Airport	**Durham Tees Valley**
Flight Level:	CTR SFC-6000amsl; CTA 1200/1500/3000- 6000 amsl
Area that is underused.	All of it at most times as the volume of commercial traffic is very low. ATC is frequently inoperable due to staff unavailability.
Is there a particular time when the classification could be amended? (i.e. 9-11am at weekends)	Most of the winter and much of the summer. A large area of Class D airspace is unnecessary given the volumes of commercial traffic. Most should be returned to Glass G (Possibly an RMZ) with an ATZ only. This is a very good example of where volumes of traffic anticipated have not materialised but the need for Class D has not been reviewed and amended.
What is your rationale for the change?	A large area of Class D airspace is unnecessary given the volumes of commercial traffic. Most should be returned to Glass G (Possibly an RMZ) with an ATZ only. This is a very good example of where volumes of traffic anticipated have not materialised but the need for Class D has not been reviewed and amended.
Would the amendment be permanent, seasonal or other?	Permanent.
Potential benefits and potential dis-benefits of the amendment.	Class D is unnecessary. Glass G would return the airspace to general access most of the time. Reduces unnecessarily controlled airspace. Mitigates hazards to gliding. Reduces infringement risk.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	These may exist with the Yorkshire Gliding Club at Sutton Bank.
Do you have a preferred solution?	See above.
Airport	**Manchester**
Flight Level:	TMA 1 Class A (3500’ amsl) and CTA Class D (3000’ / 3500’).
Area that is underused.	a. The South Eastern corner of TMA1 and the Southern strip of CTA 3 are essentially unused. b. the North Eastern corner of TMA 1 is largely unused at lower altitudes.
Is there a particular time when the classification could be	All the time.

amended? (i.e. 9-11am at weekends)	
What is your rationale for the change?	a. This CAS makes it impossible for aircraft transiting through this area to remain outside of controlled airspace with the risks that that entails. The CAS appears to be used rarely except by traffic in transit across Manchester airspace. The extent of airspace allocated laterally relative to the runway direction for Manchester seems excessive if the supplied usage data is to be believed, possibly this was allocated historically on the basis of old-style approach patterns with a downwind base and final. b. This underused airspace, together with a similar piece of LBA CAS and Airway L975 prevent GA traffic passing to/from the North west of England and the central midlands between Manchester and LBA CAS.
Would the amendment be permanent, seasonal or other?	Permanent.
Potential benefits and potential dis-benefits of the amendment.	a. Trimming the airspace in this area to create a new area of Class G up to 4500 or 5000 would allow aircraft leaving the Peaks through this area to remain outside of controlled airspace. Also, for flights from Wales in a WSW or SW this airspace would ease Class G entry into the Peak District area. The current airspace appears to be used rarely except by traffic in transit across Manchester airspace. This would enable GA traffic to transit more easily outside of controlled airspace and also facilitate use by gliders for sports flights between Wales and the Peak District areas. b. Creating a corridor with a height of 5500’ amsl through this area to allow Class G traffic access to/from the North West of England and the central midlands between Manchester and LBA controlled airspace, and soaring pilot flights in and out of the Peak District would be of great benefit. Most traffic at this level in this area appear to be transits, not originating or terminal traffic for the involved airports. This safe, low density route between the Central and NW regions would have the additional benefit of relieving pressure on the current LBA/DSA gap 'pinch-point' which has a high concentration of traffic and is already a significant concern in terms of safety.
Any existing local arrangements (such as Letters	No.

