

Revised Position of Y124

Gateway documentation:
Stage 2 Develop and Assess

Step 2A document (i)
Airspace Change Design Options
V1.0



NATS

Roles

Action	Role	Date
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1. Introduction

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

1.2 This document aims to provide adequate evidence to satisfy Stage 2 Develop and Assess Gateway, Step 2A(i) Design Options. The CAA reference is ACP [2019-10](#).

2. Options development – brief history

2.1 Dublin Airport Authority has embarked to develop and implement a 2nd parallel runway which will generate additional demand from 2021 onwards. This forecast traffic growth and additional runway presents an opportunity to review and further modernise the airspace in the North Wales and Irish Sea areas that interface with Irish airspace as part of the CAA Airspace Modernisation Strategy.

In November 2017, closely spaced RNAV 1 routes were implemented in the IOM sector. This initiative was designed to reduce controller workload and increase sector capacity within the region.

ATS route Y124, located in between the Republic of Ireland and the UK, over the Irish Sea, is currently utilised by eastbound commercial traffic in limited standard operational hours, usually between 18:00 – 08:00 (and weekends + public holidays). Outside of these times the route is made unavailable in order to allow the MOD access to the North Wales Military Training Area (NWMTA) and to conduct activities within Danger Area 201B. This limits the effectiveness of the route for commercial traffic during weekdays in that it is only available to early first rotation departures from Dublin. All further departures, and traffic is routed via ATS routes L975, Q36 & Q37.

There is now an opportunity to amend ATS route Y124 so it is RNAV 1 compliant and for it to be available for commercial traffic for longer periods, independent from the NWMTA and Danger Area 201B, therefore allowing an additional solution for managing Dublin departure traffic and improving capacity in the area whilst integrating the UK route structure with proposed Dublin R2 routes in Irish Airspace. Additional availability of the route is also likely to generate reduced fuel burn.

This document presents the design options considered (Note: evaluation against the design principles is given in the accompanying Stage 2A(ii) Design Principle Evaluation, Options Assessment).

The design principles used to evaluate these options are described in detail in the Design Principles [document](#) (Stage 1 Gateway Assessment).

3. Stakeholder Engagement

3.1 Engagement has been primarily with the following key stakeholders:

- IAA
- Airlines (informed)
- MoD
- QinetiQ
- Areas of Outstanding Natural Beauty (AONB's), National Parks

As the development of the design options has progressed, further engagement has taken place with relevant stakeholders. Table 1 below gives a summary of the design option engagement that has been undertaken.

Date	Meeting	Attended by
04/12/2018	Dublin Airspace Meeting	NATS, MoD (DAATM), QinetiQ
27/06/2019	Dublin Interface Meeting	IAA, NATS
03/10/2019	Telecon – IAA / NATS Regular Meeting	IAA, NATS
08/11/2019	Telecon – IAA / NATS Regular Meeting	IAA, NATS
13/11/2019	AFEP (Airline and Flight Efficiency Partnership) Meeting at Heathrow Hyatt Hotel	NATS, British Airways, BA City Flyer, Delta, Flybe, Jeppesen, Jet2, KLM, Lufthansa, Ryanair, SAS, United, UPS, Virgin
03/12/2019	Lead Operator Panel Meeting	NATS, Aer Lingus, British Airways, BA City Flyer, EasyJet, Flybe, Gama Aviation, Jet2, United, Virgin Atlantic
06/12/2019	Telecon – IAA / NATS Regular Meeting	IAA, NATS
10/01/2020	Telecon – IAA / NATS Regular Meeting	IAA, NATS
22/01/2020	Engagement email to AONB's / NP's	ACP Engagement email sent to Anglesey AONB, Clwydian Range AONB, Snowdonia National Park
23/01/2020	Engagement email response	Email response from Snowdonia NP
27/01/2020	Design Options Meeting at NATS Swanwick	NATS, QinetiQ, MoD (DAATM)

Table 1: Summary of Stakeholder Engagement Activity

3.2 During the AFEP meeting on 13th November, NATS presented the Y124 ACP progress alongside other active ACP's to all airlines in attendance. This was also the case at the Lead Operator Panel meeting. There were no comments raised by any of the airlines in attendance.

3.3 The main focus of engagement has been between NATS and QinetiQ / MOD to agree on design options for this ACP. As much of the design options proposed are impacted by the MOD in the NWMTA / D201B areas, ongoing engagement has taken place to identify an option that satisfies both sponsor and stakeholders. This engagement will continue as this ACP develops.

3.4 Engagement via email has also commenced between NATS and AONB's / National Parks regarding the realignment of Y124. A response from Snowdonia National Park was received and queried whether a noise assessment had been/will be carried out for this proposal. NATS replied stating as this proposal is not impacting flights at or below 7,000ft there would be no noise assessment taking place. No response has been received from Anglesey and Clwydian Range AONB's.

