

**ASSESSMENT MEETING MINUTES:
OPERATIONAL SERVICE ENHANCEMENTS PROJECT:- IMPROVED CONNECTIVITY THROUGH NEW
AND/ OR AMENDED ATS ROUTES/ WAYPOINTS**

11th October 2021 HELD VIA TEAMS

Present

[REDACTED]

[REDACTED]

Appointment

Airspace Regulator (Technical)
Principle Airspace Regulator
Airspace Regulator (Consultation and Engagement)
Principal Airspace Regulator
Airspace Regulator (Environmental)
Airspace Change Specialist
Project Manager
ATC Lead
Airspace Implementation Manager
Airspace Change Compliance and Delivery Manager

Representing

CAA
CAA
CAA
CAA
CAA
NATS
NATS
NATS
NATS
NATS
NATS

Apologies

[REDACTED]

Airspace Regulator (Economic)

CAA Assessment Meeting Opening Statement

CAA noted that the following agenda and the sponsor presentation slide pack were received in advance of the Assessment Meeting and confirmed that the documents must be published by the sponsor, together with minutes of the meeting, on the Airspace Change Portal page. CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA's CAP 1616 requirements, but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA's process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:

- for the Sponsor to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process, including determining whether the proposal falls within the scope of a scaled CAP 1616 ACP for the introduction of RNP Instrument Approach Procedures (IAPs) without an Approach Control as described in CAP 1961,
- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stages of the airspace change process.

	ACTION
<p>Item 1 – Introduction</p> <p>Introductions made and attendees confirmed.</p> <p>It was agreed by all parties that as there will be three OSEP assessment meetings (ACP-2021-60, 61 and 62) the opening statement can apply to all three. Furthermore, it was agreed that as there will be overlap within the slides presented only new information would need to be discussed in each presentation unless the previously covered information was of particular significance to the proposed change.</p> <p>[REDACTED] opened the meeting with the CAA opening statement.</p>	

<p>Item 2 – Statement of Need (discussion and review)</p> <p>The Statement of Need was presented and reviewed.</p> <p>No Questions were received during the assessment meeting in relation to the Statement of Need. It was therefore deemed fit for purpose.</p>	
<p>Item 3 – Issues or opportunities arising from proposed change</p> <p>In Q2 2021 NATS raised a single overarching ACP (ACP-2021-018) which sought to implement change of multiple types over the entire UK FIR. During the assessment meeting for this overarching ACP, the CAA raised concerns that this may be too broad a swathe to ensure effective stakeholder engagement and risked a single element failing jeopardising the whole ACP. During this assessment meeting it was suggested by the CAA a better approach may be to split the changes by type.</p> <p>NATS acknowledged this feedback and made the decision to withdraw ACP-2021-018 and submit three separate ACPs. Each new ACP addresses a single issue to mitigate against this risk:</p> <ul style="list-style-type: none"> • ACP-2021-062 – Operational Service Enhancements Project:- New and/ or Revised Arrival Procedures • ACP-2021-061 – Improved Connectivity Through New and/ or Amended ATS Routes/ Waypoints (this one) • ACP-2021-060 – Operational Service Enhancements Project:- Improving Access to Inactive SUAs. <p>This ACP (2021-061) seeks to make changes to the ATS route network.</p> <p>NATS presented slides which provided background information to the change as well as indicative examples of what might be considered and what savings could be realised for each change. . NATS explained that options were not limited to those presented and would welcome suggestions from stakeholders for consideration. However, any change that had the potential to impact traffic at or below 7,000 ft would not be considered within this ACP.</p> <p>NATS highlighted their concern around stakeholder fatigue and confusion and low responses bought on from a series of OSEP ACPs in quick succession. Engagement will be targeted and clearly indicate which ACP it relates to.</p> <p>CAA raised a concern that as the ACP is looking country wide, should a single aspect of the proposal fail, then all aspects would fail.</p> <p>NATS is aware there is risk associated with pursuing a number of changes over a large geographical area within a single ACP, and stated this risk is acceptable and can be mitigated.</p> <p>Note If these were further subdivided the increased costs of undertaking multiple additional ACPs would erode the cost/benefit ratio and would make further fragmentation of these proposals prohibitive</p>	
<p>Item 4 – Options to exploit opportunities or address issues identified</p> <p>See Item 3</p> <p>CAA requested NATS use this ACP as an opportunity to:</p> <ul style="list-style-type: none"> • Remove superfluous ‘U’ designators from the UK ATS Structure as this could offer significant fuel benefit in climb and descent. • Remove dual designated routes where able and • Rationalise the use of route designators <p>NATS acknowledged the request and will consider these as potential design options.</p>	
<p>Item 5 – Provisional indication of the scale level and process requirements*</p> <p>NATS expects this change to be categorised as a level 2C change owing to the changes largely reflecting tactical airspace use as well as being contained above 7,000 ft. CAA provisionally agreed with the scaling but will confirm following the Stage 2 gateway</p>	