of Agreement) that could be developed further?	
Do you have a preferred solution?	Remove all unused areas (i.e. reduce widths and raise bases). Revert to Class G
Airport	**Doncaster Sheffield**
Flight Level:	CTR SFC-FL105; CTA various to a range of flight levels up to FL105. Associated with this is a proposal to lower the base of airway L603 to FL125 over EGR303
Area that is underused.	a. Areas to the East in CTAs 5 and 6 are underused by commercial traffic for much of the time, especially when R/W 02 is in use. b. Areas to the West within CTAs 8,9,10 & 11 are very extensive given the volume of commercial traffic and the capacity of such aircraft to fly accurate arrival and departure routes given modern PBN equipment.
Is there a particular time when the classification could be amended? (i.e. 9-11am at weekends)	In the case of CTA's 5 and 6 (see a. above) whenever the runway in use does not require access to controlled airspace to the East and North East. In the case of CTAs 8, 9, 10,11 (see b. above) whenever the runway in use does not require access to controlled airspace to the West, particularly at levels below normal thermalling levels. Currently, the base of Class D in most of these areas is either 4000 or 4500 amsl but this is a crucial access route to the south on soaring days (the Eastern side of the CTA is closer to the coast and further West, the Pennine hills often interfere.
What is your rationale for the change?	Given the continuing low volumes of traffic at DSA we believe it would be justified to review the classification of all the CTAs excluding CTAs 1 and 2 (and the CTR) with the aim of reducing to the lowest classification acceptable as the CAA pointed out that it was disappointing that DSA had not taken the opportunity to do this during the Post Implementation Review. Traffic levels now (one CAT movement every 3.5 hours during first week of February) suggest that this could still be done. It is also clear that CAT use of the CAS is extremely limited between 10:00hrs and 19:00hrs so there is potential for flexibility. More specifically, the airspace to the East forces aircraft to seek a transit clearance (requiring radio competence and with an implicit transponder preference; or to route to the East of the River Trent which is closer to the coast, much less conducive to thermal production and more vulnerable to sea-breeze interference. GA traffic including gliding does however have to use this very congested route because the area to the West of the

	Class D is even more congested and has the further disadvantage of a low ceiling at between 4000' and 4500' amsl (see below). CTAs 5 and 6 could usefully and effectively revert to Class G associated with an RMZ of the same dimensions. From our use of the route to the West of DSA, there are undoubtedly occasions when there is use of the Class D airspace, close to its base in CTAs 9 and 11. However, on other occasions, no commercial or IFR traffic is observed because they are routed via arrival and departure routes that do not require access to these CTA segments, certainly at lower levels. On these occasions, the base of CTAs 8, 9, 10 and 11 could safely be raised to at least 5000'. Alternatively the western boundaries of these CTAs could be pushed east by up to 5 miles and the resulting strip of Class G could be coupled with an RMZ of the same dimensions.
Would the amendment be permanent, seasonal or other?	Wind direction/runway in use dependent
Potential benefits and potential dis-benefits of the amendment.	The changes to CTAs 5 and 6 would provide GA including gliding traffic access to a safer route to the East of DSA CAS. The changes to CTAs 8, 9, 10 and 11 would provide a much taller and wider corridor for all VFR traffic to the West of the CAS, reducing bottleneck risks. For the gliding community for which this is the major north/south transit route used by clubs from all over the UK, it would provide the opportunity to exploit lift to higher levels (top of thermal or in wave from the Pennines) thereby reducing the risk of landouts and airspace infringements. Reduces unnecessarily controlled airspace. Mitigates hazards to gliding. Reduces infringement risk.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	Letters of agreement with Burn and Yorkshire Gliding Clubs exists for access to the Upton Corridor (CTA 8 to the North West) but not in connection with CTA 5 & 6 to the East. These raise the base of CTA 8 from 4000' to 4500' on request if DSA's operational requirements allow. These LoAs could be revisited and broadened to reflect the changes we suggest.
Do you have a preferred solution?	See above.
Airport	**Leeds-Bradford**
Flight Level:	CTR SFC-FL85; CTAs 2500/3000 – FL85
Area that is underused.	a. North western corner and northern band of CTA (base 3000' amsl to FL85) plus northern most portion of the CTR (SFC to FL85). Commercial traffic volumes in these areas are very low and the terrain is high with a high risk

