

Belfast TMA

Airspace Change Proposal

Classification change from Class E to Class D

Issue 1.0
January 2016

Prepared by:
XXXXXX
NATS Airspace Change Assurance

Issue	Month/ Year	Changes in this issue
Issue 1.0	07/01/2016	Initial issue submitted to CAA SARG

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1 Introduction

This ACP is sponsored by NATS.

The airspace around Belfast is a complex vertical and lateral patchwork of Class D (CTRs, CTAs and ATS routes) and Class E (BTMA) airspace.

Belfast Aldergrove (EGAA) and Belfast City (EGAC) each have a CAA exemption from the UK requirement for ATC to inform pilots when transiting from one class to the other.

The exemption means that when an aircraft crosses a boundary from one classification to the other, ATC are not required to inform the aircrew on the RT (this fact is promulgated to air crew in the AIP).

This proposal is to change the classification of the two elements of the Class E Belfast TMA (BTMA) to Class D airspace. This will homogenise the BTMA, local CTAs and CTRs into Class D, removing the need for the exemption and making the overall Belfast area logically more safe.

2 Justification

The justification for this proposal is the removal of the CAA exemption, so both Belfast Aldergrove and Belfast City ATC units comply fully with UK rules as per CAA requirements with no need for exemptions¹.

The justification and objective were publicised in Section 4 of the consultation document.

¹ The exemption is currently needed because multiple RT transmissions and acknowledgements in a short time would increase ATC and pilot workload to the detriment of safety.

3 Current Airspace Description

3.1 Existing Airspace

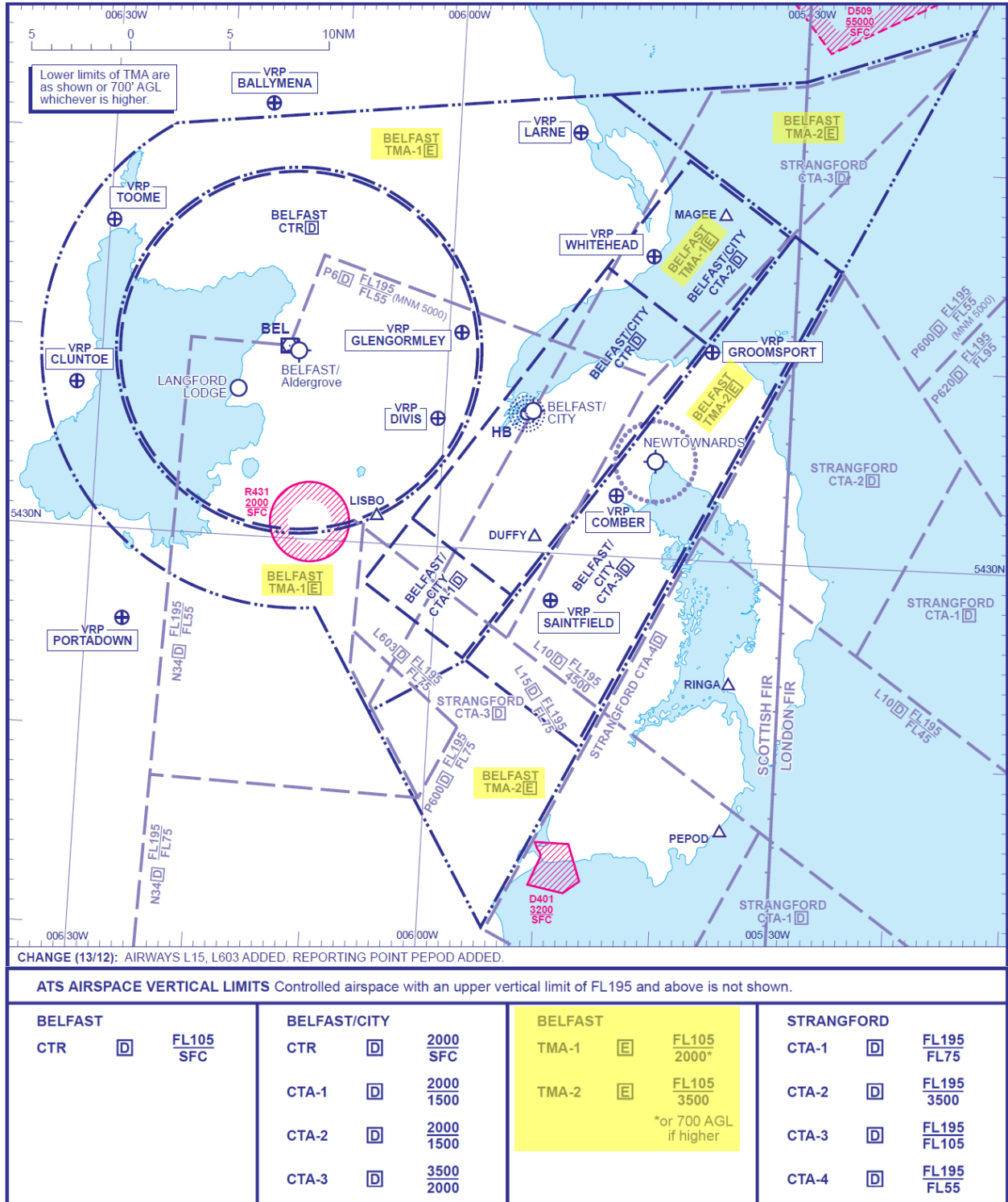


Figure 1 Current Belfast area airspace classifications (Class E highlighted)

