

1 Aug 25

Follow up on options to Scale ACP-2025-023 Northern LTMA region airspace change (OFJES, CLN CTA11/12, FL105+)

References:

- [CAP 1616 - Airspace Change Process](#)
- [CAP1616F: Guidance on the Permanent Airspace Change Process](#)
- [CAP 2541 Principles for the Prioritisation of Airspace Change Proposals](#)
- [Secretary of State call in process | UK Civil Aviation Authority](#)

INTRODUCTION

1. On 9 Jul 25, an assessment meeting was held for [ACP-2025-023](#). In short, this ACP proposes changes to the base level of CAS in the vicinity of OFJES in order to mitigate high controller workload due to airspace congestion.
2. The Sponsor (NATS) proposed a Level 3 change. Having examined the definition of Level 2 vs. Level 3 in the context of the change requested, the CAA provided feedback that the ACP better matched the definition of a Level 2.¹ This was confirmed in the assessment meeting minutes (published on the CAA Portal).

CAP 1616 SCALING POLICY

3. Relevant policy contained in CAP1616 is outlined below:
 - **2.36** *“The application of levels enables the airspace change process to accommodate different types and complexities of airspace change proposals by applying the requirements in a proportionate way.”*
 - **2.37** *“In accordance with our regulatory principles, the CAA will apply the airspace change process in a reasonable and proportionate manner that can accommodate flexibility. We will, therefore, consider scaling the airspace change process further within the requirements of each level when there is a good reason, and it is proportionate to do so.”*
 - **2.37.** “Note there are some elements of the airspace change process that the CAA does not have discretion to scale because they are imposed by Secretary of State in the Air Navigation Directions 2023.”

¹ CAP1616 para 2.29 “We would expect changes that have the potential to:

- alter flight behaviours above 7,000 feet (above mean sea level) or (relevant for ACP-2025-023)
- alter flight behaviours below 7,000 feet (above mean sea level) over sea and
- not alter flight behaviours below 7,000 feet (above mean sea level) over land to fall within this level.

- **2.37.** *“Any proposed further scaling to the airspace change process must be approved and published by the CAA on the airspace change portal.”*

OUTPUTS FROM ASSESSMENT MEETING

4. An outcome of the meeting was an action to look at the stages and timeline proposed by the sponsor and consider scaling the requirements to ensure a proportionately scaled Level 2 process.
5. The CAA was asked by the sponsor to consider and agree that the following elements can be scaled:
 - a) *The requirement to engage with all stakeholders on the DPs and the current day scenario (CAP1616 para 3.12)* – The CAA is satisfied, taking into account both the operational issue that the ACP is intended to address and the limited value of stakeholder engagement at this early stage that it would not be proportionate, to completely satisfy this requirement. The CAA also acknowledges that the sponsor has indicated that they are engaging with their key stakeholder.
 - b) *Due to the compressed timeline and objective described in the SoN, the sponsor has also asked to scale the engagement required for Stage 2 (CAP1616 para 3.16, 3.17)* – The CAA is satisfied, taking into account both the operational issue that the ACP is intended to address and the limited value of stakeholder engagement at this early stage that it would not be proportionate, to completely satisfy this requirement. The CAA also acknowledges that the sponsor has indicated that they are engaging with their key stakeholder.
 - c) *The sponsor has sought to confirm that the output from a meeting with their key stakeholder prior to the formal engagement period can still be considered as part of the overall ACP engagement (CAP1616 para 2.16)* - The CAA is satisfied, taking into account both the operational issue that the ACP is intended to address and that the meeting is with the sponsor’s key stakeholder, that the outcome of this meeting can be taken into account, prior to the formal engagement period, as it will be validated during the formal engagement period.

CONCLUSION

6. The CAA agrees to the scaling proposed, however, this does not mean that the agreed combined CAP1616 Stage1, 2 and 3 gateway(s) have been passed.