3.5 Regular correspondence has taken also place between NATS and the IAA to ensure both sponsors are informed of continued developments of this ACP, either side of the FIR boundary. The related changes being introduced by the IAA in the Irish FIR have been engaged by the IAA, with airlines and other stakeholders. As such, in accordance with the proportionality of impacts, the engagement with stakeholders has been scaled and limited to the meetings listed in Table 1 above.

3.6 Continued discussion of Y124 design options has also taken place at Airspace Management Steering Group (AMSG) meetings, chaired by the CAA.

4. Baseline (do nothing) description

This section describes and illustrates the baseline (do nothing) scenario for this ACP.

It should be noted that "Doing nothing" is useful as a balance for comparison, but it is not considered as a viable option for this ACP.

4.1 Current airspace diagram



Figure 1: Current (U)Y124 Route structure

4.2 Figure 1 shows the current ATS route Y124, which is contained in UK airspace and ends at Co-ordination Point (COP) DEXEN. Currently, Dublin departure traffic on eastbound routings utilise this route between 18:00 – 08:00 (and weekends + public holidays). However outside of these times, this route is off limits to commercial traffic and the NWMTA becomes active, allowing the military special use of this airspace for training purposes.

5. Concept Overview

5.1 With the predicted increase in traffic demand following implementation of Dublin's 2nd parallel runway, due to come into operation October 2021, it is expected to drive higher demand in the Isle of Man and Lakes sectors. This demand is expected to increase by 30% by 2030, therefore NATS, together with the IAA, sense there is an opportunity to implement a future proof concept that modernises this section of airspace to accommodate the forecasted traffic growth.

5.2 Besides the baseline (do nothing) option, this document also discusses six concept options. These design options have been drawn up to identify the best possible option that meets the needs of all stakeholders and adheres to the design principles. These options are evaluated against the design principles in the accompanying Stage 2A(ii): Design Principle Evaluation, Options Assessment document.

6. Concept Option 1 – Amend MTA Times

6.1 Option 1 design seeks to adjust the activation times of the NWMTA to allow civil traffic increased usage of the airspace when there is no MOD demand. This option would align the hours with the South Wales MTA and remove the disparity between the AIP activation times of both areas. The current CDR (Conditional Route) activation times, observed from the UK AIP under ENR 3.3 can be seen below in Figure 2.

Route Remarks:
 CDR Category One, Two and Three (CDR 1, 2 and 3) (ENR 1.1, paragraph 1.1.7 refers).
 CDR 1 Mon-Thu 1800-0800 (1700-0700) and from 1700 on Friday or the day preceding a PH to 0800 (0700) on Monday or the day following a PH.
 CDR 2 Mon-Thu 0800-1800, Fri 0800-1700 (Mon-Fri 0700-1700).
 The route may be closed tactically with 2 hrs notice in which case routings will be via LIFFY L975.

Figure 2: CDR Route Remarks for ATS Route Y124

6.2 This design does not propose any changes to the extent airspace. However, it alters operational hours between 08:00 to 09:00 and provides additional capacity for civil traffic and allows for greater distribution of Dublin departures during the first rotation of flights. This option facilitates predicted increase in traffic demand for the short term and relieves capacity constrained Isle of Man and Lakes sectors, yet this concept may be subject for reassessment in coming years once forecasted traffic reaches route capacity.

7. Concept Option 2 – ATS Route Y124 to become RNAV 1 & amend NWMTA / D201B Northern Boundary

7.1 Concept option 2 again does not alter the route structure of Y124, however makes amendments to the northern boundary of NWMTA / D201B special use airspace. The amendments would move the northern boundary of both SUA's to the south, subject to operational agreements between NATS and MOD / QinetiQ. This will enable civil operators the ability to flight plan through the route on H24 (24 hour) operations, enabling independent use for civil traffic and providing additional capacity.

This option requires minimal civil training and is a future proof design that facilitates the required demand that is forecasted from Dublin's second runway implementation. Figure 3 illustrates the amendments proposed to the northern boundaries of the MTA's.

