

Future Airspace Implementation- ScTMA

Gateway Documentation:

Stage 3 Consultation Document Annex D: Current Airspace

ACP-2019-74

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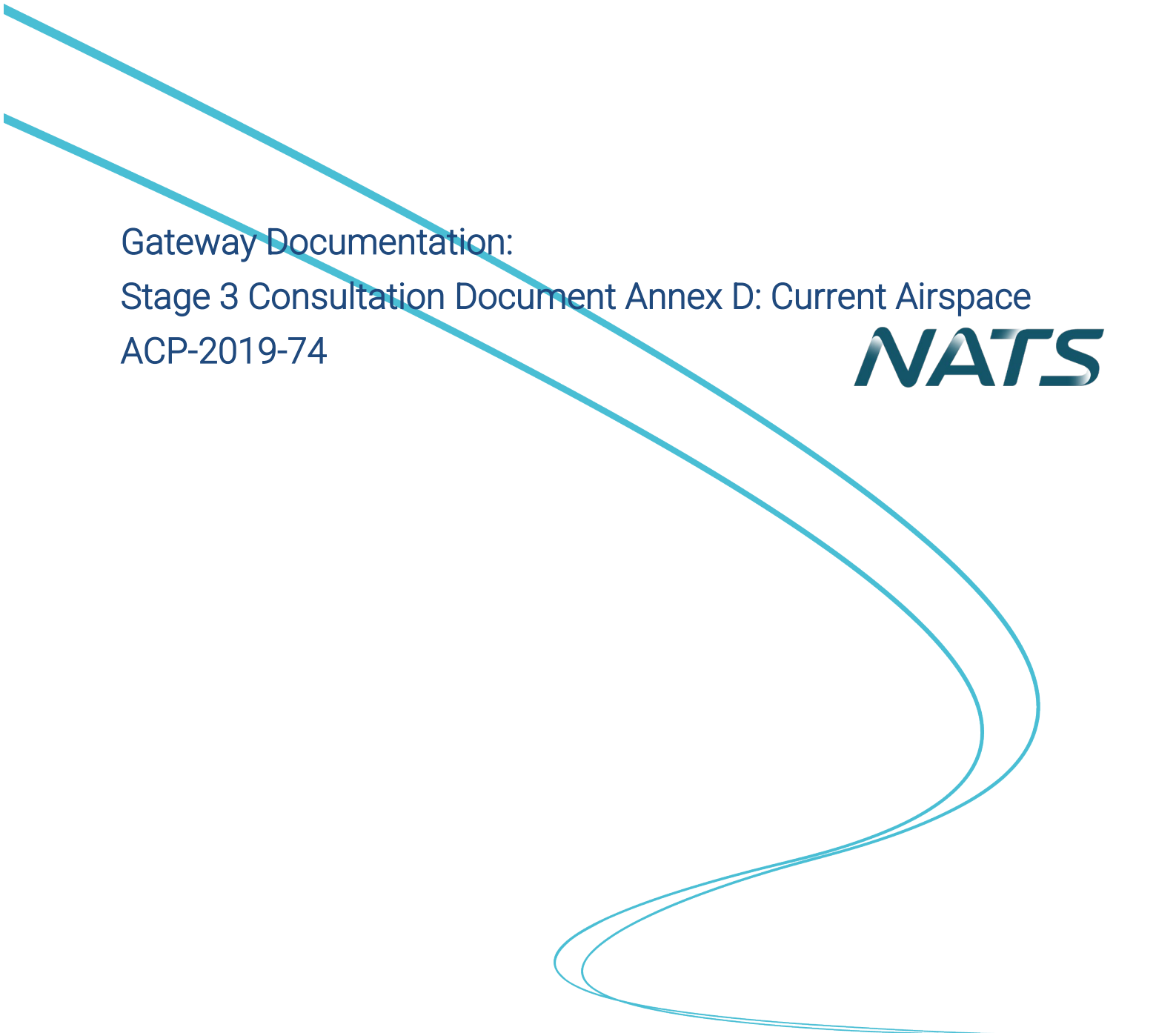
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Roles

Action	Role	Date
Produced	Airspace Change Specialist Airspace Change Compliance & Delivery	August 2025
Reviewed Approved	Manager Airspace Change Compliance & Delivery Airspace Change Compliance & Delivery	August 2025
Reviewed Approved	Airspace Implementation Manager Airspace & Future Operations	August 2025
Reviewed Approved	Head of Airspace Development Airspace & Future Operations	August 2025

Change History

Issue	Month/Year	Changes this issue (most recent first)
Version 3.0	August 2025	Updated following Cluster Gateway July 2025 including: Change history Added.
Version 2.0	December 2024	Updated Document following Gateway Feedback. Updates include: - Class A CAS Volume updated - Typo corrections
Version 1.0	August 2024	Original submission to CAA for Gateway Assessment.

