

# SAFETY AND AIRSPACE REGULATION GROUP

Airspace Regulation

All NATMAC Representatives



## NATMAC CONSULTATIVE LETTER

11 August 2016

Dear Colleagues

### SOLENT AIRPORT (SA) AT DAEDALUS - ATZ APPLICATION

Reference:

- A. ATZ Application Covering Letter, dated 14 Jul 16.
- B. Policy Statement - Establishment and Dimensions of Air Traffic Zones (ATZ), dated 17 Feb 16.

### INTRODUCTION

1. DAP previously approved the ATZ at SA (Lee-On-Solent aerodrome) on 19 Dec 12, following a NATMAC consultation during the period 12 Sep - 7 Dec 12. The ATZ was required in order to protect aircraft operating in the visual circuit patterns, as well as those conducting coastal transits in the local area.
2. The ATZ publication was planned to coincide with the aerodrome's licence<sup>1</sup> approval. However, since then the aerodrome has changed hands several times and the introduction of the ATZ and the license approval was delayed. The land is now owned by Fareham Borough Council and Regional and City Airports currently manage the aerodrome. In early Jul 16 Airspace Regulation was approached, Reference A, to implement the ATZ following its' successful recent license accreditation.
3. Since the original ATZ application and its approval, over 3 years has passed and other airspace changes (LAMP 1A and the Solent CTA RCSA) have been introduced in that intervening time period. It was therefore considered appropriate to re-start the ATZ application and conduct a second NATMAC consultation to ensure these recent local changes are fully considered.

### BACKGROUND AND ISSUES

4. The ATZ application was originally progressed because many transiting aircraft fail to call SA when transiting the area and also fail to recognize the active circuit. The Aerodrome's geographical location and runway orientation means that any aircraft following the local coastline will pass through the visual circuit and either the RW 05 final approach area or the RW 23 climb-out lane. Resident aircraft and Air/Ground operators report daily occurrences of transiting aircraft flying such a profile without calling Lee-on-Solent to establish the level of aerodrome activity taking place. Indeed, previously during CAA visits, SARG personnel have witnessed such incidents and the risks to safe operations are evident. This is compounded by the proximity of Solent airspace that draws pilots' attention away from the SA circuit traffic.

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<sup>1</sup> Note that there is no direct association between an aerodrome's licensed status and ATZ establishment; a licensed aerodrome could operate without an ATZ and conversely, subject to the provision of ATC / AFIS support, an ATZ could be established at an unlicensed site.

The raising of CTA-6 has yet to have a major impact on SA, but as the weather improves it is only a matter of time before serious consequences are felt. A published ATZ is assessed to be adequate mitigation against these safety issues.

5. As a result of the 2012 consultation exercise, an element of the GA community proposed that introduction of the ATZ should be commensurate with a reduction in the dimensions of the Southampton CTR. However, at the time DAP stated that it would be inappropriate to review Southampton CTR's dimensions only in relation to this proposal, and that the introduction of the Lee-on-Solent ATZ should not be delayed pending a wider review of Southampton-related controlled airspace.
6. DAP also indicated that he would ensure any future review of the Southampton CTR/ Solent CTA airspace also examined the feasibility of reducing the dimensions of controlled airspace in the vicinity of the Lee-on-Solent/ Fleetlands ATZ complex<sup>2</sup>. He additionally invited NATS Southampton to review and update the Solent Airspace VFR Guide to reflect the new airspace development, and also requested NATS Southampton to make particular record of any occurrences of aircraft being refused access to the CTR in the vicinity of the Lee-on-Solent ATZ.
7. The current case for this ATZ application is based on the continuing requirement to reduce identified safety risks, particularly in light of the future developments at the airport. In late 2014 the runway was re-surfaced to ensure accreditation of CAA licensed status and new infrastructure is being introduced to attract new businesses both landside and airside. The stated intention is to entice more visitors and business affiliates who will invest in the airport.
8. SA recently published a PPR status for all visiting aircraft to highlight heightened activity levels over recent years. Annual movements have risen dramatically to nearly 20,000 movements in 2015. Already in 2016, movements have increased in comparison to last year and the recent introduction of AFISO and new airport facilities is expected to generate a further increase in future movements. The publication of an ATZ will ensure a greater level of safety and control to local operators and also to transiting aircraft.

#### **LOCAL AIRSPACE & AERODROMES**

9. In the previous consultation, NATS Southampton acknowledged that an ATZ would provide clear safety benefits for Lee-on-Solent operations. However, NATS also recorded some concern that the ATZ's boundaries were very close to the Southampton-related Class D airspace. The reduced volume of open Class G airspace between the ATZ and CTR could potentially increase the likelihood of infringements of controlled airspace. This perception is based upon a belief that pilots would avoid the ATZ to the west rather than make contact with SA to transit the ATZ in accordance with the provision of Rule 11.
10. In order to mitigate the airspace infringement concern, the routine notification of the SA ATZ will be enhanced by publication of an associated AIC. Other media channels would also be used by SA to increase awareness of the potential for airspace infringement.

