

AERONAUTICAL INFORMATION CIRCULAR W 110/2023

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CAA REVIEW OF AIRSPACE DATA IN THE UK AERONAUTICAL INFORMATION PUBLICATION

1 Introduction

- 1.1 The UK Aeronautical Information Publication (AIP) is the formal means for the notification of permanent airspace structures in accordance with UK (EU) Regulation 2017/373 (which is based on the provisions contained in Annex 15 to the Convention on International Civil Aviation). This includes, for example, volumes of Controlled Airspace, Aerodrome Traffic Zones and Danger Areas. The CAA is conducting a review of the AIP to ensure that the right airspace data is presented in the right place in the right format.

2 Scope

- 2.1 The review will consider many aspects of airspace data to ascertain if there are any issues relating to compliance with international, regional or UK standards, regulations and guidance, such as those contained within UK (EU) Regulation 2017/373, UK (EU) Regulation No.139/2014, CAP 1054 (Aeronautical Information Management), ICAO Annex 15, ICAO Doc 10066, ICAO Doc 8126 and the European Route Network Improvement Plan (ERNIP). The main aim is to identify and resolve presentational issues, for example data format, consistency, clarity, as well as the format of the AIP itself.

3 Governance

- 3.1 The CAA AIP Airspace Data Review Working Group has been established to identify focus areas for consideration. Each focus area will be subject to a brief initial investigation, the findings of which will be presented to the CAA's Manager Airspace Regulation. Should it be agreed by Manager Airspace Regulation that resolution work is required, a more detailed investigation will be initiated to identify the issues and determine the most appropriate means for effecting change. It is anticipated that the CAA will undertake the actions required to implement these changes, conducting external engagement with relevant stakeholders where required.

4 Focus Areas

- 4.1 Manager Airspace Regulation has approved the following focus areas as projects for further investigations, with appropriate changes being developed and implemented accordingly.
- 4.2 **Radio Mandatory Zones/Transponder Mandatory Zones.**
- 4.2.1 Data relating to Radio Mandatory Zones (RMZ) and Transponder Mandatory Zones (TMZ) is currently published in the AIP in a manner that is not consistent with the requirements of ERNIP Part 1. As part of an Airspace Change Proposal (ACP) sponsored by the CAA (ACP-2021-084), all RMZ and TMZ currently established in the UK will be centralised in the AIP in a table within ENR 2.2. The CAA has recently published updates to the RMZ/TMZ policy; part of this update includes the revised publication method for these airspace structures.
- 4.2.2 A review of the data in the AIP AD 2.17 has also highlighted some presentational issues relating to RMZ/TMZ where comments are provided in sections describing Aerodrome Traffic Zones (ATZ); these issues will be addressed as part of ACP-2021-086 (see below).
- 4.3 **Aerodrome Traffic Zones at Civil Licensed Aerodromes.**
- 4.3.1 Inconsistencies were identified in the AIP regarding the provision of ATZ data at some civilian aerodromes. A review of all entries in AIP AD 2.17 and AD 2.18 is underway as part of an ACP sponsored by the CAA (ACP-2021-086). The CAA will contact any impacted stakeholders to review these entries and develop appropriate amendments. The overall aim of this ACP is to ensure consistency and clarity of the publication of airspace volumes so airspace users can readily understand when an aerodrome is operating and when Rule 11 of the Rules of the Air Regulations 2015 applies to an ATZ.
- 4.3.2 This ACP is nearing final submission for review and approval. If successful, then the CAA will start to engage with stakeholders over the winter period 2023-24.

- 4.4 **References to Airways.**
- 4.4.1 As described in AIC Y 104/2018, volumes of Controlled Airspace below FL 245 designated as Airways are being re-designated as Control Areas (CTAs). As such, the use of the term 'Airway' in many cases is obsolete. A review of the AIP is underway to update the terminology where appropriate.
- 4.5 **Temporal Referencing.**
- 4.5.1 The AIS guidance for temporal referencing is based on ICAO requirements but there are a few examples where this is not applied consistently across the AIP. There is a need to review the ICAO requirements against the current guidance and confirm that the UK method is adopted in the AIP for all temporal references. This will be initiated through an ACP sponsored by the CAA (ACP-2022-007). Engagement with affected stakeholders will be conducted where necessary.
- 4.6 **Helicopter Traffic Zones.**
- 4.6.1 Helicopter Traffic Zones (HTZ) are employed in support of off-shore helicopter operations and they are included on some charts; however, data relating to them is not currently published in the AIP. A review is underway via an ACP sponsored by the CAA (ACP-2021-085). Engagement with affected stakeholders will be conducted where necessary to develop appropriate amendments to the AIP.
- 4.7 **Shanwick Oceanic Airspace.**
- 4.7.1 A general review of additional information relating to North Atlantic operations currently in AIP ENR2.2 will be undertaken to ensure that the information is up-to-date and presented appropriately in the AIP.
- 4.8 **Visual Flight Rules.**
- 4.8.1 The CAA has identified a need to improve the clarity of regulatory information in ENR 1.2 – Visual Flight Rules. A revision of the section is under development that is intended to better present the information without introducing any changes to the current regulations.
- 4.9 **Airspace Structure Identification.**
- 4.9.1 The CAA has identified the need to amend some airspace structure designators to accurately reflect the naming convention specified in ICAO Annex 11 (Air Traffic Services). This will entail the removal of a space between the Country Identifier and the unique reference; for example, 'EG D323A' will become 'EGD323A'. The changes will apply to all Prohibited Areas, Restricted Areas (including those only applicable to Unmanned Aircraft System such as Flight Restriction Zones), and Danger Areas (including any associated Flight Plan Buffer Zones) as defined in the UK AIP. It is the CAA's intention that this will be rectified in AIRAC 01/2024, effective 25 January 2024, implemented through an ACP sponsored by the CAA (ACP-2023-016).
- 4.10 **Removal of the term 'Managed Danger Area' or 'MDA'.**
- 4.10.1 The CAA has identified the need to remove the term 'Managed Danger Area' or 'MDA' from all areas of the UK AIP due to this being a legacy UK term. Danger Areas managed by the Airspace Management Cell are now identified within Column 3 (Remarks) of the table in the UK AIP ENR 5.1 as 'AMC-Manageable'. Where the term 'MDA' is used in the name of the Danger Area, this will be amended to 'DA COMPLEX'. For example, 'EGD323A SOUTHERN MDA' will become 'EGD323A SOUTHERN DA COMPLEX'. It is the CAA's intention that this will be rectified in AIRAC 01/2024, effective 25 January 2024, implemented through an ACP sponsored by the CAA (ACP-2023-016).
- 5 **Updates to Projects**
- 5.1 The CAA may update this AIC periodically to highlight significant developments, including the addition of any new focus areas.