1. Current Airspace

1.1 Introduction

1.1.1 The following pages provide information on the extant ScTMA airspace within the lateral limits of this change above 7,000 ft.

1.2 Traffic Flows

1.2.1 Figure 1 shows the principal traffic flows in and out of the ScTMA Airspace.

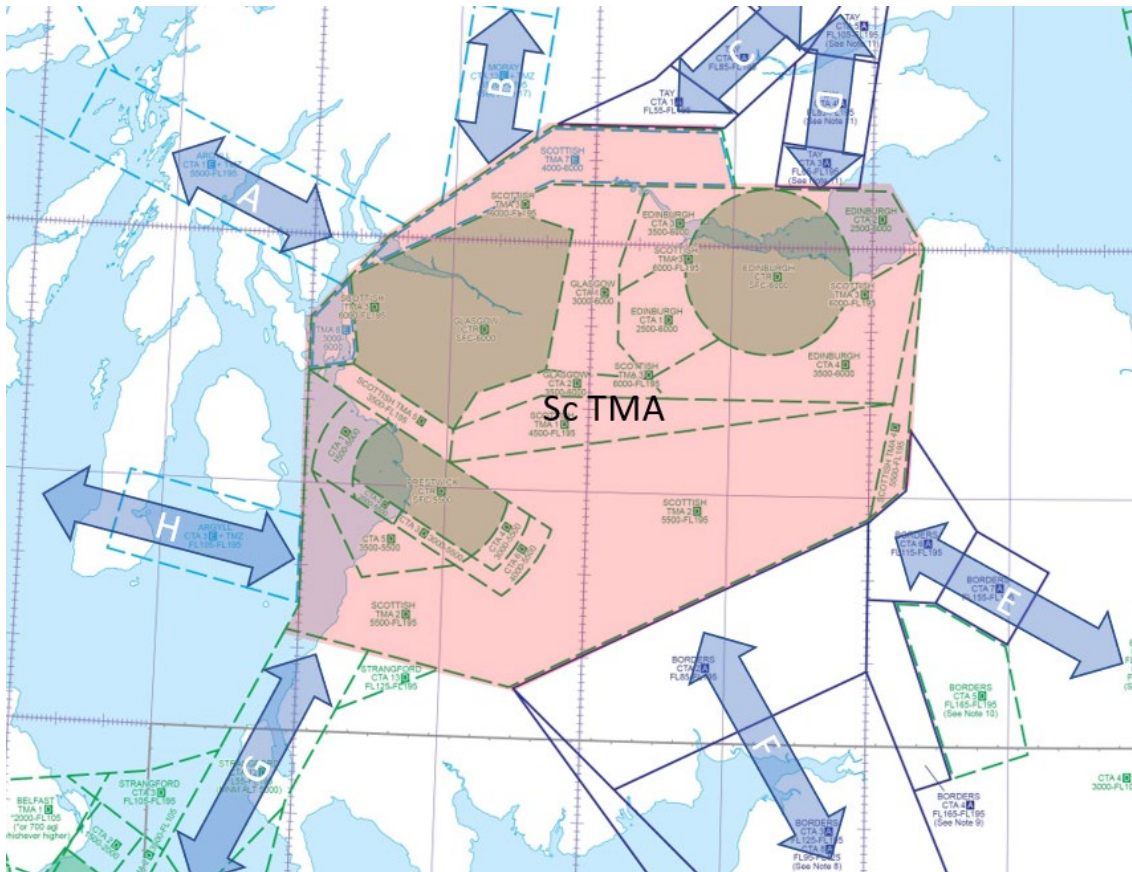


Figure 1: Adapted Airspace map (Chart Of United Kingdom ATS Airspace Classifications - SFC-FL195 [\(ENR 6-7\)](#)) showing the traffic flows (blue arrows) which converge on the ScTMA (Red shape) and the CTAs which contain them.