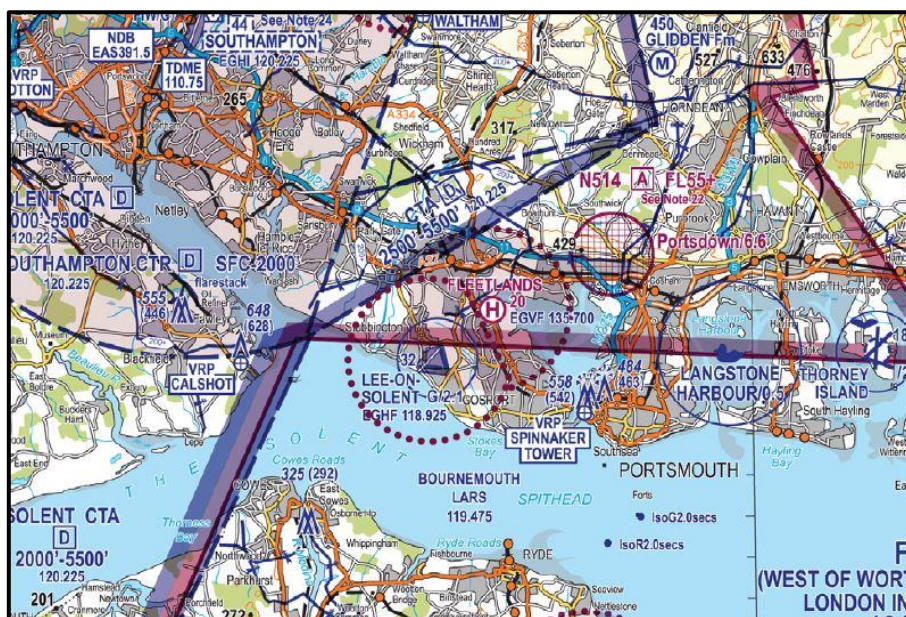
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<sup>2</sup> Note that the existing Fleetlands ATZ would abut a Lee-on-Solent ATZ – see attached chart extract. The boundary of the 2 ATZs reflect a dominant line feature (a disused railway track) that is currently (and will continue to be) useful in the co-ordination of Lee-on-Solent and Fleetlands activity. Both units are wholly content that the abut between the ATZs meets their respective requirements.

11. Significantly, Fleetlands heliport bears 050<sup>0</sup>/ 1.8nm from SA and has a 2nm ATZ to 2,000ft above aerodrome level. Fleetlands is a government licensed airfield with AIP notified operating hours of Mon to Thu, 0830 to 1730, Fri 0830 - 1530 (Winter) and Summer 1 hour earlier.
12. Other aerodromes in the surrounding area include:
  - Southampton International - 324<sup>0</sup>/ 10nm - Civil Aerodrome.
  - Lower Upham - 350<sup>0</sup>/ 9.0nm - Gliding Site.
  - Roughay - 350<sup>0</sup>/ 10.5nm - Gliding Site.
  - Bembridge IOW - 156<sup>0</sup>/ 9nm - Civil Aerodrome.
  - Sandown IOW - 175<sup>0</sup>/ 9.75nm - Civil Aerodrome.

**ATZ - DIMENSIONS & NOTIFICATION**

13. Applications for new ATZs are processed in accordance with the process outlined in CAP 724 (Airspace Charter), Appendix G. Legally, the SA ATZ will be established in accordance with Rule 11 (Rules of the Air Regulations 2015 - Flights Within Aerodrome Traffic Zones). There are currently over 160 ATZs at aerodromes throughout the UK to provide a degree of protection to aerodrome traffic. Under Rule 11, conditions are imposed upon flights taking place within a defined ATZ.
14. ATZ dimensions are fixed as laid out in the UK Air Navigation Order. Accordingly, given the length of the Lee-on-Solent runway, if approved the ATZ would have a 2nm radius centred on 504856.65N 0011223.55W and extend vertically from the surface to 2000ft above aerodrome level. The ATZ would be active Monday - Friday (Summer 0800z - 1600z, Winter 0900z - 1700z) and weekends (Summer 0800z - 1700z, Winter 0900z - 1800z). ATZ activation would be supported throughout by an Air/ Ground operation on 118.925 MHz ('Lee Radio'), to provide information regarding activity in accordance with Rule 11. The proposed ATZ will be wholly contained within existing Glass G airspace and will therefore assume this same classification.
15. SA is located 1.8nm from Fleetlands and the demarcation line will be as shown below, and in detail at Appendix 1.