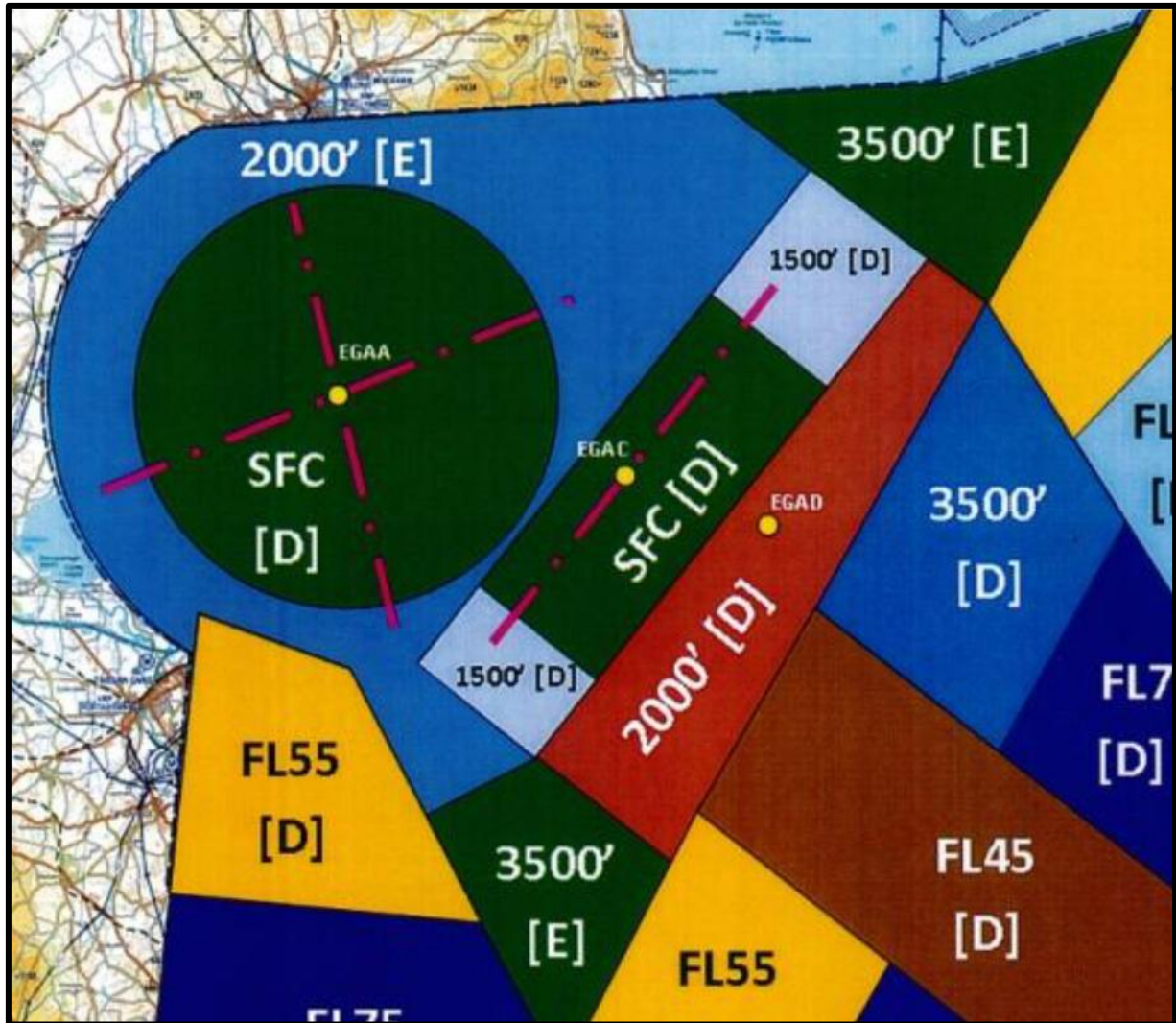


Figure 2 Current Belfast area airspace classifications (extract from CAA report)

3.1.1 Figures 1 and 2 illustrate the complex vertical and lateral patchwork of Class E vs Class D in the vicinity of Belfast.

3.2 Traffic Figures, Aircraft Types and Environmental Issues

3.2.1 The number and type of aircraft using the Belfast airports was agreed with SARG at the FWB not to be relevant to this proposal. There are no environmental issues to be addressed.

3.3 Operational Efficiency, Complexity, Delays & Choke Points

3.3.1 The only specific issue with complexity (ATC and pilot workload) is the removal of the current exemption as described in Section 2 Justification. By homogenising the BTMA airspace to Class D, it will simplify the airspace thus reducing complexity for pilots and ATC alike.

