

London Airspace Management Programme 2, Deployment 1.1

Gateway Documentation

Stage 3: Consult

Step 3D: Collate and Review Responses

Annex A

Engagement Evidence

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1) Consultation launch email sent to all targeted stakeholders

Airspace Consultation

From: Airspace Consultation
Sent: 06 September 2021 08:27
To: Airspace Consultation
Subject: Consultation Launch: Airspace Change Proposals in South West UK Airspace: LAMP D1.1 and FRA D2

Dear Colleague,

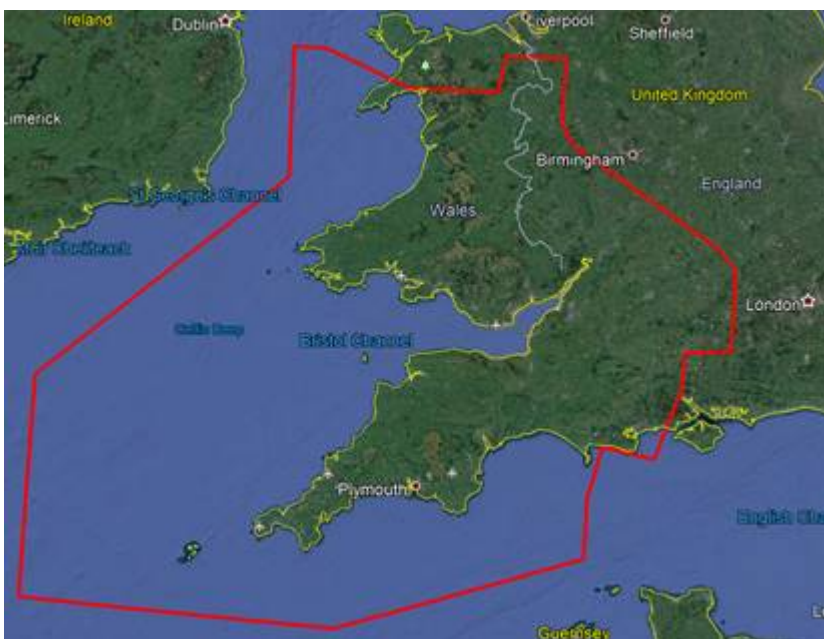
UK Airspace Modernisation: London Airspace Modernisation Programme Deployment 1.1 (LD1.1) & Free Route Airspace Deployment 2 (FRA2) – Action by 29 November 2021

NATS is consulting on proposed changes to the South West UK Airspace, which will update the route network to deliver specific initiatives of the CAA's Airspace Modernisation Strategy, and would like to invite you to respond.

Two significant changes are proposed within the airspace which covers the south west of England and most of Wales:

- 1) **LD1.1** – affecting airspace from 7,000ft – 24,500/30,500ft. Modernising the ATS route network using systemised traffic flows to optimise flight profiles, and allow optimal alignment and connectivity with airport airspace structures as these are also modernised.
- 2) **FRA D2** – affecting airspace above 24,500/30,500ft. This second UK deployment of Free Route Airspace proposes the removal of ATS routes in the FRA area to allow optimal profiles to be flown in the upper airspace.

The diagram below shows the geographical extent that the proposed changes will cover.



The consultations have opened today, 6th September 2021, and will run for 12 weeks until 29th November 2021.

Please note that there are two separate Airspace Change Proposals (ACPs) relating to these changes. The consultation material is available, including the consultation documents, on the CAA's Consultation portal using the following links:

<https://consultations.airspacechange.co.uk/nats/nats-fra-d2>

<https://consultations.airspacechange.co.uk/nats/ld1-1>

Please take the time to consider these proposals and complete the short questionnaires provided on the portals.

If you need to provide additional documents as part of your response there is the facility to do this. All feedback is valuable, even if you support, object or are ambivalent to these proposed changes.

Kind regards

Airspace Change Team

NATS

airspaceconsultation@nats.co.uk



www.nats.co.uk



2) Print of nats.aero website announcing consultation launch

Home (<https://www.nats.aero>) / Airspace (<https://www.nats.aero/airspace/>) /
Airspace consultations (<https://www.nats.aero/airspace/consultations/>) /