**Figure 1** - Configuration of Solent Airport Daedalus ATZ alongside the Fleetlands ATZ.

## LOCAL ARRANGEMENTS

16. The ATZ will improve safety of operations at SA but some concern exists related to the proximity of the Southampton Class D Control Zone (CTR) and the Solent Control Area (CTA). Aircraft intending to avoid transit through the new ATZ, which also abuts the Fleetlands ATZ, might necessarily fly closer to the boundary of the Southampton CTR/ Solent CTA and potentially increase the likelihood of controlled airspace infringement.
17. In mitigating such concerns, pilots will be reminded through an AIC that an ATZ's activation is not intended to segregate traffic or deny access to airspace, but to ensure that pilots operating within such a zone are aware of other aircraft. Pilots will be strongly encouraged to establish R/T contact and facilitate an ATZ crossing rather than typically aiming to transit through the narrow gap between the western edge of the ATZ and the Southampton CTR/ Solent CTA.
18. Pilots electing to operate close to the lateral and vertical limits of the Southampton CTR/ Solent CTA will be encouraged to utilise the Solent Frequency Monitoring SSR code (0011) and monitor 120.225 MHz. Frequency Monitoring SSR codes (often referred to as 'listening out' squawks) have assisted in reducing infringements of controlled airspace. By displaying the relevant four-digit SSR code and listening-out on the published radio frequency, a pilot signifies to air traffic control that he/ she is actively monitoring radio transmissions on that frequency but does not intend, or require, entry clearance into CAS. This arrangement also ensures air traffic controllers can alert pilots if their current aircraft track indicates a likely CAS infringement.
19. Pilots who wish to obtain a crossing clearance of the Southampton CTR or Solent CTA will be advised to contact Solent Radar on 120.225MHz, as soon as practicable, because Lee Radio will not be able to co-ordinate obtaining an approval to enter controlled airspace.
20. Furthermore, the AIC will advise that Solent Radar will not provide an Approach service to traffic operating at SA. Pilots intending to operate IFR will be reminded there is no instrument approach associated with SA. Before positioning visually at SA, pilots will be advised not to assume an instrument approach at Southampton is available. Pilots submitting flight plans are requested, if possible, to include Solent Radar on the flight plan as an additional address (EGHIZTX).

## SERVICE PROVISION

21. In accordance with Rule 11 (Rules of the Air Regulations 2015), the SA ATZ (under a Licence) would need to be supported by an Air-Ground service during the published operating hours. It is understood that in mid-2017 following the introduction of new infrastructure, SA will offer a FISO service.
22. If aircraft were to call to facilitate a crossing of the LEA ATZ and received no reply, they would be unable to comply with Rule 11, and this would be seen as denying the legitimate use of a portion of UK airspace.
23. The attached LOA also includes details of communication and coordination agreements between SA and Portsmouth/ Fleetlands.

## CURRENT ACTIVITY LEVELS

24. The table below illustrates the levels of activity at SA

Running Total Of Movements By Weight													
	Jul-15	Aug-15	Sep-15	Oct-15	Nov-15	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	
Glider Tow	NR	NR	NR	NR	NR	0	42	65	148	590	289	232	1366
Glider Winch	NR	NR	NR	NR	NR	0	48	204	436	416	580	424	2108
0-750kg	271	356	377	319	76	140	181	287	349	434	276	132	3198
751-1000kg	255	696	421	305	96	118	160	168	267	547	584	417	4034
1001 - 1650kg	752	957	1077	1097	405	518	672	913	1236	1093	1091	1054	10865
1651-2000kg	11	16	17	19	4	16	15	10	13	40	21	15	197
2001-2500kg	98	58	88	77	8	11	12	18	1	34	34	15	454
2501-3000kg	75	32	50	32	27	19	25	15	36	34	6	39	390
3001-4000kg	16	23	62	22	15	19	16	61	28	12	32	42	348
4001-9999kg	8	160	143	141	105	6	2	0	0	2	2	0	569
Coastguard	NR	NR	NR	NR	NR	124	124	104	130	99	118	116	815
TOTALS	1486	2298	2235	2012	736	971	1297	1845	2644	3301	3033	2486	24344

\*NR - Not recorded as individual moves.

Glider moves are generally 95% grass takeoff/landing.

## CONSULTATION PROCESS

25. In order to establish the ATZ, the CAA will act according to its published Policy Statement (Reference B) and the guidance contained in CAP 724 Airspace Charter, Appendix G. This guidance indicates the requirement to consult with NATMAC before a final CAA decision is made.

