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## **CLASS C STUBS AIRSPACE CHANGE**

### **STAKEHOLDER CONSULTATION - FEEDBACK Issue 1**

## 1. Introduction

From 13<sup>th</sup> January – 10<sup>th</sup> March 2014, NATS conducted a consultation soliciting feedback on proposals to introduce changes to the Class C stubs of airspace in the Scottish AOR on P600 and N580. Class C stubs were originally introduced as a result of the DFL195 change in March 2007 in order to facilitate the connectivity of Class F Advisory routes to the upper air route structure through the military training areas designated as Temporary Reserved Areas (TRA). These Class C stubs provide a level of protection through the TRA as they are a known traffic environment within which all traffic is provided with a radar control service. Outside the Class C stubs, from FL195 to FL245 within an active TRA, services are provided under ATSOCAS.

The proposal seeks to extend the extant Class C stubs on P600 and N580 (introducing a new stub above W958D) such that the typical climb & descent profiles of flights using the airspace will remain within the protection of Class C airspace.

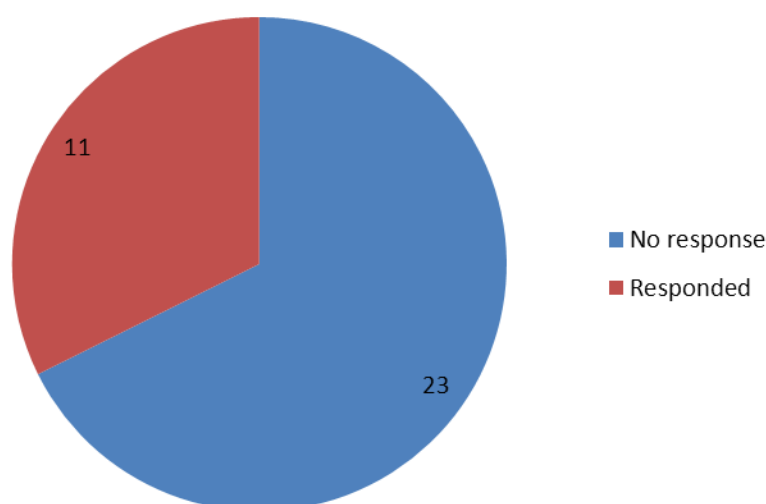
This document provides feedback to stakeholders who participated in this consultation exercise. This will be sent to all stakeholders who participated in the consultation, and will be published on the Environment/Airspace Developments section of the [www.nats.co.uk](http://www.nats.co.uk) website.

This document should be read in conjunction with the stakeholder consultation document. All acronyms and technical terms are explained in full in the stakeholder consultation document. For reference the stakeholder consultation document is available from:

<http://www.nats.co.uk/environment/airspace-developments/>

## 2. Overview of Responses

The Class C Stubs stakeholder consultation was 8 weeks long, commencing on 13<sup>th</sup> January and closing on 10<sup>th</sup> March 2014.



**Figure 1. All stakeholder responses pie chart**

The stakeholder consultation document was sent to 33 organisations, including National Air Traffic Management Advisory Committee (NATMAC) representatives, airlines known to use the routes in question, and Avinor (the Norwegian ANSP). The stakeholder list is given in Appendix 1, on page 15 of the Class C Stubs consultation document.

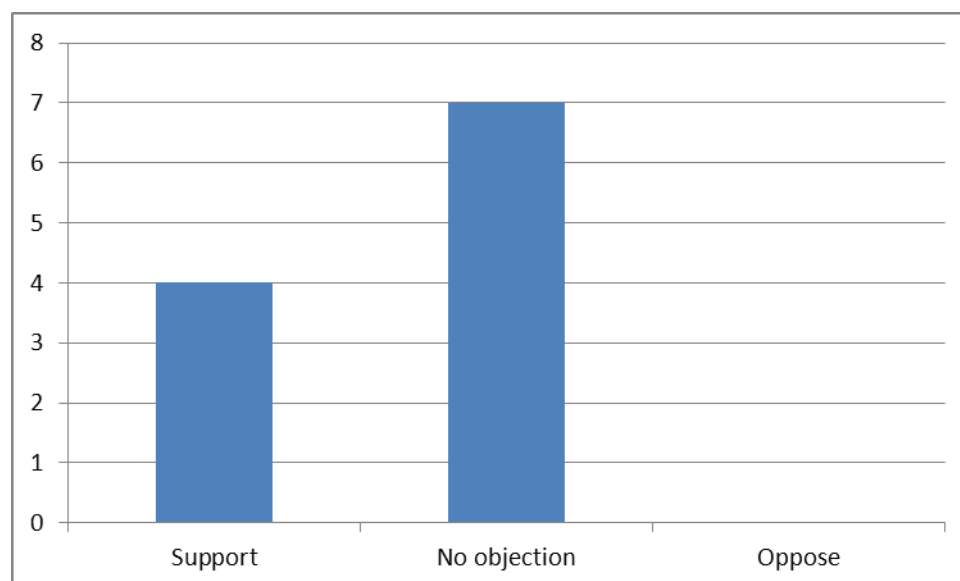
Of the 33 stakeholders involved in the consultation, 11 of these responded. The number of responses from the consultees are summarised in the pie chart at Figure 1.