	of downdraughts Given that we are advised that it is unlikely that commercial aircraft would be routed into much of this area for safety reasons. b. CTA 3 Class D 3000 - FL85, South West is largely unused at lower altitudes as is Airway L975 Class A.
Is there a particular time when the classification could be amended? (i.e. 9-11am at weekends)	All the time.
What is your rationale for the change?	a. Prior to the introduction of this airspace, Bowland Forest Gliding Club (Chipping) regularly tasked low experience cross-country glider pilots across this area in order to achieve the Silver Distance qualification (50km flight), the first solo cross-country experience for them. It was a safe, low pressure scenario with good field landing options. However, the advent of this underused Class D airspace has meant that pilots have to task much further north over higher, more inhospitable terrain. As a consequence, only the most experienced cross-country pilots, with the highest performing sailplanes are able/safe to task across the Pennines. This imposes limits that severely curtail cross-country flying opportunities for glider pilots. Whilst it is technically possible to call up Leeds-Bradford to request clearance through Class D, this has rarely been given with instead an offer of Basic Service and a clear directive to remain clear of Class D airspace (over the northern high terrain). b. This underused airspace, together with a similar piece on the North Eastern corner of Manchester TMA1 (see below) prevent GA traffic passing to/from the North west of England and the central midlands between Manchester and LBA CAS.
Would the amendment be permanent, seasonal or other?	Permanent.
Potential benefits and potential dis-benefits of the amendment.	a. Reversion to Class G of some of this area or raising the bases of the CTAs and part of the CTR would provide cross-country access to a large tract of unused CAS, remove the risk of infringements, the risk that having to fly over higher inhospitable terrain and reduce the funnelling effect and therefore the risk of collision around the current Class D boundaries. b. Creating a corridor with a height of 5500’ amsl through this area to allow Class G traffic access to/from the North West of England and the central midlands between Manchester and LBA controlled airspace, and soaring pilot flights in and out of the Peak District would be of great benefit. Most traffic at this level in this area appear to be transits, not originating or terminal traffic for the involved aiports. This safe, low density route

	between the Central and NW regions would have the additional benefit of relieving pressure on the current LBA/DSA gap 'pinch-point' which has a high concentration of traffic and is already a significant concern in terms of safety.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	A “Chipping Box” LoA exists which may provide a template for other access to CAS.
Do you have a preferred solution?	Remove all unused areas (i.e. reduce widths and raise bases). Revert to class G.
Airport	**Bristol**
Flight Level:	See below
Area that is underused.	Northern CTA and North-East "Wedge" Altitude 4000 feet and 4500 feet bases respectively Trapeze shaped block to north of Bristol and triangular shaped area of Class D on NE side of Bristol CTA. The eastern part of the north eastern Bristol CTA (4500'-FL105) below FL60. Eastern tip of Bristol CTA 8 doesn't seem to be used at weekends.
Is there a particular time when the classification could be amended? (i.e. 9-11am at weekends)	Weekends daytime 10am - 7pm local time
What is your rationale for the change?	The base altitudes force gliders to descend below the airspace or deviate around it in when cloud bases are moderately high as might be found on reasonable summer soaring day. Whilst Bristol ATC is normally amenable to ad hoc Class D crossing requests at altitudes up to 5000 feet amsl, at times of high controller workload clearances can be problematical to obtain due to frequency congestion. Even NATS own visualisations support the view these areas are little used in the lower 1000 feet during weekend daytime. Summer seasonal raise of the CTA bases would be satisfactory accepting that in winter category 2 or 3 operations are more likely to take place with requirement to stabilise approaches early. Raising the bases of each area by 500 feet is unlikely to have any significant impact on Bristol commercial arrivals and departures but a huge benefit to VFR traffic transiting around the Bristol CTA.
Would the amendment be permanent, seasonal or other?	Permanent – see above

