

# Realignment of Q36 and Q37 to Accommodate Dublin Runway 2

## Gateway documentation: Stage 3 Consult

### Step 3D Collate and Review Responses



**NATS**

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## References

Ref No	Description	Hyperlinks
1	Realignment of Q36 and Q37 to Accommodate Dublin Runway 2 CAA web page – progress through CAP1616	<a href="#">Link</a>
2	Stage 1 Assessment Meeting Presentation	<a href="#">Link</a>
3	Stage 1 Assessment Meeting Minutes	<a href="#">Link</a>
4	Stage 1 Design Principles	<a href="#">Link</a>
5	Stage 2 Design Options and Evaluation	<a href="#">Link</a>
6	Stage 2 Initial Options Safety Appraisal	<a href="#">Link</a>
7	Stage 3, Consultation Strategy	<a href="#">Link</a>
8	Stage 3, Options Appraisal	<a href="#">Link</a>
9	Stage 3, Consultation Document	<a href="#">Link</a>

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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. It summarises all consultation responses in accordance with the “you said” stage of “We asked, you said, we did”.
- 1.2 This document aims to provide adequate evidence to satisfy:  
Stage 3, Step 3D Categorisation of responses

## 2. Consultation

- 2.1 NATS has completed a focused consultation on the proposed realignment of UK ATS routes Q36 and Q37 to independent Coordination Points (COPs) on the Ireland UK airspace boundary. This will optimise the interface with the new Dublin Standard Instrument Departure Routes (SIDs) following the opening of Dublin airports second runway.
- 2.2 The timeline for this proposal is fixed by an agreed target implementation date of 25<sup>th</sup> February 2021. This fits in with the overall NATS change program including target AIP and AIRAC Dates.
- 2.3 The consultation strategy document (Ref 7) describes the focus of the consultation including previous engagement activities completed and justification behind the consultation strategy.
- 2.4 A consultation document (Ref 9) was written for the proposed airspace change and provided to stakeholders. This includes a description of the current airspace, the proposed changes and the impacts of the proposal.
- 2.5 A targeted group of stakeholders were specifically engaged for this consultation. These included the Ireland Aviation Authority (IAA), the Isle of Man Civil Aviation Authority, the Ministry of Defence (MOD) and relevant members of the National Air Traffic Management Advisory Committee (NATMAC). These are all listed in Annex A - List of Stakeholder. A description of engagement activities and reasoning behind why these specific stakeholders were targeted can be found in the Consultation Strategy Document (Ref 8).
- 2.6 The consultation targeted the stakeholders listed in Annex A- List of Stakeholders but was not exclusive to this list. Any individual or organisation could submit a response; however, we only specifically targeted the organisations listed.
- 2.7 The stakeholders were sent a notification email to inform them when the consultation was launched. This included information on how to respond via the online portal and that the consultation document was available to download from the portal.
- 2.8 The consultation has been conducted via an online portal which included an overview into the proposed changes, the consultation document available for download and a survey which allowed users to submit feedback through.
- 2.9 A list of questions used in the online portal can be found in Annex B- Online Portal Questions.
- 2.10 We included a link to the consultation portal on [www.nats.aero](http://www.nats.aero) and the [NATS customer affairs](#) websites.
- 2.11 The consultation commenced on the 6<sup>th</sup> April 2020 and ended on the 18<sup>th</sup> May 2020, a period of 6 weeks.

