

**MINUTES OF OSEP P18 EXTENSION OF TIMES OF AVAILABILITY NATEB - ADN (ACP-2021-018)
ASSESSMENT MEETING, HELD VIA TEAMS ON 6th MAY 2021**

6th May 2021

Present	Appointment	Representing
[REDACTED]	Airspace Regulator (Technical)	CAA
[REDACTED]	Principal Airspace Regulator	CAA
[REDACTED]	Airspace Regulator (Economic)	CAA
[REDACTED]	Airspace Regulator (Environment)	CAA
[REDACTED]	ATS Inspector (EnRoute Operations)	CAA
[REDACTED]	ATS Inspector (EnRoute Operations)	CAA
[REDACTED]	Principal Airspace Regulator (Technical)	CAA
[REDACTED]	Airspace Regulator (Technical)	CAA
[REDACTED]	Airspace Regulator (Engagement and Coordination)	CAA
[REDACTED]	Airspace Change Specialist	NATS
[REDACTED]	Project Manager	NATS
[REDACTED]	ATC Lead	NATS
[REDACTED]	Airspace Implementation Manager	NATS
[REDACTED]	Airspace Change Specialist	NATS
[REDACTED]	Manager, Airspace Change, Compliance and Delivery	NATS

Apologies received from [REDACTED] (CAA), [REDACTED] (CAA)

CAA Assessment Meeting Opening Statement

CAA noted that the following agenda and the sponsor presentation slide pack were received in advance of the Assessment Meeting and confirmed that the documents must be published by the sponsor, together with minutes of the meeting, on the Airspace Change Portal page. 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 CAP 1616 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 CAP 1616) 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, including determining whether the proposal falls within the scope of a scaled CAP 1616 ACP for the introduction of RNP Instrument Approach Procedures (IAPs) without an Approach Control as described in CAP 1961,
- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stages of the airspace change process.

	ACTION
<p>Item 1 – Introduction</p> <p>Introductions made and attendees confirmed.</p> <p>█ opened the meeting with the CAA opening statement.</p>	
<p>Item 2 – Statement of Need (discussion and review)</p> <p>The Statement of Need was presented and reviewed.</p> <p>No Questions were received in relation to the Statement of Need; it is therefore agreed by all parties as being fit for purpose.</p>	
<p>Item 3 – Issues or opportunities arising from proposed change</p> <p>Slides were presented which detailed P18, P18's availability and the route aircraft a typical route aircraft are required to plan/ fly outside of P18's published availability.</p> <p>█ observed that the ACP is focused on delivering fuel savings to operators and the associated environmental benefits. It was asked that as not all aircraft were reaching ALASO before turning North, would it be a good opportunity to amend the route.</p> <p>NATS responded that following preliminary engagement with the MOD, we wanted to keep the change as simple as possible so that the change can be delivered, and operators can make savings ASAP. An increase in the hours of availability of P18 availability is a change that operators have been asking for, for some time.</p> <p>█ asked if we are looking at increasing the availability to H24, would we be looking at a H24 CDR1 or a permanent ATS route and what airspace classification would NATS propose.</p> <p>█ responded that a permanent ATS route would be a considered option but this would all form part of the design options engagement.</p> <p>CAA Asked about the possibility of tracks being affected below 7000ft</p> <p>NATS responded that everything arriving from the south is vectored from FL 100, tracks below 7000ft will not change from this direction. The proposed change would result in the more traffic being routed over the sea so therefore will benefit stakeholders on the ground.</p>	
<p>Item 4 – Options to exploit opportunities or address issues identified</p> <p>CAA asked if P18 was made H24, could the upper route designator be removed?</p> <p>NATS responded that we would consider that in the design options.</p>	
<p>Item 5 – Provisional indication of the scale level and process requirements*</p> <p>NATS requested this be treated as a L2C change.</p> <p>CAA responded that this will be decided following the Stage 2 Gateway</p> <p>The CAA reminded NATS that there are 3 separate options appraisals as per the CAP1616 stages 2-4. At Stage 2 this appraisal is qualitative however, stages 3 and 4 require a quantitative analysis.</p> <p><i>* When the sponsor submits their gateway materials for each Gateway at the agreed submission deadline, the period between this and the gateway decision will be an analysis by the CAA Airspace Regulatory team (Airspace Regulation) of the documentation submitted, for the purposes of making a recommendation to the CAA Gateway decision maker(s). In conducting the gateway assessment, the CAA is assessing the process employed and its compliance with the guidance stipulated within CAP1616. It is not an assessment of the merits of the submission itself, which is reviewed at Stage 5 - Decision. We may request documentation from the sponsor that is referred to in the gateway submission</i></p>	

