

# London CTR Airspace Classification – Class A to Class D

## General Aviation Briefing

July 2014

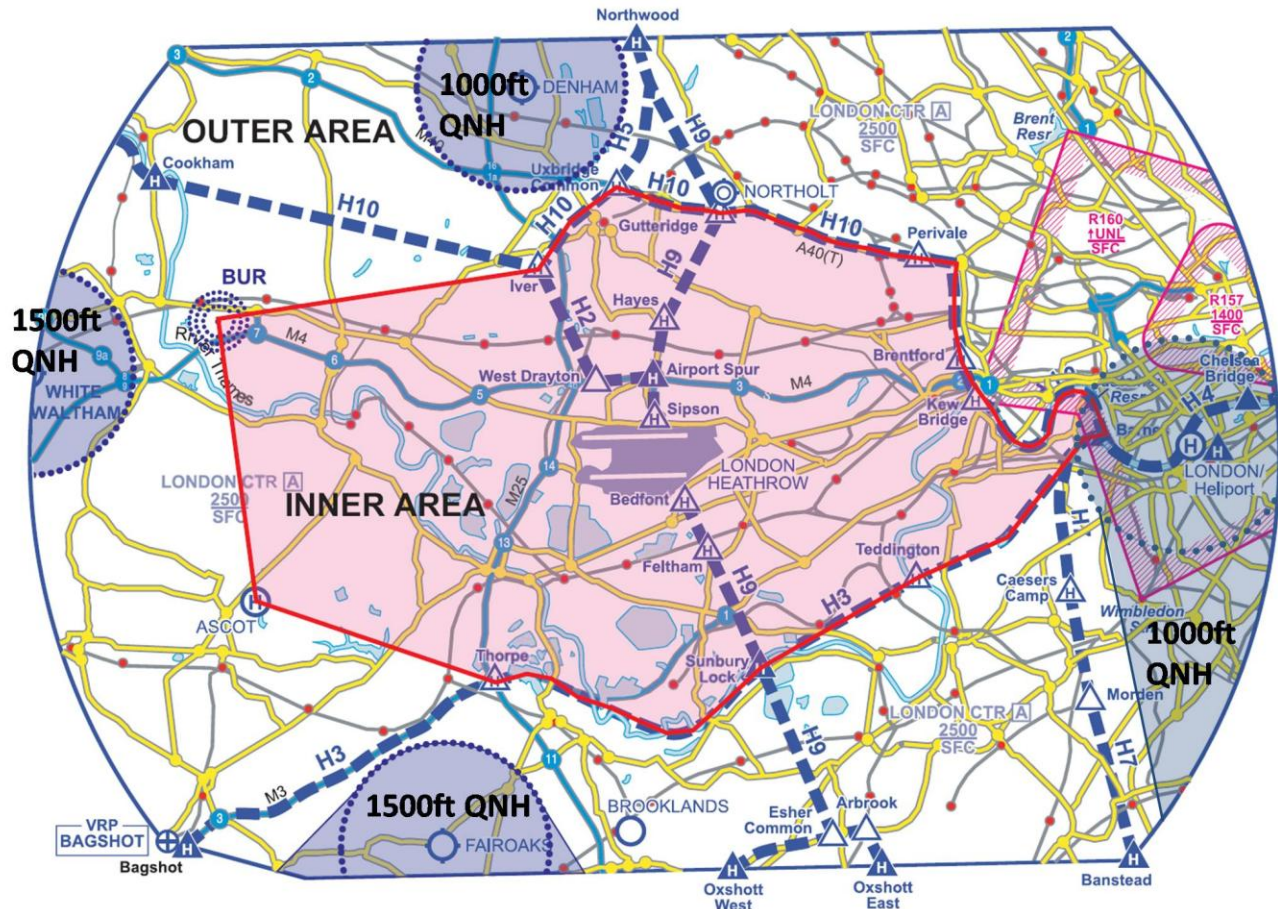


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Note: this presentation includes speaking notes

