

SAFETY AND AIRSPACE REGULATION GROUP

Airspace Regulation and ATM

19th November 2021



CAA SAFETY REVIEW SUMMARY FOR ACP 2018-65 SAIP AD6 - STAGE 5 LETTER OF ACCEPTANCE

The CAA has reviewed the sponsor's safety assessment for ACP 2018-65. Under CAP 1616 this letter serves as the summary of the CAA's safety review for this ACP. The changes proposed in an ACP must, 'maintain a high standard of safety in the provision of air traffic services'¹. Accordingly, the proposal will not be accepted unless it improves or maintains a high standard safety.

The review has considered, but was not limited to, the following key areas:

In respect of air traffic control resource and infrastructure

The CAA is satisfied that the ACP sponsor has demonstrated that the ACP will be safely supported through air traffic control resource and infrastructure.

The Sponsor has asserted that the ACP will increase resilience in the TC Essex sectors by c.30%. The CAA accepts that by removing the traffic from shared holds to a EGGW specific set of STARs and hold it will simplify the controlling task spreading it across two separate approach controllers rather than the one as it currently is. In doing this it moves the existing conflicts and complexities to other adjacent sectors spreading traffic across a larger lateral and vertical area rather than keeping it in proximity to EGSS.

The CAA acknowledges the training burden stated by NATS and will closely monitor the progress and adherence of the approved Operational Conversion Training plan. The CAA acknowledges that human performance impacts have not been considered as part of the submission, for those controllers who may experience a reduced level of stimulus generated by simplicity of the task post change; the CAA will monitor human factors impacts (HF) as part of its ongoing regulatory oversight.

The CAA has reviewed the evidence to show that the Sponsor will provide satisfactory surveillance and RT coverage.

In respect of air traffic control procedures

The CAA is satisfied that the ACP sponsor has demonstrated safety regarding the concept of operations. However, there has not been enough information provided, at this stage, to make a full safety assessment. The CAA are content that mature procedure changes (MATS Part 2 and LoAs where appropriate) should be captured with the ANSPs existing and approved Change Management and SMS processes and will have Regulatory oversight and Approval, where appropriate, prior to introduction.

The Sponsor has requested reduced controlled airspace containment; their safety case is accepted, and the required controller monitoring will be reviewed during ongoing regulatory oversight.

The Sponsor has stated that a number of procedures will be captured in the MATS Part 2 and LoAs, these included the usage of the ZAGZO hold, the independent use of the WOBUN, BOMBO WCO, MUCTE and LAPRA holds (where they are deemed not to be separated), and the use of the PBN transitions for RCF only. All amendments to the MATS Pt2 will be captured and reviewed against the ACP as part of ongoing regulatory oversight.

¹ S.70(1) Transport Act 2000

In respect of the airspace design

The CAA is satisfied that the ACP sponsor has demonstrated safety.

The CAS requirement has been minimised and will safely contain the new procedures, however there will be a requirement for a degree of air traffic control monitoring.

The shape of the CAS has been predicated on minimising any volume increases and as such has created new 'steps' of CAS where there were none (see Op Assessment para B.11). This should not increase the risk of incursions as the lowest level of the new CAS is FL75 and the main airspace users impacted (USAFE and the MoD) have draft LoAs in place to adequately mitigate any associated risks.

The ACP airspace design may require a review following the ACP submission for FASI South. Assurance will be needed to ensure the airspace created for this ACP still meets the requirements of all users and safely optimises the use of the airspace available.


Conditions of acceptance

The CAA has the following conditions that must be met prior to implementation:

- 1) **All LoAs must be completed and signed.**
- 2) **The ATM Training plan must be met.**
- 3) **ATC Instructions which include the proposed ATC mitigation procedures, charts, etc must be submitted at least 30 working days prior to implementation of the change.**
- 4) **Assurance that Human Performance monitoring on controller performance post implementation will be presented at Stage 7 (Post implementation review).**

Conclusion(s)

The CAA has reviewed the ACP sponsor's safety assessment and is satisfied that the proposed changes meet the safety requirement under s70(1) Transport Act 2000.


ATS Inspector (En-Route Operations)


Technical Airspace Regulator