



13 October 2016

All NATMAC Representatives

**NATMAC CONSULTATIVE LETTER**

Dear Colleagues,

**LONDON AIRSPACE MANAGEMENT PROGRAMME (LAMP) 1A POST IMPLEMENTATION  
REVIEW OF LOWER LIMITS OF CONTROLLED AIRSPACE**

**1. INTRODUCTION**

- 1.1 As part of the London Airspace Management Programme (LAMP) Phase 1A airspace change approval, a conditional requirement was placed on NATS to review the lower limits of CAS in the Thames Estuary and along the south coast of England east of the Isle of Wight; these details were highlighted in the LAMP Phase 1A decision documents for Modules [C](#) and [E](#).
- 1.2 NATS has complied with this condition and following a period of operation with the new airspace structure, NATS has submitted options to the CAA for raising some areas of CAS in the Thames Estuary and English Channel. The options in the Channel are not as mature as those for the Thames Estuary and are still being examined by NATS; however, due to the short window of opportunity we have for implementing these proposals, the details are included for consideration.
- 1.3 In order to coordinate these proposed changes with the charting cycle for publication on 2 March 2017, we must reach a decision by 1 November 2016 subject to this consultation with NATMAC and subsequent CAA approval; if we fail to achieve this we would have to wait at least another year to see the changes introduced. This letter explains the relevant details of the options and seeks NATMAC feedback regarding the proposals. In addition, I anticipate an opportunity to discuss this proposal at NATMAC 80 on 27 October 2016.

**2. PROPOSALS TO RATIONALISE CAS**

- 2.1 The objectives are to raise CAS where it is not required, simplify airspace structures where possible, reduce chart / label clutter and to reduce the risk of potential airspace infringement by simplifying the lateral limits where possible. Opportunities also exist where CAS lower limits could be rationalised and a few lateral boundaries 'smoothed out'. These have been analysed by the CAA and include two very small areas over the sea off the north east coast of Kent where the CAA believes CAS could be lowered without any significant impact to Class G users; these two areas have, therefore, been proposed by the CAA and not NATS, although NATS is supportive of this initiative. A further similar 'smoothing' option is shown in the diagrams for the Worthing CTA4/7 over the sea in the English Channel. The CAA believes that the proposals from NATS together with the inputs from the CAA result in a 'better defined' airspace structure resulting in more Class A airspace being re-classified to Class G. If the CAS is lowered, the CAA believes the impact is insignificant due to the location over the sea.
- 2.2 A summary of options follows, with diagrams at Attachment A; for interested parties, co-ordinates are at Attachment B.

### 3. THAMES ESTUARY PROPOSALS

- Raise Clacton CTA 5 from FL 85 to FL 95.
- Raise eastern part of Clacton CTA 7 from FL 65 to FL 75 (would become Clacton CTA 8).
- Raise Worthing CTA 3 from FL 75 to FL 95.
- Raise eastern part of Worthing CTA 1 from FL 65 to FL 75 (would become new Worthing CTA 5).
- The CAA proposed that the Clacton CTA 9 could be combined with the existing Worthing CTA 5 thus enabling the Clacton and Worthing CTA boundaries to be re-defined as shown in Attachment A.
- The CAA proposed that a very small triangle of airspace at the northwest corner of existing Clacton CTA 9 be lowered from FL105 to FL65. This would then be subsumed into Clacton CTA 7, thus smoothing out the lateral limits.
- The CAA proposes that a small area of airspace at the northwest corner of existing Worthing CTA 3 be lowered from FL75 to FL65. This would then be subsumed into Worthing CTA 1, thus smoothing out the lateral limits.

NATS final confirmation that the above CAA rationalisation is acceptable is anticipated by 27 October.

### 4. ENGLISH CHANNEL PROPOSALS

4.1 NATS is still considering whether options over the English Channel are operationally feasible; therefore at this stage, these proposals may be considered as provisional, pending confirmation from NATS by 27 October 2016:

- Raise Worthing CTA 2 from FL 75 to FL 85.
- Raise Worthing CTA 6 from FL 75 to FL 85.
- Adjust the Worthing CTA 7 and CTA 4 common boundary to run in a straight line (almost east / west) from southeast corner of Portsmouth CTA 1 to northwest corner of Worthing CTA 2.

4.2 NATS has presented 2 options being considered:

- Option 1 raises a small section of WOR CTA 7 on the west side.
- Option 2 raises a small section of WOR CTA 7 on the west side but lowers a small portion of WOR CTA 4 on the east side, however, the delineation of airspace boundaries is improved.