1.2.2 Table 1 provides a textual description of the ATS routes and controlled airspace blocks for each of the traffic flows shown in Figure 1.

Traffic Flow	Airspace Block	Levels ¹ Highest/Lowest	Class	Hours of Service	Routes Contained	Description of Traffic
A	Argyll CTA 1	FL195/5,500 ft	E+TMZ	H24	L602	This route is mainly used by traffic to and from the Outer Hebrides. This traffic is mainly lower level (<FL195) and most leave CAS to be worked by West coast sector. Occasionally this route is used for traffic to join the transatlantic oceanic tracks.
	Argyll CTA 4 ²	FL245/FL195	C			
B	Moray CTA 11	FL195/FL125	E+TMZ	H24	N560	This route is mainly used by Glasgow Traffic (via LOMON) to Wick, Sumburgh, Inverness, the Orkneys and occasionally Reykjavik. This traffic is mainly lower level (<FL195). On occasion this route is used by aircraft joining the northerly transatlantic oceanic tracks (>58N).
	Moray CTA 12	FL125/FL105		As Notified		
	Moray CTA 13	FL125/5,500 ft				
C	Tay CTA 1	FL195/FL55	A	H24	P600	This route is used by Edinburgh and Glasgow traffic to Perth, Aberdeen, the Shetlands and Northern Scandinavia.
	Tay CTA 2	FL195/FL85				
	Tay CTA 6	FL195/FL105				
D	Tay CTA 3	FL195/FL65	A	Sat 00:01 hrs to Sun 23:59 hrs	N864	This route is used by Edinburgh and Glasgow traffic to Perth, Aberdeen, the Shetlands and Northern Scandinavia. However, this routes use is dependent on gliding area activity.
	Tay CTA 4	FL195/FL85				
	Tay CTA 5	FL195/FL105				
E	Borders CTA 6	FL195/FL115	A	H24	Y96	This is the main route connecting the ScTMA to Northern Europe and the East.
	Borders CTA 7	FL195/FL155				
	Northern CTA 1 ²	FL245/FL195	C			

¹ The presented levels are the extremities of the route within the impacted area. The actual levels between two fixes will be within these limits but may not extend to the limits.

² Airspace above FL195 is designated Class C. These CTAs will be removed as they are redundant.

Traffic Flow	Airspace Block	Levels ¹ Highest/Lowest	Class	Hours of Service	Routes Contained	Description of Traffic
	Northern CTA 2 ²	FL245/FL195				
F	Borders CTA 1	FL195/FL135	A	H24		This is the main domestic route as well as the route connecting the ScTMA to central Europe.
	Borders CTA 2	FL195/FL85			T256 L613 N601 L612 N864	
	Borders CTA 3	FL195/FL125			T256 N864 N57 L612 N601	
	Borders CTA 4	FL195/FL165			L613	
	Borders CTA 6	FL195/FL115				
	Borders CTA 8	FL125/FL95			T256 N864 N57 L612 N601	
	Northern CTA 1 ²	FL245/FL195	C		T256 L613 N601 L612 N864 N57	
	Yorkshire CTA 4	FL195/FL125	A		L612 N601 N57	
	Yorkshire CTA 7	FL195/FL145			L612	
	Yorkshire CTA 15	FL125/FL75			N57	
	Yorkshire CTA 16	FL125/FL95		2000-0700 (1900-0600) only	L612 N601 N57	

Traffic Flow	Airspace Block	Levels ¹ Highest/Lowest	Class	Hours of Service	Routes Contained	Description of Traffic
G	Strangford CTA 1	FL195/FL75	D	H24	P620	This is the main route connecting the ScTMA to Belfast TMA, Ireland, the Iberian Peninsula, the Canaries and Africa.
	Strangford CTA 2	FL195/3,500 ft			P600 P620	
	Strangford CTA 11	FL195/FL95				
	Strangford CTA 12	FL195/FL55			P600	
	Strangford CTA 13	FL195/FL125				
H	Argyll CTA 3	FL195/FL125	E+TMZ	H24	N562	This route provides connectivity to the transatlantic oceanic tracks.
	Argyll CTA 5 ²	FL245/FL195	C			
TMA ³	ScTMA 1	FL245/4,500 ft	C	H24	Y96 N601 N864 L612	Traffic arriving, departing and overflying the ScTMA. This airspace volume also contains STARs and holds for aircraft arriving at the Scottish airfields.
	ScTMA 2	FL245/5,500 ft			L186 N864 Z246 L602 N97 Z247 L612 P600 Z248 L613 T256 Z249 N562 Y96 Z250 N601	
	ScTMA 3	FL245/6,000 ft			L602 N560 N864 L612 N601 P600	

³ Airspace above FL195 is Class C. TMAs will be revised to end at FL195 as the additional levels are redundant.

