

Swanwick Airspace Improvement Programme
Airspace Development 5
LAC West – ATS Route Connectivity Improvements

SAIP AD5 LAC West Connectivity

**Gateway documentation:
Stage 1 Define**

Assessment Meeting Minutes

NATS

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Action	Position	Date
Produced	Airspace Change Assurance, Future Airspace & ATM	31/7/18
Approved	ATC Lead Swanwick Development	31/7/18
Approved	ATCO Swanwick Development	31/7/18
Approved	Project Manager	31/7/18

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Publication history

Issue	Month/Year	Change Requests in this issue
1	July 2018	Submitted to CAA for publication

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Introduction

This document forms part of the document set required in accordance with the requirements of the CAP1616 airspace change process.

This document aims to provide adequate evidence to satisfy:
 Stage 1 Define Gateway, Step 1A Assess Requirement

1. Stage 1 Assessment Meeting held Tuesday 17th July 2018- Introduction

1.1 The following CAA and NATS staff attended the meeting:

CAA Attendees:	NATS Attendees:
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- 1.2 Swanwick Airspace Improvement Programme Airspace Development 5 LAC West – ATS Route Connectivity Improvements is known as SAIP AD5 for brevity.
- 1.3 A presentation was given by NATS to CAA, a copy is attached separately and will be available on the CAA portal. These minutes should be read alongside that presentation slide pack.

2. Statement of Need

- 2.1 The original Statement of Need (SoN) was submitted on form DAP1916 (ref **DAP1916-158**) followed by a revised SoN (ref **DAP1916-411**). A Stage 1 Assessment Meeting was held under the latter SoN on 2nd February 2018.
- 2.2 The process was paused by NATS until June 2018 due to a change in the scope of SAIP AD5 leading to a new SoN (ref **DAP1916-1806**).
- 2.3 CAA agreed that the latter SoN was appropriate.

3. CAA Opening Statement

- 3.1 CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA's CAP1616 requirements but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA's process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP1616) was broadly:
- for the Sponsor to present and discuss their Statement of Need;
 - to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process; and
 - to enable the CAA to consider the appropriate provisional Level to assign to the proposal.
- 3.2 Additionally, the sponsor was required to provide information on how it intended to fulfil the requirements of the airspace change process and to provide information on timescales.
- 3.3 Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stage of the airspace change process.

4. Issues and benefits arising from proposed change

- 4.1 Slides were presented, illustrating the background, baseline current operations in some detail, potential concepts for development and their viability, their benefits and issues, draft design principles, timescales, and engagement (both started and planned).

5. How to address identified issues

- 5.1 The high-level issues were highlighted and discussion occurred naturally.
- 5.2 The discussions often involved clarifying how the process would apply, and the differences between Level 1 and Level 2.
- 5.3 Specific discussion points were recorded in Section 8 on page 7.

6. Provisional indication of the appropriate airspace change level

- 6.1 Based on the discussion points and the presentation, the CAA stated that SAIP AD5 is provisionally a Level 2 airspace change, based on CAP1616 definitions, subject to confirmation at Stage 2.

7. Draft Timescales and Planned Gateway Assessments

- 7.1 A slide showing the draft timescale was presented.
- 7.2 It was noted at the time of the presentation that the Gateway dates are subject to change. NATS confirms its intended timescale is as follows:

CAP1616 Gateway	Gateway Assessment date	Document Deadline
Stage 1 Define	28/9/18	14/9/18
Stage 2 Develop & Assess	30/11/18	16/11/18
Stage 3 Consult	25/1/19	11/1/19

Non-CAP1616 Event [#]	Expected date of action	RAD/SRD deadline
Establish flightplannable DCTs across NWMTA for high level overflights (green dashed arrows in slide pack) These would have no potential to alter traffic patterns below 7,000ft.	AIRAC03-2019 28/2/19	Nov 2018

[#] This concept was briefly discussed in the meeting but more details are supplied here as a post-meeting clarification. Changing or adding flightplannable DCTs falls outside CAP1616 as per following CAA statement: *For DCTs that are at or above 7,000ft, that meet the maximum length limitations (as defined in RAD APP 4 (4-2)); outside of those limitations, the DCT has to be promulgated in RAD APP 4) and does not have the potential to alter traffic patterns consequently below 7,000ft (PPR), NATS may alter DCTs as required with the caveat that NATS sends an email informing the CAA of the change for completeness/traceability purposes. However, please take in regard that the final PPR policy which is in development may change this approach.*

(CAA Airspace Coordination ref SW, 18/5/18)

There have been no developments in PPR policy thus NATS will conform to the statement as written.

