Safety & Airspace Regulation Group
Airspace, Air Traffic Management and Aerodromes Division

15th September 2026

Ref: ACP-2024-049 - Gatwick Redesign of departure and arrival routes and procedures (FASI)

Dear Sponsor,

The Department for Transport (DfT) has now published its Air Navigation Directions (AND) 2026 and Air Navigation Guidance (ANG) 2026 both of which come into effect on 1st October 2026. In light of the changes to Government policy within AND 2026 and ANG 2026, the CAA has also published a revised airspace change process (CAP 1616 version 6) which has an effective date of 1st October 2026.

The DfT has set out the criteria for the applicability of the ANG 2026 when it becomes effective, and how this applies to airspace change proposals (ACPs) which commence after the effective date and those currently in progress (ANG 2026 paragraph 11 refers), with Direction 4 of AND 2026 requiring that procedures and guidance developed by the CAA must reflect Government policies.

We are writing to you regarding your ACP-2024-049 which currently forms one of the London Cluster of ACPs.

On 6 May 2026, modifications to the NATS (En Route) Plc (NERL) licence came into effect, including the designation of NERL as the UK Airspace Design Service (UKADS) provider. The DfT has identified[2] the London TMA region as the initial delivery focus area for UKADS. Because of this initial delivery focus area, the single ACP for the London TMA region for which NERL as the UKADS provider is the sponsor your ACP-2024-049 will be paused on the airspace change portal on the 1st October 2026. This will allow for a period of transition during for the UKADS provider to onboard your ACP into the single LTMA region ACP and migrate to AND 2026, ANG 2026 and CAP 1616 version 6.

The CAA onboarding process (CAP 3129) focused on the process to onboard the London cluster ACPs into a London TMA region single ACP sponsored by NERL. CAP 3129 was developed when it was envisaged that these ACPs would remain on CAP 1616 version 5.1 and be onboarded to a single ACP. Since CAP 3129 was published, the Government has published AND 2026 and the ANG 2026 and the CAA has published CAP 1616 version 6. Given the changes in ANG 2026 it is not possible to apply CAP 1616 version 5 to ANG 2026. For this reason, the CAA intends to withdraw CAP 3129.

We have written to the UKADS provider setting out how the DfT criteria for migration applies to the London TMA region ACP together with elements of CAP3129 which are reflected in CAP 1616 version 6. We plan to publish this letter on the airspace change portal for the London

[2] UKADS and UKACS licence obligations: strategic objectives - GOV.UK

TMA region single ACP in due course but include this as an attachment to this letter for your reference.

If you have any questions or would like to discuss your proposal, please contact your account manager.

Yours sincerely

Ben Lippitt
Manager Airspace Regulation