Notified
Airspace
Structure
Airspace Change Process

- **Airspace Charter** (CAP 724) provides a high-level description of CAA’s responsibilities and principles to conduct the planning of airspace in the UK.

- **CAA Guidance on the Application of the Airspace Change Process** (CAP 725) provides guidance on the process for changes to UK airspace.
Purpose of the Airspace Change Process

Method used to satisfy CAA’s Statutory Duties:
- Maintain a high standard of safety in the provision of Air Traffic Services
- Secure the most efficient use of airspace
- Take account of guidance on environmental objectives

Provides a framework for Change Sponsors to develop and submit an airspace change proposal to Airspace Regulation (AR) for regulatory approval.

Defines the Roles and Responsibilities of those involved.

Provides specific guidance for consultation and conducting environmental assessments.

Conduit for promulgation of permanent changes to the established notified airspace structure in the UK Aeronautical Information Publication
Due to the short term nature of temporary airspace changes and airspace trials, it will usually not be necessary or appropriate for the airspace change sponsor to consult on their proposals or to undertake the airspace change approval process. However, the likely impact of the proposed change on the environment should be considered by the sponsor prior to implementation and this information used to help the CAA to determine *whether* a proportionate consultation is required.
Local ATC Procedures within the notified structure

- Manual of Air Traffic Services Part II.
- Internally published by an ANSP to instruct and inform local operational staff.
- Amended by ANSP under a Safety Management System overseen by CAA Air Traffic Management team.
- MATS Part II cannot amend [CAA] notified structure but it can require amendment in responses to a CAA promulgated change.
- Operational Procedure changes within the [established] notified structure that don’t change it or its use, don’t require CAA promulgation in UK AIP; there is nothing to change therein. Examples include: Radar Manoeuvring Areas, internal Standing Agreements (height, place, speed, conditions of aircraft transfer,) Controller to Controller coordination requirements, etc.
- MATS Part II, ATC Operational Procedures amended internally through Temporary Operating Instruction (ToI) – in for a while then maybe removed or Supplementary Instruction (SI) – in permanently and will be incorporated at next MATS II edition.
- Operational Notices (OPNOT), does not amend the MATS II but provides pertinent operational information the operational staff, e.g. near by airshow
- There is a CAA MATS Part II; this is overarching standard ATC rule set; it is not location specific.
Notified Airspace Structure
Gatwick
Arrivals and departures
Luton Arrivals and departures

British airspace
Belgian airspace
Dutch airspace
French airspace

Heathrow
Gatwick
Luton
Stansted
London City Arrivals and Departures

- British airspace
- Belgian airspace
- Dutch airspace
- French airspace

- Heathrow
- Gatwick
- Luton
- Stansted
- London City
All other flights

NATS PRIVATE