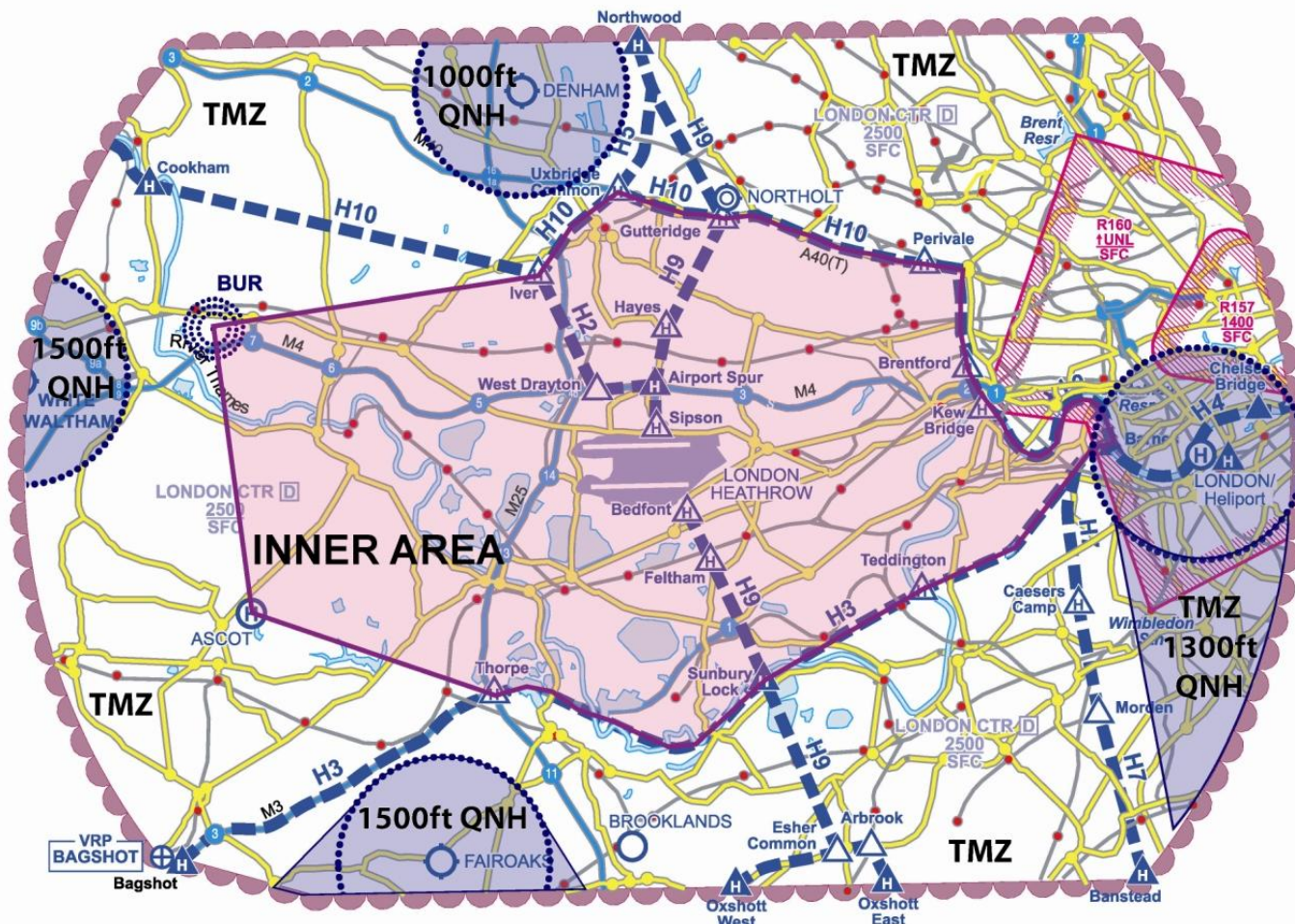
# London CTR – Today:



**Note:**  
**Brooklands**  
**Museum up to**  
**1500ft amsl not**  
**shown**

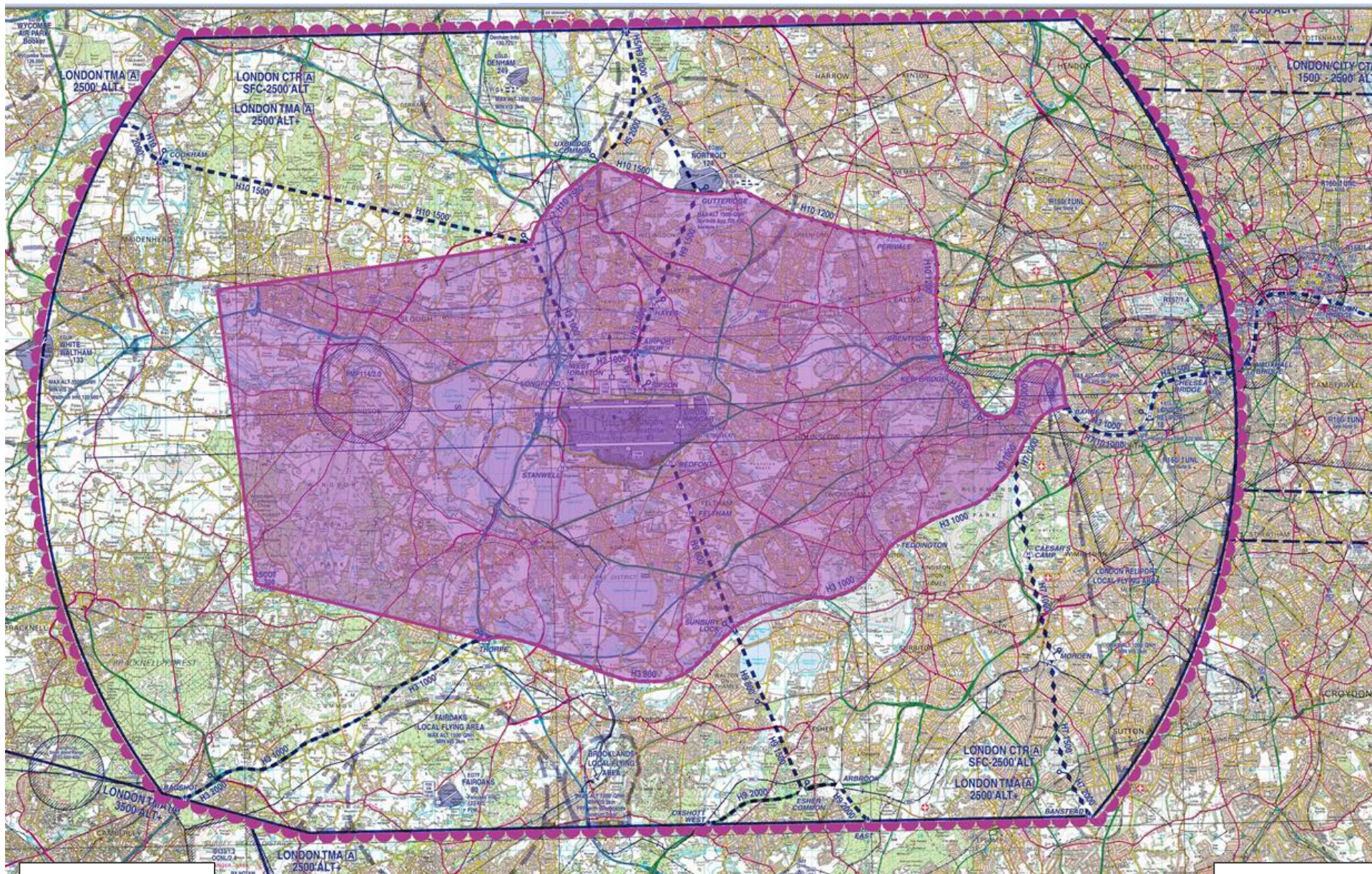


# 18<sup>th</sup> Sept 2014 - London CTR – Class D + TMZ



**Note:**  
**Brooklands**  
**Museum up to**  
**1500ft amsl not**  
**shown**







## So why are we changing from Class A to Class D in the LON CTR?

- The Standardised European Rules of the Air (SERA) were mandated by the European Commission (EC) on 4<sup>th</sup> December 2012 with a transition period until December 2014.
- These new laws mean that current SVFR clearances in Class A airspace within the LON CTR will be unlawful after December 2014.
- SERA states that Class A airspace shall be for the use of IFR traffic only.
- After comprehensive work within NATS, Class D was chosen as the NATS preferred option.
- The CAA (Aviation regulator) granted permission for the change from Class A to Class D on the 28<sup>th</sup> of May.

