

# SAFETY AND AIRSPACE REGULATION GROUP

Airspace Regulation



22<sup>nd</sup> February 2017

FASVIG

## **CAA DECISION - Q41 RELEASE OF CONTROLLED AND SEGREGATED AIRSPACE**

1. This letter details the CAA decision regarding the FASVIG proposal to raise the base of Q41 between THRED and ORTAC from FL35 to FL55. The aim of the proposal was to release a volume of underutilised Class A airspace to allow GA traffic routing from mainland UK to the Channel Islands to fly at higher levels. The CAA agrees with the Sponsor's assessment that the increase in the airway's base level altitude will improve safety, the CAA highest priority<sup>1</sup>, for GA traffic in the area by significantly increasing the available time for pilots and flight crews to consider and cope with any unexpected aircraft failures.
2. An operational assessment was conducted (attached) that fully considers the operational impacts of the change. The interest of all Operators and Owners<sup>2</sup> and relevant Air Traffic Service providers<sup>3</sup> has been considered, alongside the CAA's National Security<sup>4</sup> and International responsibilities and obligations<sup>5</sup>. This change has no negative impact in any of these areas.
3. An appropriate consultation was conducted with aviation stakeholders and the level of support from all respondents indicates that no stakeholders object to the proposed change.
4. The CAA has reviewed the environmental impacts as stipulated in the proposal and agrees that the change will enable shorter routing at higher altitude in the overseas areas affected. This can only lead to positive environmental benefits in accord with 2014 departmental guidance.
5. There are no ATM safety impacts, but the proposal does improve safety for GA aircraft operating in the area concerned.
6. Having fully considered its responsibilities under Section 70 of the Transport Act 2000 (the Transport Act), the CAA (Air Navigation) Directions 2001, as varied in 2004 (the 2001 Directions), and the 2014 Guidance to the CAA on Environmental Objectives relating to the exercise of its air navigation functions (the 2014 Guidance)<sup>6</sup>, the CAA is content to support the proposal to raise the base of airway Q41. The change promotes the efficient use of airspace<sup>7</sup> and does not jeopardise the safety of operations conducted in the area by any airspace user or manager.

A handwritten signature in black ink, appearing to read 'Stuart Lindsey'.

Stuart Lindsey  
Manager Airspace Regulation  
Civil Aviation Authority

<sup>1</sup> Transport Act 2000, Section 70(1).

<sup>2</sup> Transport Act 2000, Section 70(2)(b).

<sup>3</sup> Transport Act 2000, Section 70(2)(e).

<sup>4</sup> Transport Act 2000, Section 70(2)(f).

<sup>5</sup> Transport Act 2000, Section 70(2)(g).

<sup>6</sup> Revised in 2014 by the Department for Transport.

<sup>7</sup> Transport Act 2000, Section 70(2)(a).