

SAFETY AND AIRSPACE REGULATION GROUP

Airspace Regulation

6 April 2017

NATS



CAA DECISION – Change to the ASM process for EG D113A/B and EG D115A/B

This letter details the CAA decision regarding the NATS proposal to change the Airspace Management (ASM) process of EGD113A/B and EGD115A/B. The proposal seeks to change the activation process from times and levels defined in the AIP ENR 5.1 to activating the airspace based on requirement by NOTAM. The aim of the proposal was to extend the opportunity for GAT to flight plan associated CDRs and to afford greater opportunity for GA to utilise the airspace. The CAA agrees with the Sponsor's assessment that the change to the ASM process for EGD 113A/B and EG D115A/B is in line with EC regulation 2150/2005 and UK ASM policy and will therefore have a positive overall impact to GAT and GA.

An operational assessment was conducted (attached) that fully considers the operational impacts of the change. The interest of all Operators and Owners¹ and relevant Air Traffic Service providers² has been considered, alongside the CAA's National Security³ and International responsibilities and obligations⁴. The assessment indicates that this change proposal will have a positive impact to FUA and airspace availability for other users.

The Sponsor consulted with the MOD, who is the only stakeholder operationally impacted by the proposal, prior to submitting the proposal to the CAA. The MOD has stated that they are content with the proposed change. Due to the positive impact to FUA and the prior engagement and agreement with the MOD the CAA concluded that no further consultation was required.

The operational assessment indicates that there are no negative environmental impacts as a result of the proposed change.

A safety assessment was conducted which identified the potential risks associated with the change. Appropriate mitigation measures have been incorporated into the procedures specified in the LoA between the MOD and NATS.

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)⁵, the CAA is content to support the proposal to change the ASM process for EG D113A/B and EG D115A/B from times and levels specified in the AIP ENR 5.1 to notified by NOTAM. The change is consistent with EC Regulation 2150/2005 and UK ASM policy 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

¹ Transport Act 2000, Section 70(2)(b).

² Transport Act 2000, Section 70(2)(e).

³ Transport Act 2000, Section 70(2)(f).

⁴ Transport Act 2000, Section 70(2)(g).

⁵ Revised in 2014 by the Department for Transport.