# UK ATS AIRSPACE CLASSIFICATIONS

Civil Aviation Authority
**CONTROLLED AIRSPACE**

**A**

IFR ↔ IFR

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TRAFFIC INFORMATION PROVIDED

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SPEED LIMITATION

Not applicable  
(unless notified for ATC purposes)

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RADIO

🎧

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ATC CLEARANCE REQUIRED?

YES

**D**

IFR ↔ IFR SVFR†

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IFR ATC VFR

Air traffic avoidance advice CTR.

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below FL100

250  
KIAS

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RADIO

🎧

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ATC CLEARANCE REQUIRED?

YES

**E**

SVFR‡ ↔ IFR SVFR‡

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VFR ATC IFR VFR

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FL100 - 1500M

OR

3000FT AMSL

---

below FL100

250  
KIAS

---

RADIO

🎧

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ATC CLEARANCE REQUIRED?

YES

**VFR**

⊘

VFR FLIGHT NOT PERMITTED

SVFR AVAILABLE IN CTRs

**VFR MINIMA**

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SPEED LIMITATION

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RADIO

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ATC CLEARANCE REQUIRED?

250  
KIAS

Not applicable to military aircraft

† Helicopters may fly at or below 3000FT AMSL clear of cloud with the surface in sight and a flight visibility of at least 1500 metres.  
‡ SVFR in CTR only.  
**NOTE:** Air Navigation Order 2005 Schedule 8 UK PPL and NPPL license privileges apply.

**VMC Minima**

	Distance from Cloud		Flight Visibility
	Horizontal	Vertical	
<b>By Day</b>	1500m	1000ft	5KM
<b>By Night</b>	1500m	1000ft	5KM

For helicopters:

Clear of cloud with the surface in sight	1500m
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'The pilot of an aircraft is responsible for determining whether or not the meteorological conditions permit flight in accordance with the Visual Flight Rules.' (CAP 493)

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\* Aircraft (except helicopters) at 140KIAS or less: clear of cloud with the surface in sight in a flight visibility of at least 1500 metres. Helicopters at a speed which, having regard to the visibility is reasonable: clear of cloud with the surface in sight in a flight visibility of at least 1500 metres

## What Is Not Going to Change from Today?

- IFR operations and IFR/IFR ATC Separation or Wake Turbulence Separation
- The provision of a dedicated controller for VFR and SVFR service provision within the combined London CTR & London City CTR/CTA
- Local Flying Areas and the Northolt RMA
- The 'Inner Area' shape and size
- BUR NDB – Ascot thoroughfare - **SVFR unchanged**
- Off-route operations at the London Heliport - **SVFR unchanged**
- Operations within the London City CTR/CTA
- Mode S Transponder Mandatory Zone (TMZ) to be retained following reclassification