*Note: the resultant re-alignment of WOR CTA 7 is not clearly depicted on the attached diagrams but should be evident from the adjustments made to the common CTA boundary in both options.*

**If you respond to this consultation, please indicate which option you prefer and why.**

## 5. OTHER AREAS

- 5.1 NATS has advised that LTMA Sector 8 (3500ft+) and LTMA Sector 14 (5000ft+) could not be considered due to low level traffic. This was accepted. The southern part of LTMA Sector 8 (5500ft+) along the south coast may have limited opportunities for some rationalisation at a later date; these will continue to be looked at for future consideration. Portsmouth CTA re-classification will also be looked at for future consideration.

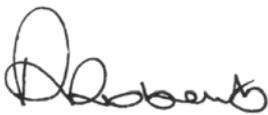
## 6. ATS ROUTES

- 6.1 If the lower limits of CAS are raised as proposed, there would be an associated adjustment to the lower limits of ATS routes, where appropriate, in the area where CAS is raised. As these adjustments will be minor, the impact has no significant impact to GAT.

## 7. CAA APPROVAL PROCESS – DEADLINES AND IMPLEMENTATION

- 7.1 The CAA approval process for raising CAS and making these minor adjustments to CTA lateral limits must be concluded by 1 November 2016 in order to meet the AIS deadline to implement these changes on 2 March 2017. If there are objections of substance, or should NATS subsequently determine changes are not possible for March 2017, these changes would be deferred to March 2018, the critical factor being the amendment cycle for the ICAO 1:500,000 Southern England and Wales chart revision.
- 7.2 In order to realise early changes, feedback, as well as any queries, should be returned to the CAA Case Officer, Mr D W Raine at [dave.raine@caa.co.uk](mailto:dave.raine@caa.co.uk), no later than 27 October 2016.

