



Civil Aviation Authority
SAFETY NOTICE
Number: SN-2011/010



Issued: 11 August 2011

RECLASSIFICATION OF THE GLASGOW CTA

This Safety Notice contains recommendations regarding operational safety.

Recipients must ensure that this Notice is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not Primarily Affected
Air Traffic:	All ATS
Airspace:	All NATMAC Representatives
Airworthiness:	Not Primarily Affected
Flight Operations:	All AOC Holders and GA Pilots
Licensed/Unlicensed Personnel:	Not Primarily Affected

1. Introduction

- 1.1 In accordance with Civil Aviation Publication (CAP) 724 – *The Airspace Charter*, the Directorate of Airspace Policy (DAP) reserves the right to implement a 'Fast Track' process that is reserved specifically for use by the Directorate when an imminent 'safety critical' or national security change is needed. In the unlikely event that a clear and present threat to public safety is identified, DAP, after confirming the existence of the threat, will, as an immediate resolution, notify users of the temporary changes to the airspace. A permanent solution will be developed and implemented by DAP, in consultation with interested stakeholders.
- 1.2 Following consultation, an Airspace Change Proposal has been submitted by NATS Glasgow seeking the reclassification of the Glasgow Control Area (CTA) from airspace Class E to Class D. However, following an AIRPROX incident on 23 July 2011 between a glider and civil air transport aircraft within the existing Class E Glasgow CTA, DAP considers that a safety critical risk exists. Consequently, the Directorate has decided to reclassify the Glasgow CTA to Class D as an interim safety measure. This reclassification will take effect at 0001(Z) on 16 September 2011 and will be subject to NOTAM and AIC action. CAP 724 notes that such action may be reinforced by Statutory Instrument (SI); however, a change in airspace classification does not represent a formal airspace restriction and lies within the Directorate's legal powers without resort to an SI. Meanwhile, the formal airspace change proposal will be assessed in accordance with the Airspace Change Process described in CAP 724. The Decision Letter explaining the rationale behind the reclassification has been published on the CAA [website](#).

2. Compliance/Action to be Taken

- 2.1 From 0001(Z) on 16 September 2011, all airspace users are to comply with the regulations for flight in Class D airspace as detailed in the UK Aeronautical Information Publication (AIP) ENR 1.4 - ATS AIRSPACE CLASSIFICATION for the volume of airspace known as the Glasgow CTA, the dimensions of which are detailed in paragraph 3 below.

3. Airspace Dimensions

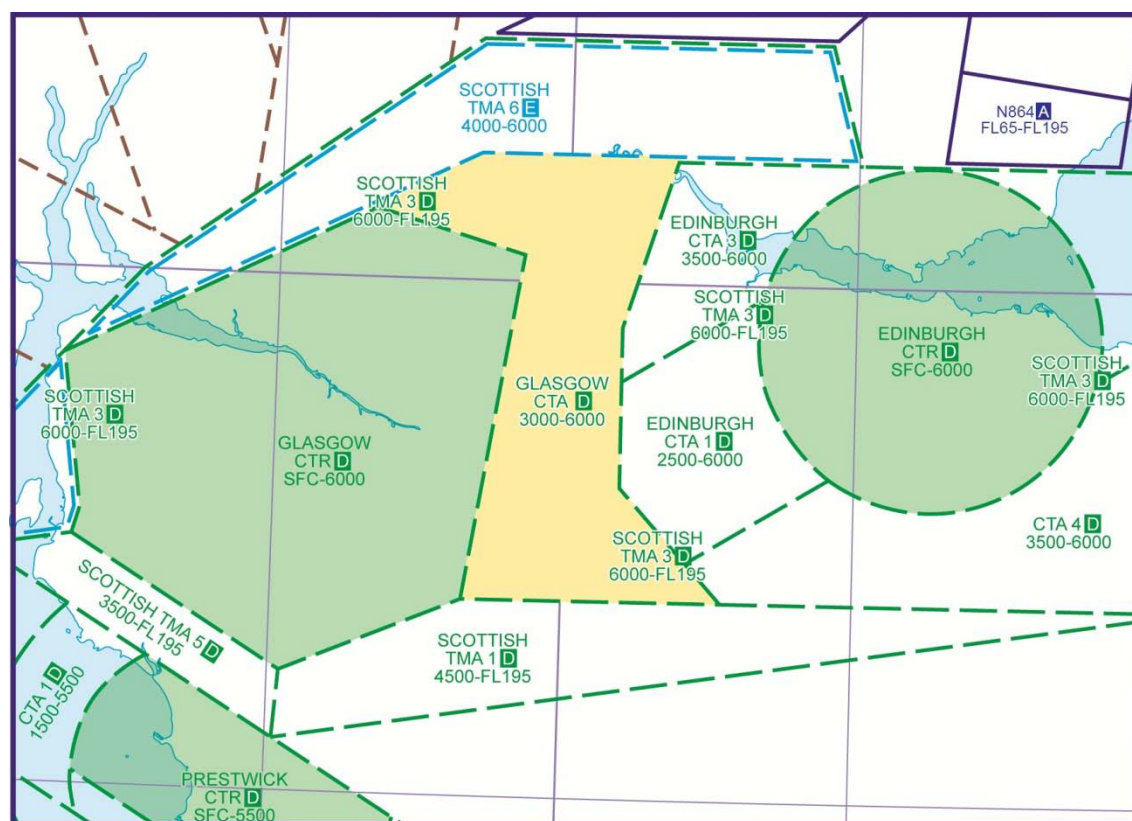
3.1 Glasgow CTA – Lateral Dimensions.

As detailed in UK AIP (EGPF AD 2.17 – ATS Airspace) – current lateral limits apply.

3.2 Glasgow CTA – Vertical Dimensions.

CTA base increased from 2500 ft amsl to 3000ft above mean sea level (amsl); upper limit of 6000ft amsl remains unchanged.

- 3.3 The following chart extract (based upon the chart at AIP page ENR 6-1-4-1) depicts the affected airspace (highlighted in yellow):



4. Queries

- 4.1 Any queries or further guidance required as a result of this communication should be addressed to:

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Directorate of Airspace Policy
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5. Cancellation

- 5.1 This Safety notice shall remain in force until further notice