Traffic Flow	Airspace Block	Levels ¹ Highest/Lowest	Class	Hours of Service	Routes Contained	Description of Traffic
	ScTMA 4	FL245/5,500 ft			Y96	
	ScTMA 5	FL245/3,500 ft			P600 Y96	
	ScTMA 6 ⁴	6,000 ft/3,000 ft	E			
	ScTMA 7 ⁴	6,000 ft /4,000 ft				

Table 1: Description of the CTAs and ATS routes contained within the lateral limits of the ScTMA NERL ACP with proposed updates.

⁴ ScTMA 6 and 7 are below the vertical extent of this ACP and are included for information only.
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1.3 ATS Routes

1.3.1 Figure 2 shows the extant ATS network and the traffic density within the ScTMA airspace.

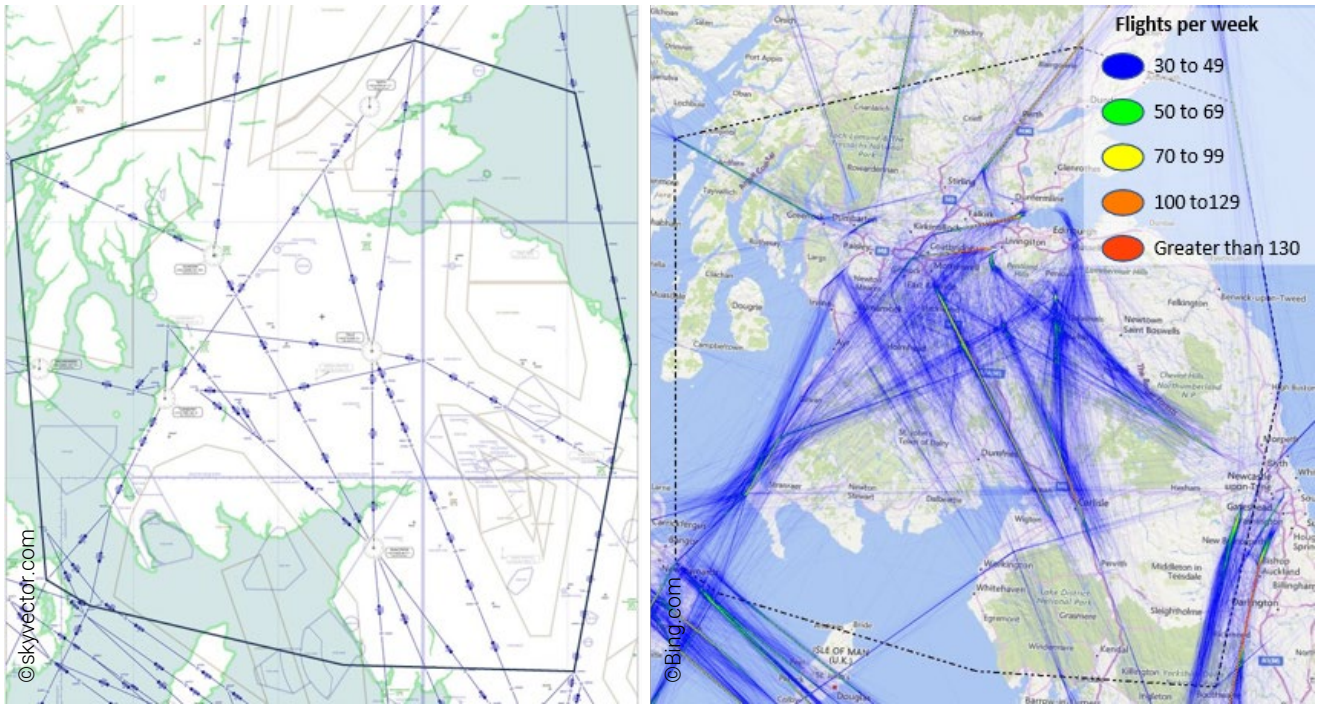


Figure 2: Left Figure- Lower ATS route Structure (FL70-250) within the ScTMA ACP area and, Right Figure- the density of flights (ATC Playback, (FL70-250, Aug 16-30 2023).