The responses categories (support/object/no objection) are summarised in Figure 2. There were four responses in support of the proposal. The MOD DAATM supported the proposal with caveats

concerning arrangements necessary to facilitate crossing of the proposed Class C stubs. See below.

Seven responses indicated no comment or no objection to the proposals.

There were no responses which opposed the proposals.



**Figure 2. Response categories**

## 2.1 Key themes arising from responses

### MOD access/crossing arrangements

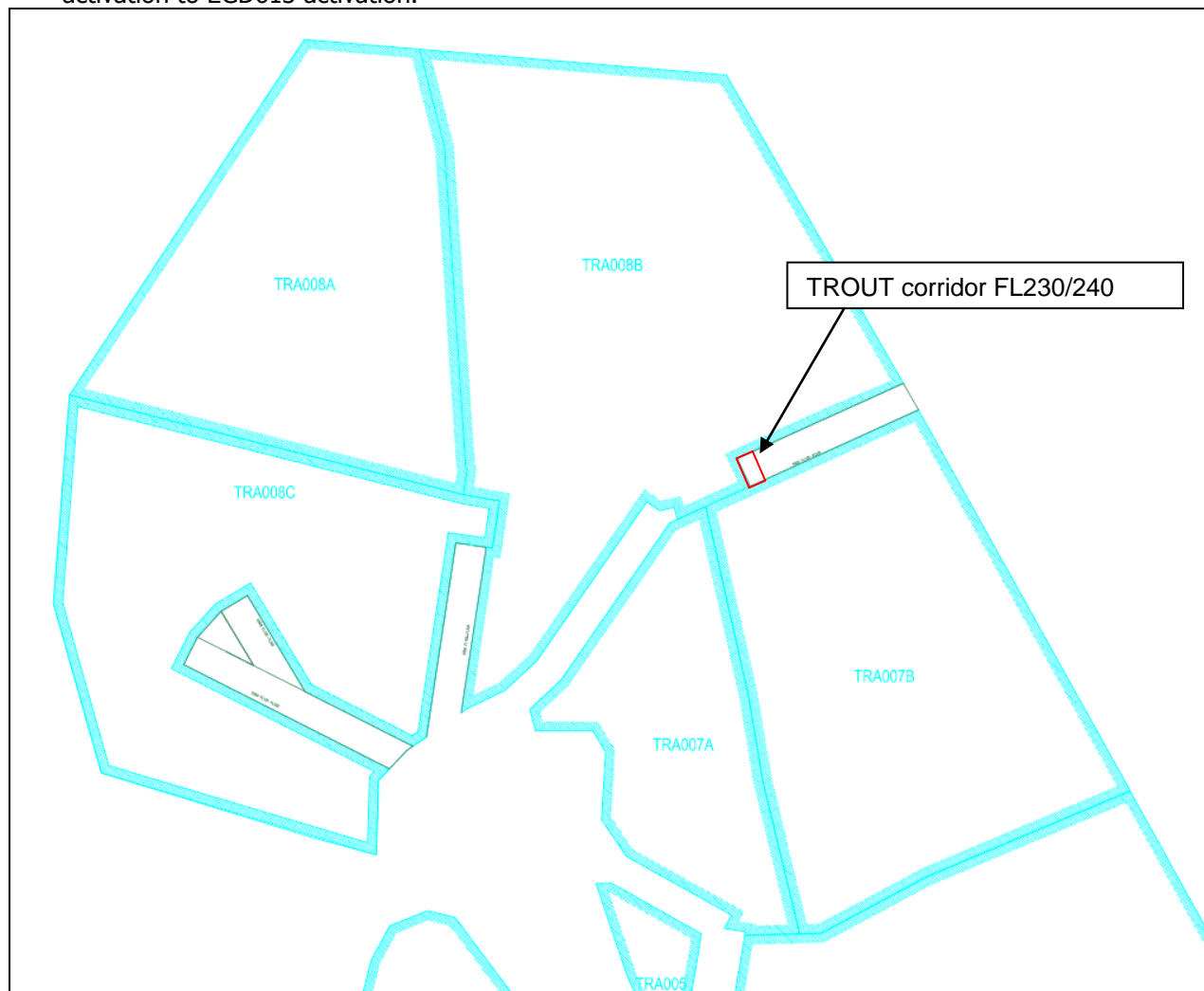
The consultation involved significant dialog with the MOD regarding arrangements to permit crossing of the Class C stubs by military operational aircraft.