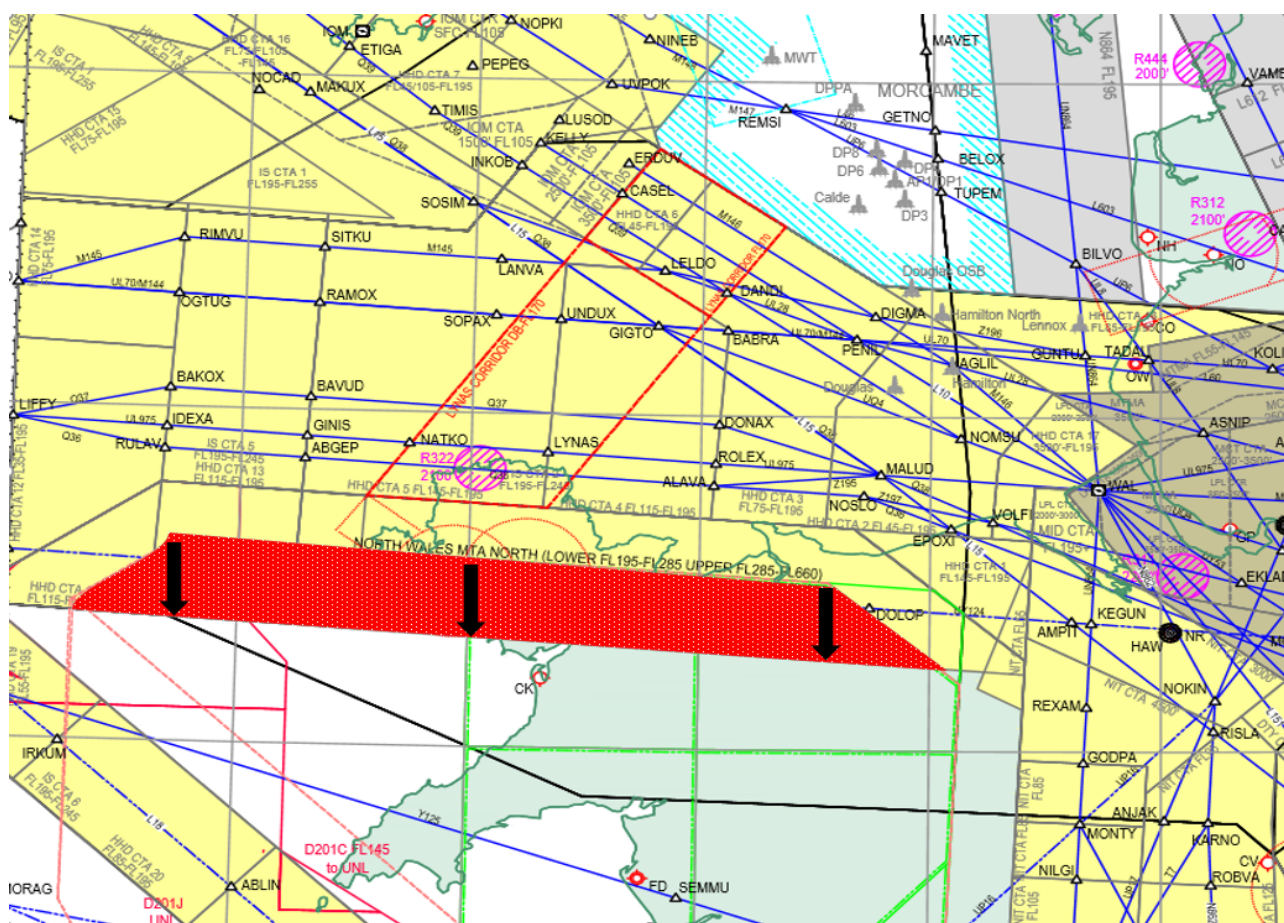


Figure 3: Option 2 amend NWMTA/D201B Northern Boundary

8. Concept Option 3 – Move ATS Route Y124 North by 3 Miles – H24 Operations (RNAV 1)

8.1 This concept option seeks to move Y124 north by 3 miles, providing 7nm between Q36 and revised Y124. This will bring the benefit of permanent H24 use for civil traffic, enhancing capacity with greater flexibility of use for Dublin departures. In addition, it allows the MOD and QinetiQ to activate D201B and NWMTA special use airspace without reference to civil operators. Following continued engagement, it is perceived the impact to both the MOD and QinetiQ operations will be low, however amendments to the Special Use Airspace (SUA) buffer policy will need to be fully understood and agreed to by all.

Moving the ATS route north, would require new route name and waypoints. In addition, a new COP for DEXEN and training/briefings resulting from a geographical route change would be required.

The re-location of Y124 complies with route separation regulations under CAP1385 with systemised spacing of 7nm between routes Y124 and Q36 and improves systemisation in Isle Of Man and Lakes sectors. As a result, aircraft operators are predicted to benefit from fuel saving improvements. Figure 4 below illustrates the design for option 3.