Potential benefits and potential dis-benefits of the amendment.	Reduces unnecessarily controlled airspace. Mitigates hazards to gliding. Reduces infringement risk.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	Whilst a LOA might satisfy the requirements of local gliding clubs there is no reason why the Class D bases in these areas could not be raised on a scheduled basis to benefit all VFR transit traffic.
Do you have a preferred solution?	Raise the base altitudes of the respective sections of Class D by 500 feet from 10am to 1900 local time at weekends from beginning of April to end September.
Airport	**Norwich**
Flight Level:	1500' – 4000'.
Area that is underused.	Class D CTA to the West and South-East of Norwich is under-used. There is significant helicopter traffic from Norwich to North Sea gas rigs to the North East of the city, but it's possible that even this traffic only uses the lower few hundred feet of the CTA, so even here the upper half of the CTA is under-used.
Is there a particular time when the classification could be amended? (i.e. 9-11am at weekends)	Daytime.
What is your rationale for the change?	See above - much of the Norwich CTA is underused by traffic inbound/outbound from Norwich airport. For much of the non-Norwich traffic transiting the CTA (including glider traffic) the Class D classification is an obstacle, not a benefit. On occasion, non-transponder glider traffic has been denied access to this Class D CTA because of low staffing levels and/or inexperienced controllers in the ATSU, rather than to maintaining separation or safety. In practice, gliders almost always task to avoid this airspace, for fear of being denied access.
Would the amendment be permanent, seasonal or other?	Permanent.
Potential benefits and potential dis-benefits of the amendment.	Reduces unnecessarily controlled airspace. Mitigates hazards to gliding. Reduces infringement risk.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	No.

Do you have a preferred solution?	We suggest that large parts of the CTA could be permanently returned to Class G airspace, or perhaps become an RMZ
Airport	**Salisbury Plain Operations**
Flight Level:	Up to 50,000'
Area that is underused.	D123 Salisbury Plain
Is there a particular time when the classification could be amended? (i.e. 9-11am at weekends)	Weekends, evenings and whenever not in active use
What is your rationale for the change?	Infrequently used. This airspace causes funnelling of GA aircraft that gives rise to frequent direct over-lights of The Park by light aircraft flying N/S or S/N and avoiding Bristol Class D Airspace. It also needs to be avoided by gliders from The Park, from which it is 10kM distant. It blocks easy XC access to the NE of The Park as well as limiting local soaring opportunities. On its northern side it limits soaring access to the Westbury ridge in northerly wind conditions for The Park and Keevil pilots.
Would the amendment be permanent, seasonal or other?	Amendment would be by NOTAM when no active military use is planned, especially at weekends.
Potential benefits and potential dis-benefits of the amendment.	Extends local soaring area from The Park with reduced risk of transgression into Danger Area for BWND Pilots at the times when they are most likely to be flying and the military are least likely to be making use of the airspace. Reduces likelihood of funnelling and over-flight incursions at The Park, enhancing safety. Reduces unnecessarily controlled airspace. Mitigates hazards to gliding. Reduces infringement risk.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	No
Do you have a preferred solution?	Change the size of the controlled airspace Change the classification

	Make the classification flexible i.e. only apply at particular times. *Flexible release of airspace using NOTAM.*
Other comment	There is a Salisbury Plain Danger Area Crossing Service. As with most military airspace it operates on the assumption that the airspace is active unless a crossing service requested and agreed. Examination of Salisbury Plain live firing activity shows that it is inactive for much of the time, yet the airspace remains sterilised without due cause up to FL50.
Airport	**South Cerney DZ**
Flight Level:	GND - FL150
Area that is underused.	Entire DZ
Is there a particular time when the classification could be amended? (i.e. 9-11am at weekends)	All times
What is your rationale for the change?	No longer active as a permanent parachute DZ. Rarely if ever used for parachute dropping. Occasional Notam is issued for inverted wedding cake parachute dropping activity by the military. The permanent para DZ could be deleted and Notam issued for the few occasions para dropping takes place.
Would the amendment be permanent, seasonal or other?	Permanent
Potential benefits and potential dis-benefits of the amendment.	Removes block in the middle of pinch point between Fairford ATZ / Brize CTR and Kemble ATZ with resultant reduction in risk of mid-air collision. No dis-benefit other than military must issue a Notam when they want to use it for para dropping.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	No
Do you have a preferred solution?	Delete the South Cerney permanent para DZ.
Airport	**Brize Norton**
Flight Level:	SFC-3500 AMSL
Area that is underused.	Existing Brize Norton Class D
Is there a particular time when the classification could be amended? (i.e. 9-11am at weekends)	1000L-1800L
What is your rationale for the change?	The class D CTR results in the general flow of GA traffic to fly around the zone. This flow creates a significant GA to GA MAC risk.

