

NATS - MoD OSEP P18 Engagement meeting:

CAP1616 Stage 1 Engagement

Held via Microsoft TEAMS

Tuesday 29th June 2021, 1300-1400

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- Military Interface Lead
[REDACTED]	MoD- DAATM Airspace Operations SO2
[REDACTED]	MoD- DAATM Airspace Plans SO2

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, reduced routing inefficiency, improved safety and alleviate 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-ADN which are considered on a case by case basis subject to ATCO workload and agreed UK FIS. When P18 is available, the military under the terms of the current LOA are able to "Clawback" the airspace if required, although this has rarely occurred. It was explained that **NATS** do not intend to realign or change the vertical profile nor change the classification of the airspace of 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 able to fly P18 into Aberdeen Airport from SFC to FL70. These showed that there is a potential to impact the distribution of flights within existing patterns below FL70 in close vicinity to the airport.

NATS asked if there was a MoD delivery of ATSOCAS in the vicinity of P18. **DAATM** responded that they currently provide ATSOCAS only to Eastern Airways. **DAATM** highlighted that this change would be beneficial to Eastern Airways whilst removing a task from the MoD.

5) Design Principles

NATS described the draft design principles which have been shared with stakeholders for their feedback by 18th June 2021. **NATS** thanked **DAATM** for previously providing their feedback on the design principles. No further questions were raised surrounding these Design Principles.

6) Other Airspace Considerations

The expectation of the MOD to introduce a Danger area in the vicinity of P18 was discussed (this change is being developed under ACP-2020-026, and has been informed by the recent MOD trial airspace implemented as TDA597). **DAATM** indicated that the presented location is their preferred option although it is yet to be finalised and confirmed that the area would be to support large force exercises only and not routine training. Currently, the activation frequency is anticipated to be limited to twice a year with time bound activations during exercise periods. This may change to ensure that MOD requirements are met in the future. This may be more than twice a year and will be assessed and developed by the ongoing ACP work and NATS will be fully engaged and consulted where appropriate to discuss and agree to frequency of activations. Any future airspace changes in the vicinity of P18 will also require NATS and the MOD to enter discussions.

DAATM highlighted that jets out of RAF Lossiemouth would be above P18 and therefore not expected to be an issue. Fighter controllers at RAF Scampton and RAF Boulmer might need access for routine flights but this should be manageable through amended LoAs.

DAATM questioned the ceiling of P18 in relation to TRA 007A. It was confirmed P18 is partly contained within TRA 007A however current access arrangements are described in the UK AIP ENR 1.1 para 5.1.5.6.

NATS agrees the impact of this change on TRA 007A will need to be investigated but envisages that any impact will be mitigated through suitable LoA amendments.

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.

DAATM agreed the design options presented are proportional and will provide formal feedback during the CAP1616 Stage 2 and 3 engagement as required.

8) Proposed CAP1616 Timescales

The timescale agreed with the CAA was presented.

10) Questions/ AOB

DAATM considers the change should be relatively simple but will provide early feedback if any specific issues are raised by military users.

NATS agreed to provide a copy of the Slide pack to **DAATM**.

No further questions were raised