



Safety and Airspace Regulation Group

REPLACEMENT OF CLASS F AIRSPACE IN UK FLIGHT INFORMATION REGIONS – ADDENDUM CONSULTATION

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INTRODUCTION

The International Civil Aviation Organisation (ICAO) requires that airspace is classified and designated according to the ICAO Air Traffic Service (ATS) Airspace Classifications as detailed in References A and B. The UK currently applies the Airspace Classification System subject to such Differences that may be detailed at Reference C, the European Commission's Airspace Classification Regulation (Reference D) and the Policy Statement at Reference E.

The CAA intends to reclassify and redesignate UK ADRs as Class E airways that will be additionally notified as transponder mandatory airspace in accordance with current CAA policy (Reference F). Between 8 April 2013 and 26 July 2013 the CAA consulted industry on its change proposals¹ and is currently refining these in the light of consultation responses. An unintended/unforeseen consequence of the proposals was the impact of the proposals upon air traffic management within the Aberdeen area.

The Manual of Air Traffic Management Part 1 (MATS Part 1)² requires air traffic control (ATC) not to vector aircraft outside the horizontal or vertical limits of controlled airspace (CAS) unless an aircraft has planned to leave it. Current air traffic management (ATM) practice at Aberdeen requires aircraft to be vectored outside W4D, W5D and P600D as they converge towards the ADN VHF omnidirectional radio range (VOR) beacon. Reclassification of each route as proposed would result in it becoming CAS, thus requiring Aberdeen ATC to comply with the MATS Part 1 requirement not to vector outside it as described.

Compliance with the MATS Part 1 requirement would result in a significant amount of traffic being funnelled into the specific parts of the Aberdeen Control Zone/Control Area (CTR/CTA). This would in turn result in a reduction in current ATM and airspace efficiency in the Aberdeen area, whilst leading to a significant increase in controller workload and potential reduction in safety. It would additionally impact the CAA's aspiration that 'There are no plans to change where aircraft physically fly as a result of the proposed regularisation'³ and generate adverse environmental impacts.

It is therefore necessary to consider the establishment of additional Class E airspace in the vicinity of the Aberdeen CTR/CTA to avoid the realisation of these impacts. The CAA's proposals for such additional airspace are presented in this consultation.

¹ Consultation on the Replacement of Class F Airspace in the UK FIRs (8 April 2013)

² CAP 493 Manual of Air Traffic Services Part 1 Edition 5 (July 2013) Section 1, Chapter 5

³ Consultation on the Replacement of Class F Airspace in the UK FIRs Section 2, Para 2.8.1

1 CONSULTATION

1.1 Purpose of the Consultation

1.1.1 The purpose of this consultation is to seek industry comment on the CAA's proposals to establish Class E fillets in the vicinity of the Aberdeen CTA. The proposal seeks to sustain current air traffic management efficiencies in the Aberdeen as part of its plans to replace Class F airspace in the UK FIRs, and without recourse to a more restrictive airspace classification. The subject airspace is additionally proposed as Transponder Mandatory airspace and the CAA is now consulting with the National Air Traffic Management Advisory Committee (NATMAC), those non-NATMAC Airspace Strategy Steering Group Technical Sub-Group members, plus neighbouring aerodromes and airspace users on its proposals.

1.1.2 A Glossary of terms is at **Annex A**, and a list of reference documents is at **Annex B**; a list of consultees is at **Annex C**.

1.2 Conduct of the Consultation

1.2.1 The CAA is required by Government to demonstrate that the best balance possible has been achieved between conflicting demands and objectives and that as a consequence of a change in policy benefits will accrue. The responses provided to this consultation will help to provide a better understanding of the likely impact of the proposed changes.

1.3 Consultation Period

1.3.1 The consultation period runs from **9 October 2013 to 4 November 2013**, a one month period. One month is considered adequate given that the proposed airspace is required to ensure continuation of operations as today and to ensure implementation is undertaken within the planned timescales. In addition, this consultation supplements the wider consultation already undertaken by the CAA, the subject has already been exposed by the CAA to a number of stakeholders following conclusion of the main consultation, and that NATS Aberdeen have already undertaken local engagement on the issue (see paragraph 2.6).

1.4 Consultation Responses

1.4.1 Stakeholders are invited to comment on the proposals contained within this document. In reaching their conclusions, stakeholders should consider the operating environment within which the proposed airspace lies.

1.4.2 Respondents are requested to use the Consultation Response Form at **Enclosure 1**. Responses should indicate whether they support or object to the proposals and comment accordingly. In the event that a respondent objects to the proposal, it is requested that supporting evidence is included. Also, it is requested that any preference for an alternative solution (or solutions) be supported by appropriate justification.

1.4.3 In order to assist in fully determining the impact of the proposals, stakeholders are requested to provide assessments of the effect these may have on their operations. Assessments may be submitted in an appropriate format that provides a clear indication of the potential impact.

1.4.4 This consultation will be primarily managed by email as the preferred medium; however, postal responses will be accorded identical status and processed in the same way. Stakeholders requiring a hard copy of the consultation document should make their request to the Focal Point for the Consultation.

