

20 November 2012

NATMAC CONSULTATIVE

Dear Colleagues,

RADIO MANDATORY ZONES

You will be aware that the European Commission has mandated EUROCONTROL to develop, in close co-operation with the European Aviation Safety Agency, common and Standardised European Rules of the Air (SERA). SERA are to be published to support the construction of harmonised national airspace structures, with the aim to free up movement of aircraft across European Borders, increasing safety and minimising the inconvenience and risk of misunderstandings caused by varying national sets of rules of the air.

The SERA programme is entering a two year period of derogation commencing in December 2012 and during this period notified airspace management tools will be scrutinised by national airspace regulatory authorities, with a view to their introduction and application. The Civil Aviation Authority (CAA) is fully engaged with the SERA programme and as a leading European regulatory body is determined to fully support its ambitions and implement identified benefits; such as, introducing airspace constructs which enhance flight safety and maintain efficiency, whilst having a minimal impact upon aircraft operations.

SERA allows for Radio Mandatory Zones (RMZ) to be included within the UK airspace design toolbox and this Authority intends to make best use of it, outside of the derogation period. The CAA Policy Statement supporting the introduction of an RMZ is hereby made available to NATMAC members for general comment. I am confident that having considered the content, the benefit of RMZs as an airspace design tool will become fully apparent.

I would be extremely grateful if NATMAC members could provide comment by the 26th February 2013; this date allows for a minimum of 12 full weeks consultation, whilst taking in to consideration the fast approaching Christmas period.

Should any member require expansion on that provided to support their considerations they are asked to contact: Robert O'Neill (robert.oneill@caa.co.uk) or Mark Smailes (mark.smailes@caa.co.uk).

I thank you in advance for your considerations and contributions.

Yours sincerely,

Mah Swan

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Director of Airspace Policy

Attachment:

CAA Policy Statement – Radio Mandatory Zones

xx Month 20yy

Policy Statement

DAP POLICY FOR RADIO MANDATORY ZONES (RMZs)

1. Scope

- 1.1 If it is determined that in order to enhance flight safety the management of a specific airspace environment would benefit from the sharing of greater operational airspace intelligence, and that this could be achieved without the establishing of a higher classification of airspace, an RMZ may be notified. Within any notified RMZ the carriage of radio equipment is mandatory in such airspace which has been notified for the purpose under paragraph 2(b) of the Table in Schedule 5 and articles 39(2) and 40 of the Air Navigation Order 2009; and the operation of a radio in that airspace is mandatory after it has been notified, in accordance with Article 112(5) of the Air Navigation Order 2009.
- 1.2 The notifying of RMZ airspace is consistent with the forthcoming European Standardised Rules of the Air.
- 1.3 This document sets out the Civil Aviation Authority's (CAA) policy for the establishment of, and operations within RMZs.

2. Definition

- 2.1 An RMZ is airspace of defined dimensions wherein the carriage and operation of suitable/appropriate radio equipment is mandatory¹. The requirement for communications within an RMZ is as follows²:
 - VFR flights operating in parts of Classes E, F or G airspace and IFR flights operating in parts of Classes F or G airspace, designated as a RMZ by the competent authority³, shall establish two-way communication before entering the dimensions of the RMZ and maintain continuous air-ground voice communication watch, as necessary, on the appropriate communication channel, unless in compliance with alternative provisions prescribed for that particular airspace by the ANSP.

3. Establishment of RMZs

- 3.1 RMZs shall be established in accordance with the Airspace Change Process contained within CAP 724 (The Airspace Charter) and the associated guidance published in CAP 725 (Guidance on the Application of the Airspace Change Process).
 - The sponsor must consider the impact of an RMZ on all airspace users and make suitable allowance for non-compliant aircraft to gain access to the RMZ where a legitimate requirement exists.
 - The dimensions of the proposed RMZ should be of the minimum practicable to meet the controlling authority's specific operational requirements.

¹ Standardised European Rules of the Air (SERA) Article 2 Definitions.

² SERA 6005.

³ UK CAA.

- Consultation should be appropriate to the airspace and location of the proposed RMZ.
- When determining the need for an RMZ consideration should be given to other alternative means of Air Traffic Management and airspace.

4. Operations within RMZs

- 4.1 RMZ airspace is to be operated in accordance with the regulations pertaining to the background airspace classification.
- 4.2 Without prejudice to any associated requirement set out within the Rules of the Air Regulation, operation of a suitably equipped aircraft within an RMZ is not subject to an ATC clearance.
- 4.3 Before entering an RMZ, an initial call containing the designation of the station being called, callsign, type of aircraft, position, level, the intentions of the flight and other information as prescribed by the competent authority, shall be made by pilots on the appropriate communication channel.
- 4.4 Pilots shall establish two-way communication prior to entering an RMZ and maintain continuous air-ground voice communication watch, whilst operating within the said notified airspace.
- 4.5 If unable to establish two-way radio communication with the designated RMZ Air Traffic Service (ATS) authority the pilot is to avoid the RMZ airspace.
- 4.6 The pilot must advise the RMZ ATS authority of airspace operating intentions and when exiting the RMZ, or as soon as practical upon exit.
- 4.7 The pilot of an aircraft that wishes to operate in an RMZ without the necessary radio equipment may do so in accordance with conditions promulgated for the specific RMZ.
- 4.8 Any changes to the notified hours of RMZ operations are to be agreed with the CAA in the first instance.

5. Promulgation of RMZs

- 5.1 RMZs will be notified for the purpose of the Air Navigation Order 2009 Articles 39(2) and 40.
- 5.2 RMZs shall be notified in the UK Aeronautical Information Publication and depicted on aeronautical charts.

6. DAP Point of Contact

- 6.1 Hd Controlled Airspace Section
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