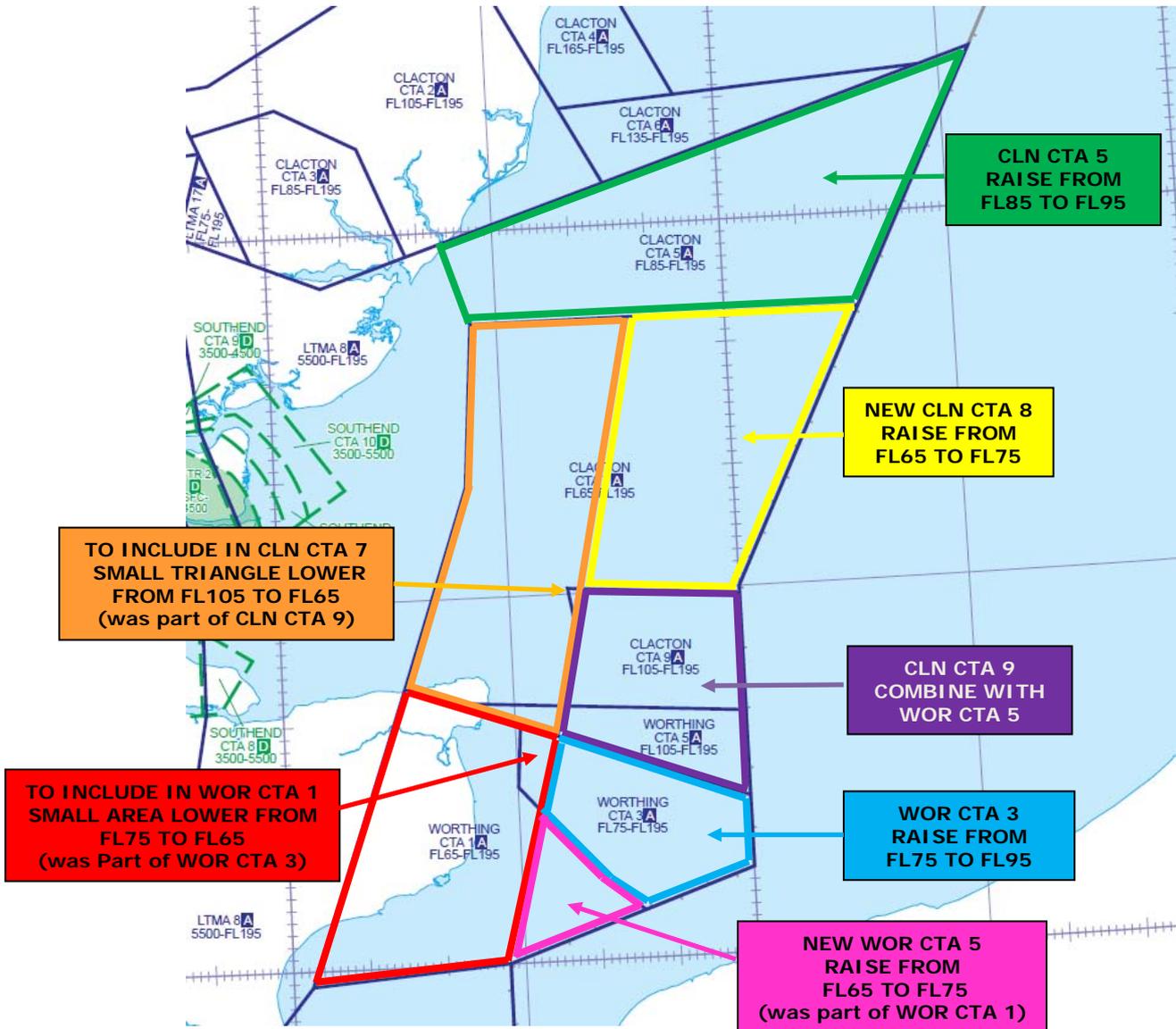
Yours sincerely



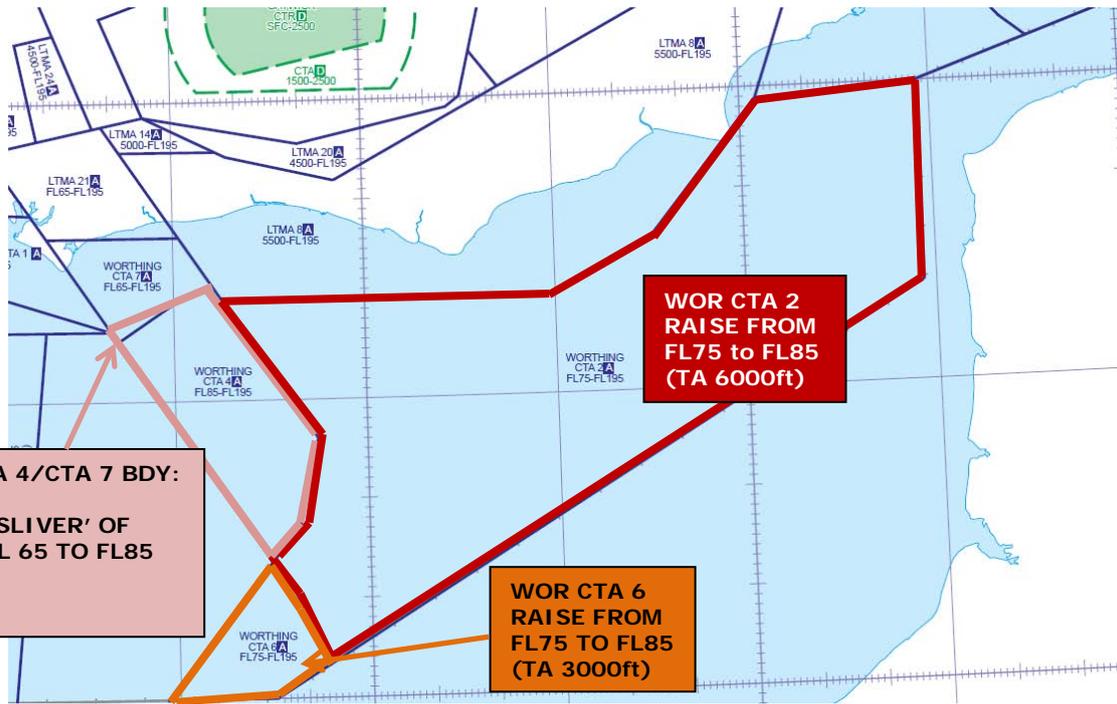
Phil Roberts  
Head of Airspace, ATM and Aerodromes

