



All NATMAC Representatives

14 August 2009
DAP/CAS/DJD/DurhamTeesValleyAirport

NATMAC INFORMATION LETTER

Dear Colleagues,

REGULARISATION OF CLASS E DURHAM TEES VALLEY CONTROL ZONE (CTR)

The purpose of this letter is to advise you of a forthcoming reclassification of the Class E Durham Tees Valley CTR to Class D. This small CTR is unique within the UK FIRs in that it is notified as Class E. The area in question extends from surface to 1000 feet amsl and measures 5 nm and (at its widest) 1 nm (see Enclosure 1). This classification is not intended for use in CTRs¹ and does not provide a known traffic environment. Evidence suggests that at one time the UK may have filed a difference against Annex 11 to allow for this Class E CTR, but if so it has been withdrawn at some point in the past. Regularisation of this airspace is therefore necessary.

Having considered several options, I am satisfied that the most appropriate means of regularisation is for the reclassification of the Class E CTR to Class D. In addition to reclassification, the subject CTR and the Class D Control Area lying above it will be absorbed into the current Class D CTR to form a single CTR (see Enclosure 2).

Implementation of the change will take effect on 22 October 2009 (AIRAC 11/2009), and is subject to a number of conditions. In agreeing to this change Durham Tees Valley Airport's air traffic control unit will undertake to:

- Provide access to the Durham Tees Valley CTR/CTA for those aircraft requiring to transit through (or operate within) the airspace, subject to overriding safety considerations;
- Continue to provide an appropriate level of Air Traffic Service to traffic operating in the vicinity of the CTR/CTA;
- Maintain (and provide to DAP if required), statistics for transits through the revised CTR/CTA.
- Maintain (and provide to DAP if required), statistics for all refusals of access or service, including the reasons why.
- Identify and promulgate within the UK AIP the recommended distance (either nautical miles or flying time) at which airspace users should contact Durham Tees Valley ATC for permission to cross the CTR/CTA. We have asked that this be done before the end of 2009.

¹ ICAO Annex 11 Chapter 2 paragraph 2.6.1.

- Review and identify suitable replacement and/or additional VRPs where necessary in order to better facilitate VFR navigation within and around the CTR/CTA. It is recommended that the current Hartlepool VRP be replaced. We have asked that this be done before the end of 2009.
- Clearly define and state within Durham Tees Valley ATC's Letter of Agreement with RAF Leeming ATC point at which transfer of control of aircraft to the former shall be effected by the latter.
- Determine the feasibility of introducing suitable VFR lanes to facilitate VFR navigation through the Durham Tees Valley CTR. We have asked that this be done within six months of the reclassification.
- Produce by the end of 2009 a local VFR Guide for distribution to local airspace users as Durham Tees Valley ATC sees fit and for inclusion in the 'VFR Guide Supplements' section of the CAA website that describes arrangements for VFR traffic operating within and adjacent to the Durham Tees Valley CTR/CTA. Such material may also include advice on flight in the general area as considered appropriate.

The purpose of the above requirements is to enable the controlling authority to demonstrate that it is capable of upholding its promises to allow sustained access to the airspace concerned to all airspace users.

Reclassification of the Class E CTR is viewed as a short term expedient. Further to the above requirements, Durham Tees Valley has been invited to undertake a review of local airspace arrangements, with particular reference to the size and shape of the CTR between the airport and the coast in the direction of the Tees Estuary. The date by which this review should be completed has yet to be agreed upon, although it is expected to be completed no later than twelve months after this reclassification. Any resultant change to local airspace arrangements would be progressed in accordance with the Airspace Change Process.

Whilst airspace users will be prenotified of the change by means of a NOTAM, your assistance in disseminating details of the change within your respective organizations will be greatly appreciated.

Yours sincerely,

Mark Swan

M Swan
Director of Airspace Policy

Annex:

Reclassification of Class E Durham Tees Valley (DTVA) CTR to Class D CTR – Compliance with CAA Air Navigation Functions.

