

LAMP CAP1616 Compliance

Multi-phased Deployment

Tuesday 4th December 2018

NATS Participants

(Project Manager)

(Corporate Comms)

(Analytics)

(Manager Ops Concepts)

Manager Airport Concepts)

(Senior Airspace Change Specialist)

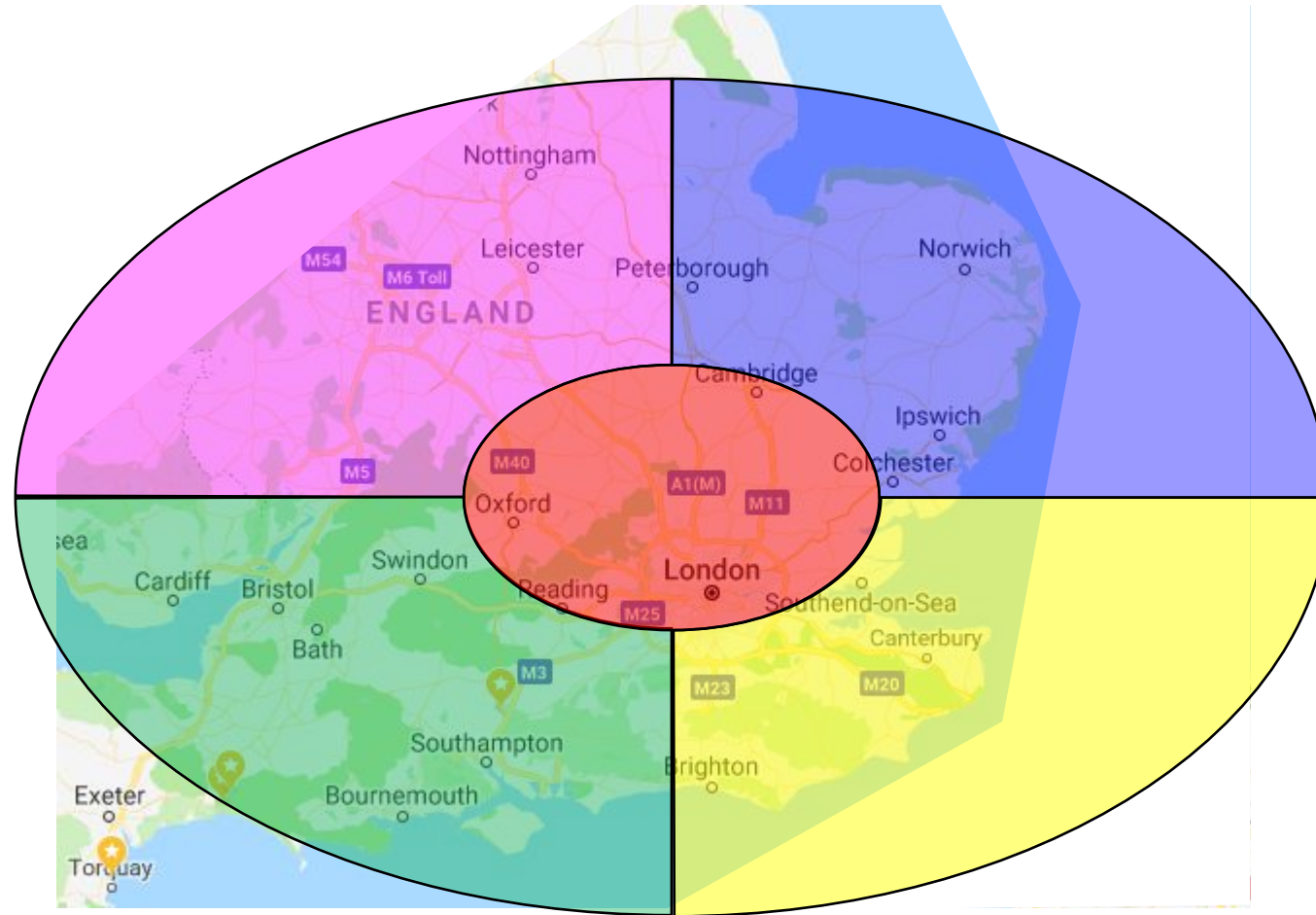
NATS Unclassified

The NATS logo is displayed in white, italicized, sans-serif font. The background features several decorative, overlapping lines in shades of pink and purple that sweep across the lower right portion of the slide.

Challenges of implementing a large scale change

1. LAMP, the Level 2 (tbc) part of FASI-S, is to change the main network over the busiest part of the UK
2. The single largest previous deployment was 2016's LAMP1A
3. Logically there would need to be more than one deployment, transitioning from "all old" to "all new":
 - Number unknown (yet) – depends on network development
 - Size per deployment unknown (yet)
 - Sequence unknown (yet) – depends on other factors e.g. FASI-S airport progression
 - Duration between deployments unknown (yet) – all of the above
- ~~4. CAP1616 says, on temporary changes:
 - Max 90 days unless exceptionally authorised
 - Revert to pre-change state after temporary period ends*Could be much longer, per deployment*
Would actually transition to a different interim arrangement more than once~~
5. Consultation: Describing potential impacts on the potential permutations of interim arrangements and following the Gunning Principles – would be unrealistic
6. We therefore will consult on the entire network

Simplistic example overview – 5 large scale deployments **NATS**



- a. Consultation will be on the entire future network – the “all new” scenario
- b. Not practical or reasonable to attempt to consult on all permutations of deployment...
 - Current + blue
 - Current + blue + green
 - Current + blue + green + yellow
 - Current + blue + green + yellow + pink
 - Blue + green + yellow + pink + red = all new, LAMP complete
 - ...is just one possible sequence of deployments
- c. Stakeholder engagement – get buy-in where possible that...
- d. ...impacts and benefits of interim deployments cannot be predicted at the time of consultation...
- e. ...but can be stated in advance of deployment, once the FASI-S sequence becomes clearer
- f. Gunnings 1-4 will be complied with, demonstrably

1. Consultation must take place when the proposal is still at a formative stage
2. Sufficient reasons must be put forward for the proposal to allow for intelligent consideration and response
3. Adequate time must be given for consideration and response
4. The product of consultation must be conscientiously taken into account

Consultation, ACP, Implementation Deployments



Consult on the entire network, not each possible permutation of interim deployments

Stakeholders are aware that this is the goal, with flexibility to implement interim arrangements
Stakeholders accept that benefits will be forthcoming

Demonstrate adherence to Gunnings 1-4, by listening to (CAP1616 Step 3D) and acting upon (CAP1616 Step 4A) aviation industry feedback

Propose the final, entire, single LAMP network ACP, modified after feedback (CAP1616 Step 4B)

Subject to CAA approval (CAP1616 Stage 5)

Latitude for NATS (with FASI-S) to choose deployment scale/sequence, e.g. blue first (CAP1616 Stage 6)

The fully implemented network's benefits and impacts are consistent with the consultation and ACP

Thank you



NATS