1.5 Conclusion of the Consultation Period

1.5.1 Following conclusion of the consultation, responses will be collated and analysed. The CAA will subsequently publish a consultation report summarising the responses along with its final proposals concerning the replacement of Class F airspace and the dates on which the proposed changes are planned to take effect.

1.5.2 The consultation report will be placed on the CAA website and consultees listed at Annex C will be notified of publication. Wider industry will be notified of the outcomes of the consultation and of final change proposals by means of a CAA Information Notice.

1.5.3 The necessary Aeronautical Information Publication (AIP) and Visual Flight Rules (VFR) chart amendments will be prenotified by means of timely Aeronautical Information Circulars or AIP Supplement.

1.6 Confidentiality

1.6.1 All responses will be available for scrutiny under the Freedom of Information (FOI) Act 2000. Consultees are to note that requests for responses to be kept confidential will only be possible if these are consistent with the CAA's obligations under the Data Protection Acts.

1.7 Consultation Focal Point

1.7.1 Consultation responses and any queries on the technical aspects of the proposals should be addressed, preferably by e-mail, to the following:

Airspace Regulation
Safety and Airspace Regulation Group
CAA House
45-59 Kingsway
London WC2B 6TE

e-mail: airspaceregulation@caa.co.uk

Where possible an early response would be appreciated so that any issues arising may be addressed as soon as possible.

1.8 Consultation Oversight

1.8.1 The CAA maintains oversight of the conduct of the consultation in accordance with Government's Guidance on Consultation. Such guidance is reflected in CAP725 (CAA Guidance on the Application of the Airspace Change Process), available on the CAA website at <http://www.caa.co.uk/docs/33/CAP725.PDF>.

1.8.2 Queries or complaints concerning adherence to the consultation process should be addressed, preferably by e-mail, to the following:

Hd of Airspace Policy, Coordination & Consultation
Safety and Airspace Regulation Group CAA House
45 - 59 Kingsway
London WC2B 6TE

e-mail: airspacepolicy@caa.co.uk

2 PROPOSALS FOR CHANGE

2.1 The Need to Replace Class F

2.1.1 All Advisory Routes (ADRs) within the UK FIR are Class F Airspace. The February 2009 ICAO Universal Safety Oversight Audit Programme inspection of the UK found that there no plans for replacing air traffic advisory service within Class F within the UK and that, in ICAO terms, this was inappropriate use of this airspace classification (Reference G).

2.1.2 Upon receipt of this finding, the CAA published (in June 2010) a policy statement outlining initial plans to replace Class F airspace. In addition, the CAA established a CAA-led group to identify options upon which the replacement of Class F airspace was to be founded.

2.1.3 Circumstances beyond the CAA's control precluded the launch of an airspace change proposal as originally anticipated. However, the ICAO finding remains unresolved and the passing into European law of Standardised European Rules of the Air (SERA – Reference H) underscores the need for action to replace Class F to be completed in advance of UK SERA implementation on 4 December 2014.⁴

2.1.4 The CAA therefore considers it necessary to replace Class F airspace in the UK FIRs in advance of 4 December 2014 and initially consulted industry on its proposals between 8 April 2013 and 26 July 2013. An unintended/unforeseen consequence of the proposals was the impact of the proposals upon air traffic management within the Aberdeen area and the need for the establishment of the 'Aberdeen fillets'.

2.2 The need for the 'Aberdeen Fillets'

2.2.1 **Current Aberdeen Airspace.** Aberdeen International Airport (AIA) is served by a Class D Control Zone (CTR) and Control Area (CTA) as described in the UK Aeronautical Information Publication (AIP) at EGPD AD 2.17 and illustrated at AIP AD 2-EGPD-4-1 (**Enclosure 2**). In addition, ADRs W4D, W5D and P600D and airways P18 and P600 converge towards the ADN VHF omnidirectional radio range (VOR) beacon.⁵

2.2.2 **Traffic Mix.** Unlike many airports, Aberdeen operates a disparate mix of fixed-wing scheduled commercial and ad-hoc non-commercial operations, together with rotary-wing operations undertaken in support of the North Sea oil industry. Aircraft types range from single-engine turboprop aeroplanes to large multi-engined passenger and specialist freight aeroplanes operating along adjacent ADRs and airways, plus helicopters ranging from AgustaWestland AW149s to Sikorsky S-92s operating on Helicopter Main Routes serving North Sea oil rigs. Air ambulance services also operate in and out of the airport. AIA regularly operates in excess of 40 movements per hour at peak times; as the fifth busiest airport within the UK it hosts some 115,000 aircraft movements per annum, of which 43,000 are helicopter movements. The operation is predominantly IFR with aeroplanes making up approximately 65% of movements. The remaining 35% consists of a mix of helicopter types. Public Transport helicopters almost exclusively depart IFR but some inbound flights elect to convert to VFR on arrival at the CTR boundary, of late however an increasing number are opting for an ILS recovery. The airport anticipates continued growth (associated with oil industry development) and with it no change to the complexities associated by the traffic mix.

⁴ SERA states that Class F shall be considered as a temporary measure until such time as it can be replaced by alternative classification and requires service provision within it to be based on Air Traffic Advisory Service. In UK Class F either Deconfliction Service or Procedural Service is currently provided in accordance with the UK Air Traffic Services Outside Controlled Airspace.