4 Proposed Airspace Description

4.1 Objectives/Requirements for Proposed Design

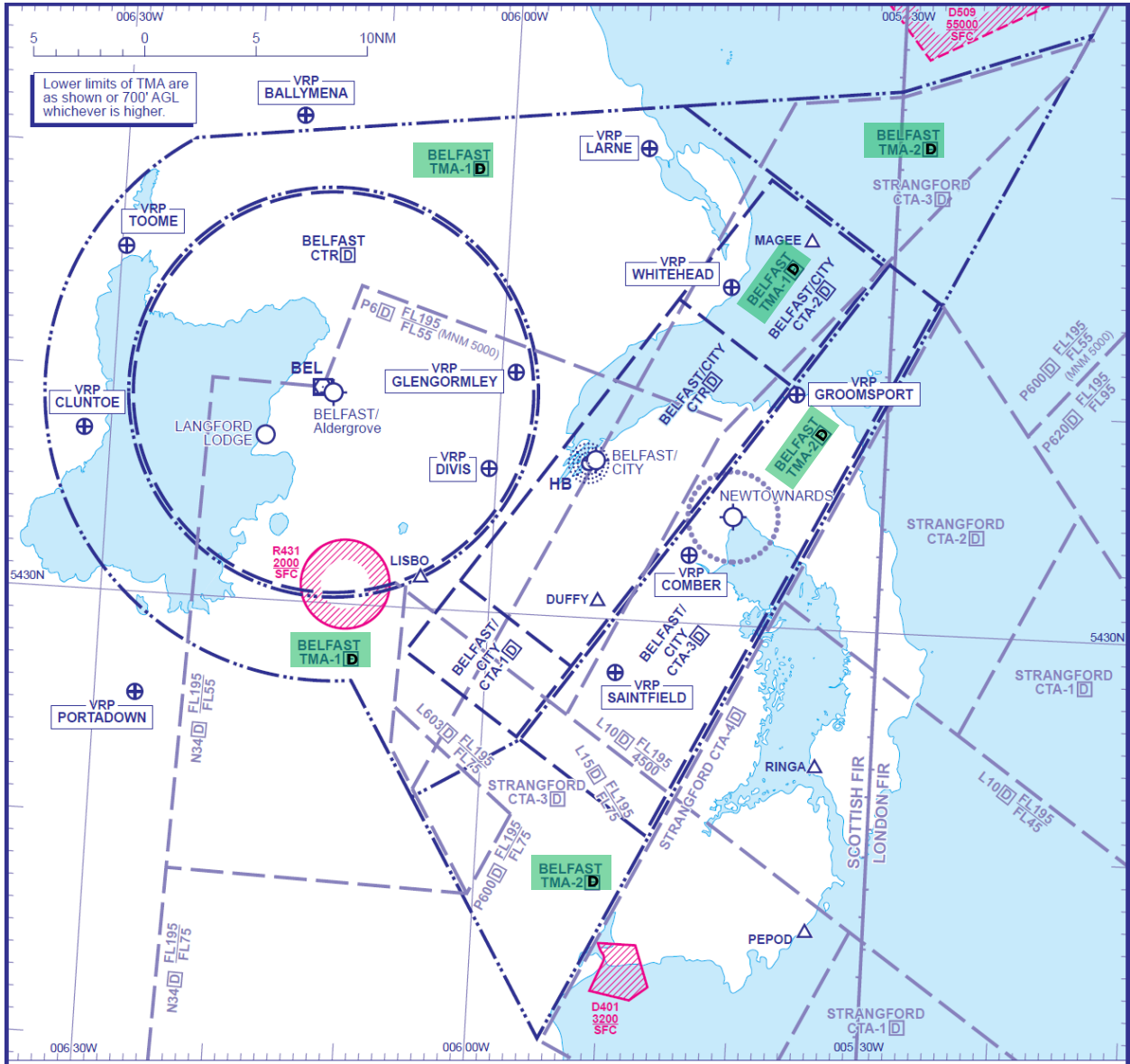
- 4.1.1 The objective of this proposal is to change the airspace classification in the BTMA area so that all airspace volumes have the same properties, which would allow for simple RT compliance and the subsequent removal of the exemption.

4.2 Procedural and Tactical Usage

- 4.2.1 No change to current IFR operations (see Section 5 for Impacts, specifically re: VFR GA traffic).
- 4.2.2 No change to lateral flight paths or vertical profiles.

4.3 Proposed New Airspace/Route Definition & Usage

- 4.3.1 The only change would be for both BTMA1 and BTMA2 to be changed from Class E to Class D.
- 4.3.2 See Figure 3 overleaf for draft chart.



CHANGE (13/12): AIRWAYS L15, L603 ADDED. REPORTING POINT PEPOD ADDED.

ATS AIRSPACE VERTICAL LIMITS Controlled airspace with an upper vertical limit of FL195 and above is not shown.

