

NATS-Aberdeen Airport OSEP P18 Engagement meeting:

CAP1616 Stage 1 Engagement

Held via Microsoft TEAMS

Wednesday 9th June 2021, 1100-1200

AGENDA

- 1) Introductions
- 2) Proposal Background
- 3) Affected Airspace
- 4) Current Usage
- 5) Design Principles
- 6) Other Airspace Considerations
- 7) Design Options considered
- 8) Proposed CAP1616 Timescales
- 9) Questions

ATTENDEES:

[REDACTED]	NATS- Airspace Change Specialist
[REDACTED]	NATS- OSEP ATC Lead
[REDACTED]	NATS-Airspace Implementation Manager
[REDACTED]	NATS- OSEP Project Manager
[REDACTED]	NATS- OSEP Development ATCO
[REDACTED]	NATS-Airspace implementation Lead
[REDACTED]	NATS- GS Prestwick
[REDACTED]	NATS-Airspace engagement manager
[REDACTED]	Manager ATC Aberdeen Airport
[REDACTED]	GM- Aberdeen Airport
[REDACTED]	ATC Ops Support manager ATC Aberdeen Airport
[REDACTED]	Airside Operations Manager Aberdeen Airport
[REDACTED]	Operations Director Aberdeen Airport

Apologies- [REDACTED] (Group Head of Aerodrome Strategy, AGS Airports)

The slide pack is referenced here, supplied separately.

2) Proposal Background

NATS Described the OSEP Project and how changes included within this project aim to deliver benefits through enabled fuel savings, reduce routing inefficiency, improve safety and alleviates capacity hotspots. **NATS** gave a brief description of the proposed change and the history behind the change. The steps which had already been taken through the CAP1616 Airspace Change Process were detailed.

3) Affected Airspace

NATS described the current airspace and the hours of availability of the P18 CDR as detailed in the UK AIP. It was explained that outside of P18's availability tactical requests are made by airlines to route via NATEB-AND which are considered on a case by case basis subject to ATCO workload and that when P18 is available, the military are able to "Clawback" the airspace if required. It was explained that **NATS** do not intend to straighten the route as this would be outside the SoN.

4) Current Usage

NATS described the current usage of P18 and the potential savings (~1.3 kT CO₂ emissions p.a assuming H24).

NATS presented density maps of arrivals and departures for flights which could if able to fly P18 during into Aberdeen Airport from SFC to FL70. These showed that there is a potential to impact flights below FL70 in close vicinity to the airport. **Aberdeen ATC** sought clarity as to where the tracks would potentially change. **NATS** explained the arrivals would be and departures could potentially shift tracks arriving and departing from the West to a more Southern position with most of the change below 7000 ft for arrivals being moved to over the sea. **NATS** commented that traffic would still be using P600 as the radar density plots did not include traffic arriving from or departing to the West, i.e. Ireland and aircraft operators will not be restricted in filing via P600. **NATS** envisage that LTMA traffic could utilise this route if it was available and we would seek to remove the RAD restrictions to allow operators the flexibility to decide on the day.

Aberdeen are prepared to support the progress of this ACP and had no objections in principle. They agreed it would be appropriate to include the Airport Consultative Committee at this stage.

5) Design Principles

NATS described the draft design principles which have been shared with stakeholders for their feedback by 18th June 2021. There was a discussion surrounding the priority of DP7 (environmental impacts to stakeholders on the ground), **Aberdeen** felt that this should be assigned the same higher priority as DP's 3 and 4 for overflight below 4000 ft in line with altitude based priorities. **NATS** agreed this was a valid point and requested this feedback be supplied via the Design Principle engagement to ensure it is captured within the ACP documentation.

6) Other Airspace Considerations

The expectation of the MOD to introduce a Danger area in the vicinity of P18 was discussed. It is expected that this will become the preferred Danger Area location and be activated approximately twice per annum, this would necessitate closure of P18 (and be captured within an edited LOA). However, it was agreed that this change would still allow for increased predictability for both aircraft operators and Air Traffic Controllers. **Aberdeen** indicated they understood that the proposed Danger Area would be activated for defined hours within two periods of 2 weeks per year.

7) Design Options considered

NATS presented draft design options which align with the SoN and accommodates known MOD plans with regards to the expected danger area. These will be shared with Stakeholders in due course to comply with the CAP1616 stakeholder engagement process.

Aberdeen questioned what is meant by D-1 in the design options. **NATS** stated that it is the “day before” but a formal cut off time would have to be included within the LoA to allow increased predictability. The D-1 definition is widely established within current SUA / CDR management.

8) Proposed CAP1616 Timescales

The timescale proposed to the CAA was presented but was clarified that the CAA have not yet agreed this timeline.

10) Questions/ AOB

Aberdeen committed that they are currently engaging with the community on noise and suggested it might be worth engaging with this committee as well.

Aberdeen indicated that they will share the information with their ACC. **NATS** indicated that they are happy to support any engagement with the ACC as required.