⁵ See UK AIP ENR 6-1-4-1 Chart of United Kingdom ATS Airspace Classifications - SFC-FL195

2.2.3 Management of Air Traffic. Standard Instrument Departure and Arrival procedures are not established at Aberdeen. Arrivals and departures are therefore individually vectored in order to ensure safe and efficient integration of disparate aircraft types displaying varying performance characteristics. Aircraft on the ADRs are vectored off the routes as required to facilitate deconfliction and sequencing of arrivals and integration of departures within adjacent Class G airspace; such vectoring continues when aircraft have entered the CTR/CTA). The sequencing of traffic is determined by prevailing traffic conditions at any one time and therefore the frequency and distribution of aircraft (and indeed aircraft types) is variable. Prevailing weather conditions will also influence the distribution of traffic within the local area.

2.2.4 Airways Traffic. Aircraft on airways P18 and P600 remain contained within controlled airspace in accordance with MATS Part 1 requirement not to vector aircraft outside the horizontal or vertical limits of CAS unless an aircraft has planned to leave it⁶. Note that fillets of Class D airspace abutting the Aberdeen CTR/CTA are established in the vicinity of P18 and P600 to facilitate vectoring.

2.2.5 Local Non-Commercial Civilian Operations. Compared with many other UK airports there is limited AIA-based and adjacent General Aviation (GA) activity. Aberdeen is situated close to the coast and therefore the presence of the North Sea to the east and north limits opportunities for Light Aircraft flying in those directions. The highest mountain range in the UK lies to the west of the airfield further limiting aerial activities. This high ground allows for gliding activity (mountain and wave soaring) from Aboyne airfield but the Class G airspace utilised for this has little impact on AIA operations. Local recreational aviation activities primarily consist of microlight and ultralight flying at levels below those associated with the Aberdeen CTR/CTA and much of the proposed fillets. The main centre for such activity is Longside Airfield which is situated to the north of the Aberdeen CTR. There is a Letter of Agreement between Aberdeen ATC and the airfield operators which covers the procedures for handling any low level overflying traffic or any Longside traffic wishing to transit the Aberdeen CTR/CTA. There are other operations at Insch and Hatton whilst a helicopter training facility is located at Peterculter within the Aberdeen CTR.

2.2.6 Local Military Operations. Aberdeen experiences occasional military activity. AIA is used for Practice Diversions by a variety of types. Aircraft from RAF Leuchars and RAF Lossiemouth (amongst others) operate within in the adjacent offshore Danger Area 613 complex to the south-east.

2.2.7 Prevailing weather Conditions. The weather has a marked effect on AIA operations throughout the year. AIA suffers from frequent fogs in summer and during the winter is subject to significant snowfall, low freezing levels and high winds. This leads to a predominantly IFR-focussed operation that can at times generate a considerable degree of airborne holding.

2.2.8 Operational Impact of the CAA Proposals. Reclassification of W4D, W5D and P600D as originally proposed by the CAA would result in each becoming CAS, thus requiring Aberdeen ATC to comply with the MATS Part 1 requirement not to vector outside them as described above. The resultant volume of controlled airspace available to undertake such vectoring would be extremely limited, resulting in significant funnelling of traffic – particularly within the northern part of the Aberdeen CTR/CTA – and greater use of holding patterns than is currently the case. This concentration would result in a significant increase in controller workload compared to current operations, given the increased need to deconflict

⁶ CAP 493 Manual of Air Traffic Services Part 1 Edition 5 (July 2013) Section 1, Chapter 5

not only arrivals from one another, but also from Aberdeen departures. Complexity would increase, and adversely impact upon safety and capacity. Other impacts would be:

- a. An increase in airborne conflict resulting from the funnelling noted above.
- b. An increase in airborne conflicts between traffic outbound from Runway 34 and traffic inbound via W4D, W5D and P600D. For example, W5D departures from either runway will generate increased potential for conflict due to a reduction in the airspace available to laterally deconflict them from W5D arrivals. This is currently avoided by vectoring outbound traffic to the north and west of the CTR/CTA.
- c. It would no longer be possible to tactically vector traffic inbound via P600D for Runway 34 until inside the CTR/A. This would leave limited airspace in which to implement time-critical heading changes to the south. If the turn is not given (or is delayed for any reason) then this traffic would impinge on the climb-out for Runway 34. There will be a resultant decrease in the airspace available for lateral deconfliction from any other inbounds from the north or east.
- d. Each of the above is likely to generate a significant increase in controller workload both in terms of traffic, co-ordination and communications loading. These impacts run counter to the CAA's stated aspirations that complexity and potential error by pilots/and controllers is to be avoided, as is the potential for increased R/T during busy periods resulting in the application of the incorrect separation criteria.⁷

2.2.9 Non-Operational Impacts of the CAA's Proposals. The operational impacts described above will in turn impact upon the CAA's stated aspiration in Reference I that its proposals would not change where aircraft physically fly as a result of the proposed regularisation⁸. Increased concentration of traffic, a likely increase in the number of track miles flown by arrivals and departures (as integration of these is likely to require traffic to be held higher for longer) and increased recourse to holding patterns could be expected to generate adverse environmental impacts (principally noise and emissions; visual intrusion cannot be discounted due to aircraft having to be vectored over areas not previously overflown). Finally, the airport has estimated up to 20% decrease in capacity could be experienced at peak periods, with knock-on impacts in terms of delay to aircraft, inconvenience to passengers and potential loss of revenue to the airport and the region.

