

[REDACTED]

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**From:** [REDACTED]  
**Sent:** 06 December 2021 07:37  
**To:** [REDACTED]  
**Subject:** RE: Improving Access to Inactive SUAs

Goodmorning,

I approve.

Best regards,

[REDACTED]



Enabling aviation together

[REDACTED] | Airspace Architect | Procedures department

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**Van:** [REDACTED]  
**Verzonden:** vrijdag 3 december 2021 16:45  
**Aan:** [REDACTED]  
**Onderwerp:** Improving Access to Inactive SUAs

Good afternoon,

We wrote to you on 8<sup>th</sup> Nov regarding a set of draft Design Principles for our ACP which is seeking to enhance access to inactive SUA's.

Our records indicate that you have yet to respond. Whilst this is in no way mandatory we would encourage you to do so. The team will continue to engage with you throughout the ACP. We value your input.

Further information can be found on the CAA portal or you can contact me with any questions/comments you may have.

*Below are the draft set of DPs for this Airspace Change. Please can you review these and give us your comments. If you have any suggestions for additional design principles, we will welcome your input. If you are content with the proposed design principles, please press the "Approve" voting button or reply "Approve". If you have comments, please reply to this email and annotate the table below:*

#	Design Principle	Category	Priority	Notes	Stakeholder Comments
1	Maintain or enhance current levels of safety.	Safety	1		
2	Must accord with the CAA's published	Policy	1	The CAA have stated that	

	Airspace Modernisation Strategy (CAP1711) and any current or future plans associated with it.			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 <sub>2</sub> 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 environmental impacts to stakeholders on the ground shall be minimised.	Environmental	3		
8	The proposed change will provide predictable flight planning capability.	Technical	3		
9	The proposed change must pass a NATS cost benefit analysis.	Technical	1		
10	The proposed change will not alter flights at or below 7000 ft	Operational	1		
11	The proposed change should not adversely impact neighbouring ANSP operations	Operational	2		
12	The volume of controlled airspace required for this change should be the minimum necessary to deliver an efficient airspace design, taking into account the needs of UK airspace users	Technical	3		
13	<i>Add further suggested Design Principles HERE</i>				

We would appreciate your feedback for the OSEP-P18 draft DPs by 13th December 2021. Many thanks for your time.

Best regards



**NATS**



Airspace Engagement Manager

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