

Operational Service Enhancement Project:- New Amsterdam / London UIR Crossing Point

'OSEP MUAC'

Stage 1 Assessment Meeting

27th August 2021



NATS

- 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

ACP-2019-055 Initiated July 2019
Originally assessed as a Level-0 Change

Operational Service Enhancement Project (OSEP), New Amsterdam/ London UIR Crossing Point

As part of the introduction of Free Route and Flexible Use Airspace within the Amsterdam Upper Information Region, Maastricht Control have requested the introduction of a new crossing point on the London/Amsterdam boundary to facilitate the transfer of aircraft. Due to the nature of the request from Maastricht, design options will be limited; however, all options will be located over the North Sea approximately 150 nm from the UK coast and above 20,000 ft.

- Prior to the Covid-19 Pandemic Maastricht engaged with NATS to introduce a new Coordination/Crossing Point (COP) on the London/Amsterdam FIR boundary.
- This was to enable better connectivity between the London and Amsterdam Upper FIRs following their introduction of Free Route Airspace within the Maastricht Area of Responsibility.
- This ACP was originally deemed to be a Level 0 change and was put on hold during the pandemic.
- NATS now wishes to resume this ACP but have been informed this is likely to be a L2b change.
- Maastricht have now provided NATS with the indicative coordinates of the new COP to allow connectivity to be introduced within the London FIR
- This work is being undertaken as part of the NATS Operational Service Enhancement Project (OSEP) which will deliver small scale changes across NERL airspace between now and 2027. The changes will deliver benefits through enabled fuel savings to customers, reduced routing inefficiency, safety improvements and alleviating capacity hotspots.

Benefits

- Meeting our international obligations.
- Reducing track mileage
- Improved fuel saving and reduced CO₂ emissions.
- Meeting our obligations on regulated environmental performance.
- Meeting the requirement of the CAAs AMS (CAP1711)
- Responding to the needs of our customers.
- Optimising airspace availability via FUA principles.
- Preparing our control staff for greater connectivity options as a result of impending FRA introduction.

Issues



- No Airspace issues identified
- Technical requirements are understood but require implementation.
- Timeline is the most critical factor.
 - Dec 22 is the date required by MUAC to instigate re-sectorisation changes.
 - Dec 22 is the only AIRAC date with sufficient space to accommodate the change.
 - Mar 23 is nominated for West Airspace Changes
 - May 23 not available due to DP En-Route training.
- CAA have indicated that this change would be 'scalable'; can the CAA commit to a process timeline that meets Dec 22 implementation?

Provisional Scaling and Process Discussion



- Initially scaled as a L0 Change
- Following clarification from the CAA:
 - Expectation of Level 2B
 - Change is over the sea and above FL250

Stage	Date	Doc Deadline/ Submission	
Assessment meeting	27/08/2021		
Stage 1 – Define	29/10/2021	15/10/2021	
Stage 2 – Develop	29/10/2021	15/10/2021	
Stage 3 – Consult	29/01/2022	15/01/2022	(6 week Consultation)
Stage 4 – Update and Submit	09/06/2022		
Stage 5 – Decide	25/08/2022		(10 week decision period)
Stage 6 – Implement	AIRAC 12 2022 (02/12/22)		

- **Stakeholder engagement**
 - We plan to engage with:
 - MUAC
 - Airlines through NATMAC
 - MOD
- **Next steps:**
 - Produce: Stage 1 Assessment Meeting minutes and submit to SARG for portal upload
 - Continue: to engage effectively with stakeholder (MUAC, airlines, MoD)

Questions?

NATS