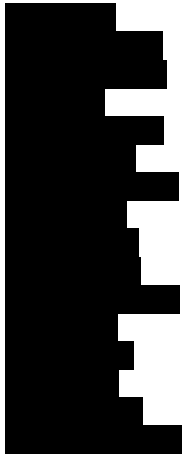


Aberdeen Airport Flight Operations & Safety Committee

Minutes from the Meeting held on Thursday 29<sup>th</sup> July 2021

By Teams  
(Due COVID 19 restrictions)

Dialled-in



NATS Aberdeen  
NATS Aberdeen  
NATS Aberdeen  
NATS Aberdeen  
NATS Prestwick  
AIAL  
Longside Airfield  
Babcock helicopters  
Bristow Helicopters  
Bristow Helicopters  
CHC Helicopters  
NHV Helicopters  
Gama Aviation  
Gama Aviation  
Alexander Air  
Loganair

2. Introductions

Introductions were made to confirm who was on the call.

3. Minutes of Previous Meeting

Agreed.





[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[REDACTED]

[REDACTED]

iv) Airspace Change Proposals (ACP)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

OSEP – P18

[REDACTED] gave a presentation regarding the Operational Service Enhancement Project, relating to the extension of P18 times of availability between NATEB – ADN. The project aims to incorporate small-scale changes to alleviate capacity hotspots, improve workload areas for controllers and pilots, save fuel and reduce timescales. The CAA's set of design principles have been sent out to operators and we have received some responses. A meeting will be held with the CAA soon to discuss the next stage of the process.

Airway P18 NATEB – ADN availability is currently Friday (or the day preceding a PH) 1500 (1400Z) to Monday (or the day following a PH) 1000 (0900Z); Tuesday to Friday 0530-0900 (0430-0800Z), May to September this would be Monday to Thursday 1900-0900. The proposal is for the availability of this section of P18 to be available on an H24 basis. Compared to the current restricted use, it is estimated that this would save approx. 150-250kg CO2 per flight and would have the advantage of moving more traffic over the North Sea instead of over land.

Whilst not introducing a new route there could be a potential impact from traffic below 7000ft. Primarily this would involve flights that would currently operate on P600 outside P18 times using P18 which may move their tracks slightly in the initial approach and departure phase. Another advantage of this proposal is to provide more predictable flight planning capabilities as an extension of the existing times would give operators better confidence to plan flights on P18.

Design options:

- 1- Do nothing.
- 2- H24 ATS route – P18 becomes permanently flight plannable.
- 3- H24 CDR – availability subject to D-1 notified MoD activity (NATS preference).
- 4- Extended hours CDR – subject to D-1 notified MoD activity.

With regards to timescale, stakeholders will be formally consulted in November or December this year with a view to achieving a formal ACP approval by mid-April of 2022 and putting the new procedures in place by the end of 2022, implemented in AIRAC 09/2022.

Link to the ACP: [Airspace change proposal public view \(caa.co.uk\)](https://caa.co.uk/airspace-change-proposal/public-view)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]

■ [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■ [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

■ [REDACTED]

[REDACTED]

■ [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]