

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

'OSEP P18'

29th June 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 Public' text. The background of the slide features a dark blue gradient with two light blue curved lines that sweep from the bottom left towards the top right, framing the central content.

- Proposal Background
- Affected Airspace
- Current Usage
 - Aberdeen Airspace
- Design Principles
- Other Airspace Considerations
- Design Options considered
- Proposed CAP1616 Timescales
- Questions

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.

Note :This project is independent of the FASI based programme.

The Change

P18 is a CDR route between Newcastle and Aberdeen

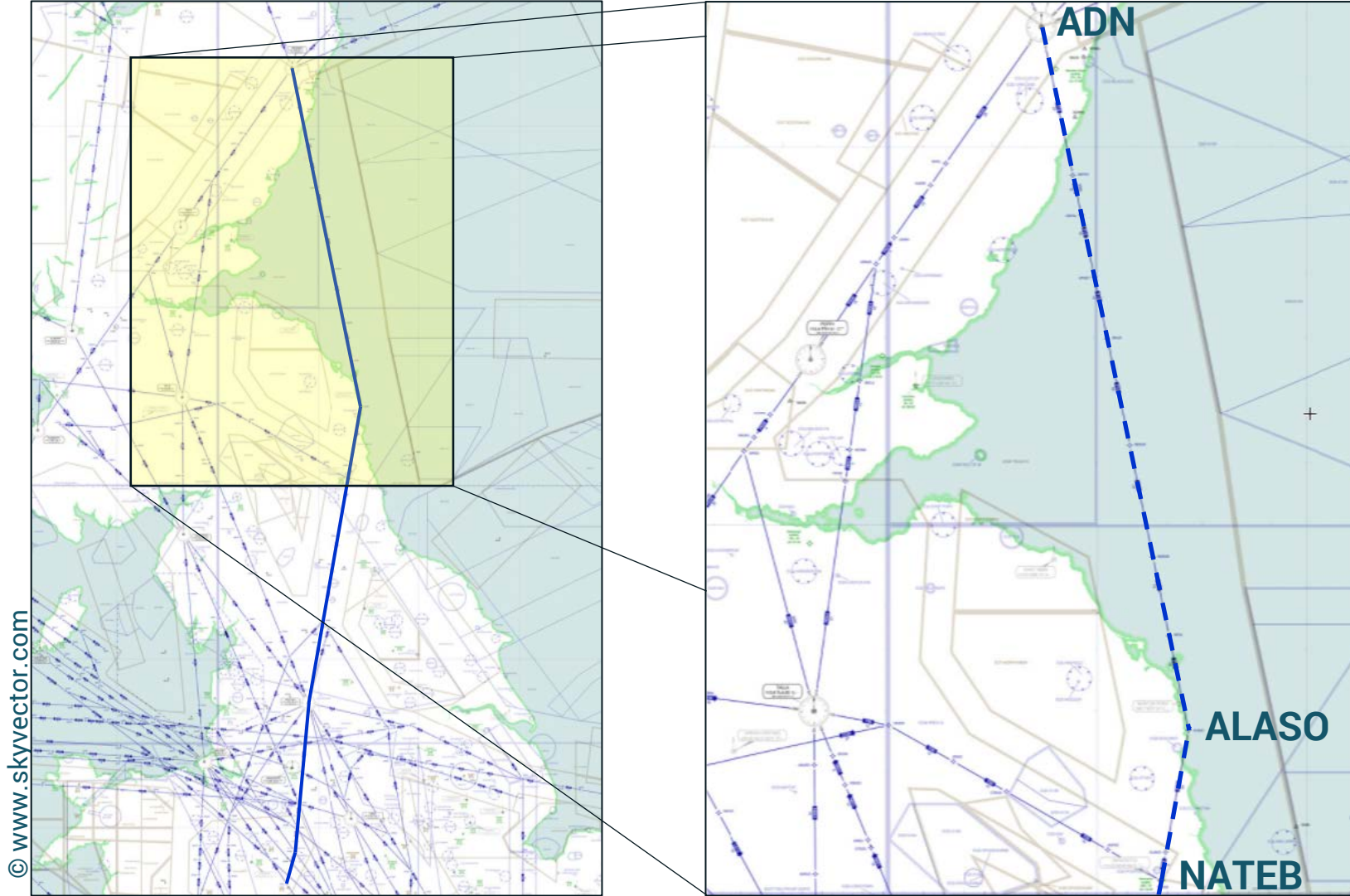
This ACP is seeking to extend the availability of this route.