Enclosures:

1. Durham Tees Valley Control Zone and Control Area (AD 2-EGNV-4-1 (12 Apr 07)).
2. Durham Tees Valley Control Zone and Control Area (AD 2-EGNV-4-1 (22 Oct 09)).

Annex

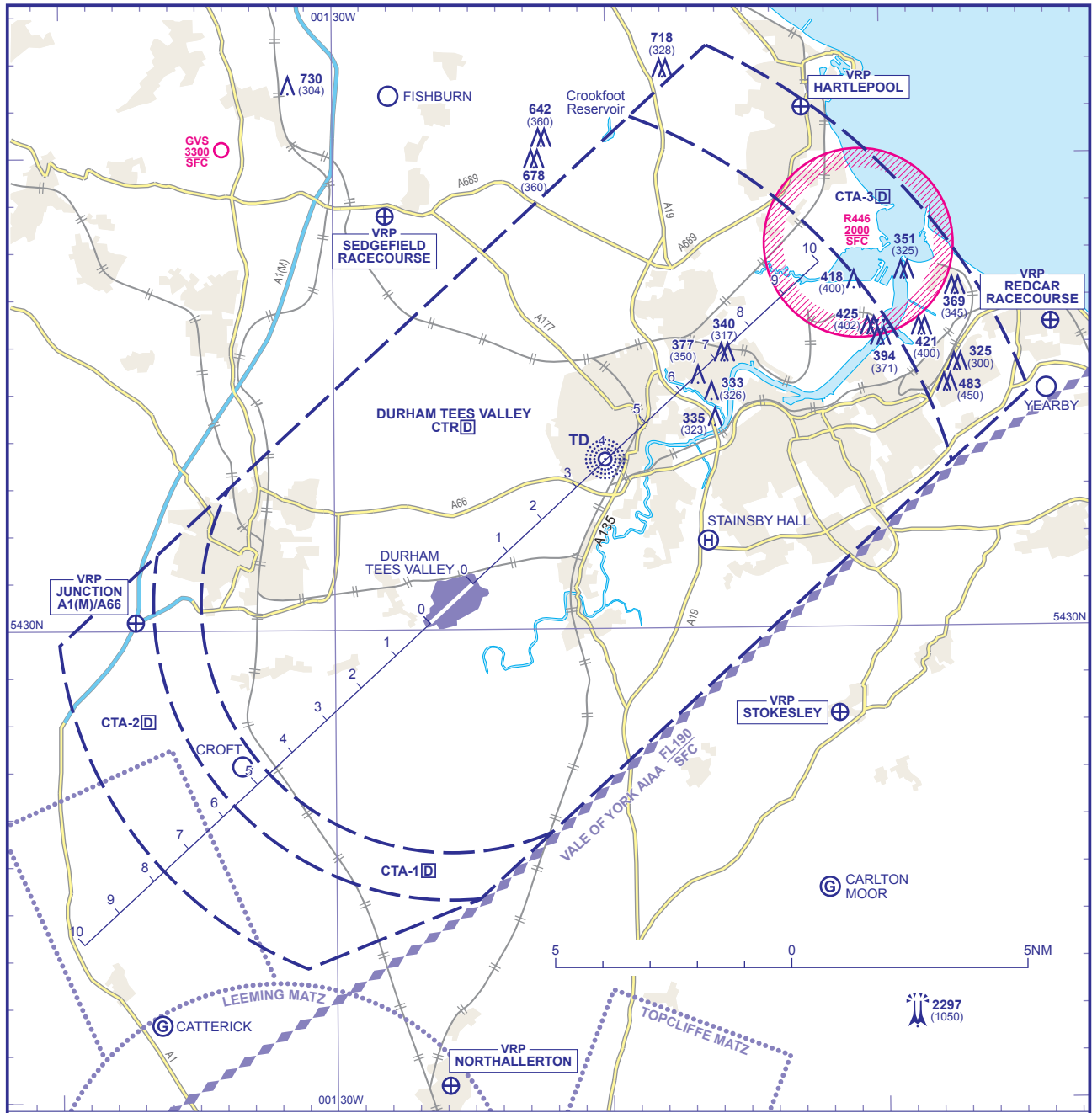
RECLASSIFICATION OF CLASS E DURHAM TEES VALLEY (DTVA) CTR TO CLASS D CTR – COMPLIANCE WITH CAA AIR NAVIGATION FUNCTIONS