	The current class D with CTR is disproportionate. There are approximately 9,000 heavy medium and light movements per annum at Brize Norton. Within the period 1000L to 1800L, the number reduces to around 4500 per annum.
Would the amendment be permanent, seasonal or other?	Permanent
Potential benefits and potential dis-benefits of the amendment.	Reduces unnecessarily controlled airspace. Mitigates hazards to gliding and other GA. Reduces infringement risk. Reduces track miles.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	No.
Do you have a preferred solution?	Establish an ATZ with a MATZ and class E to connect with the airways above.
Airport	**Cardiff**
Flight Level:	5500 – FL75
Area that is underused.	CTA 5500 – FL75, N and NE of M4 Junc 24 VRP.
Is there a particular time when the classification could be amended? (i.e. 9-11am at weekends)	When the wind is from NW and both Bristol and Cardiff are using the westerly runways.
What is your rationale for the change?	When the wind is from NW, and both Bristol and Cardiff are using the westerly runways, the airspace seems to be unused.
Would the amendment be permanent, seasonal or other?	Permanent
Potential benefits and potential dis-benefits of the amendment.	Reduces unnecessarily controlled airspace. Mitigates hazards to gliding. Reduces infringement risk.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	No.
Do you have a preferred solution?	Flexibly used airspace arrangements, ie reclassification when unused.
Airport	**Daventry CTA**
Flight Level:	Various
Area that is underused.	Lower levels of the CTA
Is there a particular time when the classification could be amended? (i.e. 9-11am at weekends)	Daytime.

What is your rationale for the change?	There are several parts of the Daventry CTA with unnecessarily low bases. There is no CAT using the airspace at the lower altitudes. For example, the airspace to the north west of Daventry has a base of 4500ft. There is no CAT using it at the lower altitudes. Aircraft inbound to Birmingham via Daventry leave at about 9000ft with 29 miles to go. This is well within the standard descent profile. The Stafford-Stoke section of the Daventry CTA has no traffic at 6000' (current base is 5500'). The Uttoxeter-Daventry 'corridor' under the Daventry CTA seems to show no traffic at 6000' (again current base is 5500'). The Leicester-Coventry-Northampton section of the Daventry CTA also seems to show no traffic at 6000' (current base 5500'). CTA9 between Birmingham and East Midlands CTA show little or no use.
Would the amendment be permanent, seasonal or other?	Permanent.
Potential benefits and potential dis-benefits of the amendment.	Reduces unnecessarily controlled airspace. Mitigates hazards to gliding. Reduces infringement risk.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	No.
Do you have a preferred solution?	Raise the CTA bases.
Airport	**Cotswold CTA**
Flight Level:	5500'
Area that is underused.	The Cotswold CTA to the north of Cardiff (5500') where is crosses the Strumble CTA is unused below FL60.
Is there a particular time when the classification could be amended? (i.e. 9-11am at weekends)	Daytime.
What is your rationale for the change?	The airspace is unnecessarily controlled.
Would the amendment be permanent, seasonal or other?	Permanent

