

Sent: Friday, August 12, 2011 10:13 AM

Subject: PN: CAA TO RECLASSIFY GLASGOW CONTROL AREA

Measures to enhance the safety of air traffic control operations in the vicinity of Glasgow Airport will be introduced by the UK Civil Aviation Authority (CAA) it was announced today. The decision follows an airprox incident on 23 July 2011 involving a glider and a civil air transport aircraft within the Glasgow Control Area (CTA). Following the incident the CAA considers it necessary to temporarily reclassify the Glasgow CTA from Class E to Class D as an interim safety enhancement. This will result in the creation of a 'known traffic environment' for which Glasgow Airport's air traffic control (ATC) unit will continue to act as Controlling Authority.

The introduction of the interim arrangements is in accordance with Civil Aviation Publication (CAP) 724 – *The Airspace Charter*, which reserves the right of the CAA to implement a 'Fast Track' process that is reserved specifically for use where a clear and present threat to public safety is identified.

Under the interim arrangements there will be no changes to the current lateral limits as described in the UK AIP at EGPF AD 2.17 — ATS AIRSPACE (page AD 2-EGPF-1 - 5) and depicted at page AD 2-EGPF-4-1. However, the CTA base will rise from 2500ft amsl to 3000ft amsl. Published arrival, instrument approach and instrument departure procedures serving Glasgow Airport will remain unchanged.

The change will take effect at 00:01Z on Friday 16 September 2011. Details of the change will be published by NOTAM, and in an Aeronautical Information Circular to be published on 8 September 2011.

Pilots should note that the interim arrangements will not be reflected in the AIP or aeronautical charts.

As a parallel development, the CAA will continue to rigorously assess an airspace change proposal submitted by NATS Glasgow on 29 July 2011 and developed in accordance with the requirements of the Airspace Change Process. Subsequent changes arising from the proposals will be announced in due course.

A chart showing the new airspace can be found [here](#).

For further media information contact the CAA Press on: 0207 453 6030 press.office@caa.co.uk

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Notes to Editors

1. The airprox incident of 23 July 2011 will be investigated by the UK Airprox Board and its findings will be published in due course. See www.airproxboard.org.uk
2. An airprox is defined as: a situation in which, in the opinion of a pilot or controller, the distance between aircraft, as well as their relative positions and speed, have been such that the safety of the aircraft was, or may have been, compromised.

The UKAB is made up predominantly of pilots and controllers. It comprises a Chairman (the Director) and a mix of civil and military members, all acknowledged experts within their fields of aviation. Their expertise covers commercial air transport, general aviation and military flying (both fixed wing and rotary), along with civil and military air traffic control.

The UKAB does not apportion blame or liability and has no legal powers: its sole aim is to enhance flight safety by assessing what happened in terms of 'cause' and 'risk' and then raising awareness of the findings within the aviation community. Where appropriate, the UKAB can make specific safety recommendations for changes in procedures or, for instance, the introduction of new equipment.

3. There are four risk categories agreed at international level, as follows:

A risk of collision an actual risk of collision existed

B safety not assured the safety of the aircraft was compromised

C no risk of collision no risk of collision existed

D risk not determined insufficient information was available to determine the risk involved, or inconclusive or conflicting evidence precluded such determination.

4. 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.
5. 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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