

# Temporary Airspace Change Proposal in the South West

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AIR TRAFFIC MANAGEMENT SERVICES

# Background

- Project Marshall was initiated by the UK Ministry of Defence (MOD) to identify and evaluate options for the future delivery of their Military Terminal Air Traffic Management (ATM) capability, which ensures that all flights are safely and efficiently managed and sequenced
- On 29 October 2014, MOD announced the signature of a contract with Aquila Air Traffic Management Services Ltd to deliver Marshall
- The Marshall contract provides ATM equipment and support services at all MOD-operated airfields and flying ranges in the UK and overseas for a period of 22 years. It will also provide an out-of-area ATM capability in support of expeditionary air operations.

# Why is Project Marshall needed?

- The current military ATM infrastructure has provided exceptional service over many years, but some of the equipment is now approaching obsolescence and will soon be non-compliant with mandatory international regulations. It has become very costly to support and furthermore, much of the equipment does not meet MOD's availability requirements nor does it benefit from commonly accepted ATM efficiency and safety tools
- Marshall will transform the current capability into a modern, efficient and world class ATM service
- The new equipment and associated infrastructure changes will be rolled out across a number of different categories known as Technical Service (TS) areas.

# Control of the Airspace in the South Coast Exercise Areas (SCXA's)

- The SCXA's and the Class G airspace around them is used to conduct maritime and aviation operational training serials under the Command and control of the Flag Officer Sea Training (FOST). FOST Operations is located within the HMS DRAKE / HMNB Devonport Dockyard complex and it is from there that all maritime and aviation activities within the SCXA's is co-ordinated. ATC services for both civil and military airspace users is provided by an ATC Cell co-located with FOST Operations. They provide a variety of ATC services to traffic within their extensive Area Of Interest (AOI)
- The ATC cell operates (all local times) 0800-1700 Monday to Thursday and 0800-1400 on Fridays. Outside this the unit may also be manned to provide an ATS to the Fleet Helicopter Support Unit Helicopters (FHSU) and fixed wing aircraft involved in the training of ships undergoing Operational Sea Training serials. Additionally, the unit may also be required to support services outside these hours to aircraft conducting fleet tasking such as target towing.

# Aircraft engaged in Maritime and Aviation Operational Training serials



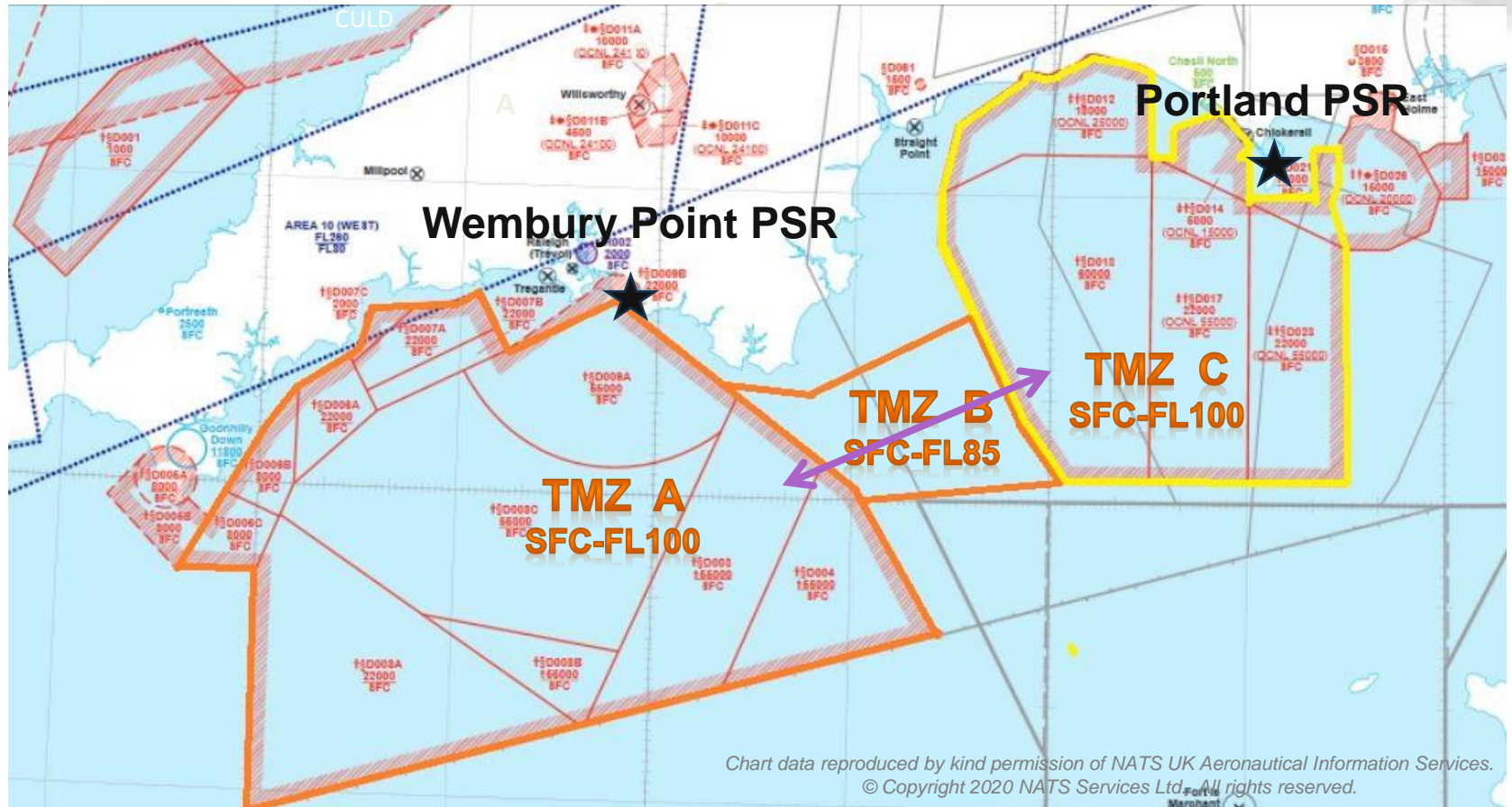
# Why is an Airspace Change required?