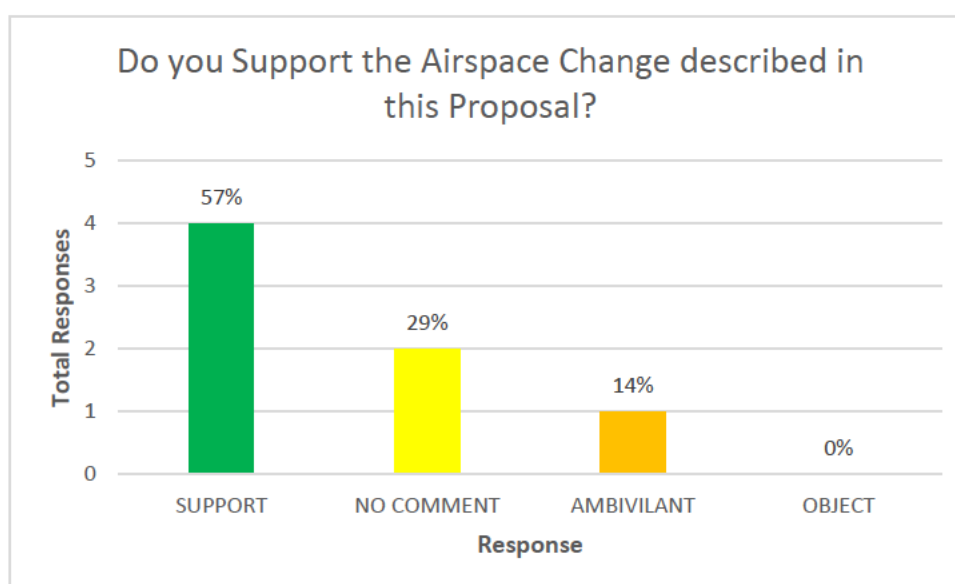
- 2.12 Responses have been managed and uploaded to the portal by the CAA.
- 2.13 During the consultation there were two responses requiring further information. A Frequently Asked Questions (FAQs) document was added to the consultation page on 21 April 2020.
- 2.14 Reminder emails were sent to all targeted stakeholders midway through the consultation on 28<sup>th</sup> April and at the start of the final week 11<sup>th</sup> May requesting responses from stakeholders who had not done so already. This was to prompt stakeholders for a response and ensure that the consultation strategy was achieved.

### 3. Summary of Consultation Responses

- 3.1 A total of seven responses were received in the 6-week consultation period. All responses were submitted via the online portal.
- 3.2 Due to the ongoing Covid-19 crisis we were unable to check for postal responses. As such, any responses submitted by post have not been included in the analysis.
- 3.3 Out of office replies were received from three stakeholders (Low fare Airlines, Airlines UK and easyJet) due to Furloughing during the ongoing Covid-19 crisis and no subsequent response was received.
- 3.4 The responses have been analysed and themed. No responses received are deemed to have any impact on the final proposal. The responses are summarised in Section 4 of this document.
- 3.5 Responses were received from six stakeholders:
  - o Irish Aviation Authority (IAA) (Dublin ATC and Shannon ACC),
  - o Virgin Atlantic Airways Ltd,
  - o Ministry of Defence (MoD) via Defence Airspace and Air Traffic Management (DAATM),
  - o The Association of Remotely Piloted Aircraft Systems (ARPAS),
  - o British Gliding Association (BGA), and
  - o The General Aviation Alliance (GAA).
- 3.6 Only one design option is being considered in this consultation. Stakeholders were asked if they supported the Airspace Change being proposed.
- 3.7 Overall, the airspace change is supported.
  - o 57% of responses Support the proposed change;
  - o 29% have No Comment (neither support or object);
  - o 14% are Ambivalent (have mixed feelings).
  - o There were no objections made to the proposal.
- 3.8 Responses have been summarised below in Table 1 and Figure 1:

Response ID	Organisation	Position Title	Do you support the airspace changes in this proposal?
ANON-19ES-FK9E-H	General Aviation Alliance	Program Manager	NO COMMENT
ANON-19ES-FK9W-3	British Gliding Association	Airspace Subcommittee Member	AMBIVALENT
ANON-19ES-FK9P-V	ARPAS UK	Director Legislation	SUPPORT
ANON-19ES-FK9D-G	Defence Airspace and Air Traffic Management	SO2 Airspace Plans	NO COMMENT
ANON-19ES-FK9N-T	Virgin Atlantic Airways Ltd	Manager- Aeronautical Services and ATM	SUPPORT
ANON-19ES-FK93-Y	Irish Aviation Authority	Air Traffic Control Station Manager & Airspace Project Manager	SUPPORT
ANON-19ES-FK9A-D	Irish Aviation Authority	Operations Manager, Shannon Air Traffic Control	SUPPORT