**Western N580 Class C Stub.** The MOD stated that it can accept the loss of the small portion of TRA008C to allow the extension to the Class C Stub to be established subject to a clawback option being available for major exercises (such as CQWI and Joint Warrior, that make use of Fast Jet Areas (FJA's)) or other pre-planned exercises through all or part of the proposed extension to N580 Class C Stub. NATS Prestwick Centre have considerable experience dealing with large scale military exercises and have developed an excellent working relationship with the Exercise Joint Warrior planners (JTEPS) to ensure that the exercise objectives are met with minimum impact on civil operations. Early contact with NATS from all exercise planners is essential to ensure that their exercise airspace requirements can be considered, while ensuring that their activity has the minimum impact on civil operations.

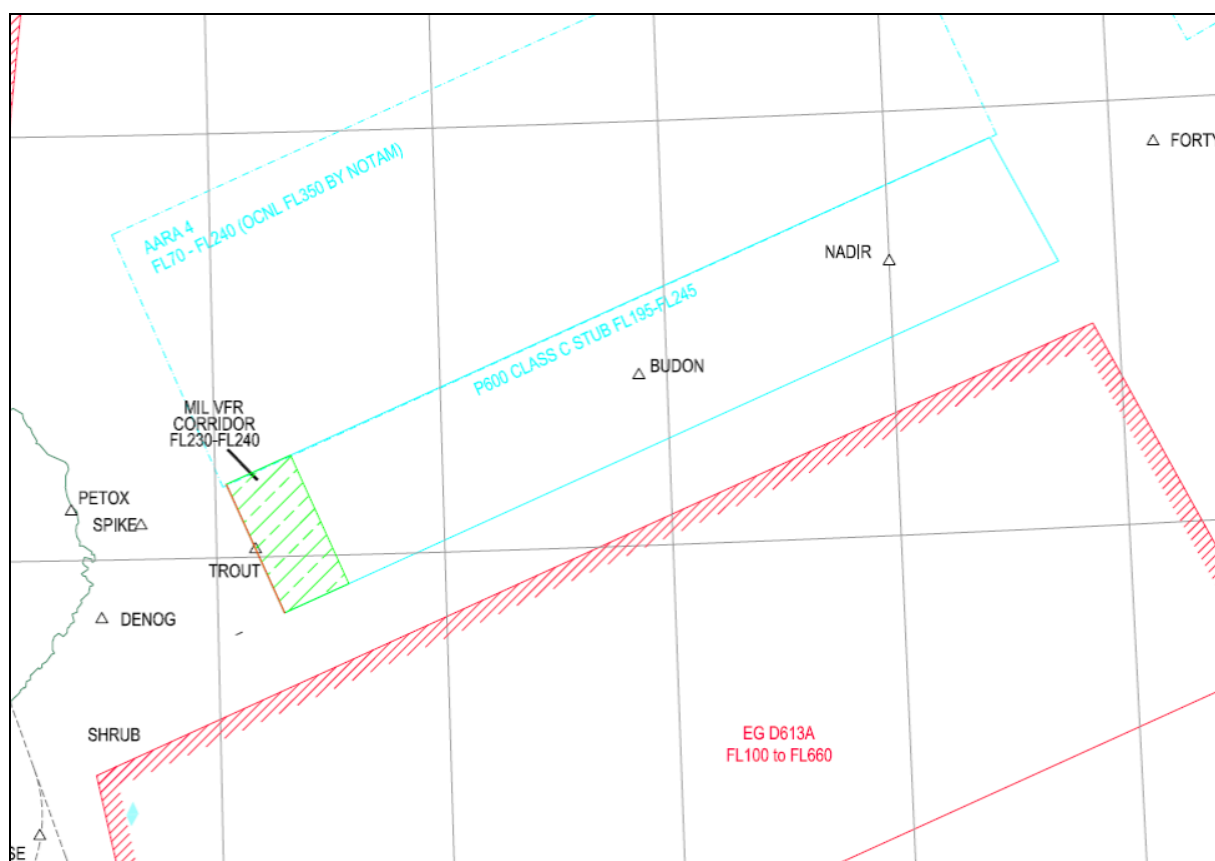
Under the new arrangements when exercises activate Fast Jet Area South, Oceanic traffic to/from ScTMA airfields that would normally utilise N580 will have an alternative route via TRN – MAC. As part of the Class F changes a Class E+ route classified as a CDR will be available linking TRN with MAC giving alternative flight plannable access to Oceanic/NOTA Entry/Exit Points. It would be envisaged that the portion of N580 (FL195-FL245) would be closed for flight planning during the activity times of FJA South. Traffic operating on scheduled services to/from the Western Isles airfields (Benbecula, Tiree, Barra & Coll) typically operate below the base of the Class C stub (FL195). As is currently the case during Exercise Joint Warrior, airspace below FL195 is not segregated when FJA South is active and civil traffic can be expected to operate to/from the Western Isles airports below FL195 when FAOR South is active.