BELFAST	BELFAST/CITY	BELFAST	STRANGFORD
CTR	CTR	TMA-1	CTA-1
FL105 SFC	2000 SFC	FL105 2000*	FL195 FL75
	CTA-1	TMA-2	CTA-2
	2000 1500	FL105 3500	FL195 3500
	CTA-2	*or 700 AGL if higher	CTA-3
	2000 1500		FL195 FL105
	CTA-3		CTA-4
	3500 2000		FL195 FL55

Figure 3 Proposed Belfast area airspace classifications (BTMA Class E now Class D)

5 Impacts & Consultation

5.1 Units Affected by the Proposal

- 5.1.1 This proposal principally affects Belfast Aldergrove EGAA, Belfast City EGAC and to a lesser extent NATS NERL Prestwick Centre which delegates the BTMA operation to EGAA.
- 5.1.2 Also affected are Langford Lodge EGAL (unlicensed, no ATSU, infrequently used by one operator, lies within the EGAA CTR) and Newtownards EGAD (air/ground radio, owned/operated by a flying club, lies beneath an EGAC CTA and also BTMA2).
- 5.1.3 NATS NERL Prestwick Centre supports this proposal as follows (extract from email):
Our Unit response to the proposal following Impact Assessment is as follows;

Details of Impact/Review Comments:

No adverse comments from Unit Impact Assessment process participants – proposal is supported.

No NODE, system or CAIT changes required. Will require mapping, MATS Part 2, SIRS and LOA changes.

Kindest regards

XXXXXXXXX Prestwick Unit Representative

Full email embedded in Word document: XXXXX

5.2 Safety Issues/Analysis

- 5.2.1 Class D provides a known ATC environment that allows for RT-equipped VFR access. Logically, this is safer than Class E where VFR aircraft may fly without RT, without transponding and without a clearance (i.e. they can be invisible to ATC).
- 5.2.2 Currently, pilots in contact with ATC do not get informed that they are transiting from Class D to Class E or vice-versa, as per the exemption and the AIP notice.
- 5.2.3 The single classification for all relevant CAS in the vicinity of the BTMA would remove the need for the CAA exemption previously stated in Section 2.
- 5.2.4 Full compliance with UK ATC standards is a safety benefit.
- 5.2.5 Non-RT VFR flights would either need to avoid the BTMA or fly beneath it (below 2,000ft altitude for BTMA1, below 3,500ft for BTMA2).
- 5.2.6 A mitigation for this impact on non-RT VFR flights would be the negotiation of Letters of Agreement with Belfast Aldergrove and Belfast City ATC, for organised club flying in defined areas of the proposed Class D BTMA under specific conditions.
- 5.2.7 Embedded in this Word document is the Belfast Aldergrove APSA for the proposed Class E to Class D change (pdf).

5.3 Military Implications & Consultation

5.3.1 The UK MOD has raised no objections to the proposed change.

5.3.2 Text extracted from email response:

I can confirm that the reason for the 'no objection' return is because it will have no impact on the MOD's operations.

Regards

XXXXX DAATM

Full email embedded in Word document: XXXXX

5.4 General Aviation Airspace Users Impact & Consultation

5.4.1 IFR flights.

5.4.1.1 No impact – IFR flights are required to obtain a clearance to operate within Class E airspace and the same clearance is required to operate within Class D airspace.

5.4.2 RT-capable VFR flights

5.4.2.1 These airspace users may currently enter, and operate within, the Class E BTMA without clearance and may choose not to contact ATC.

5.4.2.2 VFR flights may not enter any Class D volume, such as CTRs or CTAs, without clearance.

5.4.2.3 Under this proposal, the pilots of all RT-equipped VFR flights would be required to use the RT to obtain clearance to enter (and to operate within) the BTMA in the same way they currently need clearance to enter any CTR or CTA. Without prejudicing pre-flight planning expectations, pilots are just as likely to receive appropriate clearances to use the Class D BTMA as they are for Belfast's current Class D CTRs or CTAs.

5.4.2.4 The LAA objected to the proposal in principle, and have supplied a letter of complaint to the CAA under the GA Alliance umbrella, regarding the conduct of the airspace change process.

5.4.3 Non-RT VFR flights

5.4.3.1 These airspace users may currently enter, and operate within, the Class E BTMA without clearance. Non-RT VFR flights may not enter any Class D volume, such as CTRs or CTAs, without clearance, which in practice cannot be acquired without RT equipment and a licence.

5.4.3.2 Under this proposal, non-RT VFR flights would typically not be able to access the BTMA without special arrangements. Pre-consultation, NATS believed that relatively few non-RT VFR flights regularly operate in the Class E BTMA. Consultation gathered information specifically on this group of airspace users.

5.4.3.3 Consultation confirmed that hang gliders and paragliders would be the most impacted, and their representative organisation was engaged during the consultation period. Gliders would also be impacted to a far lesser extent.

5.4.4 Specific Impact on Hang Gliders and Paragliders

- 5.4.4.1 The Ulster Hang Gliding and Paragliding Club (UHPC) is the sport's governing body in Northern Ireland. They operate VFR non-RT.
- 5.4.4.2 Their response, and NATS' answer, is contained in the feedback report paras 5.5-5.7 and 6.3.
- 5.4.4.3 Not shown in the feedback report is the UHPC's usage of each site - the UHPC does not keep records of numbers of flights (or numbers of flying attendees) at each site.
- 5.4.4.4 The only available information given by UHPC was an email estimating one site, Agnew's Hill, at about 25 times per year, with other sites more or less frequent. This makes the specific impact on their operation very difficult to quantify.
- 5.4.4.5 The email with that estimate is under the response package's zip file, titled XXXXXXXXXX
- 5.4.4.6 The BHPA objected to the proposal in principle, and have supplied a letter of complaint to the CAA regarding the conduct of the consultation.
- 5.4.4.7 Note: two of the UHPC's sites are currently within Class D airspace (Divis & Cavehill) and this is managed by an extant LoA between UHPC and Belfast Aldergrove ATC.
- 5.4.4.8 Negotiations regarding the other affected sites are planned, and once agreed would most likely be added to this LoA with similar conditions of use. (See Appendix A).