2.3 Options for Change

2.3.1 Three options have been identified:

- a. **Option 1** - Do Nothing.
- b. **Option 2** - Establish additional fillets of Class A-D airspace between W4D, W5D and P600D and abutting the current Aberdeen CTR/CTA.
- c. **Option 3** – Establish additional fillets of Class E airspace between W4D, W5D and P600D and abutting the current Aberdeen CTR/CTA with the airspace additionally designated Transponder Mandatory airspace in accordance with current CAA policy for Transponder Mandatory Zones (TMZs). The lateral and vertical limits of the additional airspace as originally identified by NATS is illustrated at **Annex D**; the lateral limits represent the minimum amount of airspace required to facilitate vectoring and sequencing of arrivals and

⁷ Reference I Section 4 paragraph 4.3.1

⁸ Reference I Section 2 paragraph 2.8.1.

departures, while the vertical limits reflect those suggested by NATS for W4D, W5D and P600D in the vicinity of Aberdeen. Following consideration of the suggested fillets the CAA proposes simplification of the boundary of the suggested fillets above the Aberdeen CTR/CTA as depicted at **Annex E**. Note the vertical limits: those parts of the additional airspace lying within the Aberdeen CTR/CTA will adopt the latter's classification, i.e. Class D. Similarly the part of Class D airway P600 overlapping the revised Class E airspace will remain Class D. Designation of the fillets and their co-ordinates will be confirmed as part of the CAA's decision on the way forward with replacement of Class F airspace and communicated to industry accordingly.

2.3.2 **Option 1** is considered inappropriate because to 'do nothing' would not resolve the constraints and associated impacts described in paragraphs 2.2.5 and 2.2.6 above.

2.3.3 **Option 2** would preclude the constraints and associated impacts described in paragraphs 2.2.5 and 2.2.6 above. However this option is considered inappropriate as it could lead to the application of an unnecessarily restrictive airspace classification and have unacceptable operational impacts upon other airspace users in the local area.

2.3.4 **Option 3** is considered to be the most appropriate way forward and as such is the CAA's preferred option. It is considered to represent the minimum level of change necessary to ensure continued compliance with regulatory requirements concerning the retention of vectored traffic within controlled airspace whilst precluding the constraints and impacts described in paragraphs 2.2.5 and 2.2.6 above.

2.3.5 **Benefits of the Preferred Option.** The benefits of Class E with Transponder Mandatory status are considered to be as follows:

- a. It incurs the least impact upon adjacent IFR and VFR operations, whilst creating a 'known' traffic environment for IFR traffic.
- b. As an ICAO airspace classification it is recognizable both to regular and non-regular domestic and foreign airspace users, including users of adjacent airspace, and is compliant with SERA. It avoids the need for potentially complex and unfamiliar bespoke solutions that in themselves could adversely affect flight safety.
- c. It is consistent with the anticipated application of Class E with Transponder Mandatory status in the en-route airspace which the fillets are intended to augment.
- d. Autonomous access to VFR aircraft is permissible and therefore offers operational flexibility.
- e. The airspace will be taken account by military exercise planners and other airspace users because of their CAS status.
- f. Aircraft operating under IFR within the fillets would do so under the control of the appropriate airspace controlling authority and in accordance with a clearance, or in accordance with an appropriate operating agreement between affected airspace users and the airspace controlling authority.
- g. Aircraft entering the airspace under VFR would not require a clearance to cross but would be required to carry and operate a suitable Secondary Surveillance Radar (SSR) transponder. Entering the airspace under VFR without a functioning suitable SSR transponder would either require being in radio contact with the controlling authority or in accordance with published crossing procedures.

2.4 Service Provision Impacts.

2.4.1 UK AIP ENR 1.4 (ATS Airspace Classification) states that, within the UK FIRs, IFR traffic in Class E is provided with Air Traffic Control Service, VFR traffic being provided with Air Traffic Control Service to communicating flights. The UK has currently not filed a Difference filed to Annex 11 in this respect.

2.4.2 In service provision terms, the establishment of the Class E fillets as proposed will guarantee the provision of Air Traffic Control Service to IFR traffic. With this comes greater clarity on services to IFR traffic, and a greater consistency of service than could be the case in Class G. With regards to service provision to VFR traffic, stakeholders are invited to comment on current UK service provision arrangements within Class E – specifically the merits (or otherwise) of providing Air Traffic Control Service to communicating flights, and whether or not such provision is to be limited to the designated airspace controlling authority.

2.4.3 The controlling authority for the ‘Aberdeen fillets’ will be promulgated as part of the AIP revisions resulting from the replacement of Class F airspace.