- This Airspace Change Proposal is being sponsored by Aquila in order to support the enduring need for the UK Ministry Of Defence (MOD) to continue to safely deliver Maritime and Aviation Operational Training throughout the Plymouth and Portland Exercise Areas whilst an extended period of surveillance system upgrades and new equipment Installations is conducted across the South West of the UK
- Without Primary Surveillance Radar (PSR) sensors available any non-transponding traffic will not be detected as the controllers at Plymouth (Mil) will only have the use of Secondary Surveillance Radar (SSR) for situational awareness during the PSR outages
- Aquila is mindful of the needs of all airspace users and paramount in this is the need to maintain safety of operations with minimal restriction or disruption for an extended period whilst the legacy surveillance systems are being upgraded.

# What is being proposed?

- The proposed change is to establish a number of Transponder Mandatory Zones (TMZ's). Their activation will be flexibly managed by NOTAM and phased in alignment with the Primary Surveillance Radar (PSR) and Secondary Surveillance Radars (SSR) works programme.
- In **Phase 1**, the TMZ's will be established across **Areas A and B together** (See Slides 8,9 and 10 below for details) to cover the Wembury Point PSR equipment upgrade period (circa 9 months).
- In **Phase 2**, the TMZ's will be established across **Area C only** (once the Wembury Point coverage is restored) to cover the Portland PSR outage (circa 9 months) (See slides 8, 11 and 12 for details)
- If approved, those users who are unable to comply with the TMZ requirement to operate a serviceable transponder will still be able to transit the airspace by contacting Plymouth (Mil) either by phone or on their published frequencies to make the necessary arrangements for a co-ordinated crossing service.

# The proposed Transponder Mandatory Zones (TMZ's) (Phase 1 = Areas A+B, Phase 2 = C only)



Area of cross sectional views at slides 10 and 12  
is indicated by  $\longleftrightarrow$  symbol shown across TMZ B