5.4.5 Specific Impact on Gliders

- 5.4.6 According to the Ulster Gliding Club (UGC), many gliders are RT equipped but few pilots are RT licensed. Even if they are able to contact ATC, they choose not to, and remain outside Class D.
- 5.4.7 The UGC's response, and NATS' answer, is contained in the feedback report paras 5.8-5.12. The BGA objected to the proposal in principle, and have supplied a letter of complaint to the CAA under the GA Alliance umbrella, regarding the conduct of the airspace change process.

5.5 Commercial Air Transport Impact & Consultation

- 5.5.1 No impact on IFR flight. CAT is almost entirely IFR, and those few commercial VFR flights are all RT-equipped and licensed.
- 5.5.2 The commercial airline-type air transport organisations that responded to the consultation all supported the proposal, due to the positive impact on safety a fully-known environment would have.

5.6 Environmental Impacts (CO₂ and local noise etc)

- 5.6.1 Under this proposal there would be no noticeable change to flight-paths or altitudes, therefore we assess that no noticeable environmental impacts would occur.

6 Analysis of Options

6.1 Do Nothing

6.1.1 Four responses specifically suggested retention of Class E, keeping the CAA's MATS Part 1 exemption in place.

6.1.2 This would not provide the safety benefits described in para 5.2.

6.1.3 It was therefore not progressed.

6.2 Implement the Preferred Solution as consulted upon

6.2.1 This would continue to allow for VFR access but crucially would remove the requirement for ATC to inform flights when they cross internal boundaries between two classifications whilst within the BTMA.

6.2.2 This would fulfil the objective in para 4.1 and is therefore being progressed here.

6.2.3 Sixteen responses specified that this would cause a safety improvement in the BTMA.

6.3 Make Changes to Dimensions of BTMA and/or surrounding CAS

6.3.1 Seven responses specifically suggested making partial or wholesale changes to the lateral and/or vertical dimensions of the airspace in Northern Ireland.

6.3.2 This would be complex and time-consuming and was therefore not progressed at this time.

6.3.3 However this rationalisation and rearrangement is planned. A future airspace programme known currently as Prestwick Lower Airspace Systemisation (PLAS) has, as one of its aims, the remit to review Northern Irish airspace with a view to improving efficiency and also to consider how some volumes of CAS could be released to Class G. This programme is in its early stages.

7 Airspace Description Requirement

CAP 725, Appendix A Paragraph 5, provides a list of requirements for a proposed airspace description. These are listed below:

	CAA CAP725, Appendix A paragraph 5 Requirement. 'The proposal should provide a full description of the proposed change including the following:'	Description for this Proposal
a	The type of route or structure; e.g. Airway, UAR, Conditional Route, Advisory Route, CTR, SIDs/STARs, Holding Patterns, etc;	See Section 4
b	The hours of operation of the airspace and any seasonal variations;	See Section 4
c	Interaction with domestic and international en-route structures, TMAs or CTAs with an explanation of how connectivity is to be achieved. Connectivity to aerodromes not connected to CAS should be covered;	See Section 4
d	Airspace buffer requirements (if any);	N/A
e	Supporting information on traffic data including statistics and forecasts for the various categories of aircraft movements (Passenger, Freight, Test and Training, Aero Club, Other) and Terminal Passenger numbers;	N/A
f	Analysis of the impact of the traffic mix on complexity and workload of operations;	See para 3.3
g	Evidence of relevant draft Letters of Agreement, including any arising out of consultation and/or Airspace Management requirements;	Commitment to the UHPC to negotiate and implement LoA. Meeting arranged for early Jan 2016. UHPC has supplied a chart of sites to discuss in this meeting - see responses prefixed AVN07 for full details, and Section 12 Appendix A for chart overview.

h	Evidence that the Airspace Design is compliant with ICAO Standards and Recommended Practices (SARPs) and any other UK Policy or filed differences, and UK policy on the Flexible Use of Airspace (or evidence of mitigation where it is not);	The airspace, as described in Section 4, is not changing laterally or vertically.
i	The proposed airspace classification with justification for that classification;	Proposed classification is D. See Section 2 for Justification.
j	Demonstration of commitment to provide airspace users equitable access to the airspace as per the classification and where necessary indicate resources to be applied or a commitment to provide them in-line with forecast traffic growth. 'Management by exclusion' would not be acceptable;	See para 5.4, specifically paras 5.4.3-5.4.5 and sub-paras. See Section 12 Appendix A re: LoA for hang-gliding & paragliding access.
k	Details of and justification for any delegation of ATS.	There are no proposed changes to delegation of ATS. EGAA will continue to be the primary service provider in the wider BTMA delegated from Prestwick Centre, with EGAC continuing to manage their function.