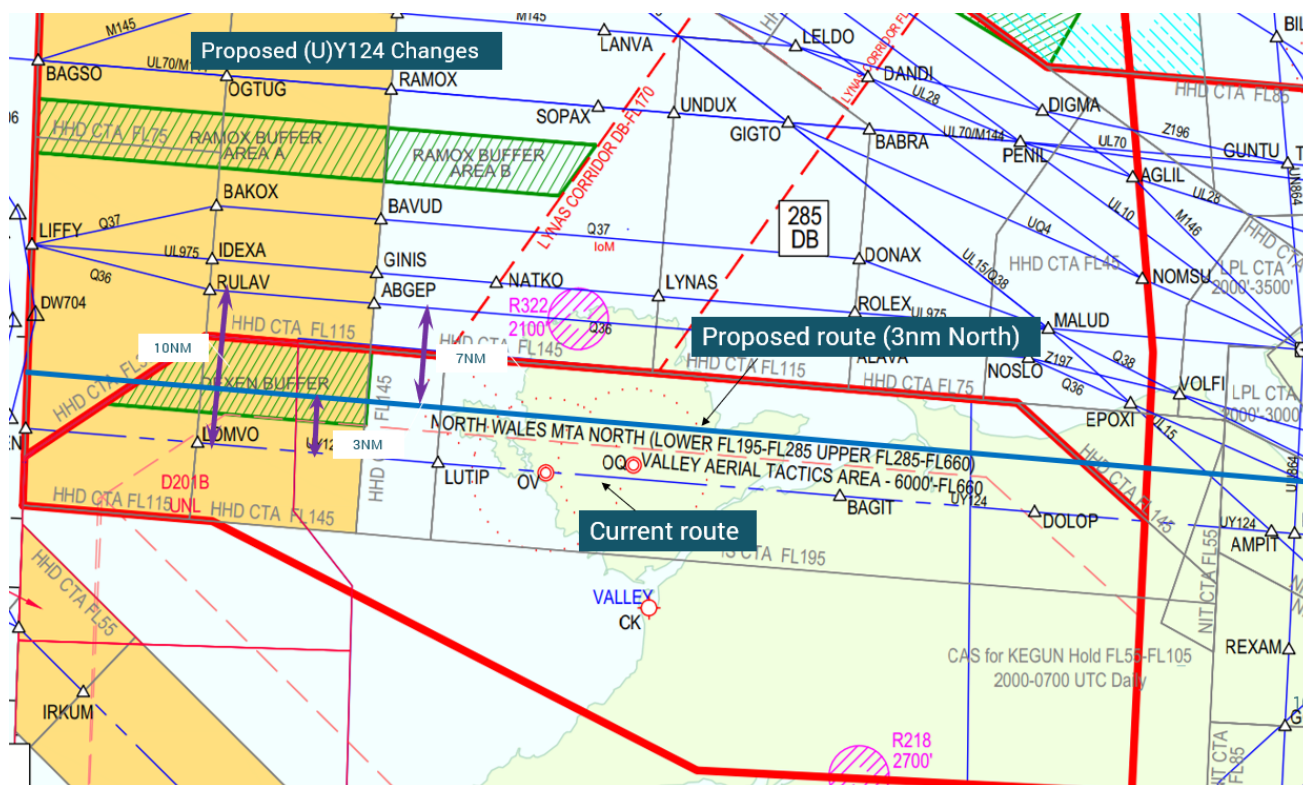


Figure 4: Option 3 reposition of ATS Route Y124 3 miles north of current location

9. Concept Option 4 – Move ATS Route Y124 North by 4.2 Miles – H24 Operations (RNAV 1)

9.1 Option 4 proposes to move Y124 north by 4.2 miles, providing 5.8 nm between Q36 and revised Y124. This is based on CAP1385 Scenario 1 – Same Direction Parallel Straight Routes MRS (Minimum Radar Separation) +0.8nm route separation criteria utilising Swanwick ATC separation standards. This design provides additional capacity for civil traffic by enabling H24 operations and permanent use of the ATS route. Greater systemisation in the Isle of Man and Lakes sectors would also be derived through the adoption of this design, in addition to allowing greater flexibility for Dublin SID traffic distribution and additional fuel saving benefits for airlines. Moreover, this option would also allow both QinetiQ and MOD independent operation of D201B and NWMTA.

In moving the ATS route north, a new route name and waypoint would be required. In addition, a new COP for DEXEN and training/briefings resulting from a geographical route change would be required.

However, despite complying with CAP1385's route spacing criteria, following continued discussions, it has been noted this design option would not comply with the current ATC radar monitoring tools in place at Swanwick, and may not be supported by the introduction of future systems. Aircraft would still need to be transferred on radar headings, to comply with existing separation therefore limiting the effectiveness of systemisation. It is on this basis this option is considered not be viable to progress further. Figure 5 below details the route change.