# Phase 1: Early Sept 2021 – End May 2022

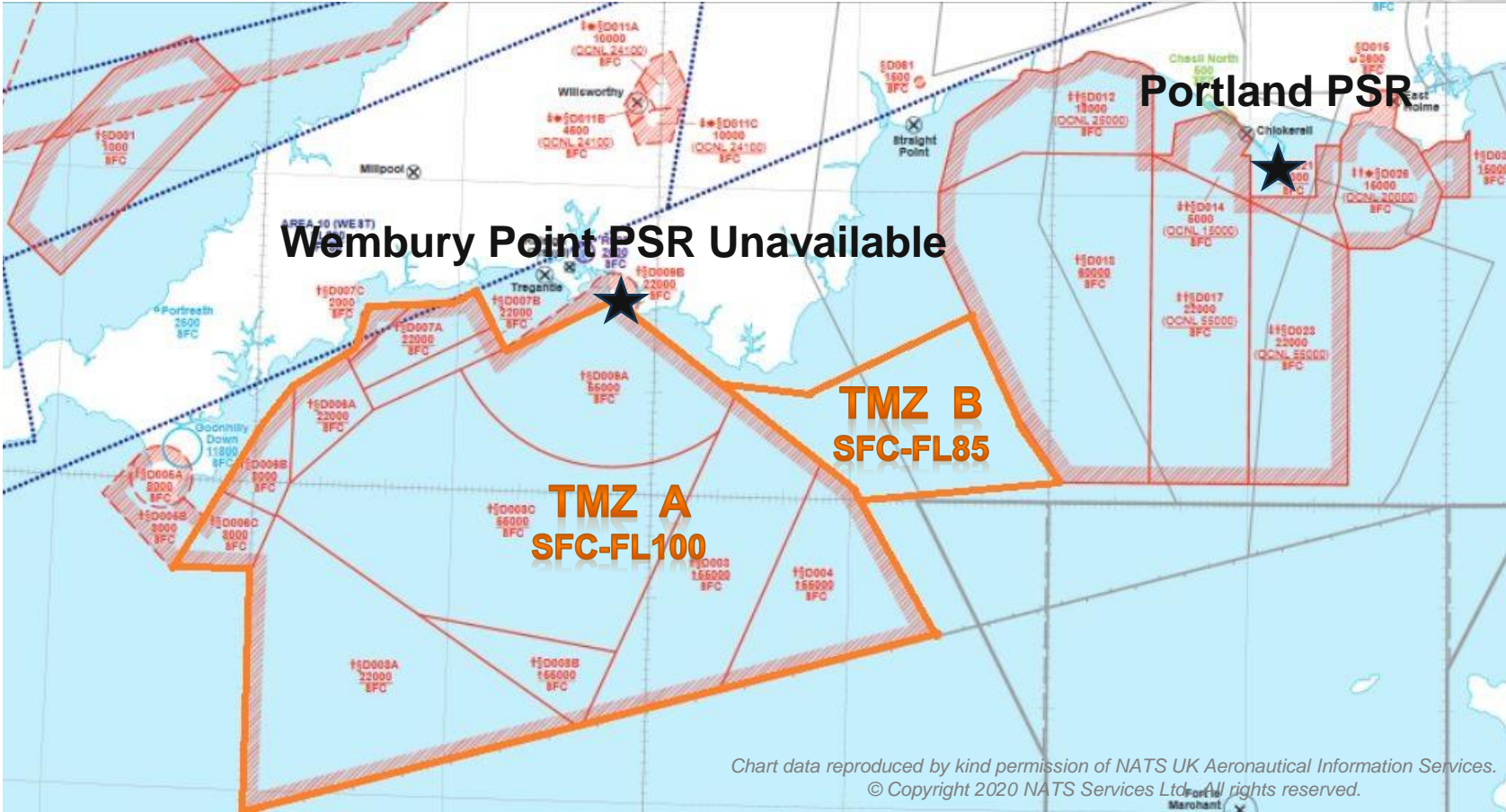


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**D003/4 SFC-55,000<sup>FT</sup> (By NOTAM)**

**AIRWAY N862**




FL85 and above

**D013  
SFC-60,000<sup>FT</sup>  
(By NOTAM)**

**Portland  
Danger  
Areas**

**TMZ SFC-FL100 overlaid on  
Plymouth  
Danger Areas (By NOTAM)**

**TMZ inside CLASS G  
(By NOTAM)** 

**SFC – FL 85 (Base of Airway)**

**TMZ  
Area A**

**TMZ  
Area B**



# Phase 1 - Sectional view of the Airspace



SFC





D003/4  
SFC-55,000<sup>FT</sup>  
(By NOTAM)

Plymouth  
Danger  
Areas

AIRWAY N862



FL85 and above

D013 <sup>FT</sup>  
SFC - 60,000  
(By NOTAM)

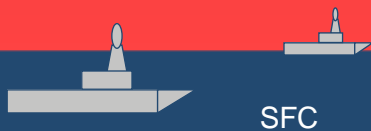
TMZ  
SFC-FL100  
overlaid on  
Portland  
Danger  
Areas  
(By NOTAM)