2.5 Environmental Impacts

2.5.1 The proposed Class E fillets will allow NATS Aberdeen to continue to apply current traffic management practice whilst remaining compliant with the requirements of MATS Part 1. This will in turn ensure that the constraints and impact associated with not establishing the fillets as described in paragraph 2.2.6 will not materialise. Therefore, whilst it can be seen that not establishing the fillets will present adverse environmental impacts, establishing them will not.

2.5.2 As the proposal does not seek to change where aircraft physically fly, and that current vectoring practices result in a variable distribution of traffic, analyses of noise impact, CO₂ emissions, tranquillity, visual intrusion, and local air quality is not possible and have not been undertaken. Establishment of the fillets will permit the continuation of current vectoring practices and the variable distribution of traffic that is currently experienced.

2.6 Engagement With Local Interests to Date.

2.6.1 NATS Aberdeen has already briefed the AIA Flight Operations Committee (consisting of representatives of AIA-based aircraft operators plus several local recreational General Aviation interests) on the CAA’s proposals for the replacement of Class F airspace and the need for additional fillets in the Aberdeen area. The AIA Airport Consultative Committee (membership of which includes representatives from several local councils - see <http://www.ukaccs.info/aberdeen/about.html>) has been similarly briefed. We understand that to date no concerns have been presented to NATS Aberdeen regarding the requirement for the additional airspace. NATS Aberdeen have indicated that they will conduct further local engagement as necessary.

3 ISSUES FOR CONSIDERATION

3.1 **Communications, Navigation and Surveillance.** No changes to current CNS coverage in the Aberdeen area are anticipated.

3.2 **CAA Buffer Policy and Flexible Use of Airspace.** A portion of the proposed additional Class E airspace overlaps EG D613A; when EG D613A is notified as active, that part of the proposed Class E contained within it is expected to be unavailable for use by NATS Aberdeen. It will be necessary for NATS Aberdeen and the MOD to establish a

mutually acceptable operating agreement to facilitate flexible use of the airspace in question and compliance with the CAA's airspace buffer policy (Reference J).

3.3 Impacts On Airspace Users. Stakeholders may wish to engage with one another during the consultation period in order to inform and their respective responses.

4 SAFETY

4.1 Safety Principles, Safety Assessment and Safety Issues. There are no changes to the safety principles, safety assessment requirements and methodology or safety issues arising from this addendum consultation. A further safety assessment of the proposals to replace Class F airspace will be undertaken as part of the refinement of the CAA's proposals at the conclusion of this consultation.

5 PLANNED IMPLEMENTATION

5.1 Project Milestones

5.1.1 The following project milestones for the replacement of Class F airspace have been identified:

- a. 9 October-4 November 2013 – Addendum consultation.
- b. 1 October-30 November 2013 – Safety assessment of proposals completed and proposals finalised.
- c. November 2013 - CAA publishes consultation feedback report.
- d. November 2013 – CAA scrutiny of final change proposals and submission for approval.
- e. December 2013 – CAA decision and notification to industry, adjacent States and ICAO of this.
- f. 1 January-31 March 2013 – Disestablishment of W2D.
- g. 1 January-30 November 2014 - CAA undertakes pilot and aircraft operator awareness activities in advance of Class F replacement. NATS Aberdeen to undertake local pilot and aircraft operator awareness activities in advance of Class F replacement
- h. July 2014 - CAA prepares and submits Integrated Aeronautical Information Package (IAIP) amendments.
- i. July-August 2014 – CAA Safety Regulation Group's Aerodromes and Air Traffic Standards Division prepares and introduces MATS Part 1 change material to take effect on a date yet to be confirmed.
- j. September-November 2014 IAIP amendment published to take effect on an AIRAC date yet to be confirmed. Class F reclassified.

5.2 Target Implementation Date

5.2.1 Class F airspace is planned to be replaced no later than 13 November 2014 (AIRAC 12/2014). The actual implementation date is likely to be 18 September 2014 (AIRAC 9/2014); this will be confirmed in the CAA's decision letter to industry.

5.3 Aeronautical Information Change

5.3.1 Introduction of the new arrangements by means of a double AIRAC period of notification for AIP amendments (i.e. 56-days' notice) replacement project is proposed. A preliminary assessment of the extent of textual and chart amendments to the AIP incurred by the proposals and will be updated in advance of final proposals being approved by the CAA.

5.3.2 The revised arrangements will incur numerous changes to 1:250k and 1:500k VFR charts. These follow a non-AIRAC publishing schedule that will demand careful management in order to capture all of the changes in a timely manner. Preliminary AIP and VFR chart amendment planning with NATS Ltd Aeronautical Information Service is under way. Early notification of the changes to the MOD's Aeronautical Information Distribution Unit will be necessary to facilitate timely amendment of affected military documents and charts.

5.4 Implementation Awareness Activities

5.4.1 The introduction of the new arrangements will require comprehensive awareness activity. This will primarily be targeted at UK airspace users and will involve the CAA and NATS Aberdeen. The nature and content of awareness material, and the media by which it will be disseminated, has yet to be decided.

5.4.2 The resultant changes will be also pre-notified to industry by means of Aeronautical Information Circulars, an AIP Supplement, or a combination of these. Industry will be informed of their publication by means of CAA Information Circulars and other communication channels.

