

All NATMAC Representatives

22 December 2010

NATMAC INFORMATIVE LETTER

Dear Colleagues,

**RELEASE OF CONTROLLED AND SEGREGATED AIRSPACE (RCSA):
DISESTABLISHMENT OF RAF LYNEHAM CONTROL ZONE (CTR), CONTROL AREA (CTA)
& AIR TRAFFIC ZONE (ATZ)**

The MOD has forwarded a RCSA proposal to DAP in regard to the disestablishment of the RAF Lyneham CTR, CTA and ATZ. Detailed analysis of the proposal has been undertaken by DAP staff. The purpose of this letter is to provide you with an overview of the proposal and my subsequent decision on it.

RAF Lyneham will cease routine operational flying on 30 September 2011. This will result in the immediate disestablishment of the RAF Lyneham CTR and CTA and closure of the resident Air Traffic Control Unit. The ATZ will be required on an Activated by NOTAM basis for occasional aircraft movements until the Station's formal closure on 31 December 2012. The controlling authority for the ATZ will be RAF Brize Norton ATC. Air Traffic services for fixed-wing VFR traffic operating at RAF Lyneham for the period 1 October 2011 to 31 December 2012 will be provided on a tactical basis by the RAF's Tactical ATC Flight. Helicopter movements will not be provided with an aerodrome control service.

In line with RCSA, the Sponsor has provided full details of the release of the airspace. RAF Lyneham utilised the MOD's ATC Safety Management process to assess the safety impact of the revised airspace and to assist in determining the operational impact of the release of controlled airspace. I am content that there will be no adverse flight safety impact on those aircraft operating in the released airspace. I am equally content that there is not a notable operational impact on aircraft operations in the area and that the requirements of airspace users will not be adversely effected. RAF Brize Norton and Bristol will provide ATSOCAS in the area.

As the airspace will revert to uncontrolled Class G airspace, it is not possible to predict the number of pilots who will choose to fly in the released airspace or to wholly determine what activity there may be, but it is assessed that an overall increase in traffic levels is highly unlikely. The cessation of operational flying at RAF Lyneham is likely to have an environmental benefit for the local community in terms of a perceived reduction in noise, visual intrusion and pollution from emissions, particularly in those areas that previously experienced concentrated flight patterns. The sponsor has also outlined, as far as practicable, arrangements with adjacent aerodromes impacted as a consequence of the new airspace. Revised Letters of

Agreement will be drawn up in advance of the change in order inform and assist with the development of new agreements with other Air Traffic Service Providers where appropriate.

I am content that the proposed release of airspace to Class G has been undertaken in line with the principles of RCSA Policy and that appropriate actions are in place to ensure a safe transition for airspace users and adjacent aerodromes. Promulgation of the change will be through the AIRAC publishing schedule. Given the nature of the new airspace arrangements and consistent with RCSA Policy, it is highly unlikely that a review of the effectiveness of the airspace release will be undertaken.

A handwritten signature in black ink that reads "Mark Swan". The signature is written in a cursive style and is underlined with a single horizontal line.

M Swan
Director