

Tuesday, April 26, 2011

Glasgow Consultation Co-ordinator
NATS Control Tower Building
Campsie Drive
Glasgow Airport
Paisley
PA3 2SG

Dear Sir,

RECLASSIFICATION OF THE GLASGOW CTA - REVISED PROPOSAL

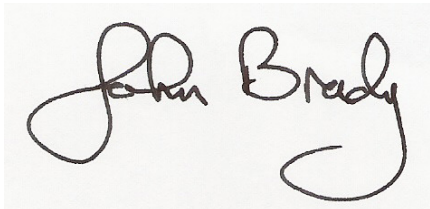
We enclose the Light Aircraft Association's response to the revised proposal to change the classification of the Glasgow CTA from Class E to Class D.

You will recall in our previous response we noted that because of the structure of controlled airspace between the Forth and Clyde, access through the area is very important to non-commercial aviation. The LAA has a high regard for air safety matters generally and supports the establishment of controlled airspace where circumstances require it. However, we expect the extent of controlled airspace to be limited to that necessary for public transport flights and we expect to see mitigation of the impact on other airspace users.

As we said in our response to the original proposal we do not dispute that public transport aircraft using Glasgow Airport should have protection equivalent to that afforded by Class D airspace to provide an appropriate level of safety. We agreed with the original proposal in principle and continue to do so but still oppose the way you intend to achieve it. Our position remains as set out in our original objection and in the attached detailed response covering the amended proposal. We would ask you to note once again our particular concerns about the use of false data to justify the original proposal, the lack of any consideration of the impact on other airspace users and the lack of full consultation with stakeholders as to the amended proposal.

On behalf of our members we oppose the proposed change both in its original and amended form and we believe that the correct way forward would be to develop an accurate operational requirement for airspace and build a proposal on that rather than just seeking to extend what must already be the most inefficient controlled airspace in the UK in terms of movements per unit volume.

Yours Sincerely



John Brady

Vice Chairman

Attachment: Detailed Response Document.

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Recognised by Sport England. Member of General Aviation Awareness Council, General Aviation Alliance,

The Royal Aero Club and EFLEVA - European Federation of Light, Experimental & Vintage Aircraft.

The representative body in the UK for amateur aircraft construction, recreational and sport flying.

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