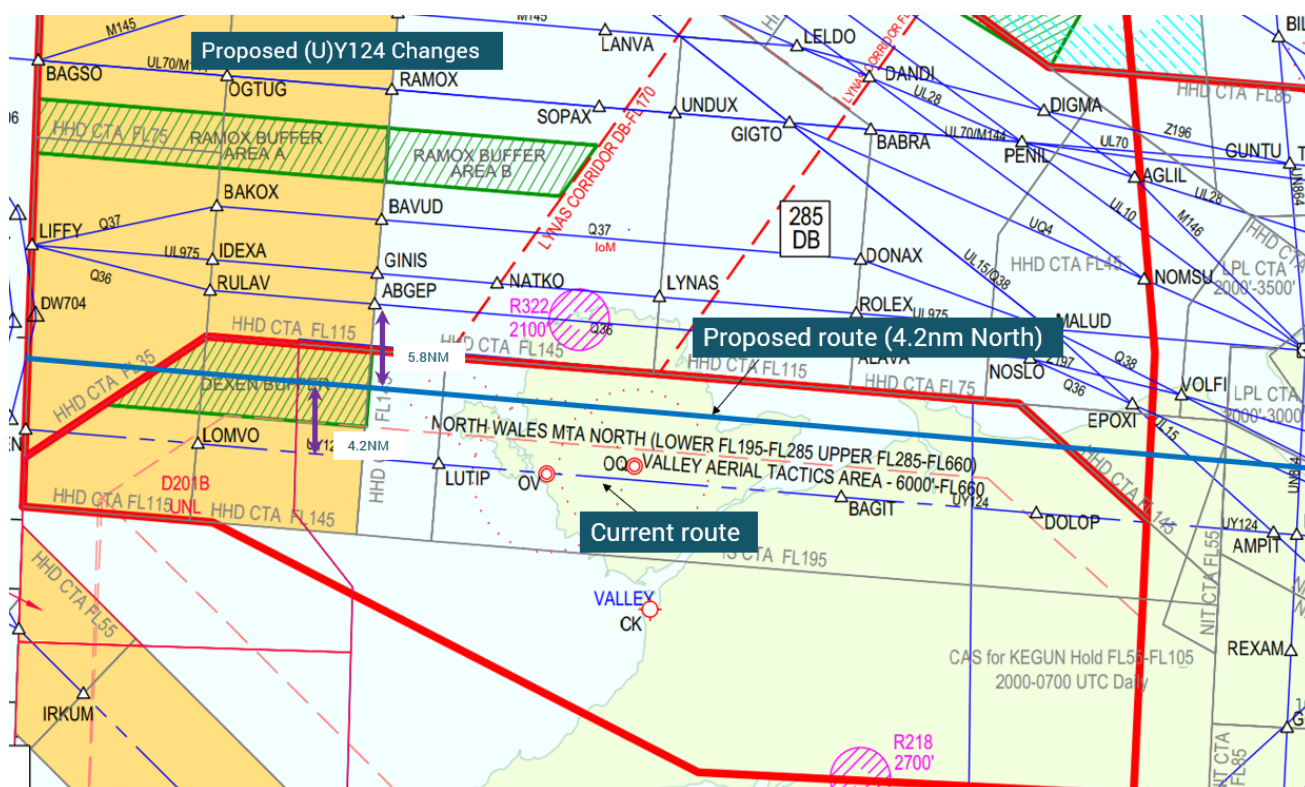


Figure 5: Option 4 reposition of ATS Route Y124 4.2 miles north of current location

10. Concept Option 5 – Move ATS Route Y124 North by 6.2 Miles – H24 Operations (RNAV 1)

10.1 Concept option 5 moves Y124 further north at 6.2 miles from its current position. This option meets route spacing requirements under CAP1385 criteria to 3.8nm south of ATS route Q36, utilising Prestwick 3nm separation criteria. There are similar benefits for option 5 when compared to option 4, with increased spacing between the newly proposed route and D201B/NWMTA, allowing MOD and QinetiQ independent operations.

However as in Option 4, this concept would require aircraft to be vectored by ATC when transferring aircraft to Swanwick to provide separation of at least 5nm. As such this is seen not to be an improvement to systemisation and would increase controller workload and negatively impact capacity. On this basis, it has been agreed between NATS Swanwick and Prestwick this option is rejected. Figure 6 below details the route change.

