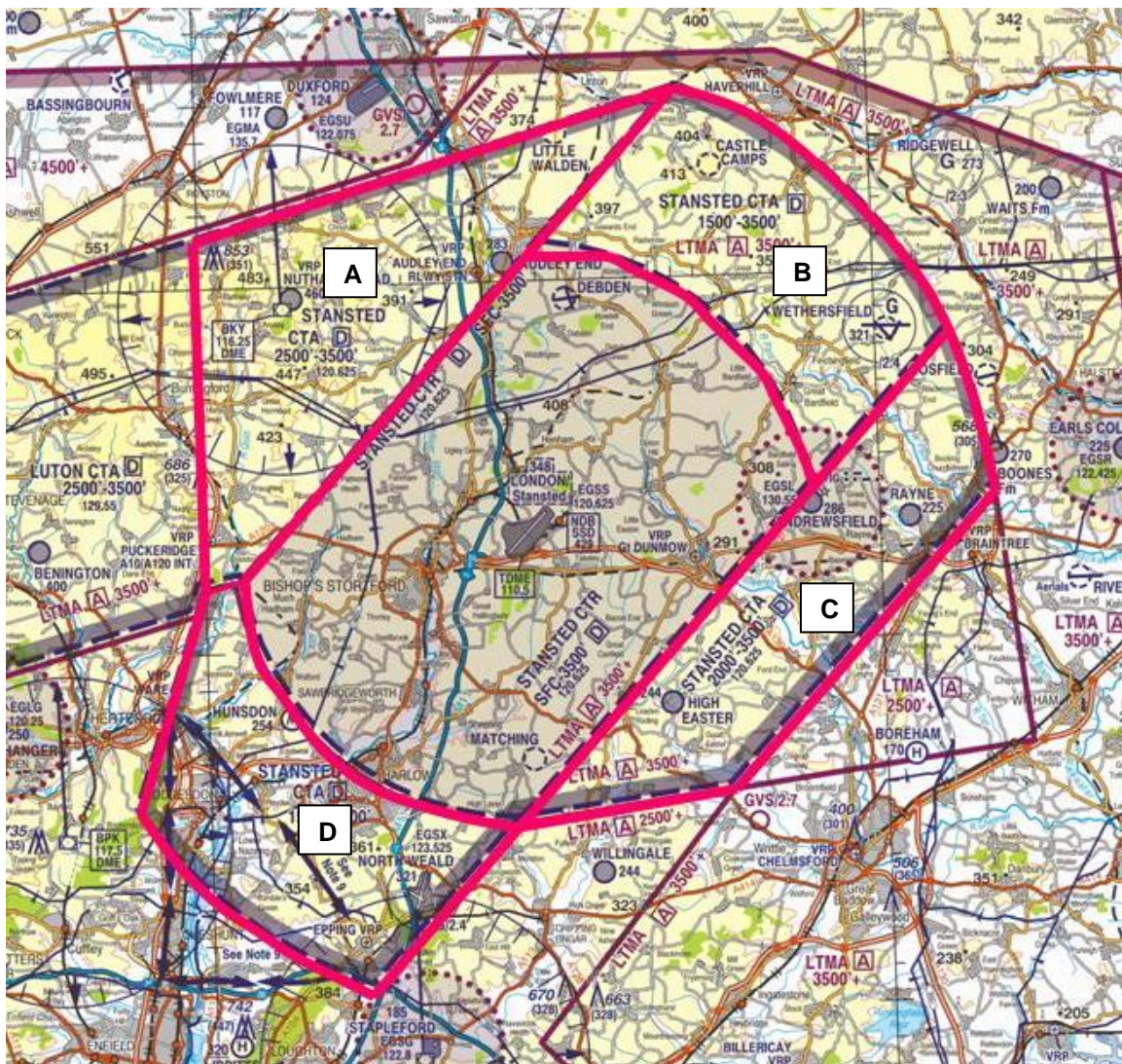


STANSTED AIRSPACE Proposal for Implementation of a Transponder Mandatory Zone

UPDATE to STAKEHOLDER CONSULTATION



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Access to TMZ Airspace by Non Equipped Aircraft

1. Introduction

This document expands on NATS proposal for transponder mandatory zones (TMZ) in airspace surrounding Stansted Airport to update stakeholders on NATS' proposals for the handling of aircraft that do not have an altitude reporting transponder.

In section 9 of the consultation document, NATS proposed that procedures and agreements could be established to allow access to the TMZ for aircraft without the necessary equipment.

2. Letters of Agreement

One method relates to airfields that would be enveloped by the TMZ should it be approved. NATS suggested that access to such airfields could be accommodated through the establishment of letters of agreement (LoA) between the airfield operator and NATS, Swanwick (Terminal Control).

A number of airfield operators have already contacted NATS to express an interest in establishing such LoAs. Initial discussions have either already taken place or are planned. It is likely that the exact details of the procedures will differ depending on individual circumstances, but will be devised to allow safe access to TMZ airspace whilst still providing a better informed environment for controllers.

3. Ad-hoc access to airfields without LoA procedures

For airfields that are not sufficiently busy for a LoA to be warranted, Farnborough Radar have agreed to facilitate access. It is our intention to write a procedure that allows aircraft that are unable to comply with the transponder operation requirements to enter the TMZ airspace for the purposes of landing at sites within the TMZ, after passing of their intentions to Farnborough Radar North. There would be no requirement to obtain a formal 'approval' to enter the TMZ, or for Farnborough to radar identify every aircraft

4. Transits

Farnborough have also agreed to provide access to aircraft unable to comply with the transponder operation requirements for transit of the TMZs marked as areas 'B' and 'D'. The controller workload to handle transit aircraft is considered to be higher than landing aircraft, so we therefore propose that pilots seek and receive 'approval' from Farnborough Radar prior to transit. Farnborough would make reasonable endeavours to ensure that access to the TMZ airspace is facilitated with minimal delay; guidance would be issued recommending pilots to contact Farnborough at least 5 minutes before approval is required in order to minimise any delay to their transit of the TMZ.

Because the areas marked 'A' and 'C' are longer than 'B' and 'D', controller workload would be significantly higher and monitoring commensurately more difficult. Therefore it is not possible at this time for us to propose any safe procedure for the granting of transit flights in these areas, although the proposed procedures to enter and land are still valid.

5. Ad-hoc departures & non-radio aircraft

We propose that non transponder equipped aircraft departing airfields (not subject to a LoA) within the TMZ be facilitated through a telephone coordination procedure with Swanwick, Terminal Control. It is likely that transmissions from aircraft on the ground would not be received by Farnborough Radar and allowing aircraft to become airborne before notifying ATC would be contrary to the 'better informed' intentions for this airspace.

For safety reasons, we do not propose to allow entry to the TMZ airspace for aircraft lacking both a transponder and radio. However, to facilitate non-transponder/non-radio aircraft that need to depart from airfields within the TMZ (for example, following a radio failure after previous entry), we will write procedures for telephone coordination similar to above.

Detailed procedures, contact frequencies, telephone numbers and RT phraseology would be developed following any DAP approval of the TMZ proposals.

6. Responding to the consultation

In order to allow stakeholders to review this document and respond if necessary, we have extended the period of consultation by eleven days. **The new closing date for responses is Friday 17 April 2009.** If the proposal is approved by the CAA, NATS will implement the airspace change at an appropriate opportunity. If you have already responded to the consultation, you may either add to or change your response following this announcement. Please send any comments on the airspace change proposal to:

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