

All NATMAC representatives

24 July 2014

Dear Colleagues,

CAA DECISION LETTER

PROPOSED INTRODUCTION OF EXTENDED CLASS C STUBS IN THE SCOTTISH FIR

NATS propose to introduce extensions to the existing Class C stubs controlled airspace (CAS) in the Scottish FIR. Class C stubs were introduced to facilitate the operation of commercial air traffic climbing through active Military TRAs, between 19,500feet and 24,500feet, to enable them to remain in CAS and therefore be provided with a full radar control service. At present, the Class C stubs are considered too short and this results in some aircraft not flying within the confines of the available CAS; a potential safety concern. This affects transatlantic operations in and out of the Scottish terminal manoeuvring area (ScTMA) airports - Glasgow, Edinburgh, Prestwick - and in addition, Aberdeen operations to and from Scandinavia.

The two existing H24 Class C stubs will therefore be revised. These are the P600 Class C stub east of Aberdeen and the N580/Y958 Class C stub over the Inner Hebrides off the west coast. The westerly stub will extend and fork, providing connectivity to two separate oceanic entry points for transatlantic operations. These routes will connect to the ScTMA airspace and will route westwards to TIREE on N580 and TOBMO on Y958. N580 will allow direct connectivity to the overlying upper air route structure, while TOBMO will connect to Benbecula and the upper route structure via an allowable Direct routeing through the Class C controlled airspace above FL245. The P600 stub delivers more efficient connectivity with the overlying upper ATS route for Aberdeen operations. The charts at Enclosure 1 and Enclosure 2 provide additional detail.

For the majority of routes, the flight trajectories will remain unchanged. For a small number that will be changed, there will be a reduction in track mileage and a fuel saving will therefore be realised. It was considered beyond the scope of this proposal to undertake an analysis to quantify the time and fuel savings in monetary terms.

The Ministry of Defence (MoD) has been involved in the redevelopment of the Class C stubs airspace and has accepted their redesign based on certain operational criteria. To accommodate Military autonomous operations, the westerly stubs will be introduced on a Flexible Use of Airspace arrangement including a 'Clawback' agreement which, if invoked, will allow the closure of these stubs to enable specific military tactical exercises to be safely conducted. The P600 Class C stub will be extended to align with the eastern edge of TRA 008, while its western edge will move east by 5 miles to afford uninterrupted operational access for autonomous military operations crossing from TRA008 to either TRA 007 or EGD 613A when active. When towline 4 (AARA4) is active, extant

procedures will be maintained, whereby Sector en-route controllers will provide any required deconfliction.

Although not contingent on the Class F rationalisation and the introduction of Class E (+TMZ) controlled airspace, this airspace change serves to complement the anticipated modifications to the route structure in the Scottish FIR. My staff have ensured that these modifications to the existing Class C Stubs meet with the requisite Regulatory Requirements and do not compromise the operation of other airspace users. I have therefore decided to approve this Airspace Change Proposal. The changes will be coordinated with the Class F Rationalisation airspace changes to be implemented in accordance with a double cycle at AIRAC 12/2014 on 13th November 2014.

If you have any queries, the Safety and Airspace Regulation Group Project Leader is mac.mackay@caa.co.uk, tel 020 7453 6552.

A rectangular box containing a handwritten signature in black ink. The signature appears to read "Mark Swan" and is underlined with a single horizontal line.

Mark Swan
Director

Enclosure:

1. N580/Y958 Class C stub
2. P600 Class C stub.

