NMB FACTSHEET

Airspace Modernisation | AMS

The airspace above and around London and the Southeast of England is some of the busiest in the world. However, most of it was designed in the 1950s when there were far fewer aircraft in the skies.

Modernisation of UK airspace is essential to ensure that it is fit for purpose in the future, as envisaged by the CAA's Airspace Modernisation Strategy published in January 2023. Modernisation will benefit UK consumers **through greater system capacity** and **better resilience to disruption**.

Today, planes can fly using satellite navigation, yet still follow outdated routes, often relying on air traffic controllers to give directions. With modern technology, these planes could:

- Climb more quickly
- Take more direct routes
- Be quieter en route and on arrival/departure
- Produce less carbon emissions
- Face fewer delays from congestion

This is why the Government and the Civil Aviation Authority (CAA) are leading a national programme to modernise the UK's airspace. To coordinate this complex change process, they have set up the Airspace Change Organising Group (ACOG).

AMS at London Gatwick

London Airspace South (LAS) is the first phase of airspace modernisation proposed in the Southeast of England. LAS covers the region of UK airspace that extends south from London Gatwick, beyond the South coast to the boundary with French airspace.

Two airspace change proposals make up LAS:

- One sponsored by London Gatwick (for the changes below 7000ft)
- Another by NATS (for the changes above 7000ft).

Both proposals are following the CAA's airspace change process.

Airspace Change Organising Group | ACOG

Read more about ACOG, including on the UK's airspace modernisation masterplan.
ACOG's One Sky, One Plan website has further information, including short videos and FAQs.

UK Airspace Design Service | UKADS

- Following consultation, the Department for Transport (DfT) and CAA have decided to replace the current model with a single guiding mind responsible for future airspace design; to deliver much-needed modernisation at scale and to the timescales required.
- UKADS will be provided by NATS (En Route) plc (NERL), which currently provides air traffic control services for the en route phase of flight.
- Initial focus will be on modernising the complex airspace around London.

Airspace Change Process | ACP

The number and scale of airspace change proposals which the CAA receives each year varies. Some approaches by change sponsors do not go beyond an initial outline conversation and never progress to a proposal. Some proposals can last several years between the first conversation and the final decision.

The CAP1616 Airspace Change process was implemented in January 2018. CAP1616 was created to meet modern standards for regulatory decision-making, and is fair, transparent, consistent and proportionate.
The process ensures that when the CAA decides whether to approve a proposal to change UK airspace, it does so in an impartial and evidence-based way, taking proper account of the needs and interests of all affected stakeholders.

The airspace change process is designed to align with the Government's policy on managing airspace. Airspace change options are assessed using WebTAG, a series of guides and spreadsheet tools.
The legislative framework to airspace change is explained on our website.

See the CAA's Airspace Change process, which helps ensure decision-making for airspace change is fair and transparent.

LONDON GATWICK

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