does not mean that sponsors must make modifications to their airspace change proposal to accord with the feedback received, but evidence must be provided that feedback has been conscientiously considered by the sponsor and a rationale provided to justify the choices the sponsor has made.

Consultation legal and policy foundations

- 2.70 Consultation practice is informed by legal duties, policy guidance and case law and the CAA requires sponsors to have regard to such duties, policy guidance and case law when carrying out consultations required by CAP 1616:
- The [Cabinet Office's consultation principles](#), a set of guidance principles to follow for consultations.
 - [Section 149 \(Public sector equality duty\) of the Equality Act 2010](#) places a legal duty on public authorities to have due regard to equality considerations when carrying out functions, to avoid discrimination and advance equality.
 - [The Seven Principles of Public Life](#) (1995) outline the seven ethical Nolan principles, guiding standards for all public office holders to ensure decisions serve public interest and build trust: selflessness, integrity, objectivity, accountability, openness, honesty and leadership.

- The [Freedom of Information Act 2000](#) establishes the public's right to request access to information held by public bodies, including consultation materials.
- The [UK General Data Protection Regulation](#) (GDPR) and the [Data Protection Act 2018](#) protect consultation respondents' data, meaning any data collection or use of information must be lawful, transparent and fair.
- The Bracking principles (2013) require public decision-makers to demonstrate that they had due regard, in substance and rigour, to the Public Sector Equality Duty by properly informing themselves of the potential equality impacts of their decisions before they are taken.

The Gunning principles

2.71 The most notable common-law principles established through case law are the Gunning principles. The Gunning principles⁷ set out legal expectations for what constitutes an appropriate consultation, and the CAA requires sponsors to have regard to these principles when carrying out consultations required by the airspace change process.

2.72 The four Gunning principles and what each means for sponsors are outlined below:

- **Consultation must occur when proposals are at a formative stage.** Consultation should only take place when there is still the opportunity to comment on what is proposed and influence the outcome. The sponsor will have a preferred design, but they should explain the development of their design, and their rationale for continuing with the draft design they are consulting on. The sponsor must still be willing to take into account other suggestions which may be proposed during the consultation. If decisions have already been made about certain aspects of a proposal, this must be clearly stated and explained so stakeholders are able to understand why those aspects are not within the scope of the consultation. The consultation should therefore focus on those aspects of the proposal and decision-making process that remain open to influence and which the sponsor, as designer, and the CAA, as decision-maker, have the capacity to affect.

⁷ The Gunning principles were established in a court case from 1985 (R v London Borough of Brent ex parte Gunning).

- **The consultation must give sufficient reasons for any proposal to permit intelligent consideration.** Stakeholders responding to a consultation should have access to sufficient information to understand and give intelligent consideration to the proposals. Information presented during the consultation must clearly communicate what is proposed and allow stakeholders, including, where appropriate, those without any prior knowledge of the aviation industry or the airspace change process, to fully understand the airspace change proposal and its potential impacts.
- **The consultation must allow adequate time for consultees to consider the proposal and respond.** The consultation length should be proportionate to the scale and expected impact of the airspace change proposal and stakeholders' needs. The sponsor must present the rationale for the consultation length in their submission to the CAA.
- **The product of consultation must be conscientiously taken into account.** The sponsor must enter the consultation with an open mind and take all views into consideration before making a final decision and submitting its airspace change proposal to the CAA in Stage 3. As part of the submission, the sponsor must explain what they have understood and considered from stakeholders in the consultation and demonstrate how that has, or has not, influenced their final proposed airspace design.

CAA-led engagement

- 2.73 For certain airspace change proposals which are highly complex or impactful, or have a high level of public interest, the CAA may decide to convene a public evidence session at Stage 4 of the permanent airspace change process where it is proportionate to do so. The purpose of the public evidence session is to give an opportunity for stakeholders, other than the sponsor, to provide the CAA decision-maker with their views on the airspace change proposal directly, in a public forum.
- 2.74 Outside of any public evidence session, all stakeholder feedback or queries should be directed to the sponsor. If the CAA receives correspondence relating to specific airspace change proposals, we will forward this to the relevant sponsor. The sponsor is responsible for engaging with stakeholders and must demonstrate to the CAA how they have considered the feedback they have received in the decisions they have taken.

