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From: CAA Press Office [mailto:CAA.Press.Office@caa.co.uk]

Sent: 21 August 2008 12:42

To: CAA Press Office

Subject: Class E Scottish Sector Redesignated Glasgow CTA

CLASS E SCOTTISH SECTOR REDESIGNATED GLASGOW CTA

New measures to enhance the safety of air traffic control operations between Glasgow and Edinburgh have been approved by the Civil Aviation Authority (CAA).

A Class E segment of the Scottish Terminal Control Area has been re-designated 'Glasgow Control Area' (Glasgow CTA). The affected airspace lies between the Glasgow and Edinburgh Control Areas. The change will take effect on 25 September 2008

This move will enhance flight safety by better reflecting air traffic control responsibilities in the local area. There will be no change to the lateral or vertical boundaries of the airspace, and its classification will remain Class E.

Glasgow Airport's air traffic control unit currently shares responsibility for service provision in the affected airspace with Scottish Information, part of the Scottish Area Control Centre. Following the change, Glasgow will assume sole responsibility for providing radar and non-radar services within the airspace.

Standard instrument arrival and departure procedures serving Glasgow Airport and crossing the CTA will remain unchanged.

Details of the changes will be published by NOTAM, and in Aeronautical Information Circular 81/2008 (Yellow 272) dated 11 September 2008. AIP page ENR 6-1-4-1 will be amended at AIRAC 10/2008 (25 September 2008) to reflect the change, while the remainder of the affected AIP pages will be amended at AIRAC 11/2008 (23 October 2008).

Pilots should note that the change will be incorporated into 1:500000 and 1:250000 VFR charts as these are progressively updated.

Maps showing the current and revised airspace (with the affected airspace highlighted in yellow) can be found here

<http://www.caa.co.uk/default.aspx?categoryid=14&pagetype=90&pageid=9982>

For more information contact Richard Taylor on tel. 020 7453 6025.

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.

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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