



CHANGE

1. Category of Airspace Change

Does your proposal concern Changes to Notified Airspace Design or Planned and Permanent Redistribution of Air Traffic? \*

- ☒ Changes to Notified Airspace Design
- ☐ Planned and Permanent Redistribution of Air Traffic

2. Title of proposal

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

Amendment to Manchester Low Level Route

☐ Have you previously submitted a Statement of Need ?

SPONSOR

3. Change Sponsor Details

Please select the appropriate category and complete. \*

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

3a. A Company

Registered Company name (in full) \*

NATS Limited

Registered Company Number

04138218

Country of Company Registration

UK

Registered Office Address

4000 Parkway, Whiteley, Fareham, Hampshire

Postcode

PO15 7FL

E-mail

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

Primary Point of Contact Name \*

☐ Requires Airspace Portal Access ?

Telephone \*

Email \*

Additional Contacts

You can add up to 4 additional contacts

Contact 1

Contact Name \*

☐ Requires Airspace Portal Access ?

Telephone \*

Email \*

Contact 2

Contact Name \*

☐ Requires Airspace Portal Access ?

Telephone \*

Email \*

STATEMENT OF NEED

4. Independent Aviation/Airspace Consultancy

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

5. Statement of Need

Please provide a brief 'Statement of Need' clearly explaining what issue or opportunity this proposal is seeking to address.

Further information can be found in CAP1616 \*

Current situation: The current airspace known as the Manchester Low Level Route is a 4nm wide corridor on a North to South axis between Manchester and Liverpool airports. The Low Level Route has a vertical extent of 1300' and provides a route through the Manchester class D CTR for General Aviation traffic to travel between the airports without having to route around to the East over high ground or to the West over water. The Low Level Route was conceived before the airspace reclassification in 1990 and has remained Class D with no changes since. Pilots are currently responsible for determining in flight conditions, can transit without contacting ATC day and night, VFR or SVFR, transponding or not, with or without radio. In essence the airspace is operated and used as if class G. Estimated annual use of the LLR in the region of 3500 movements. Frequency monitoring codes exist that allow Manchester and Liverpool ATC to contact transponding aircraft if required.

Issue to be addressed: Due to the CAA's adoption of SERA VMC flight visibility and cloud minima in Class D airspace, it was recognised that the current use of the Low Level Route would be adversely affected. In particular the requirement to be 1000' below cloud could mean a significant increase in Class D transit requests. Neither Manchester or Liverpool ATC have the capacity to accommodate this and the general aviation community do not want this. At the same time it was recognised that this could be an opportunity to provide clarity to users by updating the AIP definitions to bring them in line with current legislation.

There is therefore a need to amend AIP EGCC 2.22 paragraph 7 to provide Low level Route users access to the airspace VFR and subject to criteria set out in para 7 SVFR without contacting ATC. SVFR flights unable to comply with the criteria in para 7 will request SVFR transit of the Manchester or Liverpool class D CTR as per current procedures. Editorial changes are required to EGCC 2.22 paragraph 8 to update frequency monitoring procedures. No changes are proposed to the vertical or lateral dimensions of the Low Level Route

These proposals may result in an increase in traffic requiring a service from both Manchester and Liverpool ATC however the volume of these will be mitigated to an acceptable level by the permissions granted within.

6. Administrative Changes

☒ Does your proposal represent an administrative change to the Aeronautical Information Publication (Proposed Level 0 change)?

Please confirm which section of the Aeronautical Information Publication your proposed change relates to below. Please use this section to specify the exact details of the nomenclature and / or qualifying remarks you are proposing to change. If your proposal contains large amounts of information (e.g. multiple latitudes/longitudes) please supply the information on a separate email. \*

EGCC AIP 2.22 Para 7 to be re-written to take into account SERA VMC criteria, removal of the 4000m visibility restriction. Clause added to permit SVFR flight subject to included criteria, ORS to be published to support this.  
EGCC AIP 2.22 Para 8 Frequency Monitoring Codes, Additional codes introduced to support changes to para 7.  
The sole purpose of the change is to maintain traffic patterns as per current procedures therefore does not conflict with the Airspace Modernisation Strategy.

7. Instrument Flight Procedures

☐ Does your proposal have the potential to include a change to and/or new IFPs?

8. Five-Letter Name Codes (5LNC)

☐ Does this request solely concern the reservation of new Five-Letter Name Codes (5LNC) in advance of a future proposal?

9. Additional Information

Please use the box below to add any further information which the CAA should be aware of when considering this submission (for example dependencies on other airspace change proposals and/or funding deadlines):

# SUBMISSION INSTRUCTIONS

## Submission

Your form has been successfully submitted. Please keep a copy of this acknowledgement for your records.

Date and Time: 17 Mar 2020 5:31:29 PM

Application Submission Number: DAP1916V2-47

Please note that the Airspace Regulation team will contact you to acknowledge receipt of your Statement of Need and to confirm the unique ACP reference number (ACP-YYYY-NNN) allocated to this submission. Following receipt of your unique ACP reference number, you will be required to create an associated airspace change proposal on the CAA's Airspace Change Portal. Please refer to CAP 1706: CAA Airspace Change Portal – Sponsor Training Manual provides for further information/guidance on how to use the Airspace Change Portal.

- Once your submission has been assigned, arrangements will be made for you to attend an Assessment Meeting. One of the key outputs from this meeting will be an indicative timeline for the proposed airspace change. To enable the CAA to consider your proposed timescales, you will be expected to present dates for the following milestones at the Assessment Meeting:
- DEFINE Gateway
  - DEVELOP & ASSESS Gateway
  - CONSULT Gateway
  - Formal Airspace Change Proposal Submission
  - Target AIRAC

The CAA holds Gateway Assessment Meetings on a monthly basis and the annual schedule is published on the CAA website.

Finally, you should also note 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.

When you have completed this form, click this button to submit the form for processing. Do not click this button more than once. You will then be provided with further instructions.