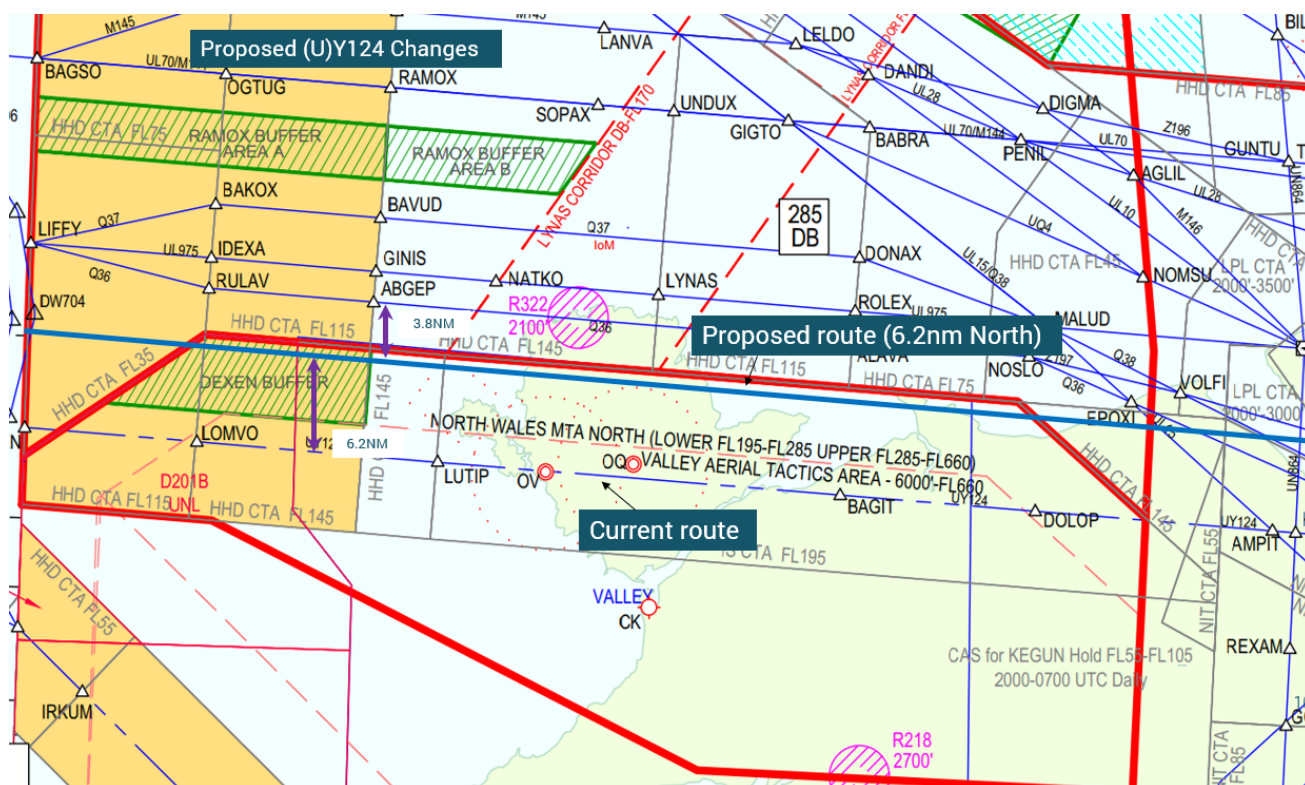


Figure 6: Option 5 reposition of ATS Route Y124 6.2 miles north of current location

11. Concept Option 6 – Flexible Use of Airspace (FUA) of NWMTA/D201B Northern Boundary – H24 Operations (RNAV 1)

11.1 The final concept option is similar to concept option 2, however rather than a permanent amendment to the MTA northern boundaries, a flexible use sub-division of the airspace is proposed, shown as Area A in Figure 7. Through this design, the airspace can be subdivided to accommodate airspace user demand.

This option does not move the physical location of Y124, therefore reaping similar benefits to options 1 and 2 with RNAV 1 H24 operations for civil traffic, but in addition allows greater flexibility for military operations when required.

This allows the route to be classified as a CDR1 whilst providing MOD with flexibility based on current demand and their developing work to understand future requirements in the area.