5.5 Post Implementation Review

5.5.1 A post-implementation review of the effectiveness of the proposed arrangements will be carried as part of the wider Class F replacement post-implementation review.

6 SUMMARY

6.1 Replacement of Class F airspace in the UK FIRs is necessary to achieve compliance with the recommendations of the 2009 ICAO USOAP inspection of the UK. It will also obviate the need to comply with SERA service requirements associated with Class F airspace.

6.2 The proposals have highlighted the previously unforeseen need for additional airspace in the Aberdeen area in order to ensure continued compliance with regulatory requirements concerning the vectoring of aircraft outside controlled airspace. Various options have been considered and establishing additional airspace fillets in the vicinity of the Aberdeen CTR/CTA as Class E airspace further notified as Transponder Mandatory airspace has been identified as the most appropriate way forward.

6.3 Stakeholders are invited to consider the merits of the proposal, and provide comment accordingly, using the enclosed comment response proforma.

ANNEX A

GLOSSARY

ADR	Advisory Route
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation And Control
ATC	Air Traffic Control
ATM	Air Transport Movement
ATS	Air Traffic Service(s)
ATSOCAS	Air Traffic Services Outside Controlled Airspace
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
CAS	Controlled Airspace (ICAO airspace classifications A-E)
FIR	Flight Information Region
FOI	Freedom of Information
IAIP	Integrated Aeronautical Information Package
ICAO	International Civil Aviation Organisation
IFR	Instrument Flight Rules
NATMAC	National Air Traffic Management Advisory Committee
NATS	NATS Ltd (formerly National Air Traffic Services Ltd)
SERA	Standardised European Rules of the Air. Commission Regulation (EU) No (923/2012) of (September 2012) laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Regulations (EC) No 1035/2011, (EC) 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No255/2010 refers.
SSR	Secondary Surveillance Radar
USOAP	ICAO Universal Safety Oversight Audit Programme
VFR	Visual Flight Rules.

ANNEX B

REFERENCES

- A. ICAO Annex 2 - Rules of the Air.
- B. ICAO Annex 11 - Air Traffic Services.
- C. UK AIP GEN 1.7 - Differences from ICAO Standards, Recommended Practices and Procedures.
- D. European Commission Airspace Classification Regulation 730/2006 dated 11 May 2006.
- E. Application of ICAO Airspace Classifications in UK Flight Information Regions (Directorate of Airspace Policy, 22 August 2013).
- F. Policy For Transponder Mandatory Zones (TMZs) (Directorate of Airspace Policy, 17 April 2009).
- G. ICAO Safety Oversight Audit of the UK CAA (February 2009) - Audit Finding ANS/02.
- H. Commission Regulation (EU) No (923/2012) of 26 September 2012 laying down the common rules of the air and operational provisions regarding services and procedures in air navigation and amending Regulations (EC) No 1035/2011, (EC) 1265/2007, (EC) No 1794/2006, (EC) No 730/2006, (EC) No 1033/2006 and (EU) No255/2010.
- I. Directorate of Airspace Policy Consultation on the Replacement of Class F Airspace in UK Flight Information regions (8 April 2013)
- J. Safety Buffer Policy for Airspace Design Purposes – Segregated Airspace (Directorate of Airspace Policy, 12 November 2010).

