

Dear Sir or Madam,

A brief update for you on the progress of the application for Controlled Air Space (CAS) in the vicinity of Inverness Airport since our last update. We will be sharing information relating to these developments on the HIAL website and any significant changes will be sent out in targeted communications.

The HIAL airspace change project team have recently been discussing with local airspace users about specific operations that may be affected by CAS in the vicinity of Inverness. HIAL are proposing the Flexible Use of Airspace in the proposed CTA-8. This means that at pre-agreed and notified times, airspace that would be usually categorised as controlled airspace, will be re-categorised as uncontrolled airspace.

Notification of this process will be provided via the AIP and, tactically, via NOTAM (providing a minimum of 2 hours' notice to all). Irrespective of notification procedures, the status of the CTA-8 area will be available by contacting Inverness ATC on the published frequency.

Furthermore, the regulatory environment post-Brexit is starting to appear and the CAA recently published the following:

In May 2021 the UK will implement an amendment to SERA.5001 Table S5-1 that modifies the VMC visibility and distance from cloud minima in airspace Classes D, F and G. This allows for more flexibility when operating in Class D airspace than was permitted previously. Details of this can be found on the CAA website [here](#). Perhaps the most significant detail is that the horizontal and vertical distance from cloud requirements will be removed and replaced with 'clear of cloud and with the surface in sight.'

We hope that the above information is useful and as matters progress we will keep you informed.

Kind regards,

Airspace Change Project Team

local access
global outlook