8 Operational Impact

CAA CAP725, Appendix A Paragraph 7, provides a list of requirements for operational impact. These are listed below:

	CAA CAP725, Appendix A paragraph 7 requirements. 'An analysis of the impact of the change on all airspace users, airfields and traffic levels must be provided, and include an outline concept of operations describing how operations within the new airspace will be managed. Specifically, consideration should be given to:'	Evidence of Compliance/Proposed Mitigation
a	Impact on IFR General Air Traffic and Operational Air Traffic or on VFR General Aviation (GA) traffic flow in or through the area;	No expected impact on traffic flows
b	Impact on VFR operations (including VFR Routes where applicable);	See para 5.4, specifically paras 5.4.3-5.4.5 and sub-paras.
c	Consequential effects on procedures and capacity, i.e. on SIDS, STARS, and/or holding patterns. Details of existing or planned routes and holds;	None
d	Impact on aerodromes and other specific activities within or adjacent to the proposed airspace;	See Section 5
e	Any flight planning restrictions and/or route requirements.	None

9 Supporting Infrastructure & Resources

Normally, NATS would supply a comprehensive checklist table to answer CAP725's Appendix A requirements.

However, because there are no changes due to this proposal (except the airspace classification), this table has been omitted.

Each cell of that table would say 'no changes required due to this proposal'.

10 Airspace & Infrastructure Requirements

CAA CAP725, Appendix A Paragraphs 11-14, provides a list of requirements for airspace and infrastructure. These are listed below:

	CAA CAP725, Appendix A paragraph 11: General Requirements	Evidence of Compliance/Proposed Mitigation
a	The airspace structure must be of sufficient dimensions with regard to expected aircraft navigation performance and manoeuvrability to fully contain horizontal and vertical flight activity in both radar and non-radar environments;	No change to dimensions. Demonstrably adequate.
b	Where an additional airspace structure is required for radar control purposes, the dimensions shall be such that radar control manoeuvres can be contained within the structure, allowing a safety buffer. This safety buffer shall be in accordance with agreed parameters as set down in DAP Policy Statement 'Safety Buffer Policy for Airspace Design Purposes Segregated Airspace';	No change to dimensions.
c	The Air Traffic Management (ATM) system must be adequate to ensure that prescribed separation can be maintained between aircraft within the airspace structure and safe management of interfaces with other airspace structures;	No change to dimensions. Demonstrably adequate.
d	Air Traffic Control (ATC) procedures are to ensure required separation between traffic inside a new airspace structure and traffic within existing adjacent or other new airspace structures;	No change to airspace structures except for classification.
e	Within the constraints of safety and efficiency, the airspace classification should permit access to as many classes of user as practicable;	Class D permits access by all RT-equipped airspace users. See Sections 4 and 5.
f	There must be assurance, as far as practicable, against unauthorised incursions. This is usually done through the classification and promulgation.	Details of the airspace changes associated with this proposal will be published one AIRAC cycle in advance. The intention is to synchronise this proposal with the relevant 1:500K VFR chart update.
g	Pilots shall be notified of any failure of navigational facilities and of any suitable alternative facilities available and the method of identifying failure and notification should be specified;	Failure of navigational facilities will be promulgated by NOTAM and ATC will provide navigational assistance using radar when necessary.

h	The notification of the implementation of new airspace structures or withdrawal of redundant airspace structures shall be adequate to allow interested parties sufficient time to comply with user requirements. This is normally done through the AIRAC cycle;	Changes will be published via the normal AIRAC cycles. Notice of one AIRAC cycle will be given. The intention is to synchronise this proposal with the relevant 1:500K VFR chart update.
i	There must be sufficient R/T coverage to support the ATM system within the totality of proposed controlled airspace.	No change to dimensions. Demonstrably adequate.
j	If the new structure lies close to another airspace structure or overlaps an associated airspace structure, the need for operating agreements shall be considered;	No change to dimensions.
k	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, the Change Sponsor shall act to resolve any conflicting interests;	If such a conflict occurred then we would act accordingly

	CAA CAP725, Appendix A paragraph 12: ATS Route Requirements	Evidence of Compliance/Proposed Mitigation
a	There must be sufficient accurate navigational guidance based on in-line VOR/DME 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;	Not applicable, no changes to current routes or procedures
b	Where ATS routes adjoin Terminal Airspace there shall be suitable link routes as necessary for the ATM task;	No change to ATS routes (apart from revised airspace classification on passing through TMA)
c	All new routes should be designed to accommodate P-RNAV navigational requirements.	Not applicable, no changes to current routes or procedures