An ACP has been started:

- Assessment meeting was on 6th May
- Draft Design Principles are currently with Stakeholders
 - Responses due by 18th June
- Design Options will be shared with stakeholders shortly
- Plan to formally consult at the end of this year
- Plan to submit the formal ACP early 2022
- Plan to implement September 2022

Affected Airspace:

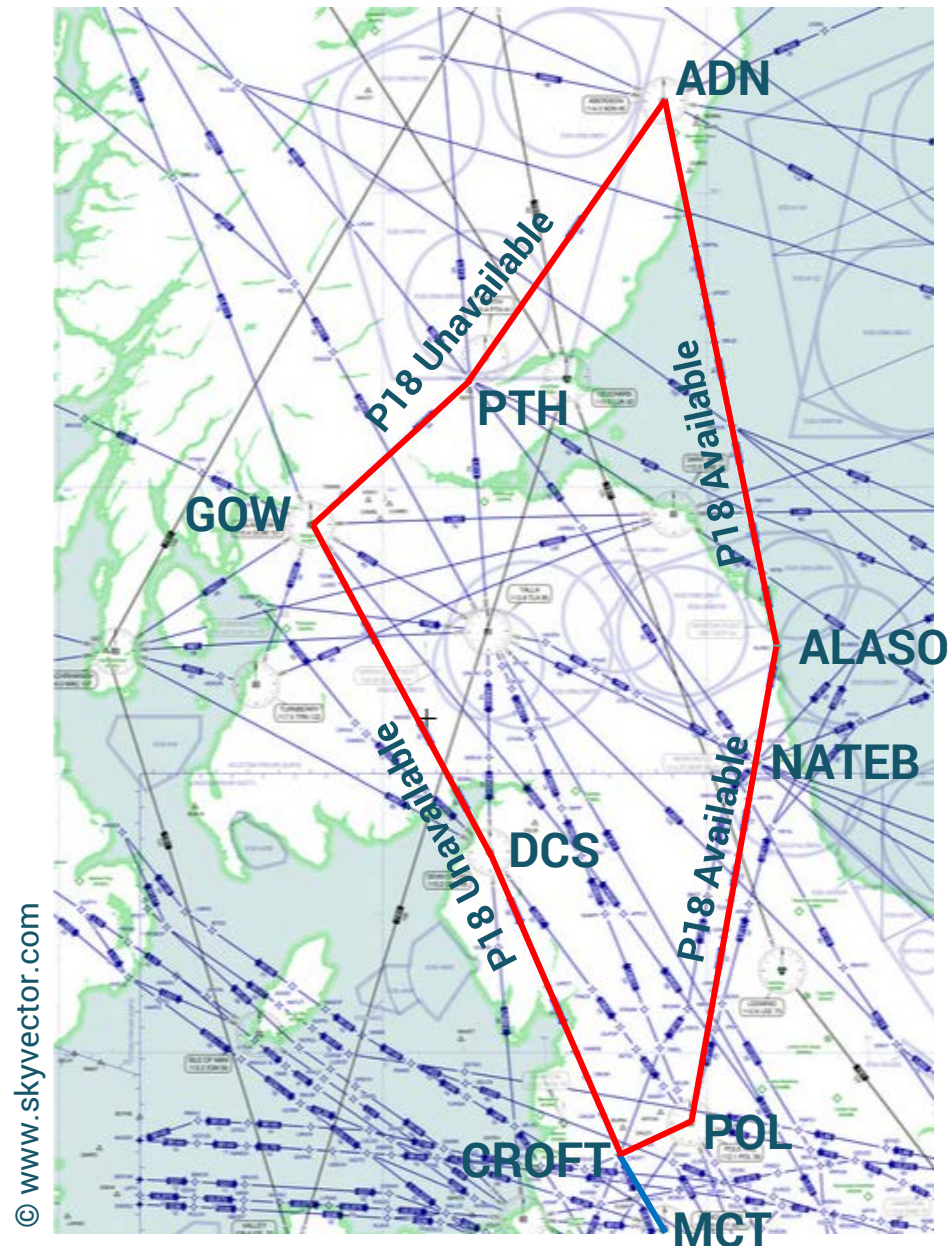
NATS



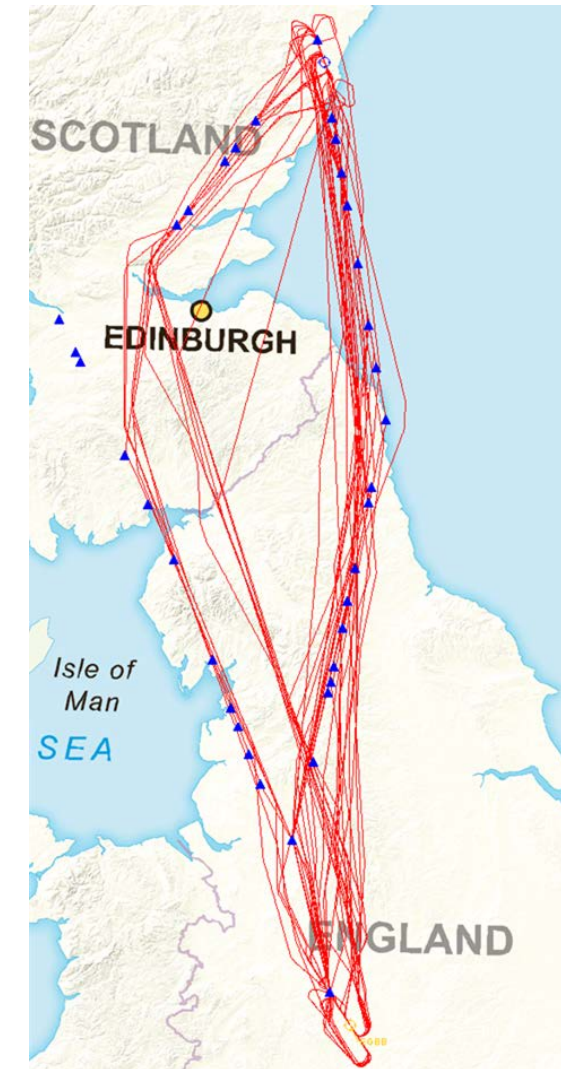
- **P18 NATEB - ADN** CDR 1 availability Fri (or the day preceding a PH) 1500 (1400) to Mon (or the day following a PH) 1000 (0900); Tue-Fri 0530-0900 (0430-0800). May-Sep, Mon-Thur 1900-0900.
- Currently P18 CDR does not currently have a permanent associated Danger Area

Current Use

- For a typical route EGPD-EGBB:
 - P18 available: 309 NM
 - P18 unavailable: 327 NM
- Saves approx. 150-250 kg CO₂ per flight.
- Initial Analytics indicates this could save ~400 T fuel (~1.3 kT CO₂) based on H24 availability