\* *Minor change to H3 and H9 only*

# What Is Going to Change?

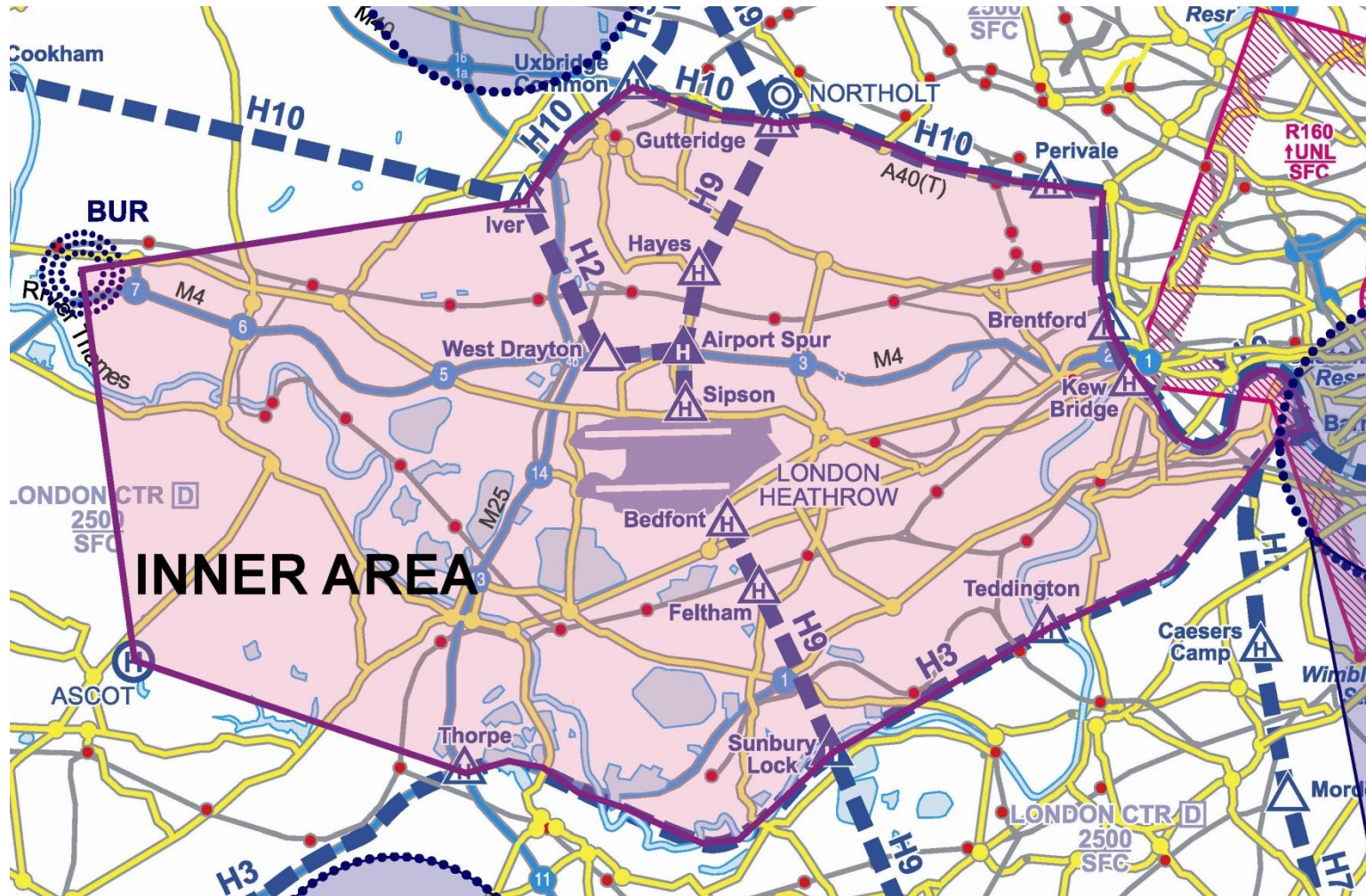
- The airspace – Class A to Class D
- BUR NDB – Ascot thoroughfare – 1000ft to 1200ft amsl  
VFR ONLY – SVFR unchanged.
- In suitable weather conditions, VFR aircraft will be deconflicted or integrated with IFR aircraft as per CAP493 (MATS Part One)
- Any aircraft that requires entry into the Inner Area of the CTR (unless exempt from this requirement\*<sup>1</sup>) will be subject to Prior Permission Required (PPR)
- VFR use of Helicopter Routes H3 and H10 during easterly operations subject to certain conditions\*<sup>2</sup>
- SVFR use of Helicopter Route H10 during easterly operations
- Greatly simplified VMC minima in the CTR
- H3 & H9 raised altitude from 800ft to 1000ft amsl

*\*Note 1: Priority traffic and IFR traffic to/from Airways with approval to land/depart Heathrow and Northolt will be exempt.*

*\*Note 2: Available for VFR provided no A340 2/300 departures and Heathrow cloud ceiling 2000ft+.*



# The Inner Area and PPR:



## The LON CTR and General Aviation...