	CAA CAP725, Appendix A paragraph 13: Terminal Airspace Requirements	Evidence of Compliance/Proposed Mitigation
a	The airspace structure shall be of sufficient dimensions to contain appropriate procedures, holding patterns and their associated protected areas;	No change to dimensions. Demonstrably adequate.
b	There shall be effective integration of departure and arrival routes associated with the airspace structure and linking to designated runways and published IAPs;	Not applicable, no changes to current routes or procedures
c	Where possible, there shall be suitable linking routes between the proposed terminal airspace and existing en-route airspace structure;	No change to ATS routes (apart from airspace classification on passing through TMA)
d	The airspace structure shall be designed to ensure that adequate and appropriate terrain clearance can be readily applied within and adjacent to the proposed airspace;	No change to dimensions. Demonstrably adequate.
e	Suitable arrangements for the control of all classes of aircraft (including transits) operating within or adjacent to the airspace in question, in all meteorological conditions and under all flight rules, shall be in place or will be put into effect by Change Sponsors upon implementation of the change in question (if these do not already exist);.	No change to existing arrangements. Demonstrably adequate. LoA negotiation with UHPC is in progress. (See Section 12 Appendix A)
f	Change Sponsors shall ensure that sufficient VRPs are established within or adjacent to the subject airspace to facilitate the effective integration of VFR arrivals, departures and transits of the airspace with IFR traffic;	No change to extant VRPs
g	There shall be suitable availability of radar control facilities;	No change to extant availability
h	Change Sponsors shall, upon implementation of any airspace change, devise the means of gathering (if these do not already exist) and of maintaining statistics on the number of aircraft transiting the airspace in question. Similarly, Change Sponsors shall maintain records on the numbers of aircraft refused permission to transit the airspace in question, and the reasons why. Change Sponsors should note that such records would enable ATS Managers to plan staffing requirements necessary to effectively manage the airspace under their control;	Current methods of record-keeping will continue under this proposal.
i	All new procedures should, wherever possible, incorporate Continuous Descent Approach (CDA) profiles after aircraft leave the holding facility associated with that procedure.	N/A
	CAA CAP725, Appendix A paragraph 14: Off Route Airspace Requirements	Evidence of Compliance/Proposed Mitigation
	There are no proposed changes to off route airspace structures as part of this proposal.	

11 Environmental Requirements

Normally, NATS would supply a comprehensive checklist table to answer CAP725's Appendix B environmental assessment/requirements.

However, because the assessment is that there would be no predicted environmental impacts due to this proposal, this table has been omitted.

See also para 5.6.

12 Appendix A: LoA Requirement

12.1 Ulster Hang Gliding and Paragliding Club (UHPC)

A meeting to discuss an LoA with UHPC regarding these sites has been set for early Jan 2016. LoAs were also requested during the consultation process by two individual paragliding schools.

Note that two of the UHPC's sites are currently within Class D airspace (Divis & Cavehill) and this is managed by an extant LoA between UHPC and both Belfast ATC units.

The UHPC will be charged with managing training/access rights for member schools under the LoA, as part of their remit as Northern Ireland's governing body for the sport as a whole.

Seven sites are being considered. The numbering of the following paras matches the UHPC's response, and the blue text hyperlinks to a Google map of the site.

Whilst we agree to consider mitigations for these seven sites, some compromise is expected during the negotiation process due to the practicalities of airspace segregation.

The following text and chart is extracted from the UHPC's response, under stakeholder reference number XXXXXX.

[7.1 Knockagh Monument](#)

Top is 1340 feet, Class E airspace is entered 660 feet above the hill.

A regular soaring site. Whilst XC flights have been flown, the UHPC discourages such flights because of the regular flight routing into Runway 25 at Aldergrove.

Impact of ACP implementation: Low (but a higher ceiling would be reasonable in southerly wind directions). LOA required.

[7.2 Agnew's Hill \(E-SE\)](#)

Height 1555 feet, Class E airspace is entered 445 feet above the hill.

Few XCs have been flown due to lack of thermal convection at this site.

It is an excellent training site, and is regularly used. Height gains above 445 feet are common.

Site was threatened by a wind farm proposal but a recent legal agreement has been reached with the developer/operator to have the turbines turned off upon request.

Impact of ACP implementation: Major (soaring into Class E is routine). LOA essential.

[7.3 Shane's Hill \(SE\)](#)

Height 1555 feet, Class E airspace is entered 445 feet above the hill.

Few XCs have been flown due to lack of thermal convection at this site.

It is an excellent training site, and is regularly used. Height gains above 445 feet are common.

Impact of ACP implementation: Major (soaring into Class E is routine). LOA essential.

[7.4 Big Collin \(S-SE\)](#)

Height 1158 feet, Class E airspace is entered 842 feet above the hill.

This site has excellent XC potential, with flights to the coast. XCs would be north-going, away from Belfast CTR, exiting airspace after a few km. LOA was put in place when Class E became a temporary TMZ. It is not clear whether this LOA is still in effect.

Impact of ACP implementation: Major. LOA essential.

[7.5 Divis \(link 1\) & Cavehill \(link 2\)](#)

Already in Class D airspace with a LOA recently signed.

Impact of ACP implementation: None. LOA exists.

Sponsor Note – Current LoA for these sites is embedded in this Word doc XXXXXX

[7.6 Slieve Croob \(N-E\)](#)

Top is 1752 feet, Class E airspace is entered 1748 feet above the hill at 3500'.

A site with huge XC potential in a NE wind.

Impact of ACP implementation: Major (XC flights would not be possible). LOA essential.

[7.7 Slieve Donard](#)

Top is 2789 feet, Class E airspace is entered 711 feet above the hill at 3500'.