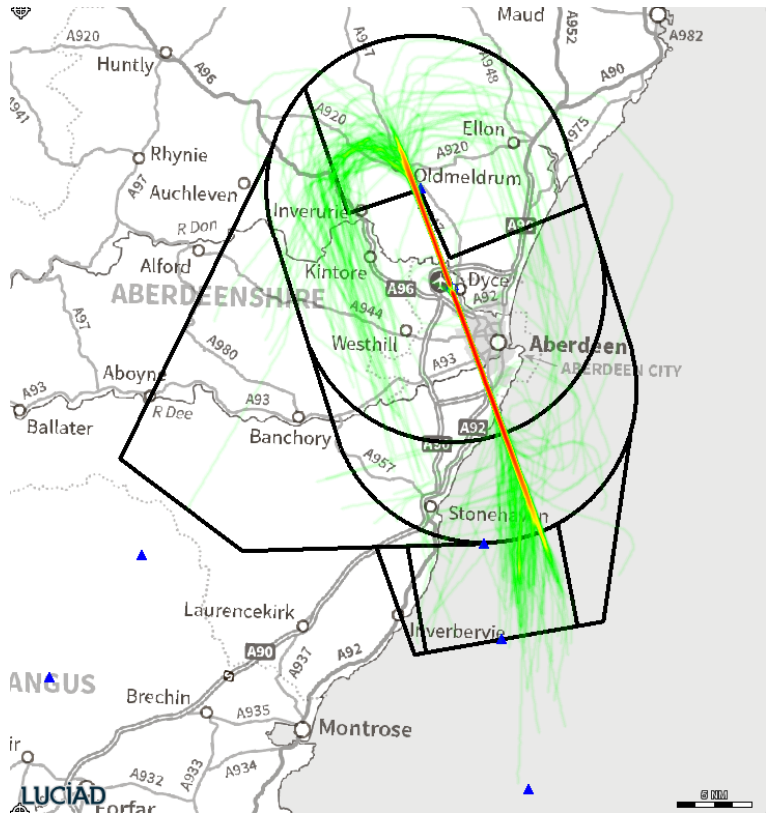
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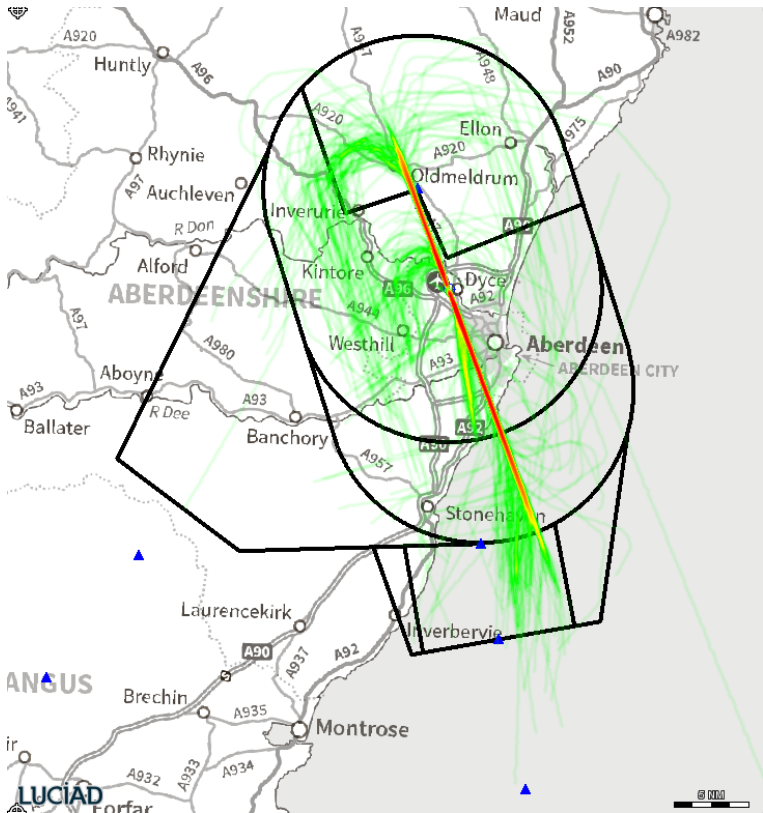
Current Use for relevant P18/P600 traffic: 5-11th Aug 2019