**Table 1: Responses Overview**



**Figure 1: Consultation responses to proposed airspace change**

3.9 There were five comments received overall. These have been reviewed and are summarised in Section 4.

## 4. Categorisation of Consultation Responses and Themes

4.1 The responses received have been reviewed and no responses were deemed to require any amendment to the final proposal.

4.2 The responses are summarised in Table 2 Section 4.4

4.3 This Consultation complies with the first part of CAP1616's "We asked, you said, we did" approach

#### 4.4 Responses which do not impact the final proposal

The following five responses do not contain any new information that could lead to an adaptation in the final proposed design. Table 2 below summarises these responses.

Response ID	Comment	Themes	Why the proposal is not impacted	Any relevant considerations/ feedback
ANON-19ES-FK9E-H	The GAA is disappointed not to have been included directly in the consultation process. Based upon the information available in the Consultation Document dated 13Mar2020 the GAA can see nothing detrimental to the operations of its membership and therefore do not offer any opposition to it. Should the proposal change so that the boundaries of controlled airspace will change please confirm that we will be immediately contacted again?	CAS Volume	The changes described in this proposal will lead to no changes to the volume or boundaries of controlled airspace.	N/a
ANON-19ES-FK9W-3	If the changes are made without any change to controlled airspace boundaries or levels then the BGA has no objection. Please confirm that you will contact the BGA immediately if any airspace boundary or level changes are proposed.	CAS Volume	The changes described in this proposal will lead to no changes to the volume or boundaries of controlled airspace.	N/a
ANON-19ES-FK9K-Q	Based on the information presented, MOD do not anticipate any impact to military operation therefore we have no further comment.	Military Operations	No Comments containing new information or suggestions	N/a
ANON-19ES-FK9N-T	This is necessary to provide connectivity to support new EIDW runway operations and optimise the traffic management/airspace throughout and therefore is deemed appropriate.	General	No Comments containing new information or suggestions	N/a
ANON-19ES-FK9A-D	Dublin ATC thanks NATS for their assistance in implementing the changes to the Q36 & Q37	General	No Comments containing new information or suggestions	N/a

Table 2: Responses which do not impact the final proposal

## 5. Conclusion and Next Steps

5.1 No responses were received suggesting a change is needed for this proposal.

- 5.2 This document will be published onto the Realignment of Q36 and Q37 to accommodate Dublin Runway 2 CAA web page alongside the documents referenced on Page 3. This Step 3D document details “we asked, you said”.
- 5.3 The next step will be to publish the formal Airspace Change Proposal and submit this to the CAA. This will also contain information on how the consultation feedback informed the evolution of the final proposed design.

## **6. Reversion Statement**

- 6.1 Should this proposal be approved and implemented it is unlikely that there will be any unexpected issues caused by this proposal. Reversion to the pre-implementation state would be possible as the proposed changes do not introduce any new CAS or interfere with any ATS routings other than those detailed in this proposal. However, coordination would be required with the IAA as this airspace change is to provide an optimised interface with new SIDs serving the new runway at Dublin Airport.

## 7. Annex A – List of Stakeholders

Links to the consultation will be placed on the NATS Customer Website and the NATS public website. The consultation is most relevant to the stakeholders listed below but is not exclusive to this list. Any individual or organisation could submit a response; we specifically targeted the organisations listed below.