<p>CAA stated that if categorised as a level 2 change only Fuel burn and CO₂ analysis are required. However, as the change is perceived to be purely positive a qualitative assessment will be sufficient although NATS might prefer to do more owing to the size of the change.</p> <p>NATS confirmed that as the OSEP project is about delivering benefits to our customers we will quantify the predicted fuel and CO₂ savings for Stage 3 and 4.</p> <p>CAA raised the following concerns surrounding the list of stakeholders:</p> <ul style="list-style-type: none"> • Does the Top 10% of aircraft operators contain a representative mix of traffic types, e.g. long haul, domestic... • As the changes are nationwide, the stakeholder list might need to be extended to include AONB's and quiet areas but acknowledged if this change is a level 2C this would not be required. <p>NATs responded that:</p> <ul style="list-style-type: none"> • They believed the Top 10 list does offer a representative mix but would confirm before commencing Stage 1 engagement, and • If required NATS will engage with relevant AONBs, quiet areas etc but as any change at or below 7,000ft will not be progressed they do not feel it is likely to be required. <p>CAA stated that if a change occurs greater than 12 miles offshore, ICAO High Seas engagement will be required</p> <p><i>* When the sponsor submits their gateway materials for each Gateway at the agreed submission deadline, the period between this and the gateway decision will be an analysis by the CAA Airspace Regulatory team (Airspace Regulation) of the documentation submitted, for the purposes of making a recommendation to the CAA Gateway decision maker(s). In conducting the gateway assessment, the CAA is assessing the process employed and its compliance with the guidance stipulated within CAP1616. It is not an assessment of the merits of the submission itself, which is reviewed at Stage 5 - Decision. We may request documentation from the sponsor that is referred to in the gateway submission but has not been provided as part of the Gateway submission materials. We may also request the sponsor to provide information by way of clarification relating to statements or assumptions made in the submission. Any further information sought by Airspace Regulation at this stage is for clarificatory purposes and is only for determining compliance with the CAP 1616 process.</i></p> <p><i>In any instance where a sponsor has not met the requirements of the process, we will inform them after the gateway decision and advise of next steps.</i></p> <p><i>Please note that <u>this text does not apply to airspace change proposals involving the sole implementation of RNP Instrument Approach Procedures (IAPs) without an Approach Control, as Gateway Assessments are not required. Therefore, this text can be removed from the Assessment Meeting minutes.</u></i></p>																									
<p>Item 6 – Provisional process timescales*</p> <table border="1"> <thead> <tr> <th>Stage</th> <th>Date</th> <th>Doc Deadline/ Submission</th> </tr> </thead> <tbody> <tr> <td>Assessment meeting</td> <td>11/10/2021</td> <td></td> </tr> <tr> <td>Stage 1 – Define</td> <td>28/10/2022</td> <td>14/10/2022</td> </tr> <tr> <td>Stage 2 – Develop</td> <td>16/12/2022</td> <td>02/12/2022</td> </tr> <tr> <td>Stage 3 – Consult</td> <td>24/02/2023</td> <td>10/02/2023</td> </tr> <tr> <td>Stage 4 – Update and Submit</td> <td>06/07/2023</td> <td></td> </tr> <tr> <td>Stage 5 – Decide</td> <td>21/09/2023</td> <td></td> </tr> <tr> <td>Stage 6 – Implement</td> <td colspan="2">Not Before AIRAC 05 2023 (18/05/23)</td> </tr> </tbody> </table> <p>NATS are proposing to utilise an 8-week consultation owing to the limited targeted stakeholder audience and expected net positive impact of the change.</p> <p>CAA suggested a longer consultation could lessen stakeholder fatigue. Justification for the consultation duration should be presented within the Stage 3 Consultation Strategy Document.</p> <p>CAA asked if it would be beneficial to combine the 3 consultations to further limit stakeholder fatigue.</p> <p>NATS responded that following the CAA concerns raised during the ACP-2021-018 assessment meeting regarding a combined consultation as well as NATS' experience from running combined consultations stakeholders would find it less confusing to keep the 3 ACP consultations distinct. Combining the consultations would also impact on delivery dates and resourcing.</p>	Stage	Date	Doc Deadline/ Submission	Assessment meeting	11/10/2021		Stage 1 – Define	28/10/2022	14/10/2022	Stage 2 – Develop	16/12/2022	02/12/2022	Stage 3 – Consult	24/02/2023	10/02/2023	Stage 4 – Update and Submit	06/07/2023		Stage 5 – Decide	21/09/2023		Stage 6 – Implement	Not Before AIRAC 05 2023 (18/05/23)		<p>Timescale</p>
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<p><i>* The timeline agreed may become subject to change by the CAA. This is because the Secretary of State for Transport has directed the CAA to prioritise RNP Instrument Approach Procedures (IAPs) without an Approach Control proposals; this may impact Airspace Regulation resource and consequently timelines.</i></p>	
<p>Item 7 – Next steps</p> <p>Timescales to be agreed and communicated. Assessment meeting slides and agenda to be uploaded to portal. Meeting minutes to be circulated, agreed and uploaded to portal (redacted version).</p>	<p>Timescales Portal</p>
<p>Item 8 – Any other business</p> <p>None</p>	

**ACTIONS ARISING FROM OPERATIONAL SERVICE ENHANCEMENT PROJECT:- IMPROVING
ACCESS TO INACTIVE SUAs ASSESSMENT MEETING**

Subject	Name	Action	Deadline
Timelines	█	Confirm Timescales	
Minutes	█	Circulate and upload redacted approved minutes, slidepack and agenda to portal	

NATS Ltd
ACP Sponsor