Potential benefits and potential dis-benefits of the amendment.	Reduces unnecessarily controlled airspace. Mitigates hazards to gliding. Reduces infringement risk.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	No.
Do you have a preferred solution?	Raise the bases.
Airport	**London TMA**
Flight Level:	Various between 3500' and FL60.
Area that is underused.	LTMA (5500') to the north of Luton is little used below FL60. LTMA3 between Booker and Henlow is not busy at 4000'. The southern triangle of London TMA 13 above Portsmouth with a floor of 5500' amsl. It is little used on weekdays and not at the weekends. The Headcorn-Tunbridge Wells section of the LTMA shows almost no traffic at 4000' (current base is 3500'). LTMA over the Ringmer-Rochester-Folkestone area has very little traffic at FL60. The Petworth-Midhurst part of the TMA currently has a base of 3500'. Geographically it is a triangle from just north of Midhurst town to just SE of Petworth. The suggested amendment is to permanently raise the CAS base to 4500' in this small area thus reclassifying the 1000' segment between 3500 and 4500' from A to G. It is our belief that Gatwick arrival routes stay to the east of this area (even in easterly operations) and Gatwick departures route above and/or north and east of this area. In the wake of the new airspace surrounding Farnborough this would give gliders a better chance to remain at safe cruising levels between the Lasham area and the South Downs and beyond that to the soaring areas in Sussex. This area would be of particular benefit as the area immediately to the South can often contain an unsoarable airmass associated with encroaching sea air during the afternoon on many soaring days. It would particularly benefit traffic routeing between Lasham and Parham. As this area is relatively small it would represent only minor inconvenience for the TMA ATC teams. LTMA13 along the 1W meridian up to Lasham is not very active.
Is there a particular time when the classification could be amended? (i.e. 9-11am at weekends)	Daytime

What is your rationale for the change?	See above.
Would the amendment be permanent, seasonal or other?	Permanent.
Potential benefits and potential dis-benefits of the amendment.	Reduces unnecessarily controlled airspace. Mitigates hazards to gliding. Reduces infringement risk.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	No.
Do you have a preferred solution?	Raise the bases.
Airport	**Compton Box**
Flight Level:	4500' +
Area that is underused.	The Compton Box is the Westerly part of the whole 4500' irregular hexagon. Geographically it is bounded to the South by Upper Bucklebury and Beenham and to the North by Chiltern Park and Cholsey.
Is there a particular time when the classification could be amended? (i.e. 9-11am at weekends)	At least during peak soaring hours (from 1st March to 30th September, 10am -7pm local time)
What is your rationale for the change?	This area is not routinely used by IFR traffic. Most Heathrow departures, Gatwick arrivals and Farnborough arrivals and departures seem to fly well above 4500' in this area and requiring them to be above 5500' would not cause significant inconvenience to TMA operations. a reclassification of the 1000' segment from 4500'-5500' from Class A to Class G would provide a larger volume of airspace (therefore providing an opportunity to reduce airspace congestion) for gliders and other aircraft operating outside CAS to use in an area highly utilised by the GA community. Gliders would use this area a great deal as a gateway for access to the Midlands
Would the amendment be permanent, seasonal or other?	Permanently or at least during peak soaring hours – see above.
Potential benefits and potential dis-benefits of the amendment.	A reclassification of the 1000' segment from 4500'-5500' from Class A to Class G would provide a larger volume of airspace therefore providing an opportunity to reduce airspace congestion for all aircraft operating outside CAS in a highly utilised area. There is an existing safety case associated with an LOA.

	Reduces unnecessarily controlled airspace. Mitigates hazards to gliding. Reduces infringement risk.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	Yes. For competitions held at Lasham.
Do you have a preferred solution?	Raise the base to 5500'.
Airport	**EGD 127**
Flight Level:	Surface to 12000'.
Area that is underused.	1500' – 12000'
Is there a particular time when the classification could be amended? (i.e. 9-11am at weekends)	Daytime.
What is your rationale for the change?	This permanent danger area is located over the government establishment at Porton Down. The importance of not flying very low over the facility is understood. However, extending the prohibited area vertically to 12000' is unnecessary. The area is bounded laterally by the A30 road to the South. Therefore cyclists, pedestrians and motorists (and indeed aircraft as low as 500agl) are allowed to be within a few hundred metres of the facility.
Would the amendment be permanent, seasonal or other?	Permanent.
Potential benefits and potential dis-benefits of the amendment.	This area is highly used by GA traffic routing through the narrow corridor between the Middle Wallop / Boscombe Down CMATZ / Salisbury plain Danger Areas and the Southampton CTA. Reducing the altitude restriction would relieve this bottleneck. Reduces unnecessarily controlled airspace. Mitigates hazards to gliding. Reduces infringement risk.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	No.
Do you have a preferred solution?	The vertical extent of the restriction should be reduced to 1500agl (approx 1800'amsl). This would bring it into alignment with other similar government facilities requiring such protection.