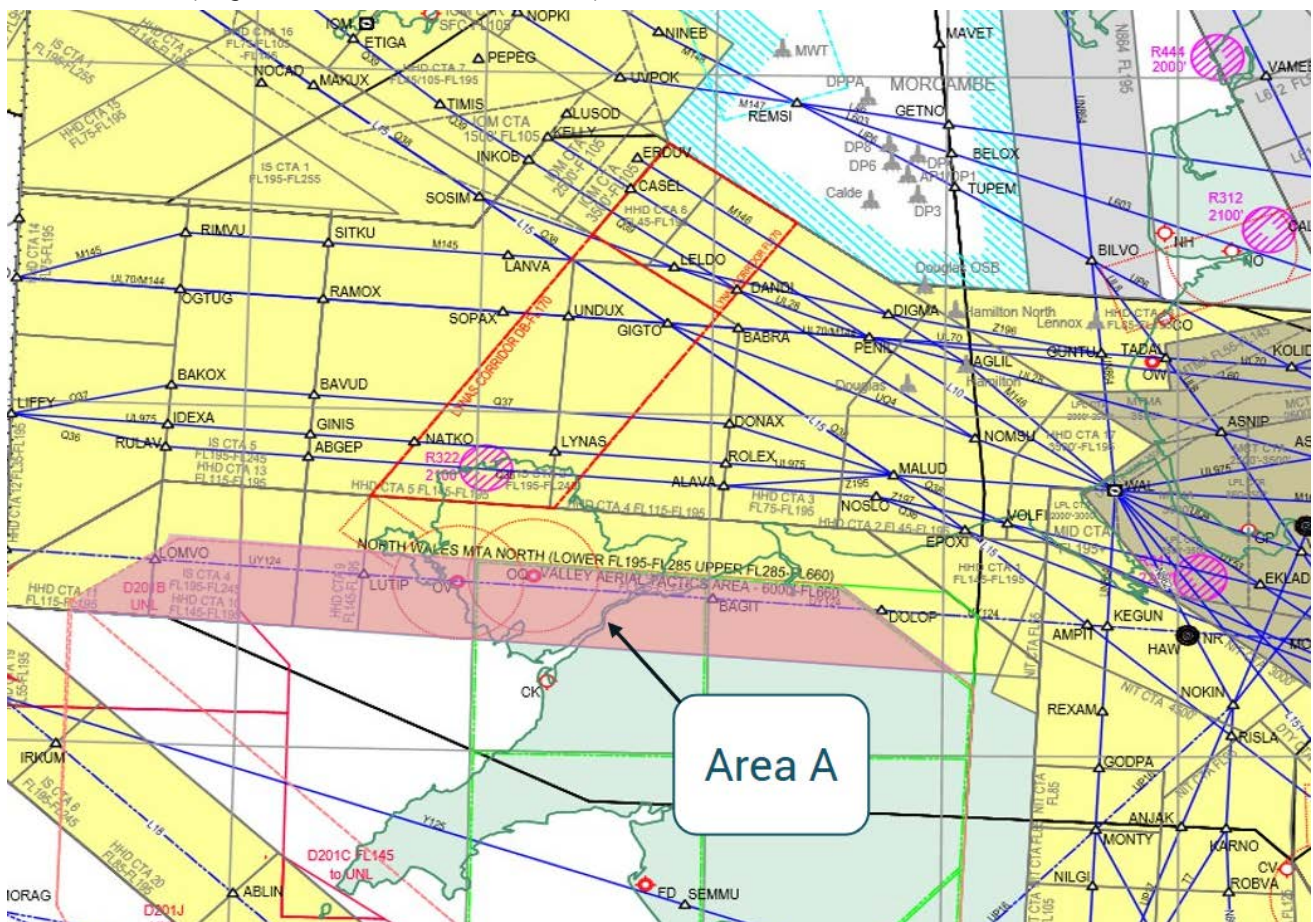


Figure 7: Option 6 Flexible Use of Airspace (FUA) of NWMTA/D201B Northern Boundary

12. Conclusion

12.1 NATS have comprehensively engaged with the IAA, MOD and other relevant stakeholders regarding the repositioning of ATS route Y124 which has concluded in what is believed to be the appropriate number of design options proposed that best meets the design principles and their relative priorities.

12.2 NATS are progressing a range of concept options with stakeholders and will continue with engagement as this ACP develops. This is to ensure the correct option is chosen that adheres to the design principles (formalised in Stage 1B) and fulfils stakeholder requirements.

12.3 This document describes the design options proposed following engagement with stakeholders. These options presented above are evaluated against the design principles in the accompanying Stage 2A(ii) Design Principle Evaluation, Options Assessment document.

13. Appendix A – Glossary

ACP	Airspace Change Proposal
AFEP	Airline and Flight Efficiency Partnership
AIP	UK Integrated Aeronautical Information Package
AIRAC	Aeronautical Information Regulation and Control
AMSG	Airspace Management Steering Group
ANSP	Air Navigation Service Provider
AONB	Area of Outstanding Natural Beauty
ATC	Air Traffic Control
ATCO	Air Traffic Control Officer
ATM	Air Traffic Management
ATS	Air Traffic Service
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
CAS	Controlled Airspace
CDR	Conditional Route
COP	Coordination Point
D201B	Danger Area 201 Bravo
DAATM	Defence Airspace and Air Traffic Management
DfT	Department for Transport
DME	Direction Measuring Equipment
FIR	Flight Information Region
FUA	Flexible Use of Airspace
GA	General Aviation
H24	24 Hour Operations
IAA	Irish Aviation Authority
ICAO	International Civil Aviation Organization
IFP	Instrument Flight Procedure
IFR	Instrument Flight Rules
LOS	Line of Sight
MOD	Ministry of Defence
MRS	Minimum Radar Separation
MTA	Military Training Area
NATMAC	National Air Traffic Management Advisory Committee
NATS	National Air Traffic Services
NERL	NATS En-route plc
Nm	nautical miles
NP	National Park
NWMTA	North Wales Military Training Area
PD	Probability of detection
PSR	Primary Surveillance Radar
RNAV	Area Navigation
SARG	Safety and Airspace Regulation Group (Department of the CAA)
SSR	Secondary Surveillance Radar
VFR	Visual Flight Rules

14. Appendix B – Y124 Design Options – Stakeholder Engagement Evidence

14.1 Dublin Airspace Meeting – 04/12/2018

NATS/MOD Meeting NWMTA /Y124

4th December 2018

Attendees:

██████████	██████████
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Y124 Overview

██████████ 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.

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

Proposal

Proposal on the Y124 was briefed as:

Move (U) Y124 north so that this is 7nm south of Q36

Move NWMTA (northern) boundary south – boundary subject to SUA /Airspace containment

Move D201B (northern) boundary south - boundary subject to SUA

(U)Y124 availability independent of NWMTA & D201B activation

(U)Y124 becomes H24 RNAV1 ATS route complementing existing RNAV1 ATS route structure

Provides an H24 solution for managing Dublin departure traffic and future anticipated growth

It was noted that the existing CDR arrangement especially with time constraints does not capture some of the Flight Planning system/software issues associated with applying AUP information and optimisation of the route is not always achieved. H24 with no restrictions allows improved optimisation of the airspace.

