

DAF 1916 - Statement of Need: Intended Change to Notified Airspace

This form may be used to provide information to the CAA about an intended change. Once this form is completed, please submit it by clicking the button at the end of this form.

1. Change Title

Please enter a title for this intended change, (max 80 characters): *

Change to Procedures for Outbound Aircraft to EBOTO

2. Change Sponsor Details

Please select the appropriate category and complete. *

- ☒ A Company
- ☐ An Unincorporated Association or other body
- ☐ Individual (including sole traders and partnerships)

2a. A Company

Registered Company name (in full) *

Marshalls of Cambridge Aerospace LTD

Registered Company Number

245740

Country of Company Registration

UK

Registered Office Address

The Airport, Newmarket Road, Cambridge

Postcode

CB5 8RX

E-mail

alex.foster@cambridgeairport.com

Trading name (if applicable)

Trading Address (primary site)

Cambridge Airport, Newmarket Road, Cambridge

Country

UK

Postcode

CB5 8RX

Website address

www.marshalladg.com

Primary Point of Contact Name *

Alex Foster

Telephone *

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Secondary Point of Contact Name

John Edwards

Telephone

01223 354444

E-mail

john.edwards@cambridgeairport.com

3. Independent Aviation/Airspace Consultancy

☐ Is an Independent Aviation/Airspace Consultancy involved in this proposal?

4. Summary of Intended Change

Please use the check boxes below to indicate the nature of the intended change(s): *

- | | | |
|--|--|--|
| <input type="checkbox"/> Flight Information Region (ENR 2.1) | <input type="checkbox"/> Upper Information Region (ENR 2.1) | <input type="checkbox"/> Terminal Control Area (ENR 2.1) |
| <input type="checkbox"/> Other Regulated Airspace (ENR 2.2) | <input type="checkbox"/> Lower ATS Routes (ENR 3.1) | <input type="checkbox"/> Upper ATS Routes (ENR 3.2) |
| <input type="checkbox"/> Area Navigation Routes (ENR 3.3) | <input type="checkbox"/> Helicopter Routes (ENR 3.4) | <input type="checkbox"/> Other Routes (ENR 3.5) |
| <input type="checkbox"/> En-Route Holding (ENR 3.6) | <input type="checkbox"/> Name-Code Designators (ENR 4.4) | <input type="checkbox"/> Prohibited/Restricted/Danger Areas (ENR 5.1) |
| <input type="checkbox"/> Military Exercise/ Training Areas (ENR 5.2) | <input type="checkbox"/> Other Danger/ Hazard (ENR 5.3) | <input type="checkbox"/> Aerial/Sporting/Recreational Activities (ENR 5.5) |
| <input type="checkbox"/> Bird Migration/Sensitive Fauna (ENR 5.6) | <input type="checkbox"/> ATS Airspace (AD-EGXX-2.17) | <input checked="" type="checkbox"/> Flight Procedures (AD-EGXX-2.22) |
| <input type="checkbox"/> ATCSMAC (AD-EGXX-5) | <input type="checkbox"/> Standard Instrument Departure (AD-EGXX-6) | <input type="checkbox"/> Standard Arrival Route (AD-EGXX-7) |
| <input type="checkbox"/> Instrument Approach Procedure (AD-EGXX-8) | <input type="checkbox"/> Visual Reference Point | <input type="checkbox"/> Release of Controlled Airspace |

Please use the check box below to indicate whether this is an administrative change:

☒ Does your proposal represent an administrative change to the Aeronautical Information Publication (AIP)?

5. Statement of Need

Please provide a brief 'Statement of Need' expressing explicitly what airspace issue or opportunity you are seeking to address. Your Statement of Need should clearly articulate the current situation, the issue (and the cause of it) to be resolved or the opportunity to be addressed along with any other factors or requirements. *

Current situation:

The Cambridge EBOTO Preferred Departure Route (PDR) requests that departing traffic to join CAS at EBOTO descends to FL90, to remain outside controlled airspace and await joining instructions.

Issue:

It has been identified that the level issued as part of the EBOTO PDR is in contravention of SERA.5025 IFR — Rules Applicable to IFR flights outside controlled airspace.

Desired solution:

To align the EBOTO PDR with SERA.5025, Cambridge Airport would like to reduce the level of the EBOTO PDR to 6000ft Altitude. This would provide a preferential departure profile that reduces the risk of encountering opposite direction IFR traffic complying with the rule.

We have engaged NATS who have offered their support to our proposed solution. During this consultation it has been proposed that on the grounds of safety we withdraw the BKY PDR from Cambridge and re-route that traffic onto the EBOTO PDR. Over the previous 12 month period an average of 17 aircraft per month departed Cambridge Airport using the BKY PDR. This would allow one single change to the procedures listed in the Letter of Agreement between NATS PLC and Cambridge ATC.

The PDR is not a SID, route or mandated profile, nor is it depicted on any aeronautical charts. The recommended profile is wholly within Class G airspace. Therefore, we believe this request is a change to nomenclature only and should be administered as a Level 0 ACP.

We have engaged NATS who have offered their support to our proposed solution.

Please specify the altitudes (where applicable) affected by your Statement of Need:

- ☐ Surface to below 4,000 feet
- ☒ 4,000 feet to below 7,000 feet
- ☐ 7,000 feet to below 20,000 feet
- ☐ 20,000 feet and above

6. Proposed Dates

Please provide your proposed date for the submission of your change proposal to the CAA. This should be the date on which you are expecting to submit your formal airspace change proposal to the CAA. Please note that your formal airspace change proposal must be submitted alongside all of the supporting documentation required by the CAA to complete our regulatory assessment of the Proposal; consequently the date on which you place in this field should represent the point at which you will have the formal airspace change proposal **and all** of the supporting documentation ready to submit to the CAA. This date is required to assist us with the allocation of the required CAA-resource to your proposal and therefore it is a key date in our planning process. Whilst we will try to accommodate your specified timescales, there may be occasions where it is not possible for us to do so given the large number of projects that are already 'in process'. You should also note that any changes to the above date may impact our ability to process your airspace change proposal within your preferred timescales. It should also be noted that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See [Commission Regulation \(EU\) No 73/2010](#) (updated by 1029/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

☒ Confirmation of Understanding *

Please provide your proposed date for the submission of your change proposal to the CAA. *

04 Sep 2020

Please provide your proposed AIRAC effective date *

AIRAC 13/2020

If this change forms a part of a modular airspace change proposal please provide the relevant title and further information below (Note we will require individual submissions for each module). *

None

If this change requires the implementation of a Five-Letter Name Code (5LNC) please specify your requirements below: *

None