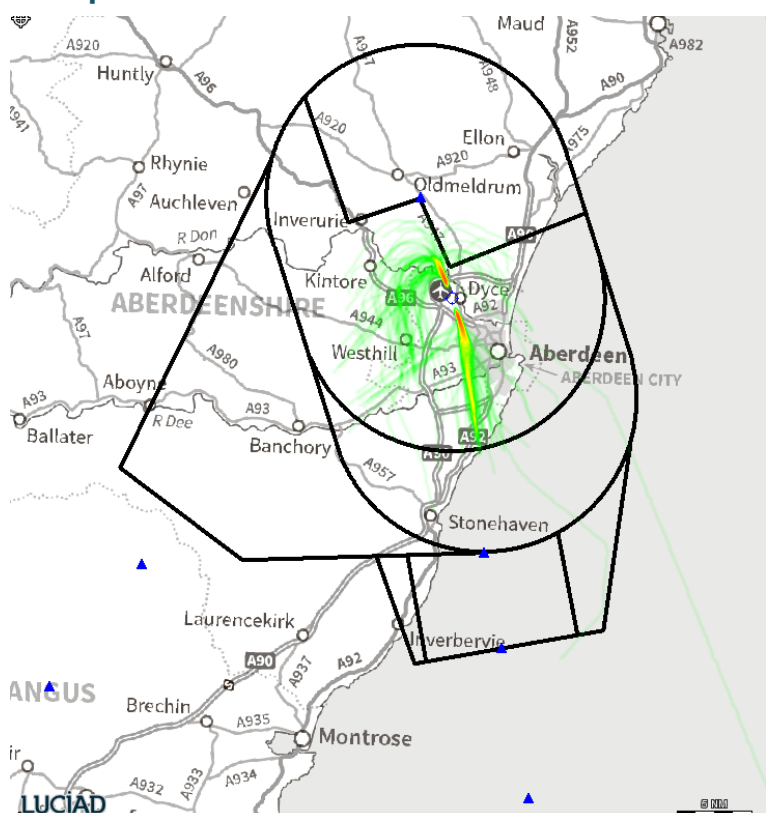
Arrivals SFC-FL70



Combined SFC-FL70



Departures SFC-FL70



Flights per day

Up to 2 flight

4 to 8 flights

2 to 4 flights

Greater than 8 flights

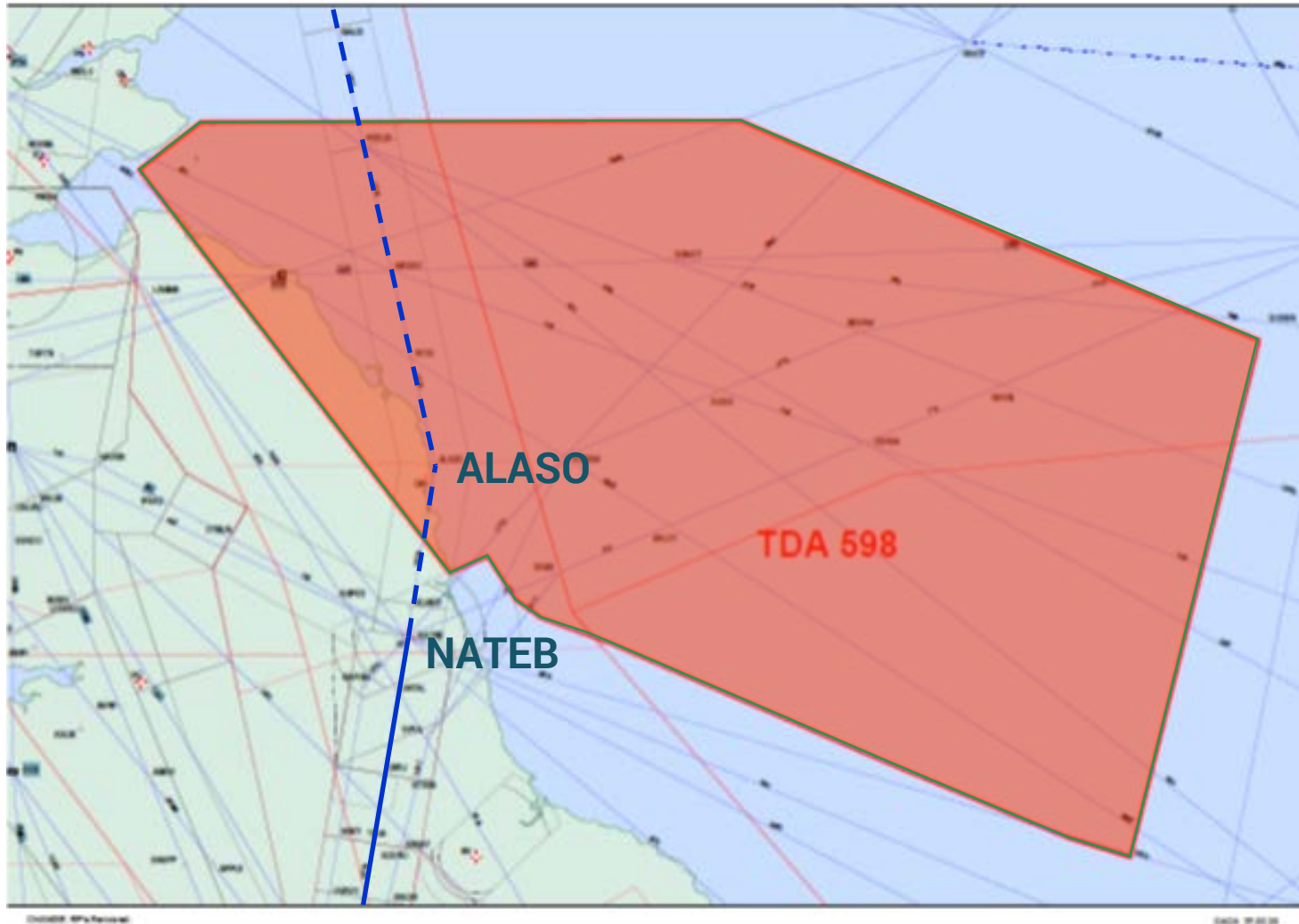
We recognise there is a potential impact beneath 7000 ft, therefore we would need airport to proactively support this ACP and to participate with engagement with local communities through their ACC

