

After lengthy and purposeful discussion with airspace users there have been recent developments in the application and utilisation of the proposed controlled airspace. To accommodate other airspace users who wish to operate, specifically in the vicinity of CTA-8, HIAL has proposed the utilisation of Flexible Use of Airspace (FUA) procedures.

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.



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'.