<p><i>but has not been provided as part of the Gateway submission materials. We may also request the sponsor to provide information by way of clarification relating to statements or assumptions made in the submission. Any further information sought by Airspace Regulation at this stage is for clarificatory purposes and is only for determining compliance with the CAP 1616 process.</i></p> <p><i>In any instance where a sponsor has not met the requirements of the process, we will inform them after the gateway decision and advise of next steps.</i></p> <p><i>Please note that <u>this text does not apply to airspace change proposals involving the sole implementation of RNP Instrument Approach Procedures (IAPs) without an Approach Control</u>, as Gateway Assessments are not required. Therefore, this text can be removed from the Assessment Meeting minutes.</i></p>																									
<p>Item 6 – Provisional process timescales*</p> <p>NATS proposed the following timescale:</p> <table><tr><th>Stage</th><th>Date</th><th>Doc Deadline/ Submission</th></tr><tr><td>Assessment meeting</td><td>06/05/2021</td><td></td></tr><tr><td>Stage 1 – Define</td><td>25/06/2021</td><td>11/06/2021</td></tr><tr><td>Stage 2 – Develop</td><td>25/06/2021</td><td>11/06/2021</td></tr><tr><td>Stage 3 – Consult</td><td>30/07/2021</td><td>16/07/2021</td></tr><tr><td>Stage 4 – Update and Submit</td><td>07/10/2021</td><td></td></tr><tr><td>Stage 5 – Decide</td><td>23/12/2021</td><td></td></tr><tr><td>Stage 6 – Implement</td><td colspan="2">Not before AIRAC 05 2022 (19/05/22)</td></tr></table> <p><i>Following the assessment meeting NATS has identified that this timeline does not provide sufficient time to carry out the requisite airport engagement and will provide the CAA with a revised timescale.</i></p> <p><i>* The timeline agreed may become subject to change by the CAA. This is because the Secretary of State for Transport has directed the CAA to prioritise RNP Instrument Approach Procedures (IAPs) without an Approach Control proposals; this may impact Airspace Regulation resource and consequently timelines.</i></p>	Stage	Date	Doc Deadline/ Submission	Assessment meeting	06/05/2021		Stage 1 – Define	25/06/2021	11/06/2021	Stage 2 – Develop	25/06/2021	11/06/2021	Stage 3 – Consult	30/07/2021	16/07/2021	Stage 4 – Update and Submit	07/10/2021		Stage 5 – Decide	23/12/2021		Stage 6 – Implement	Not before AIRAC 05 2022 (19/05/22)		
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<p>Item 7 – Next steps</p> <p>Timescales to be agreed and communicated.</p> <p>Assessment meeting slides and agenda to be uploaded to portal.</p> <p>Meeting minutes to be circulated, agreed and uploaded to portal (redacted version).</p>																									
<p>Item 8 – Any other business</p> <p>None</p>																									

**ACTIONS ARISING FROM OSEP P18 EXTENSION OF TIMES OF AVAILABILITY NATEB - ADN
ASSESSMENT MEETING**

Subject	Name	Action	Deadline
Timescales	CAA	Confirm Timescales	20 th May 21
Docs	█	Upload redacted Slide pack and Agenda to portal	20 th May 21
Minutes	█	Circulate and upload redacted approved minutes to portal	20 th May 21

NATS Ltd.
ACP Sponsor