

Safety and Airspace Regulation Group

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Airspace Change Proposal - Operational Assessment

Version: 1.0/ 2016

Title of Airspace Change Proposal	Q41 Release of Controlled and Segregated Airspace (RCSA)
Change Sponsor	FASVIG
SARG Project Leader	[REDACTED]
Case Study commencement date	2nd December 2016
Case Study report as at	8th February 2017
File Reference	161202 - Q41 RCSA Operational Assessment v1.1

Instructions

In providing a response for each question, please ensure that the 'Status' column is completed using the following options:

- Yes
- No
- Partially
- N/A

To aid the SARG Project Leader's efficient Project Management it may be useful that each question is also highlighted accordingly to illustrate what is:

resolved  **not resolved**  **not compliant**  as part of the AR Project Leader's efficient project management.

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1.	Justification for change and “Option Analysis”	Status
1.1	<p>Is the explanation of the proposed change clear and understood?</p> <p>The FASVIG proposal is clear in its intention to raise the base of Q41 between ORTAC and THRED from FL35 to FL55 in order to provide a greater volume of Class G airspace, by removing under-utilised controlled airspace, in which GA aircraft can operate more safely at higher altitudes than is currently the case.</p>	YES
1.2	<p>Are the reasons for the change stated and acceptable?</p> <p>The reasons are clear as stated above, and are acceptable aims, in line with CAA policies for improving safety and airspace efficiency.</p>	YES
1.3	<p>Have all appropriate alternative options been considered, including the ‘do nothing’ option?</p> <p>Yes. A number of consultations were conducted by FASVIG but the RCSA option was chosen in the short term because the consultations generated adverse responses to other proposals that could not be overcome in the available timescales.</p>	YES
1.4	<p>Is the justification for the selection of the proposed option sound and acceptable?</p> <p>The justification is made primarily on the grounds of increasing safety for the GA community. Aircraft currently flying to the Channel Islands on the popular NEDUL-ORTAC route are limited in altitude by the current base of Q41 at FL35. VFR flight or flight with a restricted Instrument Rating (IR(R)) are permitted in Q41. The 3 options currently available to aircraft when crossing the Channel in this area are shown below with the Sponsor’s stated issue for each option:</p> <ul style="list-style-type: none"> 1/ Fly below FL35 for a long sea transit - this option carries unnecessary risk due to a lower-level, long sea transit. 2/ Route through a narrow gap between Q41 and D036 - option carries a risk of inadvertent intrusion. 3/ Recommended VFR route through D036 - many concerns from the GA community about airspace management. <p>The lower levels of Q41 are under-utilised and raising its base will provide aircraft on this popular route with the option to fly at higher altitudes, ensuring more time to react when faced with unexpected incidents or failures.</p>	YES

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2.	Airspace Description and Operational Arrangements	Status
2.1	<p>Is the type of proposed airspace clearly stated and understood?</p>	YES
	<p>The proposal is a simple adjustment of the base level of the airway along a specific portion of the route. Additionally, as a separate project (not known to FASVIG) the Q41 airspace volume is also be specified as Portsmouth CTA-5 in ENR 2.1. This change will be published at AIRAC 05/2017 on 27 Apr 17. The Portsmouth CTA project is managed by the RNDSG UK State Representative at NATS.</p>	
2.2	<p>Are the hours of operation of the airspace and any seasonal variations stated and acceptable?</p>	YES
	<p>Yes.</p>	
2.3	<p>Is any interaction with adjacent domestic and international airspace structures stated and acceptable including an explanation of how connectivity is to be achieved? Has the agreement of adjacent States been secured in respect of High Seas airspace changes?</p>	YES
	<p>Q41 connects to the BREST FIR at ORTAC. Jersey ATC has delegated authority to control to the west of ORTAC and will continue to provide a Basic Service to aircraft that free-call Jersey for FIR crossing. This situation is no different to the current arrangement and the removal of a volume of controlled airspace is not expected to place any additional demand on this arrangement.</p>	
2.4	<p>Is the supporting statistical evidence relevant and acceptable?</p>	YES
	<p>The supporting level of statistical evidence is adequate to support this proposal.</p>	
2.5	<p>Is the analysis of the impact of the traffic mix on complexity and workload of operations complete and satisfactory?</p>	YES
	<p>Yes, as stated above no additional impact is anticipated.</p>	
2.6	<p>Are any draft Letters of Agreement and/ or Memoranda of Understanding included and, if so, do they contain the commitments to resolve ATS procedures (ATSD) and airspace management requirements?</p>	YES
	<p>As stated in 2.3 above. Agreements are already in place and these will be appropriately modified if necessary.</p>	