CAP1616 Event	Expected date of action
Stage 4 Update & Submit ACP	Mid May 2019
Stage 5 Decide	Late July 2019
Stage 6 Implement	AIRAC12-2019 07/11/19 Contingency AIRAC13-2019 05/12/19

Table 1 Draft schedule for this proposal

8. Discussion topics

Discussions occurred between NATS and CAA on the following subjects.

- 8.1 CAA: Consider the dependence (if any) between this proposal and Birmingham Airport's separate but ongoing ACP.
NATS writes:
Logically it would make sense to "join up" part of this AD5 proposal with Birmingham's ACP (subject to approval) however there is no specific dependence at time of writing – AD5 could be progressed independently of Birmingham's ACP. Birmingham Airport has been engaged and is a key stakeholder in this proposal.
- 8.2 CAA:
Consider this proposal's alignment with Future Airspace Strategy Implementation South (FASI-S), with regard to Heathrow and Birmingham airports, and its potential longevity if further network changes are required under FASI-S' London Airspace Management Project (LAMP) which is also a NATS proposal.
NATS writes:
This is already under consideration and these two projects will be mutually beneficial, with AD5 providing more immediate benefits in a likely similar manner to LAMP's wider-ranging future changes 2024+, all subject to approval.
- 8.3 NATS:
Birmingham Airport's CPT 2Y SID from runway 15 is a candidate for truncation under the CAA's 31/5/18 (updated 14/6/18) SID truncation policy statement. This truncation could potentially be incorporated into SAIP AD5 subject to the working out of technicalities. However, it depends on the outcome of the CAA's post implementation review of runway 15 SIDs (CAA ref ACP-2012-02, decision date 6/4/16) which has yet to be published.
CAA:
The PIR is ongoing and therefore a decision on the feasibility of NATS' proposal cannot immediately be assessed.
- 8.4 NATS:
Clarification was requested on the practical application of CAP1616 Level 1 vs Level 2 under certain circumstances. The example discussed is where the use of a low level route is currently time-limited to evenings/overnight/H24 at weekends – would changing those times cause a change in Level, where there would be no change to the typical flightpaths laterally or vertically?
NATS' contends that departures on the example route already happen H24 at weekends, so noise impacts weekday daytimes would be qualitatively the same or less.
CAA:
Meeting afternote: The CAP1616 section entitled 'Permanent and planned redistribution of air traffic' provides guidance on aircraft operational changes.
- ## 9. Engagement, and Next steps
- 9.1 A slide was presented illustrating stakeholder engagement so far with aviation specialists, and also the next steps in the development of this proposal.
CAA: Noted the potential impacts to GA from this proposal and emphasised that the proposed ACP timescales for Stage 1 should allow for sufficient time to engage on design principles with GA representatives – particularly as August is a common holiday month containing bank holidays.
- 9.2 **Action NATS** to provide CAA with a full copy and a name-redacted copy of the presentation slide pack and these minutes of the meeting, for upload to the CAA airspace change portal.
(Action **closed** upon receipt of this document).

10. AOB

- 10.1 NATS requested that ACP decisions (including post implementation review PIR decision reports) should be provided to the sponsor in advance of website publication, embargoed for an agreed period, in order for the sponsor to prepare communications, press releases, website updates etc. CAA staff attending this meeting agreed it was a reasonable request and would seek to discuss that with their seniors. NATS hopes this may become a general CAA position for ACPs and PIRs.

11. Agreement of these minutes

- 11.1 These minutes are agreed by NATS and CAA to be a fair reflection of the Stage 1 Assessment Meeting.

12. Confirmation of intent to proceed

- 12.1 NATS confirms that we intend to proceed with the development of this proposal.

End of document