26. The intention is to respond to individual consultation responses where appropriate.

## RECOMMENDATIONS

27. It is requested that:

- a. NATMAC representatives provide written feedback on this proposal to the SARG case officer, [mark.wakeman@caa.co.uk](mailto:mark.wakeman@caa.co.uk) (0207 453 6581) no later than 30 Sep 16/ +6 weeks.



Mark Wakeman  
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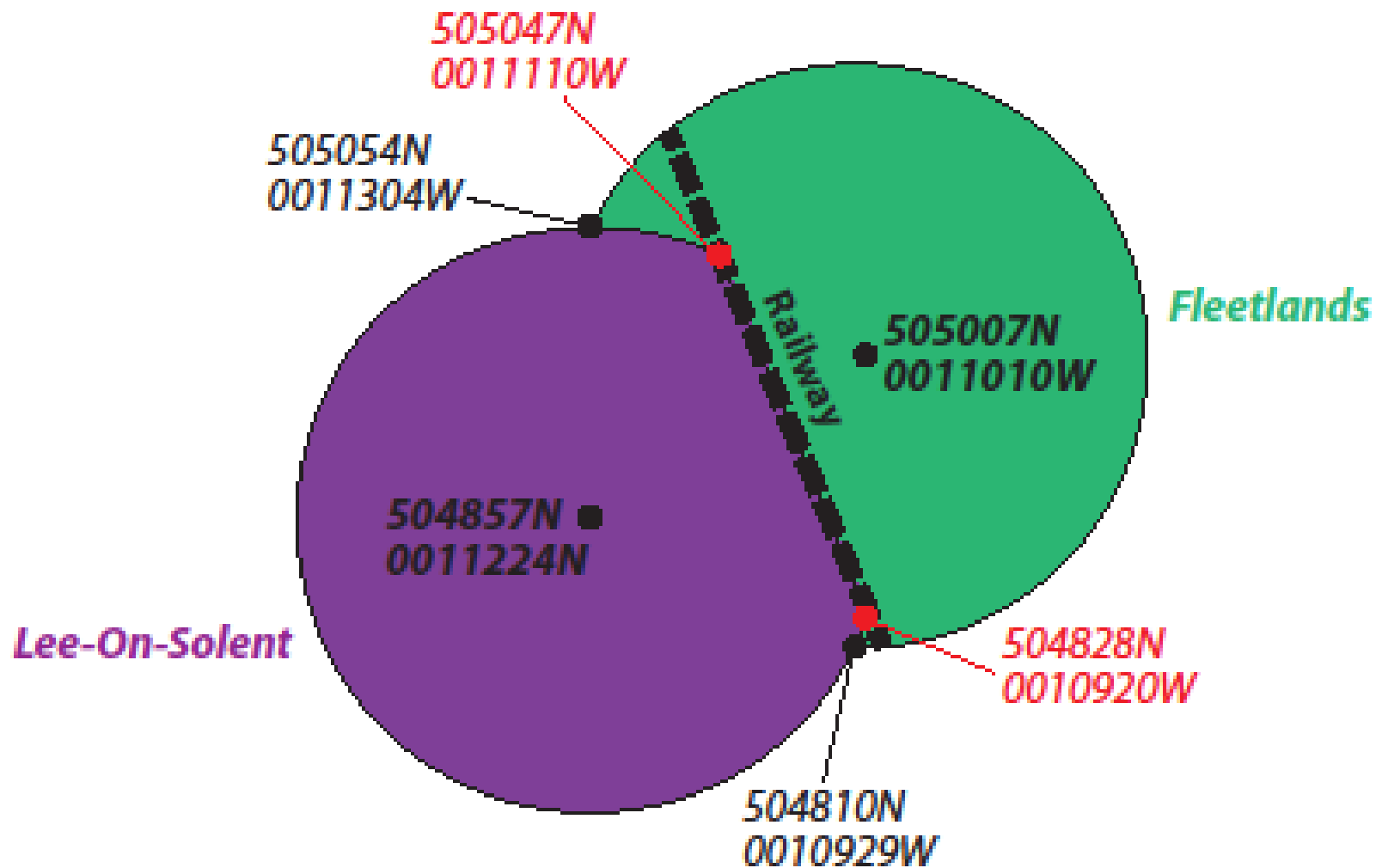
Annex:

1. Solent Airport Daedalus (Lee-On-Solent) - ATZ Coordinates.
2. Solent Airport Daedalus (Lee-On-Solent) - Project Timeline.

Attachment:

1. Letter of Agreement MOD Fleetlands and Solent Airport at Daedalus.

SOLENT AIRPORT AT DAEDALUS (LEE-ON-SOLENT) - ATZ COORDINATES





SOLENT AIRPORT AT DAEDALUS (LEE-ON-SOLENT) - PROJECT TIMELINE

160811 - LOS Gantt v2.0