**ATTACHMENT A TO  
NATMAC LETTER DATED  
13 OCTOBER 2016**

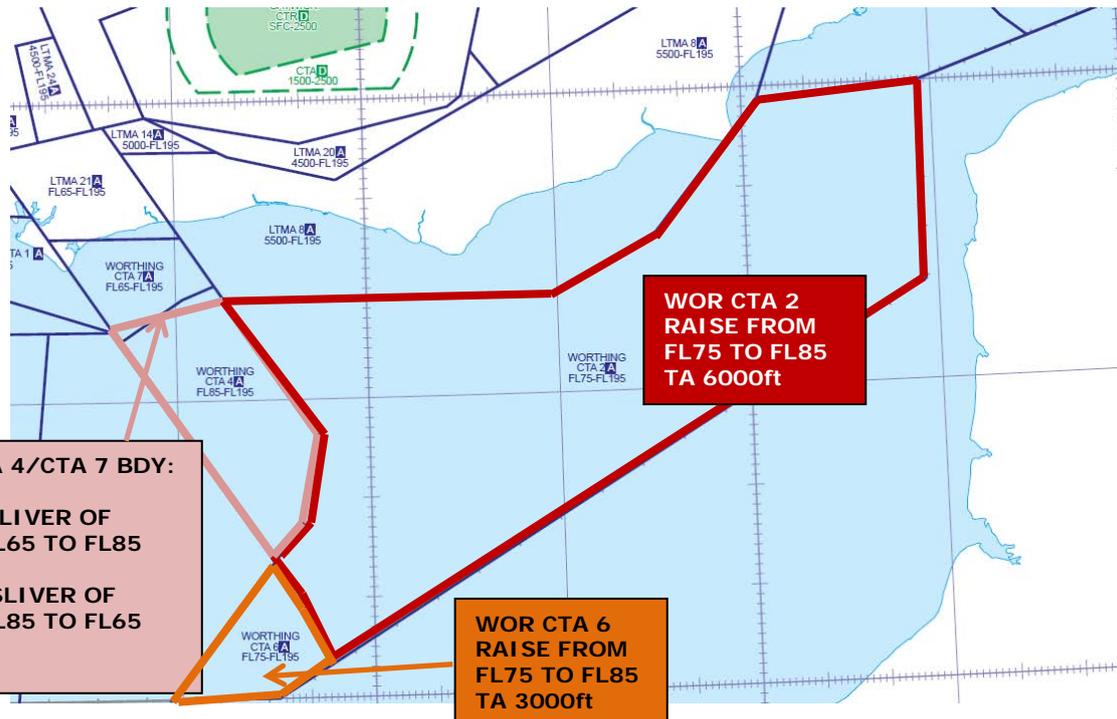
**Clacton CTA & Worthing CTA (East) Proposed Base Changes**



# Worthing CTA (South) Option 1



## Worthing CTA (South) Option 2



**ATTACHMENT B TO**  
**NATMAC LETTER**  
**DATED 13 OCTOBER 2016**

**THAMES ESTUARY CTA RATIONALISATION**

New co-ordinates are shown in Bold for 3 positions.

Existing Structure	Proposed Structure	Remarks
<b>THAMES ESTUARY</b>		
CLN CTA 7 FL65+	CLN CTA 7 FL 65+	
515222N 0012635E	515222N 0012635E	
515220N 0021737E	<b>515224N 0014901E</b>	
513000N 0020000E		
512922N 0020000E		
513024N 0013733E		
512708N 0013826E	<b>513017N 0014004E</b>	
512053N 0013611E	511826N 0013519E (WOR CTA 5)	
512106N 0013052E		
512130N 0012140E		
512247N 0011549E	512247N 0011549E pt V / A	
513905N 0012500E	513905N 0012500E pt W	
515222N 0012635E	515222N 0012635E pt M	
Was part of CLN CTA 7 FL65+	NEW CLN CTA 8 FL 75+	The eastern extremity of this area now raised to FL 75
	<b>515224N 0014901E</b>	
515220N 0021737E	515220N 0021737E	
513000N 0020000E	513000N 0020000E	
512922N 0020000E	512922N 0020000E	



Existing Structure	Proposed Structure	Remarks
511422N 0013004E 510600N 0014138E 510354N 0014545E 510000N 0012800E 505842N 0010227E 512247N 0011549E	<b>511220N 0013253E</b>  510000N 0012800E 505842N 0010227E 512247N 0011549E	
WORTHING CTA 3 FL 75+  511929N 0013040E 511251N 0020000E 510700N 0020000E 510354N 0014545E 510600N 0014138E 511422N 0013004E 511929N 0013040E	WORTHING CTA 3 RAISED TO FL 95+  511826N 0013519E 511251N 0020000E 510700N 0020000E 510354N 0014545E 510600N 0014138E <b>511220N 0013253E</b>  511826N 0013519E pt 4	
Was part of WOR CTA 1 FL65+	PROPOSED WORTHING CTA 5 RAISED TO FL75+  <b>511220N 0013253E</b> 510600N 0014138E 510354N 0014545E 510000N 0012800E <b>511220N 0013253E</b>	New area south-eastern part of WOR CTA 1 – details TBC
CLN CTA 5 FL 85+	CLN CTA 5 FL 95+	

Existing Structure	Proposed Structure	Remarks
	No co-ord change – just raise to FL 95	
<b>ENGLISH CHANNEL</b>		
WOR CTA 2 FL 75+	WOR CTA 2 FL 85+  No co-ord change – just raise to FL 85	TBC by NATS
WOR CTA 6 FL 75+	WOR CTA 6 FL 85+  No co-ord change – just raise to FL 85	TBC by NATS
WOR CTA4/7 BDY	Option 4a – see diagram  Option 4b – see diagram	TBC by NATS
<b>ATS ROUTES</b>		
	Lower limits raised where appropriate to be at revised lower limits of CAS.  Details TBC to AIS if changes approved.	TBC by NATS