1.3.2 Table 2 provides a textual description of the ATS routes contained within the lateral limits of the change.

Route	Route Section within Lateral Limits of the Change	Levels ⁵ Highest/Lowest	Specification
L186	TRN-NORBO	FL255/6,000 ft	RNAV 5
L602	BRUCE – FYNER – CLYDE – GOW	FL255/5,500 ft	RNAV 5
L612	GOW – FENIK – LUSIV – ELBUS – NAVSO – BEBNI – DCS – LAKEY	FL255/6,000 ft	RNAV 5
M147 ⁶	MAGEE – ROBOP	FL255/FL75	RNAV 1
M148 ⁶	MAGEE – LIMKE – IBTES	FL255/FL75	RNAV 1
N552	RUBEX – MAC	FL255/FL195	RNAV 5
N560	INBAS – ERSON – FOYLE – GOW	FL255/FL125	RNAV 5
N562	AMCON – MAC – HERON – TRN	FL255/FL105	RNAV 5
N57	IPNOX – DCS	FL255/FL195	RNAV 5
N601	GRICE – TLA – IPDOR – ESKDO – INREV – UTOGO – INPIP – ABEVI – SHAPP – ERGAB	FL255/6,000 ft	RNAV 5
N864	ASNUD – IBOLU – NOVBA – PIPAR – TLA – UNURO – ASRUS – DCS – SUBUK – BILVO	FL255/6,000 ft	RNAV 5
P600	ASNUD – PTH – FINDO – EDONU – ENUKU – GRICE – GOSAM – FENIK – TRN – GIRVA – TUNSO – BLACA – GOTNA	FL255/FL55	RNAV 5
P620	BLACA – NELBO	FL255/FL95	RNAV 5
T256	NORBO – ROVLO – ORVUL – OSMEG – RIPNO – DCS	FL255/6,000 ft	RNAV 5
Y96	NORBO – TLA – HAVEN – IPSAD – OTBUN – AGPED – NATEB	FL460/6,000 ft	RNAV 5
Z246	HERON – DAUNT	FL255/5,500 ft	RNAV 1
Z247	HERON – OKNOB	FL255/5,500 ft	RNAV 1
Z248	OSMEG – LUCCO	FL255/5,500 ft	RNAV 1
Z249	OSMEG – SUDBY	FL255/5,500 ft	RNAV 1
Z250	LUCCO – SUMIN – HAVEN	FL255/5,500 ft	RNAV 1

Table 2: List of ATS routes contained within the lateral limits of the ScTMA change contained within the lower airspace above FL70.

⁵ The presented levels are the extremities of the route within the impacted area. The actual levels between two fixes will be within these limits but may not extend to the limits.

⁶ M147 and M148 support the Belfast operation and are not impacted by the proposed changes.

1.4 CAS Volumes

1.4.1 Table 3 lists the CAS volumes which account for the airspace classifications and the associated combined volumes.

Airspace Classification	Airspace Block		Volume below FL195 (NM ³ to 1 d.p.)
A	Borders CTA 1 Borders CTA 2 Borders CTA 3 Borders CTA 4 Borders CTA 6 Borders CTA 7 Borders CTA 8 Tay CTA 1 Tay CTA 2	Tay CTA 3 Tay CTA 4 Tay CTA 5 Tay CTA 6 Yorkshire CTA 15 Yorkshire CTA 16 Yorkshire CTA 4 Yorkshire CTA 7	6714.0
C	N/A		N/A
D	Argyll CTA 4 Argyll CTA 5 Northern CTA 1 Northern CTA 2 ScTMA 1 ScTMA 2 ScTMA 3 ScTMA 4	ScTMA 5 Strangford CTA 1 Strangford CTA 2 Strangford CTA 3 Strangford CTA 1 Strangford CTA 2 Strangford CTA 3	17,691.7
E	Argyll CTA 1 Argyll CTA 3 Moray CTA 11 Moray CTA 12	Moray CTA 13 ScTMA 6 ScTMA 7	11964.2

Table 3: List of airspace blocks by their classification and the combined classification volume.

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