CLASS G



TMZ  
Area C

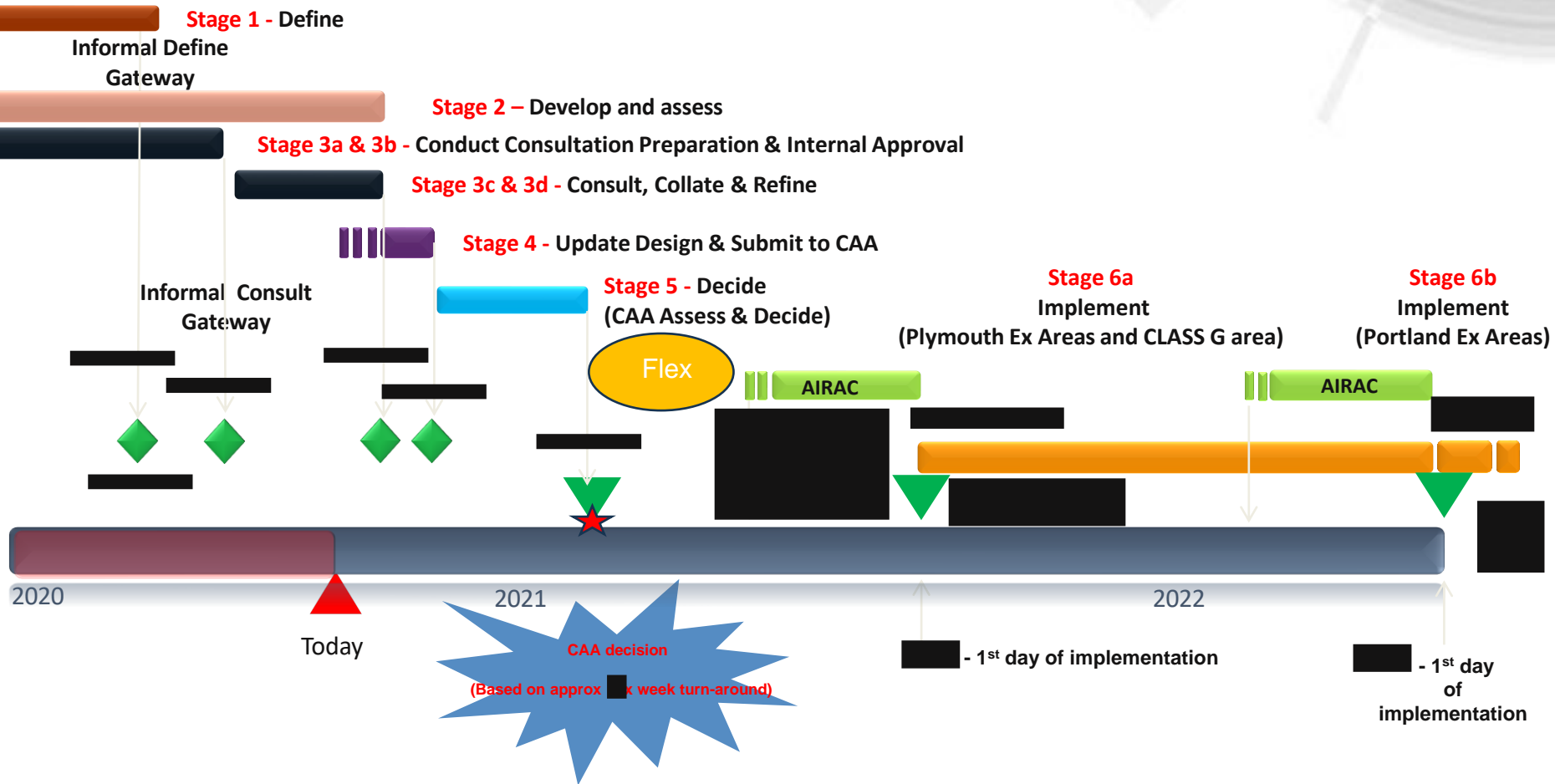
# Phase 2 - Sectional view of the Airspace



SFC

# Redacted Schedule for Temporary Airspace Change

- Red Stages = Indicative of steps in CAA Permanent Change process (used as a handrail only)



Note: Schedule details are provided for information only. As the precise scheduling of the work is dependent on a number of external factors beyond Aquila's control, Aquila will not accept any liability or claims for any inconvenience caused should a deviation from the schedule data included in this presentation be necessary for any reason.

# Contact details

We welcome your comments, feedback and queries.

For further information please

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