ANNEX C

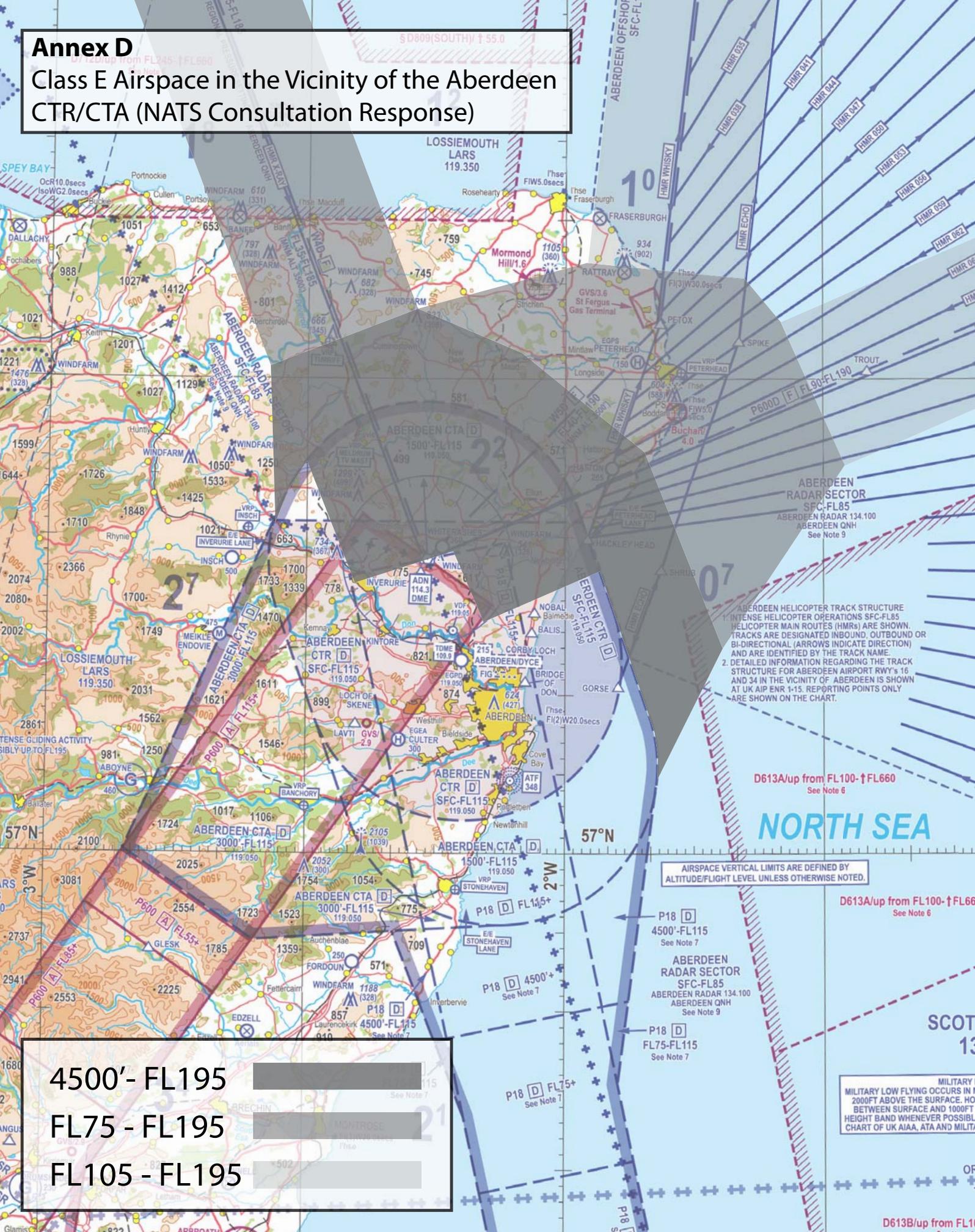
CONSULTEES

NATMAC
Airport Operators Association
Aircraft Owners and Pilots Association
British Airways
BAA plc
BAE Systems
British Airline Pilots Association
British Air Transport Association
British Balloon and Airship Club
British Gliding Association
British Helicopter Advisory Association
British Hang Gliding and Paragliding Association
British Microlight Aircraft Association
British Parachute Association
Guild of Air Pilots and Air Navigators
General Aviation Safety Council
Guild of Air Traffic Control Officers
Heavy Airlines
Helicopter Club of Great Britain
Light Airlines
Low Fares Airlines
NATS (NERL)
NATS (NSL)
Light Aircraft Association
PPL/IR
SRG (CAA) Safety Regulation Group, CAA
Unmanned Aerial Vehicle Systems Association
United Kingdom Airprox Board
United Kingdom Flight Safety Committee
Director Army Aviation
Military Aviation Authority
Defence Airspace Group
Ministry of Defence (Defence Equipment and Support)
United States Air Force Europe (3rd Air Force-Directorate of Flying)
NON-NATMAC
Aberdeen International Airport (Operations Director)
Aberdeen International Airport Consultative Committee (Chairman)
Aberdeen Light Aircraft

BMI Regional
Bond Helicopters
Bristow Helicopters
Buchan Aero Club
Cabro Aviation
CHC Scotia Helicopters
Dyce Flying Club
Eastern Airways
FlyBe
Gama Group
Grampian Microlight Flying Club
Hatton aerodrome
HJS Helicopters Ltd
Loganair
Longside Flying Club
Scottish Executive
Whiterashes aerodrome

Annex D

Class E Airspace in the Vicinity of the Aberdeen CTR/CTA (NATS Consultation Response)



4500' - FL195
FL75 - FL195
FL105 - FL195

ABERDEEN HELICOPTER TRACK STRUCTURE
1. INTENSE HELICOPTER OPERATIONS SFC-FL85
HELICOPTER MAIN ROUTES (HMRs) ARE SHOWN.
TRACKS ARE DESIGNATED INBOUND, OUTBOUND OR
BI-DIRECTIONAL (ARROWS INDICATE DIRECTION)
AND ARE IDENTIFIED BY THE TRACK NAME.
2. DETAILED INFORMATION REGARDING THE TRACK
STRUCTURE FOR ABERDEEN AIRPORT RWYs 16
AND 34 IN THE VICINITY OF ABERDEEN IS SHOWN
AT UK AIP ENR 1-15. REPORTING POINTS ONLY
ARE SHOWN ON THE CHART.

AIRSPACE VERTICAL LIMITS ARE DEFINED BY
ALTITUDE/FLIGHT LEVEL UNLESS OTHERWISE NOTED.