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2.7	Should there be any other aviation activity (low flying, gliding, parachuting, microlight site etc) in the vicinity of the new airspace structure and no suitable operating agreements or ATC Procedures can be devised, what action has the sponsor carried out to resolve any conflicting interests?	N/A
	No such activities to affect.	
2.8	Is the evidence that the Airspace Design is compliant with ICAO SARPs, Airspace Design & FUA regulations, and Eurocontrol Guidance satisfactory?	N/A
	The RCSA has been managed in line with the CAA RCSA policy specified in Appendix H to CAP 724.	
2.9	Is the proposed airspace classification stated and justification for that classification acceptable?	YES
	Yes - release of controlled airspace from Class A to Class G.	
2.10	Within the constraints of safety and efficiency, does the airspace classification permit access to as many classes of user as practicable?	YES
	Yes - no change planned here.	
2.11	Is there assurance, as far as practicable, against unauthorised incursions? (This is usually done through the classification and promulgation)	YES
	Yes - providing a greater volume of Class G airspace around a controlled airspace structure should help to minimise any potential incursions.	
2.12	Is there a commitment to allow access to all airspace users seeking a transit through controlled airspace as per the classification, or in the event of such a request being denied, a service around the affected area?	YES
	Yes - no change.	
2.13	Are appropriate arrangements for transiting aircraft in place in accordance with stated commitments?	YES
	Yes - no change.	

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2.14	<p>Are any airspace user group's requirements not met?</p> <p>No. [REDACTED] at Bournemouth conduct IR training on Q41 and the original desire to raise the airway base to FL75 would not have allowed them to complete this training at their preferred levels of FL40 to FL60. At FL55 the base would still permit the training to take place at FL60 or FL70, and they could operate at higher levels, but stated (in their response to raising the base to FL75) that this would be inefficient for a short route and may not be possible during the winter because of airframe icing.</p>	No
2.15	<p>Is any delegation of ATS justified and acceptable? (If yes, refer to Delegated ATS Procedure).</p> <p>Yes - no change as depicted in Appendix 1 to the published LOA between NATS En-Route PLC and Jersey ATC, dated 10 Dec 12.</p>	YES
2.16	<p>Is the airspace structure of sufficient dimensions with regard to expected aircraft navigation performance and manoeuvrability to contain horizontal and vertical flight activity (including holding patterns) and associated protected areas in both radar and non-radar environments?</p> <p>Yes. The remaining Q41 controlled airspace is of sufficient dimensions and the volume when specified as Portsmouth CTA-5 will permit closer route spacing in the future in line with the CAA FAS.</p>	YES
2.17	<p>Have all safety buffer requirements (or mitigation of these) been identified and described satisfactorily (to be in accordance with the agreed parameters or show acceptable mitigation)? (Refer to buffer policy letter).</p> <p>Not applicable in this case.</p>	N/A
2.18	<p>Do ATC procedures ensure the maintenance of prescribed separation between traffic inside a new airspace structure and traffic within existing adjacent or other new airspace structures?</p> <p>No change.</p>	YES

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2.19	<p>Is the airspace structure designed to ensure that adequate and appropriate terrain clearance can be readily applied within and adjacent to the proposed airspace?</p> <p>Yes, but the route is entirely over the sea. ICAO will be informed as High Seas Airspace.</p>	YES
2.20	<p>If the new structure lies close to another airspace structure or overlaps an associated airspace structure, have appropriate operating arrangements been agreed?</p> <p>No change.</p>	YES
2.21	<p>Where terminal and en-route structures adjoin, is the effective integration of departure and arrival routes achieved?</p> <p>N/A</p>	N/A

3.	Supporting Resources and CNS Infrastructure	Status
3.1	<p>Is the evidence of supporting CNS infrastructure together with availability and contingency procedures complete and acceptable? The following are to be satisfied:</p> <ul style="list-style-type: none"> ▪ Communication: Is the evidence of communications infrastructure including RT coverage together with availability and contingency procedures complete and acceptable? Has this frequency been agreed with AAA Infrastructure? <p>Already in place and no changes as a result of this proposal.</p>	YES
	<ul style="list-style-type: none"> ▪ Navigation: Is there sufficient accurate navigational guidance based on in-line VOR or NDB or by approved RNAV derived sources, to contain the aircraft within the route to the published RNP value in accordance with ICAO/ Eurocontrol Standards? Eg. Nav aids – has coverage assessment been made eg. a DEMETER report, and if so, is it satisfactory? <p>No change.</p>	YES

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	<ul style="list-style-type: none"> ▪ Surveillance: Radar Provision – have radar diagrams been provided, and do they show that the ATS route / airspace structure can be supported? 	YES
	No change.	
3.2	<p>Where appropriate, are there any indications of the resources to be applied, or a commitment to provide them, in line with current forecast traffic growths acceptable?</p>	N/A
	No intention to increase traffic growth or resources through the introduction of this proposal.	

