

4 June 2010

## Policy Statement

### HARMONISATION of TRANSITION ALTITUDE in CONTROLLED AIRSPACE

#### 1. Introduction

- 1.1. The purpose of this policy statement is to reiterate the current CAA DAP policy to facilitate understanding of development steps in the UK Controlled Airspace structure (airspace Classes A to E). Additional investigation is required to establish the requirement to extend this Harmonisation to airspace Classes F & G.
- 1.2. In 2004 the then Director of Airspace Policy outlined the Harmonisation of Transition Altitude in UK airspace<sup>1</sup>. This has been progressively implemented as an application of 6,000ft amsl inside Controlled Airspace.
- 1.3. The Transition Altitude (TA) is the altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes<sup>2</sup>. The vertical position of aircraft at, or below, any Transition Altitude will normally be expressed in terms of Altitude. The vertical position at, or above, any Transition Level will normally be expressed in terms of Flight Level. When descending through the Transition Layer the vertical position will be expressed in terms of Altitude, and when climbing in terms of Flight Level<sup>3</sup>.

#### 2. Harmonisation Policy

- 2.1. During the notified hours of operation of controlled airspace contained within:
  - a. Control Zones (CTRs)
  - b. Control Areas (CTAs)
  - c. Terminal Control Areas (TMAs)the Transition Altitude shall be harmonised as it becomes operationally feasible.

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<sup>1</sup> NATMAC Consultative, Transition Altitude, 8AP/10/01/03, 9 February 2004

<sup>2</sup> ICAO Annex 2, Definitions

<sup>3</sup> [http://www.ead.eurocontrol.int/eadbasic/pamslight-278AC9857D840F9C509D4C52D35F0063/7FE5QZZF3FXUS/EN/AIP/ENR/EG\\_ENR\\_1\\_7\\_en\\_2010-02-11.pdf](http://www.ead.eurocontrol.int/eadbasic/pamslight-278AC9857D840F9C509D4C52D35F0063/7FE5QZZF3FXUS/EN/AIP/ENR/EG_ENR_1_7_en_2010-02-11.pdf)

- 2.2. Affected CTRs/CTAs/TMAs are listed in the UK Aeronautical Information Publication (AIP)<sup>4</sup>, ENR1-7-2, the Daventry and Worthing CTAs shall also be included. During the operational hours of these CTRs/CTAs/TMAs, aircraft operations below such airspace will adopt the Transition Altitude of the Controlled Airspace above. Outside the notified hours of operation the Transition Altitude will revert to 3,000ft amsl.
- 2.3. CAA DAP will continue to review Transition Altitude policy to ensure that the future requirements of Air Traffic Management systems, the wider aviation community and of the environment are satisfied.

### **3. DAP Point of Contact**

- 3.1. Hd Controlled Airspace Section/  
Directorate of Airspace Policy  
CAA House  
45-59 Kingsway  
London  
WC2B 6TE

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<sup>4</sup> [http://www.ead.eurocontrol.int/eadbasic/pamslight-278AC9857D840F9C509D4C52D35F0063/7FE5QZZF3FXUS/EN/AIP/ENR/EG\\_ENR\\_1\\_7\\_en\\_2010-02-11.pdf](http://www.ead.eurocontrol.int/eadbasic/pamslight-278AC9857D840F9C509D4C52D35F0063/7FE5QZZF3FXUS/EN/AIP/ENR/EG_ENR_1_7_en_2010-02-11.pdf)