


**NATS/MOD Meeting NWMTA /Y124
2018**

4th December


Attendees:

	NATS
	NATS
	NATS (telecon)
	DAATM
	Air Command
	RAF Valley
	<u>Qinetiq</u>
	<u>Qinetiq</u>

 presented the overall rational on the proposal following a meeting at AMSG in October where NWMTA was discussed as a topic of concern .

NATS Analytics sector capacity modelling has highlighted that the IOM PC & Sector 7 & 4 Swanwick will see increased demand due to operational impact of Dublin 2nd Runway .

NATS have already made some changes within the IOM and surrounding sectors specifically aimed at improvements in sector capacity/ reducing delays. However, additional changes are required within the IOM airspace to enable the introduction of airspace designs associated with Dublin 2nd parallel runway.

 indicated that as a minimum these will be an extension of Q36 & Q37 to the FIR boundary for new waypoints associated with new Dublin SIDs. A DAP1916 Statement of Need has been submitted to capture this requirement. However, there may also be a requirement for extension of M145 but this requirement will be captured following output of the Dublin Bretigny simulation report.

DAATM formally advised that they have no issues with these routes being amended.

Any change to Y124 impacts the DEXEN SID and will need to be coordinated with IAA where timing is critical.

AFEP (Airline and Flight Efficiency Partnership) relevant minutes and slides – 13/11/19

FASI-North Airspace Change Proposals

████████ provided a short update on Prestwick changes in relation to FASI-North. He reiterated that having FMSs updated is key and needs to be better managed as there have been problems in the past (eg recent BB changes). This was acknowledged by the airlines.

PC Airspace Update



Dublin Airspace Project

New Tower complete March 2019

ATC Ops from new Tower expected May 2020

New airspace resectorisation (new north and south sectors) including SIDs Feb 2021

ATC Ops on parallel runway Q3 2021

IAA CONOPS – In westerly segregated RWY 28R will be departure & runway 28L arrivals
In easterly segregated RWY 10R will be departure & runway 10L arrivals

During periods when both runways in use for depts north sector from the north runway & south sector depts from south runway

PC Airspace Update



Dublin Airspace Project

NATS Impact

ACP required under CAP1616 to introduce new COPS at FIR Boundary for RNAV 1 traffic and realign Q36 & Q37

In addition NATS has commenced a 2nd ACP to realign Y124 through DEXEN to achieve H24 operation

Both at Design Principles Stage and discussions ongoing with MOD regarding Y124



Lead Operator Panel Meeting – 03/12/19

- Meeting Minutes not formalised and are out for review. Relevant section from draft included via email

Subject: RE: Q37Q37 Stage 2: Step 2A

The Meeting Minutes from the Carrier Panel are still out for review and will not be formalised until later this week. However, the section from the draft that pertains to the request is as follows:

Prestwick Lower Airspace Systemisation – Chris Dare (NATS)

Update on Future Airspace Strategy Implementation North (FASI-N) and PLAS

Question: How do we improve the updating of FMS's in a timely manner following any ACP?

The problem is not in getting the data to the operator but in the operator getting the data onto the aircraft. As such, it is seen as primarily an education piece for airline engineers.

For the Manchester TMA airspace changes Manchester, Liverpool and East Midlands airports have all had to re-start their ACPs under the new CAP1616 process.

In response to a query about the Pilot Common Project (PCP) requirement for PBN SIDs and STARs, GB stated that no acceptable means of compliance has been defined but believed that it will apply to all SIDs and STARs. However, the PBN-IR states one IFP per runway end.

Under the new UK Aviation Minister, any expansion of controlled airspace is under greater scrutiny with Secretary of State sign-off needed for additional controlled airspace as part of an ACP. Therefore, Future Airspace Strategy Implementation North (FASI-N) is reviewing an additional option with a smaller CAS requirement. Another option is the introduction of more Class E airspace to provide greater airspace access for general aviation.

A reflective timeline is expected in time for the next Carrier Panel review. ACOG will be formally be presenting their view of the timeline in the new year

The Manchester TMA draft design principles were shared with the group. Airlines are invited to review and comment. The group observed that CCOs and CDOs should be factored in, but the airlines' general view is that the design principles are fundamentally the same for every ACP so expect the PLAS requirements to be similar to those for LAMP.

The designs assume the Transition Altitude in Manchester TMA remains at 5,000ft.

The PLAS team are looking to arrange workshops with a northern airline focus group.

Update on Dublin Runway 2

In support of Dublin airspace changes, a NATS ACP is required for Isle of Man airspace to introduce new coordination points at the FIR Boundary for RNAV 1 traffic and realign Q36 & Q37. In addition, NATS has commenced a 2nd ACP to amend Y124 through DEXEN to achieve H24 operation.

The airlines in attendance were:

Aer Lingus
BA CityFlyer
British Airways
easyJet
Flybe
Gama Aviation
Jet2
United Airlines
Virgin Atlantic Airways

Regards,

NATS

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Telecon – NATS / IAA Regular Meeting – 06/12/19

Sent: 13 December 2019 13:58

Subject: Dublin/NATS Telcon Catch Up Notes

All

Thanks for your time at the recent telecon; notes below.

Please add additional comments.

Thanks

Attendees

LIPGO OPTION

Not a priority for Dublin, limited progress from a PC perspective as no definitive contact at Swanwick for initial kick off. [REDACTED] indicated that he would try to pursue via a PC Tech Suggestion.

SAIP 5

Generally working well, however, not as many aircraft on routes as expected.

Y 125 Offload - Shannon who have the option to cherry pick the EGLL offloads in coordination with Swanwick - email system seems to work

P155 slow take up due to RAD issues. EHAM & EDDF arrivals added to potential destinations. LIDO & Jeppesen have updated their FPL systems which may see further uptake.

Virgin raised an issue at AFEP about late updates regarding use of the offload - this will need to be monitored and feedback obtained.

209 aircraft have utilised the FITBO arrival since 01 date

Updates to continue through next telecon

NATS Update

Design Principles Stage 1B for both COPS and Y124 approved by CAA with some additional caveats about engaging with N Wales stakeholders for Y124 amendments.

NATS have submitted Design Options for Stage 2 for the next Gateway under CAP 1616 for COP changes associated with Q36/37

Y124 Progress

As a result of the failed gateway for Design Principles engagement with MOD for Y124 has yet to be undertaken.

MOD are considering amendments to Valley ATAs. JR indicated that USAF will be basing 48 F35 at EGUN which will utilise these areas and MOD are unlikely to agree to changes without sufficient justification.

The current timelines associated with Y124 progress is challenging and will require additional F2F engagement with MOD. [REDACTED] indicated that an additional hour availability may suffice in the short term which could be amended through the RAD, with a view to progressing at a later stage.

In addition there are plans to make Y124 CDR1 inline with the EU Single Category CDR directive; work being undertaken by NATS Network Management

[REDACTED] indicated that IAA DOPG meeting with airlines on 18th December which should offer some feedback on potential destinations.

[REDACTED] also suggested that AMSG had also raised the Y124 availability times with a view to enabling an additional hour

[REDACTED] to set up an internal meeting to review Y124 ACP & timeline and feedback which could mean pausing the ACP and opting for RAD improvement as a short term action.

This could involve introducing a trial for additional availability but this is still likely to need to be progressed through CAP1616 - tbc at the meeting.

IAA Update

Project on track but BOFUM & FEXSI requested through ICARD but confirmation not received from ICAO

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