A site that is frequently flown at lower altitudes, but occasional cross-country flights from the West would enter the Class E airspace. XC flights from Slieve Gullion and Carmeen (near Mayobridge) to the coast at Newcastle also cross this section of Class E airspace.

Impact of ACP implementation: Medium (XC flights would not be possible). LOA required.

Chart on next page shows all seven sites.



Red denotes areas where soaring flights take place
 Yellow denotes areas crossed by XC flights
 Green denotes the UFA that can be activated under an existing LOA

As previously noted, this chart and the UHPC's requirements define the kick-off for the negotiation. The final agreements will be passed to SARG in due course once the negotiation is complete.

13 Draft AIP Amendments

This section illustrates the likely contents of the AIP Change Request Form, to be executed presuming SARG approval of this proposal.

Two paras in red below are draft, to be re-confirmed pre-AIS submission, ensuring consistency between the two units involved.

13.1 Belfast Aldergrove

13.1.1 EGAA AD 2.22 Flight Procedures

Para 2 Procedures For Inbound Aircraft, item (b) (ii) to now read

(b) (ii) Aircraft wishing to enter the TMA or CTR from the open FIR, whether IFR or VFR, must obtain clearance from Aldergrove Approach Control.

Item (b) (iii) to be deleted



AIS note – Para 3 Procedures for Outbound Aircraft, sub-para (a), the last line of the table is split onto the next page. Also in that table, the third row Departing to S, is via 'P 6 2 0' which is 'P620' but unusually spaced.

Para 5 VFR Helicopter Operations within EGAA CTR, item (c) (i) to now read

(c) (i) Contact should be made, where possible, with Aldergrove Approach at least ten minutes flying time before the Belfast TMA boundary (if flying above the TMA base altitude) or the CTR boundary (if flying below the TMA base altitude) with a request for clearance to enter Controlled Airspace.

13.1.2 EGAA AD 2.23 Additional Information, item 'a' deleted, replaced with 'not applicable'

13.1.3 AD 2-EGAA-5-1 ATC Surveillance Minimum Altitude Chart

Change 5 instances of Belfast TMA E to Belfast TMA D
 Change CAS line type from  to 

and remove unnecessary line duplication along common boundaries.

13.2 Belfast City



13.2.1 EGAC AD 2.22 Flight Procedures

Para 2 Procedures For Inbound Aircraft, item (a) (ii) to now read

(a) (ii) Aircraft wishing to enter the TMA under from the open FIR, whether IFR or VFR, must obtain clearance from Aldergrove Approach Control. It is recognised that traffic joining from the south or east may not be able to establish RTF contact with Aldergrove Approach Control. Therefore, Belfast City Approach will obtain a clearance from Aldergrove on behalf of these aircraft.

13.2.2 EGAC AD 2.23 Additional Information, item 'c' deleted

13.2.3 AD 2-EGAC-5-1 ATC Surveillance Minimum Altitude Chart

Change 4 instances of Belfast TMA E to Belfast TMA D
 Change CAS line type from  to 

and remove unnecessary line duplication along common boundaries.

13.3 ENR 2.1 FIR, UIR, CTA, TMA

Change Belfast Terminal Control Area 1 from Class E to Class D (one instance in Column 1, one instance in Column 5).

Remove entirety of Note from Column 5 (defined area now not relevant).

Note to AIS: Please change lower base altitude in Column 1 vs Column 5, as Col 1 currently states '700ft' instead of '2000ft ALT or 700ft agl whichever is higher', the latter of which is consistent with all the charts.

Change Belfast Terminal Control Area 2 from Class E to Class D (one instance in Column 1).

13.4 ENR 3.1 Lower ATS Routes

Note to AIS – As per standard practice, ATS routes change airspace classification as they traverse the BTMA. There is currently some inconsistency as to the placement of the remark within the route tables. In some routes it is only after the end of the route itself under Route Remarks, in others it is noted in the specific Controlling Unit/Airspace Class/Remarks cells of each of the relevant waypoints as they change from A to D.

Can AIS please insert the relevant text in the correct location, whichever is most appropriate and consistent, for the change from Class A to Class D.

L10 IOM, SLYDA, RINGA, DUFFY, BEL

L603 IOM, PEPOD, LISBO

N34 NEVRI, ABSUN, BEL

P6 NELBO, BEL

13.5 ENR 6 Charts

ENR 6.1.4.1 Chart Of United Kingdom ATS Airspace Classifications - SFC - FL 195

Change 2 instances of Belfast TMA E to Belfast TMA D, change text colour from blue to green, change CAS line colour from blue to green and remove unnecessary line duplication along common boundaries.

ENR 6.2.1.3 Belfast TMA, Belfast CTR and Belfast City CTR/CTA chart

Change 6 instances of Belfast TMA E to Belfast TMA D

Change CAS line type from 

to 

and remove unnecessary line duplication along common boundaries.

Table beneath chart, Column 3, change 2 instances of E to D

13.6 VFR 1:500,000 and 1:250,000 charts

Please update accordingly. In particular, this proposal is aiming to meet the publishing schedule for Edition 39 of the 1:500,000 Northern England / Northern Ireland VFR chart, expected 28th April 2016.