Airport	**Glasgow and Edinburgh**
Flight Level:	Scottish TMA and associated EGPF and EGPH airspace
Area that is underused.	The NATS data here confirms that a N-S corridor of uncontrolled airspace, 10nm wide, SFC to 5000ft amsl could be created without impinging on CAT activities.
Is there a particular time when the classification could be amended? (i.e. 9-11am at weekends)	Data shows that this airspace could be permanently released with minimal impact on the CAT that it exists to protect. If there are compelling reasons to challenge this view then the importance of the Class G to GA activity is greatest during daylight hours and the level between 4000 and 5000ft is of primary importance to gliders thermal soaring which is likely during April to September inclusive.
What is your rationale for the change?	A large area of Class D airspace exists where virtually no CAT activity takes place. It is unnecessary given the volumes of commercial traffic. This creates an effective CAS barrier to GA traffic with ensuing radio distraction and workload to pilot and controller alike.
Would the amendment be permanent, seasonal or other?	Permanent, but see above.
Potential benefits and potential dis-benefits of the amendment.	Class D is unnecessary. Class G would return the airspace to general access most of the time. Removes unnecessarily controlled airspace. Mitigates hazards to gliding. Reduces infringement risk.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	LOA's exist but are not fit for purpose.
Do you have a preferred solution?	See above.

Airport	**N560 in Scottish FIR**
Flight Level:	FL105 and FL125 and above
Area that is underused.	Between ERSON and GUSSI, and the NOTAMed section between ERSON and Scottish TMA
Is there a particular time when the classification could be amended? (i.e. 11am at weekends)	Daylight hours as a minimum

What is your rationale for the change?	N560 used to be Class F and is now Class E+TMZ. Class F had to be replaced by Class E by ICAO mandate, even though there were no safety issues with Class F. However, the +TMZ element was introduced without an evidence base. CAA appear to be defaulting to TMZ for all Class E airspace. There is virtually no CAT traffic along N560 at the lower levels of this route, as the "heat maps" produced by NATS show. Although they are from 2012 the traffic density remains similar in 2020. The section between ERSON and Scottish TMA was removed some years ago, but whenever there is a military exercise on , it is re-established by NOTAM with a base at 5500'amsl. This happens relatively often and can be for weeks. There seems no justification for it.
Would the amendment be permanent, seasonal or other?	Permanent.
Potential benefits and potential dis-benefits of the amendment.	Removes unnecessarily controlled airspace. Mitigates hazards to gliding. Reduces RT workload for ATC and pilot workload, for gliders not SSR equipped Reduces infringement risk. Non-equipped gliders are forced to fly low over hostile terrain when the NOTAMed section is in force, significantly increasing the risk of a forced land-out in unsuitable terrain.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	No.
Do you have a preferred solution?	Reclassify the airspace as class E, ie no TMZ requirement. Raise the bases to FL150 or higher resulting in reclassification to class G for the portion below. Do not routinely activate the portion South or Erson whenever there is a military exercise.
Airport	**Aberdeen CTA**
Flight Level:	3000' – FL115
Area that is underused.	Fillet to the East of P600 from a few miles north of GLESK to Insch, at lower altitudes.
Is there a particular time when the classification could be amended? (i.e. 11am at weekends)	Daylight hours.
What is your rationale for the change?	The base of this portion of the CTA is 3000' amsl, which is 2500' above the busy Aboyne gliding airfield. IFR aircraft coming up P600 and being vectored for downwind RH ILS 16 on a CDA approach, should be