14.2 Dublin Interface Meeting – 27/06/2019

Meeting Notes

Attendees:	Apologies
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
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EIDW Airspace Project Update

Forecast growth 2%/year 2020/2021

Following introduction of new runway growth forecast at 4% with growth of 3% 2023 -2025

Whilst growth in transatlantic traffic was expected this was not significant and expected growth would be in similar percentages as planned through existing COPS

NATS concerns are around first rotation and an increased demand prior to current first rotation i.e. 0600. which has an impact on overall sector staffing requirements.

[REDACTED] indicated that demand will fill the current 'lulls' across the significant portion of the day but not expected to expand beyond the current shoulder period but the potential for additional traffic at first rotation could be experienced. However, current Dublin terminal infrastructure was thought to be a constraint in restricting demand (taxiways, stands)C

[REDACTED] advised that PLAS IOM changes had resulted in an overall MV improvement of over 12% but needs still to cater for traffic feeding in from other airfields as well as Dublin

Discussion took place on the use of LIPGO L18 for eastbound traffic at first rotation as a means of alleviating demand on IOM& Lakes sectors.

NATS Y124 ACP Update

[REDACTED] gave an update on current ACP progress. These have been planned to align with new runway but delivered as separate ACPs as Y124 is more contentious and more stakeholder engagement required

List of Design principles was reviewed, no objections in principle but these will be emailed separately to IAA This is part of the formal CAP1616 engagement process.

A 5LNC would also need to be reserved for DEXEN if Y124 ACP successful, however, actual position of 'new DEXEN would not be known until a later stage in ACP process as the route is subject to a Design Options review.

14.3 AFEP (Airline and Flight Efficiency Partnership) meeting – 13/11/2019

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



14.4 Lead Operator Panel Meeting – 03/12/2019

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, ■ 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.

14.5 Telecon – IAA / NATS Regular Meeting – 10/02/2019

NATS Update

- Actions – outstanding item is the use of LIPGO – eastbound . This could allow future options to offload IOM/Lakes however, not a priority but use of will be investigated through a technical suggestion (redacted) to draft)
- ACP for COP changes (Stage 2 CAP1616) was approved at the last Gateway assessment meeting in December.
- As discussed at the previous telecon we have amended the proposed timeline associated with Y124 to allow sufficient time for additional consultation with other stakeholders primarily MOD but additional engagement will need to be undertaken with AONB & national Parks . Aim is to meet to 28th Feb Gateway
- Design Options engagement planned with MOD for 16th Jan has now been moved to 27th Jan. Proposed traffic data from IAA will assist with the argument
- Following recent discussions with DAATM the potential for moving NW MTMA to a managed environment could assist with future options for Y124 – in addition MOD are looking at revamping the Valley ATA s - could the Y124 changes and this be tied up as a wider piece of work?
- Times for activation policy has changed – for FOST this has proved beneficial
- No update on SAIP 5

D210 F/G _ this activity has now been cancelled by QinetiQ – awaiting formal notification before wider comms. Future dates unknown

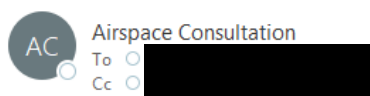
IAA Update

- No specific update but plans remain on track
- Output from recent simulations expected early 2020
- Discussion on change of possible change in traffic allocated on existing routes Q36/37 will need to be understood – this can be controlled by RAD but will need to be assessed by PC IOM & SWK Lakes sectors
- Issues with securing the ICARD names for COP points BOFUM & FEXSI – not an issue yet but could develop. NATS will seek to assist if required

AMSG meeting on 11th Feb with QinetiQ – possible update on D201b activities

14.6 Engagement email sent to AONB's/NP's (Snowdonia Example) – 22/01/2020

Proposed Airspace Route Change over Snowdonia - Request for comments



Dear Sir/Madam

NATS is the air traffic service provider for the network of air routes covering the UK.

A change is planned to an eastbound route (ATS route Y124) between the Republic of Ireland and the UK, over the Irish Sea. The final design options have not yet been formalised, however the initial proposals are to move this route to between 3 – 7 miles north of its current location. This is expected to be implemented in 2021.

Currently, commercial flights utilise this route at altitudes of 19,000ft+ (FL190+) and these altitudes will not change, but the location of the route may move if this proposal is approved.

We are contacting you because parts of these proposed changes occur over the Snowdonia National Park. The initial designs can be found in the chart below (current route is coloured red):



Due to the relatively high altitude of these flights, we believe there will be very little impact on the national park as a result of this proposal, but we ask if you could please reply with any comments you may have by **7th February** to: airspaceconsultation@nats.co.uk

Full details of this airspace change proposal can be found on the CAA airspace change portal [here](#).

Regards



4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
www.nats.co.uk



14.7 Design Options Meeting at NATS Swanwick – 27/01/2020

Meeting minutes are available on request