

After a lengthy but purposeful discussion with airspace users, there have been recent developments in the application and utilisation of the proposed controlled airspace. To accommodate other airspace users who wish to operate, specifically in the vicinity of CTA 8, Highlands and Islands Airports Limited (HIAL) has proposed the utilisation of Flexible Use of Airspace (FUA) procedures.

What this would mean is that, at pre-agreed and notified times, airspace that would usually be categorised as controlled airspace, will be re-categorised as uncontrolled airspace. The times that the re-categorisation will be in effect will be notified through the AIP and, for re-categorisation of a more tactical nature, NOTAM, thus providing a minimum of 2 hours' notice to all users. Irrespective of notification procedures, the status of the CTA 8 area would be available by contacting Inverness Air Traffic Control (ATC) on the published frequency.



In May 2021 the UK will implemented an amendment to SERA.5001 Table S5-1 that modifies the VMC visibility and distance from cloud minima in airspace Classes D, F and G. This allows for more flexibility when operating in Class D airspace than was permitted previously. Details of this can be found on the UK Civil Aviation Authority (CAA) website [here](#). Perhaps the most significant detail is that the horizontal and vertical distance from cloud requirements will be removed and replaced with 'clear of cloud and with the surface in sight'.