P18 [D] 4500'-FL115
See Note 7

ABERDEEN RADAR SECTOR
SFC-FL85
ABERDEEN RADAR 134.100
ABERDEEN QNH
See Note 9

P18 [D] 4500'+
See Note 7

P18 [D] FL75-FL115
See Note 7

P18 [D] FL75+
See Note 7

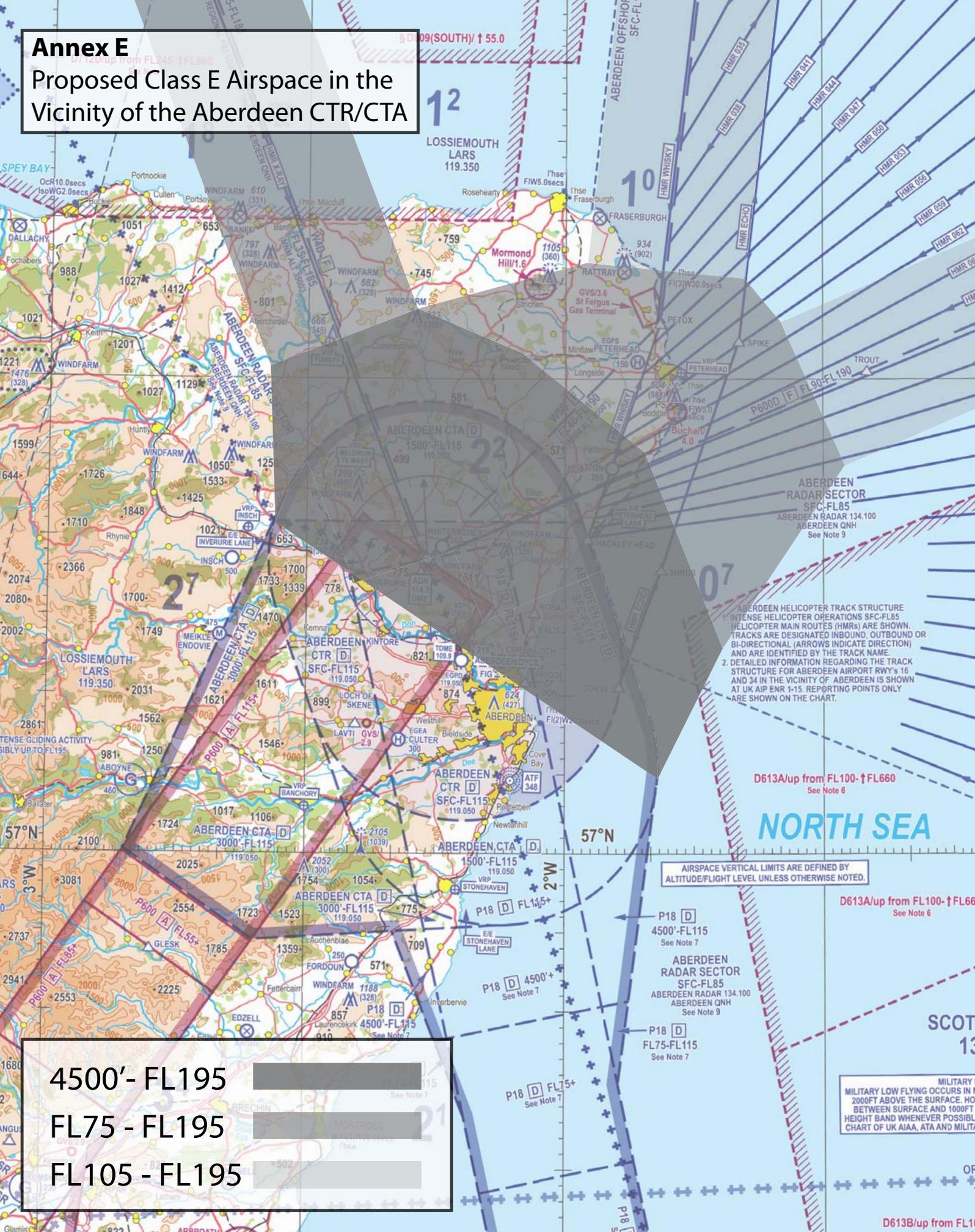
D613A/up from FL100-↑FL660
See Note 6

MILITARY LOW FLYING OCCURS IN THE
2000FT ABOVE THE SURFACE. HOWEVER,
BETWEEN SURFACE AND 1000FT
HEIGHT BAND WHENEVER POSSIBLE
CHART OF UK AIAA, ATA AND MILITARY

D613B/up from FL100-↑FL660
See Note 6

Annex E

Proposed Class E Airspace in the Vicinity of the Aberdeen CTR/CTA



ABERDEEN HELICOPTER TRACK STRUCTURE
1. INTENSE HELICOPTER OPERATIONS SFC-FL85
HELICOPTER MAIN ROUTES (HMRs) ARE SHOWN.
TRACKS ARE DESIGNATED INBOUND, OUTBOUND OR
BI-DIRECTIONAL (ARROWS INDICATE DIRECTION)
AND ARE IDENTIFIED BY THE TRACK NAME.
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STRUCTURE FOR ABERDEEN AIRPORT RWYs 16
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AIRSPACE VERTICAL LIMITS ARE DEFINED BY
ALTITUDE/FLIGHT LEVEL UNLESS OTHERWISE NOTED.

4500' - FL195
FL75 - FL195
FL105 - FL195

MILITARY LOW FLYING OCCURS IN THE
2000FT ABOVE THE SURFACE. HOWEVER,
BETWEEN SURFACE AND 1000FT
HEIGHT BAND WHENEVER POSSIBLE
CHART OF UK AIAA, ATA AND MILITARY

D613B/up from FL195