

**From:** [CAA Press Office](#)

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**Subject:** CAA APPROVES TRANSITION ALTITUDE CHANGE FOR SOUTH EAST ENGLAND - press release

# News Release

5 January 2012

## **CAA APPROVES TRANSITION ALTITUDE CHANGE FOR SOUTH EAST ENGLAND**

Following a request from air traffic service provider, NATS, the UK Civil Aviation Authority (CAA) has approved changes to the Transition Altitude beneath the Worthing and Clacton Control Areas (CTAs) to the east and south of London. A Transition Altitude is the level at which an aircraft's height changes from being measured in feet-above-sea level to a 'Flight Level'. The approved change will harmonise the Transition Altitude level at 6,000ft for both Worthing and Clacton CTAs and align these areas with adjacent controlled airspace. The change does not include the creation of any new controlled airspace or changes to airspace classification. It will mainly affect airspace over the English Channel.

The CAA said its decision would enhance safety in the area by simplifying airspace structures and boundaries and ensuring that all aircraft use the same Transition Altitude, removing possible operational confusion in a very complex piece of airspace. The change is also in line with the CAA's commitment to harmonise Transition Altitudes inside and outside UK Controlled Airspace. It will also simplify operations below Controlled Airspace in the South East of England ahead of the London 2012 Olympics.

The CAA also pointed out that a major new initiative to raise the Transition Altitude nationally to a much higher level will soon begin its consultation phase. This initiative will enable subsequent redesign of Standard Instrument Departures allowing aircraft improved departure and arrival trajectories. These will have significant environmental benefits due to lower CO2 emissions from reduced fuel burn. It may also increase the airspace available to general aviation.

The CAA's approval follows a three-month consultation carried out by NATS earlier this year. The changes will take effect from 8 March 2012.

For further media information contact the CAA Press on: 0207 453 6030  
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**Notes to Editors**

1. The Civil Aviation Authority's Directorate of Airspace Policy (DAP) is responsible for the planning and regulation of all UK airspace including the navigation and communications infrastructure to support safe and efficient operations. In accordance with its statutory functions, the CAA is responsible for dealing with applications by sponsors for an airspace change. A change to the use or classification of airspace in the UK can take many forms but can only be made after consultation and where it is clear that airspace management considerations and the overriding need for safety allow for no practical alternative, or where an overall environmental benefit will accrue. More information on the Airspace Change Process (ACP) and DAP's wider functions are set out in DAP's Airspace Charter (CAP 724) which is available on the CAA's website at [www.caa.co.uk/dap](http://www.caa.co.uk/dap).

2. The CAA is the UK's specialist aviation regulator. Its activities include: making sure that the aviation industry meets the highest technical and operational safety standards; preventing holidaymakers from being stranded abroad or losing money because of tour operator insolvency; planning and regulating all UK airspace; and regulating airports, air traffic services and airlines and providing advice on aviation policy from an economic standpoint.

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