

General Aviation Alliance launches Airspace Change Proposals at the GA Event on 28 March 2015

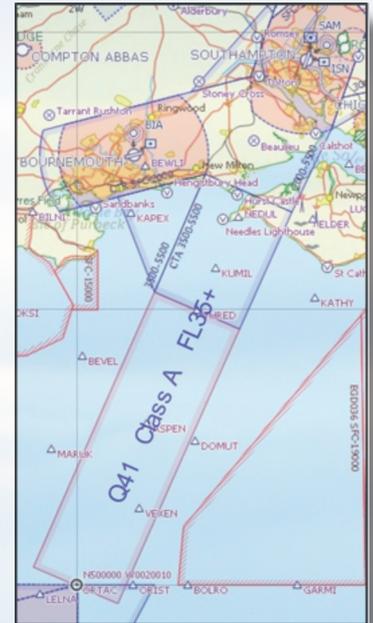
The Airspace Change Process has long been the province solely of the commercial air transport industry through airports and ATC units but it is not exclusive; anyone can propose a change and the GA Alliance, acting under the FASVIG banner, is doing just that. The process is not that difficult.

AIRWAY Q41 – CHANGE FROM CLASS A TO CLASS D BELOW FL80

Flying to France or the Channel Islands and don't like being forced to fly at 3000ft and below over the sea to avoid Class A airspace that carries hardly any traffic?

No point in moaning as many have done over the years and no need to live with an unnecessary risk either. In this case the Class A does not work for those aircraft that need to use the airspace, so if a piece of airspace does not work properly, why not change it?

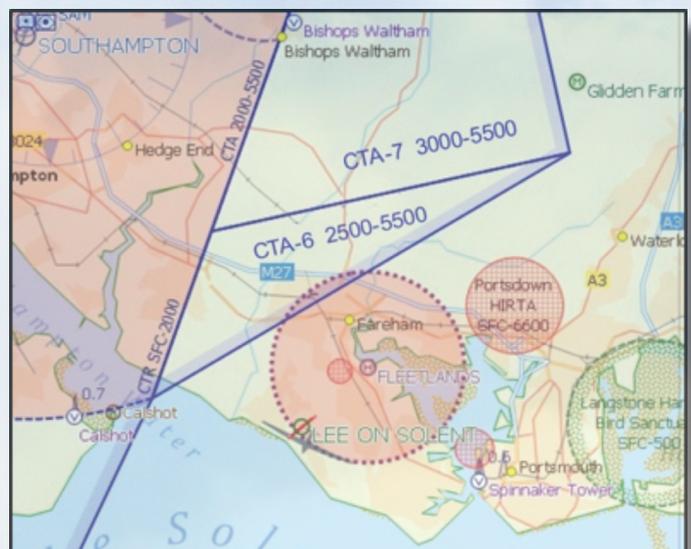
Open for consultation today is an airspace consultation proposing to change Airway Q41 to Class D below FL80 to match the revised Channel Islands CTR. That would enable aircraft to fly in the airway VFR, or IFR where the pilot holds an IRR (IMC rating). There is nothing difficult about that as a flight plan is already needed for international flight and you would just need a clearance. The lower levels of the airway are little used by commercial traffic and VFR aircraft can fly in airways in the UK just as they can in other parts of the World.



SOLENT CTA-6 – CHANGE FROM CLASS D TO CLASS G BELOW 3000FT

Flying along the east side of the Southampton CTR and faced with a thin curtain of controlled airspace hanging down to 2500ft, 500ft below the rest of the CTA and only 480ft above the Fleetlands ATZ? With the Fleetlands ATZ and the Lee-on-Solent glider site in front and the Portsmouth conurbation to the east maybe you wished the 500ft curtain of CAS was not there?

No point in moaning about that either. It is unclear what the purpose of this airspace is and Southampton Airport was unable to tell us. From the recorded tracks of aircraft flying through the airspace we assess that it is used overwhelmingly by aircraft in transit in and out of Class G airspace. They don't need the CAS but can only access it with a clearance which is not always forthcoming. And are you not safer concentrating on flying and navigating rather than communicating on something that should not be necessary? Open today is an airspace consultation proposing that the lower 500ft of CTA-6 is returned to Class G airspace under the CAA policy on the Release of Controlled and Segregated Airspace.



You can download the consultation documents at www.laa.uk.com/fasvig/acp