**Eastern P600 Class C Stub.** The MOD require access between training areas TRA008B and TRA007B (see Figure 3). The P600 Class C stub lies between these TRAs at FL195-245. After some debate a corridor through the western end of the P600 Class C Stub, was agreed upon. This being a compromise that would minimise impact on civil operations, and for military operations, be closer to Lossiemouth and connected to the Western end of AARA4. The VFR

corridor proposed (shown in Figure 4 below) is from TROUT to 5nm East of TROUT and would permit military aircraft to cross autonomously (VFR) without co-ordination at either FL230 or FL240. This would widen the TRA 'gap' at those levels between ADN and 5nm East of TROUT to 35nm. Traffic profiles for Aberdeen arrivals and departures would be below the TROUT corridor, so having that airspace reserved for military use for much of the day would have lesser impact on civil operations. To ensure that FUA principles are maximised, it was agreed to tie the corridor activation to EGD613 activation.



**Figure 3. Military Training areas in the Scottish FIR**



**Figure 4. Proposed P600 stub and TROUT Military crossing corridor**

### 3. Summary of intended airspace change proposal

As a result of careful consideration of all consultation responses, NATS will proceed with an airspace change proposal (ACP) to the CAA. The basis of this proposal will be for the Class C stubs to be extended as shown in Figure 4 and 5. The proposed airspace will extend from FL195 to FL245 thereby providing controlled airspace for the entire climb/descent profile for aircraft using these routes.

The Class C stub changes proposed herein, will interface with Class E+ routes, which are due to be implemented (by a separate ACP by the CAA) on 18<sup>th</sup> September 2014. The Class C changes assume that the final design of the Class E routes will be as discussed with the CAA (Jan 2014).





**Figure 5. Proposed N580/W958D Class C Stub**

### Changes made as a result of consultation

The purpose of consultation is to identify issues which may not have come to light previously. Changes made to the design as a result of feedback from consultation include the provision of claw-back arrangements during military exercises, and the inclusion of a crossing corridor across the P600 stub in the vicinity of TROUT to allow military jets to transit when the TRAs are active.

### 4. Further correspondence & feedback

In the event that a representative organisation wishes to present **new** evidence or data to the Director of Airspace Policy, for consideration prior to making his regulatory decision regarding this proposal, the representative organisation must submit, in writing, the information to the following address:

The Director (Class C Stubs ACP)  
 Directorate of Airspace Policy  
 CAA House  
 45-59 Kingsway  
 London WC2B 6TE