<p>The primary duty of the CAA is to maintain a high standard of safety in the provision of air traffic services</p>	<p>The change meets DAP regulatory requirements and complies with ICAO requirements concerning the application of airspace classifications.</p> <p>The creation of a known traffic environment throughout the whole of the DTVA CTR (as a result of reclassifying the Class E CTR to Class D) will enhance current safety standards in the local area.</p>
<p>Secure the most efficient use of airspace consistent with the safe operation of aircraft and the efficient flow of traffic</p>	<p>The change corrects an anomalous application of an ICAO airspace classification.</p> <p>The reclassification of the Class E CTR will simplify the structure of the DTVA CTR, both in terms of airspace boundaries and airspace classifications.</p> <p>The reclassification will result in the whole of the CTR becoming a known traffic environment, thus enhancing safety levels in the local area.</p>
<p>Satisfy the requirements of operators and owners of all classes of aircraft</p>	<p>The views of DTVA plus two adjacent General Aviation (GA) sites (Fishburn and Yearby) have been sought.</p> <p>DTVA and Fishburn support the reclassification. The owner of Yearby Aerodrome did not object to reclassification, but has expressed concerns about the lack of a VFR route to the west of Hartlepool for non-radio aircraft and those that have been refused access into the CTR.</p> <p>An unsolicited response from a Fishburn-based GA pilot did not object to the reclassification.</p> <p>The current edition of the UK Low Flying Handbook instructs military pilots operating in LFA 12 to avoid the DTVA CTR/CTA complex. The reclassification will not impact upon this.</p>
<p>Take account of the interests of any person (other than the owner or operator of aircraft) in relation to the use of any particular airspace or the use of airspace generally</p>	<p>As this change seeks to correct an anomalous application of an ICAO airspace classification, does not seek to change patterns of local airspace use, and given the scale and impact of the reclassification, the need for wider input was not considered necessary.</p>
<p>Take account of any guidance on environmental objectives given to the CAA by the Secretary of State</p>	<p>No changes in the environmental impacts of existing patterns and procedures at Durham Tees Valley Airport are anticipated as a result of reclassification, as there are no changes to</p>

	<p>these.</p> <p>The reclassification will not affect the requirements of Rules of the Air Rule 5 regarding overflight of built up areas.</p> <p>The continued use of Hartlepool town centre as a Visual Reference Point has been questioned, and an alternative will be sought.</p>
Facilitate the integrated operation of air traffic services provided by or on behalf of the military and other air traffic services	Not applicable.
Take account of the interests of national security	<p>There are no anticipated impacts upon national security. The current edition of the UK Low Flying Handbook instructs military pilots operating in LFA 12 to avoid the DTVA CTR/CTA complex.</p> <p>The reclassification does not affect the status of or the conditions applicable to R446.</p>
Take account of any international obligations of the United Kingdom notified to the CAA by the Secretary of State	Not applicable

CONTROL ZONE AND CONTROL AREA

DURHAM TEES VALLEY



AERO INFO DATE 11 AUG 09

ATS AIRSPACE VERTICAL LIMITS			
DURHAM TEES VALLEY		DURHAM TEES VALLEY	
CTR	D	6000 SFC	CTA-1
			D
			6000
			1200
			CTA-2
			D
			6000
			1500
			CTA-3
			D
			6000
			3000
LATERAL LIMITS			
See AD 2-EGNV-2-17			