

Operational Service Enhancement Project:- P18 Extension of Times of Availability NATEB - ADN

'OSEP P18'

Stage 1 Assessment Meeting

6th May 2021

The NATS logo is displayed in a white, italicized, sans-serif font. It is positioned on the right side of the slide, above the 'NATS Unclassified' text. The logo consists of the letters 'NATS' in a bold, italicized style.

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- Statement of need
- Background
- Issues and benefits arising from proposed change
- How to address identified issues
- Provisional indication of the appropriate scaling level and notes re Process Requirements
- Draft Timescales and First Three Planned Gateway Assessments
- Next steps

Operational Service Enhancement Project (OSEP), P18 Extension of Availability

Current Situation

P18 is a conditional Route (CDR) with associated Airway, located between NATEB (Newcastle) and ADN (Aberdeen). Its current hours of availability are detailed in the AIP as: NATEB - ADN CDR1 Fri (or the day preceding a PH) 1500 (1400) to Mon (or the day following a PH) 1000 (0900); Tue-Fri 0530-0900 (0430-0800). May-Sep, Mon-Thur 1900-0900.

Cause

The limited availability of this CDR prevents the optimization of environmentally efficient routings.

Issues to be addressed

As part of the Operational Service Enhancement Project and commitment to enabling environmental improvements, NATS has identified the need to increase the hours of availability of CDR P18. Increasing the hours would enhance connectivity whilst improving fuel efficiency and reducing green-house gas emissions.

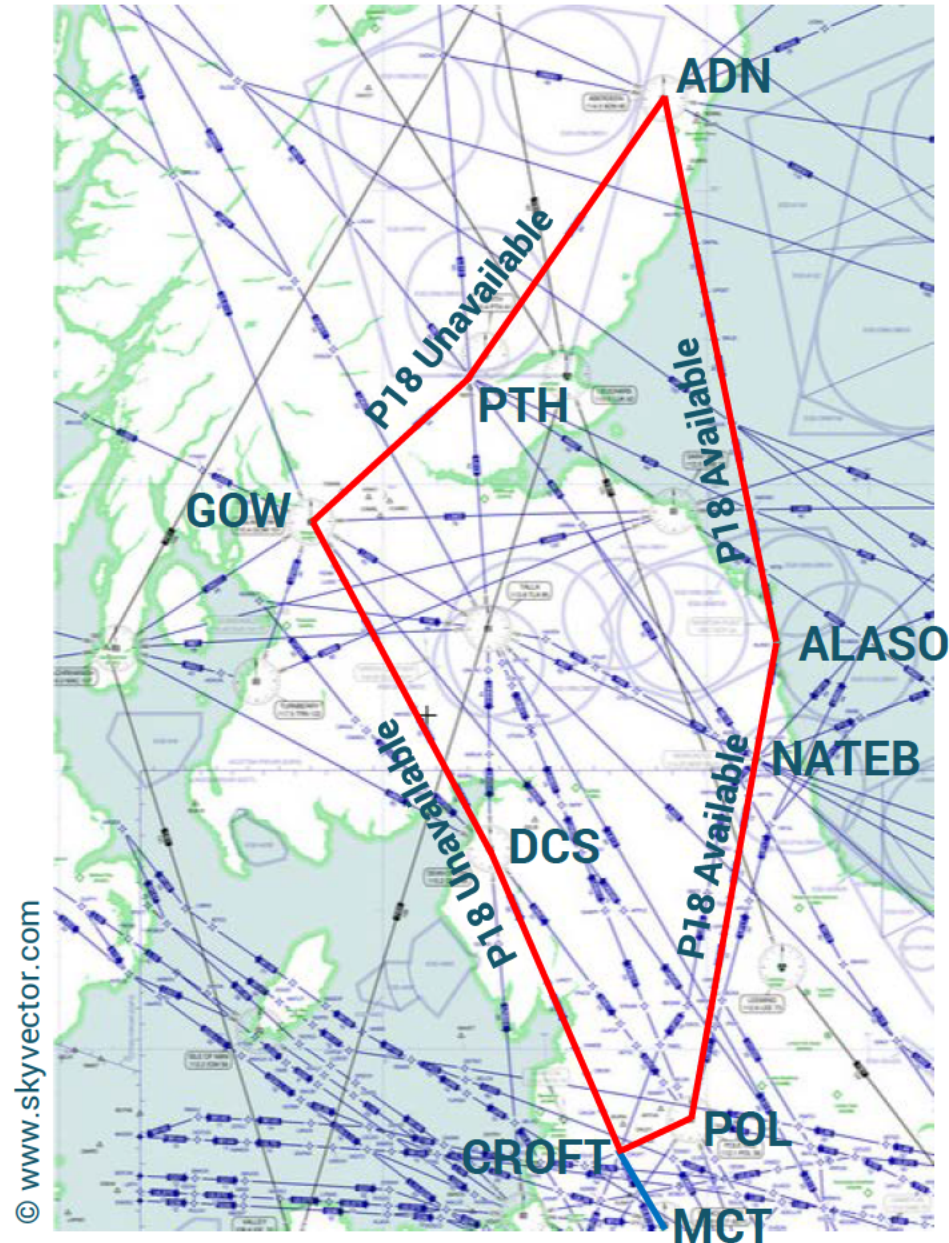
The Operational Service Enhancement Project (OSEP) will deliver small scale changes across NERL airspace between now and 2025. The changes will deliver benefits through enabled fuel savings to customers, reduced routing inefficiency, safety improvements and alleviating capacity hotspots.

The changes will be predominantly small scale and involve changes to:

- ATS routes and route availability
- Standing agreements
- SIDs
- STARs
- Boundary interfaces

Baseline (do nothing):

- **P18 NATEB - ADN** CDR 1 availability Fri (or the day preceding a PH) 1500 (1400) to Mon (or the day following a PH) 1000 (0900); Tue-Fri 0530-0900 (0430-0800). May-Sep, Mon-Thur 1900-0900.
- This is the only CDR with no associated danger area
- For a typical route EGPD-EGBB:
 - P18 available: 309NM
 - P18 unavailable: 327 NM
- Saves approx. 150-250 kg CO₂ per flight.



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Benefits

- Shorter Routes leading to
 - Fuel savings
 - CO₂ emission reduction
 - Reduction in flight time
 - Reduced routing inefficiency
- Reduces land overflight
- Increased flight predictability
- Alleviating capacity hotspots
- Improved ScTMA/ DCS capacity

Issues

- MOD requirements
- GA Community
- P18 Base between RATPU and OKPAL (4500 ft over the sea)



Addressing the identified issues



- MOD
 - MOD have been engaged and are open to a change in P18 availability.
 - Will need to continue engagement
- GA community
 - Airspace is Class G when P18 is not available.
 - Will need to engage with members of the GA community
- P18 Base
 - This portion is over the sea
 - ADN has no STARS
 - Radar data shows aircraft are vectored from ~FL100 so there will be no material change in tracks over the ground

Provisional Scaling and Process Discussion



- Expectation of Level 2C
 - Change is an extension of availability of an existing route

Draft Gateway Timescale



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)	

- **Informal Stakeholder engagement – aviation specialists:**
 - Airlines: LoganAir
 - Airports: EGPD
 - MoD:
 - GA: Planned through NATMAC
- **Next steps:**
 - Produce: Stage 1 Assessment Meeting minutes and submit to SARG for portal upload
 - Continue: to engage effectively with stakeholder (airlines, airports, MoD, GA)

Questions?

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