CAA decision

- 2.75 The [Air Navigation Directions 2026](#) require the CAA to decide whether to approve changes to airspace design taking account of the Airspace Modernisation Strategy and our published procedures in this airspace change process. The legislation contains our statutory duties when making that decision

including the duty to take account of the statutory guidance in the [Air Navigation Guidance 2026](#).

- 2.76 The Air Navigation Guidance 2026 provides the CAA and sponsors with the Secretary of State's airspace design priorities. We have incorporated these priorities into the airspace change process to ensure that sponsors apply them while developing airspace change proposals.
- 2.77 The CAA will give consideration to our national policies on airspace design that we are required by the Air Navigation Directions 2026 to develop and keep under review. Sponsors must integrate those policies into their draft designs.
- 2.78 The CAA's approach in carrying out our air navigation functions (which include making airspace change decisions), incorporating how we will take account of the Airspace Modernisation Strategy and how we apply our statutory duties in section 70 of the Transport Act 2000 (which includes taking account of the statutory guidance in the Air Navigation Guidance 2026) is described in [CAP 3299, The CAA's Air Navigation Functions Guidance](#). That document includes practical guidance for sponsors on how we evaluate proposals. It also gives examples of some characteristics of a proposal that contribute positively or negatively to the Airspace Modernisation Strategy and the provisions in section 70 of the Transport Act 2000 (which includes the Air Navigation Guidance 2026).
- 2.79 CAP 3299 is relevant to anyone who is the originator of a proposal to change airspace design (proposers) and those responsible for progressing the airspace change (sponsors) and any stakeholders interested in changes to notified airspace design in the UK.

Review of a CAA decision

- 2.80 There is no appeals mechanism in the airspace change process in respect of an airspace decision or its terms and conditions. All CAA decisions are subject to judicial review, a legal challenge to the High Court on the fairness and lawfulness of the process followed by the CAA in reaching a decision. Detailed guidance on the judicial review process can be found on the Courts and Tribunals Judiciary website.

How can the CAA provide guidance?

- 2.81 The CAA is the airspace regulator and primary decision-maker. We are also responsible for administering the airspace change process and providing guidance on the process to proposers and sponsors.
- 2.82 Throughout the development of an airspace change proposal, proposers and sponsors may seek guidance on the requirements of the process from the CAA's Airspace Regulation team. However, the most appropriate opportunities for the CAA to provide proposers or sponsors with guidance are following the briefing

and guidance meeting, milestone check or gateway assessment. The basic premise of the CAA providing guidance to a proposer or sponsor is that it is focussed on offering information and support on:

- The application of the airspace change process.
- Understanding sponsor responsibilities.
- Technical matters relating to airspace change, highlighting appropriate policy requirements.

2.83 It is important to note that this guidance does not constitute advice on the specific course of action sponsors should take. However, there may be circumstances where the CAA is required to direct the sponsor to address specific matters such as a safety-related issue or compliance with national and international regulations and government policies. In such cases, we will clearly communicate the reasons for the direction and publish it on the airspace change portal.

2.84 For all airspace change proposals, the CAA will assign an account manager from the Airspace Regulation team, who will be the primary point of contact for the sponsor throughout the airspace change process.

Review of the airspace change process

2.85 The CAA commits to undertaking periodic reviews of the airspace change process at appropriate intervals, taking into account feedback and developments in government policies.

More information and questions

2.86 If you have questions about the airspace change process which this document does not answer, further information is provided on the CAA [airspace webpage](#).

2.87 If you need further help with questions related to the airspace change process, please email us at airspace.regulation@caa.co.uk.

2.88 The CAA will only answer questions from stakeholders about CAA policy and the airspace change process. If stakeholders have questions about specific airspace change proposals these should be directed to the relevant sponsor.

Glossary

2.89 We have deliberately avoided the use of abbreviations where possible. Definitions of commonly used air traffic management vocabulary can be found in [CAP 1430, UK Air Traffic Management Vocabulary](#). [The Air Navigation Guidance 2026](#) also contains a glossary of terms.

- 2.90 A list of useful references for stakeholders, including CAA airspace policy statements, can be found on the [CAA website](#). This list is not exhaustive, and the sponsor may need to reference additional documents throughout the airspace change process.