### Stakeholders:

IAA     Dublin ATC  
           Shannon ACC

MoD    Ministry of Defence via Defence Airspace & Air Traffic Management (DAATM)  
           MoD RAF Valley  
           BAE Warton

NATMAC (Airlines)  
           Airlines UK  
           British  
           Airline Pilots Association (BALPA)  
           British Airways (BA)  
           easyJet  
           Low Fare Airlines  
           Virgin

NATMAC (GA Community Representatives)  
           Aircraft Owners and Pilot Association (AOPA)  
           Airspace 4 all (A4A, formally FASVIG)  
           Association of Remotely Piloted Aircraft Systems (ARPAS)  
           British Business and General Aviation Association (BBGA)  
           British Gliding Association (BGA)  
           British Helicopter Association (BHA)  
           Light Aircraft Association (LAA)

Isle of Man Civil Aviation Authority



## 8. Annex B – Online Portal Questions

The following questions were included in the online portal for users to complete. Imposed answers have also been shown below, alongside whether the question was mandatory or not.

INCLUDE THE QUESTIONNAIRE HERE

1. What is your name? *(Mandatory)*
2. What is your email Address? *(Mandatory)*
3. Please enter your postcode (Most relevant to your response home/ work/ organisation etc.). UK only – if responding from outside the UK please complete the next question instead. *(Optional)*
4. If responding from outside of the UK, please supply an address or location descriptor. *(Optional)*
5. Who are you representing? *(Mandatory)*
  - a. I am responding as an individual (If the user selects this, Q7–8 will not be provided)
  - b. I am responding on behalf of an organisation (If the user selects this, Q7–8 will be provided)
6. Please note all responses will be published. Are you happy for your name to be included in the response publication? *(Mandatory)*
  - a. Yes – I want my response to be published with my name
  - b. No – I want my response to be published anonymously
7. What is your organisation name? *(Mandatory – if answered “b” to Q4)*
8. What is your position/ title? *(Optional)*
9. Do you support the airspace change described in this proposal? *(Mandatory)*
  - a. SUPPORT – I support the proposed changes
  - b. NO COMMENT – I neither support or object
  - c. AMBIVALENT – I have mixed feelings
  - d. OBJECT – I object to the proposed changes
10. Please give your feedback comments on the overall proposal. *(Optional)*
11. Would you like to make more comments on any individual aspects? *(Mandatory)*
  - a. Yes (If the user selects this, Q12-15 will be provided)
  - b. No (If the user selects this, Q12-15 will not be provided)
12. Comments about do Nothing. No new COPs introduced, Q36 and Q37 continue to route via a single COP, LIFFY. *(Optional)*
13. Option 1. Two new COPs introduced on the FIR boundary to realign Q36 and Q37. Improved interface between Dublin airport SIDs and UK ATS route network. *(Optional)*
14. Other comments. *(Optional)*
15. Upload a document. (Please click here if you wish to upload a file. This can be a response document or related evidence). *(Optional)*

## 9. Annex C – Glossary of Terms

5LNC	5- Letter Name Code
A4A	Airspace 4 All
ACP	Airspace Change Proposal
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information and Control Cycle
AOPA	Aircraft Owners and Pilot Association
ARPAS	Association of Remotely Piloted Aircraft Systems
ATS	Air Traffic Service
BA	British Airways
BALPA	British Airline Pilots Association
BBGA	British Business and General Aviation Association
BGA	British Gliding Association
BHA	British Helicopter Association
CAA	Civil Aviation Authority
CAS	Controlled Airspace
COP	Co-ordination Point
Covid-19	Coronavirus Disease 2019
CTA	Control Area
DAATM	Defence Airspace and Air Traffic Management
FIR	Flight Information Region
IAA	Irish Aviation Authority
IoM	Isle of Man
LAA	Light Aircraft Association
MoD	Ministry of Defence
NATMAC	National Air Traffic Management Advisory Committee
NWMTA	North Wale Military Training Area
SARG	Safety and Airspace Regulation Group
SID	Standard Instrument Departure
STAR	Standard Terminal Arrival Route

End of document