Draft Design Principles:



#	Design Principle	Category	Priority	Notes
1	Maintain or enhance current levels of safety.	Safety	1	
2	Must accord with the CAA's published Airspace Modernisation Strategy (CAP1711) and any current or future plans associated with it.	Policy	1	The CAA have stated that this DP is required by all change sponsors. CAP1711 describes what airspace modernisation must deliver
3	The proposed change will facilitate the reduction in CO ₂ emissions per flight.	Environmental	2	
4	The proposed change will facilitate the reduction in fuel burn per flight.	Economic	2	
5	The impacts on MoD airspace users should be minimised	Operational	3	
6	The impacts on civilian airspace users should be minimised	Operational	3	
7	The change of environmental impacts to stakeholders on the ground shall be minimised.	Environmental	3	
8	The proposed change will provide predictable flight planning capability.	Technical	3	Eliminates CDR category not associated with a DA

Airspace Planned Danger Area:



- **MOD have conducted airspace trials in the area shown.**
- ACP-2020-026 is to introduce permanent structure linked to these trials.
- *This airspace is only likely to be utilised ~2 weeks a year.*

- **Design Option 1: Do Nothing**
 - *This option would leave the airspace as is.*
- **Design Option 2: H24 ATS Route**
 - *P18 would become permanently flight plannable.*
 - *Military would not have access to it*
- **Design Option 3: H24 CDR- availability subject to D-1 notified MoD activity (NATS Preference)**
 - *P18 would become flight plannable H24 subject to SUA activities.*
 - *Military would be able to close the CDR when required. e.g To support the planned Danger Area activities*
- **Design Option 4: Extended hours CDR- availability subject to D-1 notified MoD activity**
 - *P18 would be available for extended periods.*
 - *If this option was to be progressed the hours of extension would form part of the consultation.*

Proposed CAP1616 Gateway Timescale



Stage	Date	
Assessment meeting	06/05/2021	
Stage 1 – Define	27/08/2021-	Design Principles
Stage 2 – Develop	24/09/2021-	Design Options
Stage 3 – Consult	29/10/2021-	Consultation planned for November and December
Stage 4 – Update and Submit	27/01/2022	
Stage 5 – Decide	14/04/2021	
Stage 6 – Implement	AIRAC 09 2022	

Questions?

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