

[REDACTED]

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**From:** Airspace Consultation  
**Sent:** 08 November 2021 17:21  
**To:** ceo  
**Subject:** RE: Airspace Change Design Principles for NATS Operational Service Enhancements Project:- Improving Access to Inactive SUAs

Dear [REDACTED]

Thank you for responding, the Approve button should have been at the top, however it is not always clear. I acknowledge your response of approve and no further action is required from you at this stage.

Kind regards



**NATS**



## NATS Internal

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**From:** ceo <[REDACTED]>  
**Sent:** 08 November 2021 17:09  
**To:** Airspace Consultation <[REDACTED]>  
**Subject:** RE: Airspace Change Design Principles for NATS Operational Service Enhancements Project:- Improving Access to Inactive SUAs

Where is the approve button???

In the absence of the button: Approve



CEO BHA

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**From:** Airspace Consultation  
**Sent:** 08 November 2021 17:00  
**Subject:** Airspace Change Design Principles for NATS Operational Service Enhancements Project:- Improving Access to Inactive SUAs

Dear Colleague,

NATS is currently progressing a series of Airspace Change Proposals (ACP's) as part of our Operational Service Enhancements Project (OSEP) which seeks to deliver small scale changes across NATS' En-route (NERLs) airspace

between now and 2027. These changes will deliver benefits through enabled fuel savings to customers, reduced routing inefficiency, safety improvements and/or alleviating capacity hotspots.

The ACPs which are currently ongoing are listed below, although other ACPs might be added in the future:

- [ACP-2021-060](#) – Operational Service Enhancements Project:- Improving Access to Inactive SUAs. (this one).
- [ACP-2021-061](#) – Improved Connectivity Through New and/ or Amended ATS Routes/ Waypoints.
- [ACP-2021-062](#) – Operational Service Enhancements Project:- New and/ or Revised Arrival Procedures.
- [ACP-2021-020](#) – Operational Service Enhancements Project:- P18 Extension of Times of Availability NATEB – ADN.
- [ACP-2019-055](#) – New Amsterdam / London UIR Crossing Point

Within the UK FIR there are over 250 airspace structures designated as Special Use Airspace. For some of these SUAs, it is not possible to flightplan a route through these structures, even outside of the published use and for others the published availability of the associated conditional route does not align with the actual use.

This change, ACP-2021-060, is seeking to improve access to these structures when they are not in use. This will allow operators to flightplan and fly more direct routes and enables the associated fuel and emission benefits.

As part of this process, we would like to involve you in the formulation of the Design Principles (DPs) which will be used during this submission. This is required as part of the UK CAP1616 Airspace Change process.

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 “”.

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 Airspace Modernisation Strategy (CAP1711) and any current or future plans associated with it. | Policy        | 1        | The CAA have stated that 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  | Environmental | 3        |   |                      |

|    |  |             |   |  |  |
|----|--|-------------|---|--|--|
|    | on the ground shall be minimised.  |             |   |  |  |
| 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 13<sup>th</sup> December 2021. Many thanks for your time.

Best regards

NATS Airspace Change Team



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