4.	Maps/Charts/Diagrams	Status
4.1	<p>Is a diagram of the proposed airspace included in the proposal, clearly showing the dimensions and WGS84 co-ordinates? (We would expect sponsors to include clear maps and diagrams of the proposed airspace structure(s) – they do not have to accord with AC&D aeronautical cartographical standards (see CAP725), rather they should be clear and unambiguous and reflect precisely the narrative descriptions of the proposals. AC&D work would relate to regulatory consultation charts only).</p>	N/A
	Not required.	
4.2	<p>Do the charts clearly indicate the proposed airspace change?</p>	N/A
	N/A	
4.3	<p>Has the Change Sponsor identified AIP pages affected by the Change Proposal and provided a draft amendment?</p>	YES
	Not at time or writing, but a request has been initiated.	

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5.	Operational Impact	Status
5.1	<p>Is the Change Sponsor’s analysis of the impact of the change on all airspace users, airfields and traffic levels, and evidence of mitigation of the effects of the change on any of these, complete and satisfactory? Consideration should be given to:</p> <p>a) Impact on IFR GAT, on OAT or on VFR general aviation traffic flow in or through the area.</p> <p>Yes.</p> <p>b) Impact on VFR Routes.</p> <p>No specific routes are affected, but a greater volume of Class G airspace minimises the risks of infringement of current controlled airspace structures and provides a safer, higher altitude for GA aircraft to transit the English Channel area.</p> <p>c) Consequential effects on procedures and capacity, i.e. on SIDS, STARS, holds. Details of existing or planned routes and holds.</p> <p>No effect.</p> <p>d) Impact on Airfields and other specific activities within or adjacent to the proposed airspace.</p> <p>Nil.</p> <p>e) Any flight planning restrictions and/ or route requirements.</p> <p>Nil.</p>	<p align="center">YES</p> <p align="center">N/A</p> <p align="center">Nil</p> <p align="center">Nil</p> <p align="center">Nil</p>
5.2	<p>Does the Change Sponsor Consultation letter reflect the likely operational impact of the change?</p> <p>Yes - as described earlier.</p>	<p align="center">YES</p>

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6.	Economic Impact	Status
6.1	Is a provisional economic impact assessment to all categories of operations and users likely to be affected by the change included and acceptable? (This may include any forecast capacity gains and the cost of any resultant additional track mileage).	YES
	No specific economic impact assessment included with the proposal. However, there are no changes within this proposal likely to have any such impact.	

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Case Study Conclusions – To be completed by SARG Project Leader

Yes/No

Has the Change Sponsor met the SARG Airspace Change Proposal requirements and Airspace Regulatory requirements above?

YES

The Sponsor has provided an adequate proposal that fully articulates the proposed change. All consultation materials have been reviewed and after some clarification, no further issues have arisen.

This proposal improves the safety of GA aircraft transiting the English Channel by releasing under-utilised controlled airspace to allow GA aircraft to conduct long sea transits at a higher altitude.

Outstanding Issues

Serial	Issue	Action Required
1	Nil	
2		

Additional Compliance Requirements (to be satisfied by Change Sponsor)

Serial	Requirement
1	
2	

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Recommendations	Yes/No
Is the approval of the SoS for Transport required in respect of the Environmental Impact of the airspace change?	NO
No	
Is the approval of the MoD required in respect of National Security issues surrounding the airspace change?	NO
No	

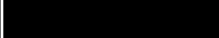


General Summary

This is a simple RCSA, complicated by the fact that the submitted consultee responses did not specifically provide a clear comment on the final RCSA solution. After clarification, it would appear that there no unintended impacts have been identified, other than the implied impact on [REDACTED] at Bournemouth as described in 2.14.

Comments & Observations

Southampton have stated that they may be able to provide a service in Class G airspace if workload permitted, but not south of THRED where primary and secondary coverage are limited at the lower levels.

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Operational Assessment Sign-off/ Approvals	Name	Signature	Date
Operational Assessment completed by:	 AR Case Officer		8 th February 2017
Operational Assessment approved:	Stuart Lindsey Mgr AR		17 th February 2017

Mgr AR Comments: in accordance with the RCSA policy of CAP724 no Consultation with environmental stakeholders nor Environmental Assessment is required from the sponsor and accordingly no Environmental or Consultation Annexes have been prepared by the CAA. (I note that the sponsor has maintained a record of all consultation activity and the Case Officer has reviewed this and has noted that it is robust). I am content with this Operational Assessment and have decided to agree to this proposal.