	way above 3000' abeam Aboyne, and anyway could be kept within the confines of P600 until entering the CTR. If the wind is from NE around to SE, training gliders would ordinarily wish to be towed a little distance up wind to allow exercises to naturally drift the glider towards the airfield. Instead, training aircraft have to be positioned near or over-head and constantly have to work upwind to stay close to circuit. Similarly, on strong NW-Westerly-SW days, gliders can drift down wind and risk clipping this air space. With the prevailing westerly winds during mountain wave conditions, there is generally less cloud the further east one goes. High altitude wave soaring gliders can have issues with cloud cover and are prevented from making use of gaps in the cloud further east. The terrain often gives rise to gaps in the cloud just within this fillet, which are currently unusable. Given the local terrain and distance from Aberdeen Airport, commercial traffic approaching into or climbing out of Aberdeen Airport do not come close to the base of the CTA. There is also potential to move or reclassify P600 as part of this issue.
Would the amendment be permanent, seasonal or other?	Permanent
Potential benefits and potential dis-benefits of the amendment.	Removes unnecessary controlled airspace. Significantly mitigates hazards to gliding associated with cloud gaps and remaining within safe distance of the Aboyne airfield. Reduces infringement risk.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	No.
Do you have a preferred solution?	Reclassify the fillet to Class G. Second preference is to raise its base to at least 5000' amsl, or reclassify as Class E (no TMZ).
Airport	**Scottish TMA**
Flight Level:	
Area that is underused.	There is a fillet of Class E (and D above) at the northern end of the Scottish TMA
Is there a particular time when the classification could be	Daytime.

amended? (i.e. 11am at weekends)	
What is your rationale for the change?	Unnecessarily restricted airspace.
Would the amendment be permanent, seasonal or other?	Permanent.
Potential benefits and potential dis-benefits of the amendment.	Removes unnecessarily restricted airspace. Mitigates hazards to gliding. Reduces infringement risk.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	No.
Do you have a preferred solution?	Raise the base.
Airport	**P600**
Flight Level:	Various bases between FL055 and FL105, upwards
Area that is underused.	Lower portions, and generally the airway traffic is light considering its classification as Class A
Is there a particular time when the classification could be amended? (i.e. 11am at weekends)	Daylight hours
What is your rationale for the change?	P600 is class A whereas P18 (an adjacent airway) is Class D. Traffic levels are light for airspace with Class A classification. P600 covers an area extensively used by gliders wave soaring and is close to Aboyne airfield.
Would the amendment be permanent, seasonal or other?	Permanent.
Potential benefits and potential dis-benefits of the amendment.	Allows easier access to the under-used Class A airspace by gliders, removes inappropriate classification of controlled airspace. Reduces controller and pilot workload. Allows a clearance to be obtained at short notice, without the rigmarole associated with the LoA.
Any existing local arrangements (such as Letters of Agreement) that could be developed further?	There is an LoA for gliders to enter P600 VFR, however it very complicated, splitting P600 into 6 lettered boxes, and requires pilots to telephone for activation at least 1 hour prior to intended use, specifying callsigns of gliders intending to use it. Before actual use, a further 10 minutes notice by RT is required. The vagaries of gliders wave soaring makes this very difficult to comply with and most pilots find it too difficult.

	There is a second LoA which allows Scottish Gliding Centre (Portmoak) to deactivate a portion of P600 near their airfield, at weekends only.
Do you have a preferred solution?	P600 should be reclassified as class D commensurate with its traffic levels, and raise the base at the middle section to FL125 or higher. Additionally, P600 could be kinked further east bearing in mind the intended disestablishment of PTH and ADN VORs with the switch to PBN, and the RAF no longer having an operational base at Leuchars.

End.