



SAFETY AND AIRSPACE REGULATION GROUP

Airspace Regulation and ATM

28th November 2025

CAA LETTER OF ACCEPTANCE FOR ACP 2025-023 (NORTHERN LTMA REGION AIRSPACE CHANGE (OFJES, CLN)) STAGE 5 SAFETY REVIEW

The CAA has reviewed the sponsor's safety assessment for ACP 2025-023. Under CAP 1616 this letter serves as the summary of the CAA's safety review for this ACP. The changes proposed in an ACP must, 'maintain a high standard of safety in the provision of air traffic services'¹. Accordingly, the proposal will not be accepted unless it improves or maintains safety.

The review has considered, but was not limited to the following key areas:

In respect of air traffic control resource and infrastructure

The CAA is satisfied that the ACP sponsor has demonstrated that the ACP will be safely supported through air traffic control resource and infrastructure.

The Sponsor has asserted that the ACP will reduce complexity and workload and improve flow integration of arrival traffic into London Luton (EGGW) from the east with arrival traffic from the south. The CAA accepts that by providing two additional flight levels earlier in the flow integration area, the controlling task will have greater flexibility to sequence this flow integration optimally and that complexity and ATC workload will reduce as a result.

Noting the scope of the change and that no changes to IFPs are proposed, the CAA acknowledges the proportionate training plan and that a simulation and training package are not planned, rather briefings will be delivered to the requisite controllers. The CAA also acknowledges that human performance impacts will be a key ongoing performance indicator in relation to the effectiveness of this airspace change as the objective is to reduce complexity and ATC workload against a context of increasing traffic levels. The CAA will monitor human factors (HF) impacts as part of its ongoing regulatory oversight.

The CAA has reviewed the evidence to demonstrate that the Sponsor will provide satisfactory surveillance and RT coverage.

In respect of air traffic control procedures

The CAA is satisfied that the ACP sponsor has demonstrated safety regarding the concept of operations. However, there has not been enough information provided, at this stage, to make a full safety assessment. The CAA are content that mature procedure changes (MATS Part 2) should be captured with the ANSPs existing and approved Change Management and SMS processes and will have Regulatory oversight and Approval, where appropriate, prior to introduction.

The location and scope of the proposed change results in minimal impact on other airspace users, units or sectors and no amendments to existing LoAs are required due to the change. In addition, no amendments to IFPs are proposed, only the amendment of two blocks of airspace (CLN CTA11 and CLN CTA 12). The sponsor has identified and drafted the required AIP and chart amendments and has committed to updating necessary radar displays and briefing controllers prior to implementation. An APSA will be completed prior to implementation, in accordance with the sponsors SMS processes.

¹ S.70(1) Transport Act 2000

All amendments to the MATS Part 2 will be captured and reviewed against the ACP as part of ongoing regulatory oversight.

In respect of the airspace design

The CAA is satisfied that the ACP sponsor has demonstrated safety.

The CAS requirement and classification is the minimum required to safely deliver the objective. The simple design lowers the base of Class C CAS to FL105 to create two additional levels from reporting point OFJES (see Op Assessment Executive Summary and para1.1) to provide additional sequencing flexibility. Moving this FL105 airspace 'step' east will allow earlier descent of arrival traffic into London Luton (EGGW), which will reduce ATC complexity and improve flow integration of arrival traffic from the east and south. This proposed design should not increase the risk of incursions as the lowest level of the new CAS is FL105 and the main users impacted (USAFE and the MoD) assess that there will be minimal impact on their operations. Airspace analysis confirms the low usage of the airspace in scope to change to Class C.

The ACP airspace design may require a review following the ACP submission for FASI South. Assurance will be needed to ensure the airspace created for this ACP meets the requirements of all users and safely optimises the use of the airspace available.

Conditions of acceptance

The CAA has the following conditions that must be met prior to implementation:

- 1) **An APSA must be completed prior to implementation.**
- 2) **ATC Instructions, which include the proposed ATC mitigation procedures, charts, etc must be submitted at least 30 working days prior to the planned implementation of the change. These documents are subject to review and may not be implemented until the unit receives formal confirmation from the CAA that the review is complete and accepted.**
- 3) **Planned Briefing activities and associated content are notified to the CAA at least 30 working days prior to the planned implementation of the change. The briefing of the requisite staff must be completed prior to implementation.**

Post-implementation Requirement:

- 1) **Assurance that Human Performance monitoring on controller performance post implementation will be presented at Stage 7 (Post Implementation Review).**


Conclusion(s)

The CAA has reviewed the ACP sponsor's safety assessment and is satisfied that the proposed changes meet the safety requirement under s70(1) Transport Act 2000.

This acceptance does not mean that the ACP has been approved. Before approving an ACP, the CAA must consider all the presented material factors² and have regard to them as a whole.


ATS Inspector (En-Route)

² S.70(2) Transport Act 2000


Technical Airspace Regulator