

All NATMAC Representatives

8 September 2009

NATMAC INFORMATIVE LETTER

Dear Colleagues,

AMENDMENT TO CIVIL AVIATION PUBLICATIONS (CAP) 724/725 – TEMPORARY AIRSPACE CHANGES

In the coming months, both CAP 724 and CAP 725 will be subject to amendment. The majority of the amendments simply reflect personnel changes, letters of authorisation and typo/grammatical corrections. However, it has been decided to incorporate a definition of a 'Temporary Airspace Change' to formally reflect procedures already in place for activities such as RIAT and provide clarification on the difference between temporary changes and restrictions. Given the imminent NATMAC 66 Plenary of 28 October 2009, it was considered important to circulate this definition ahead of the amendment cycle:

'Temporary Airspace Change

28. The Directorate reserves the right to promulgate in the public interest, where appropriate, a temporary airspace change, which may be initiated by the CAA or by an external sponsor.

29. A temporary airspace change is one that may, at the Director Airspace Policy's discretion, introduce new controlled airspace or modify existing structures or routes in order to provide temporary arrangements to cover significant specific events or operating conditions. The airspace change will apply for a period of no longer than 90 days and the airspace will revert back to its original state at the end of the designated period. Under extraordinary circumstances this may be extended but only with the express authorisation of the Director of Airspace Policy. Due to the temporary nature of the change, consultation may not be required or may be limited in scope but the impact of the change will always be fully assessed in safety terms prior to implementation. The requirement for any environmental and operational assessments would be dictated by the circumstances surrounding the change and advice on this aspect would be provided by Directorate staff early in the process. If a permanent or long-term arrangement were to subsequently become necessary, the Directorate would require the full airspace change process to be completed by the sponsor and the airspace would revert back to its original state until such time as the full airspace change process could be completed.

30. A temporary airspace change differs from a Temporary Restriction of Flying Regulations, enacted under article 96 of the Air Navigation Order and signed off by the Secretary of State for Transport under a Statutory Instrument whereby it is considered to be in the public interest to restrict or prohibit flying for a short period by reason of a planned event involving a large number of people, an exhibition of flying, national defence or any other reason. The former may temporarily alter the routes within controlled airspace or change the classification or structure of airspace whereas a

Temporary Restriction of Flying Operations applies restrictions on aircraft operations without altering the classification, structure or routes of the actual airspace where restrictions are applied.'

Yours sincerely,

Original signed

James Walker
NATMAC Secretary