London Airspace Modernisation Programme 2 Deployment 1.1

Consultation closed

Location - Wales, West of England

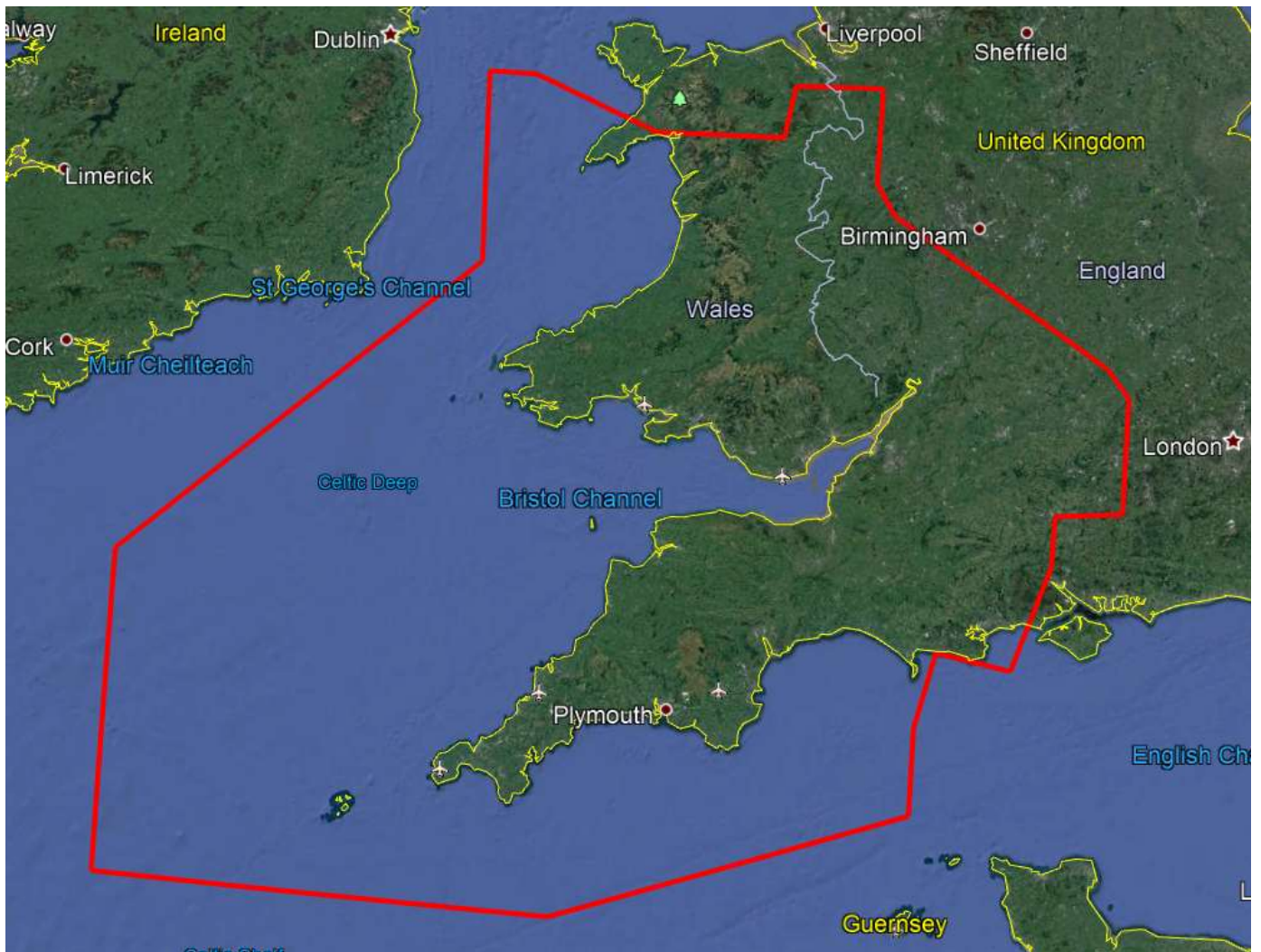
Airspace - Above 7000ft

Website - Visit (<https://consultations.airspacechange.co.uk/nats/ld1-1/>)

Date closed - 29 November 2021

The London Airspace Modernisation Programme 2 Deployment 1.1 (LAMP2D1.1, abbreviated herein to LD1.1) airspace (see Figure 1 below) is critical airspace within the European and World ATM network. It is situated at a crossroads of east-west/north-south traffic flows

between Europe and the London area, and Ireland and North America, and between the north of England and Scotland and France, Iberia and beyond.

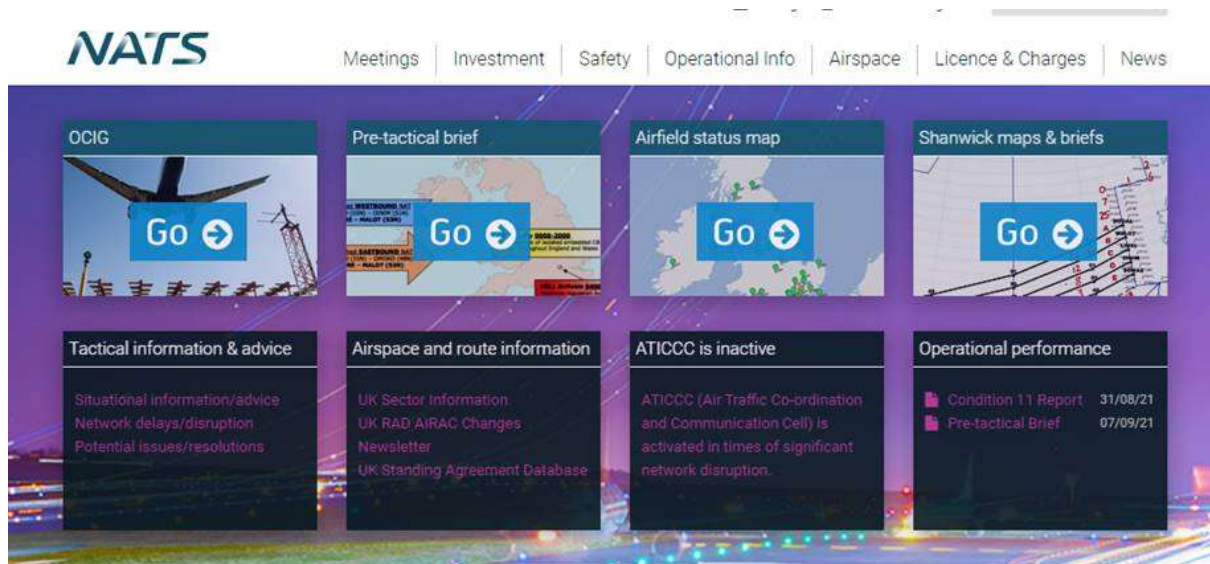


NATS LAMP Deployment 1.1 (LD1.1)

Today's air traffic services (ATS) route network has evolved over time and does not fully exploit modern navigation technology. The objective of this project is to update the route network in accordance with the Civil Aviation Authority (CAA)'s Airspace Modernisation Strategy (AMS) using Performance Based Navigation (PBN). This will provide benefits in capacity whilst minimising environmental impacts and ensuring the recovery and continued growth of aviation is sustainable.

- > [View full consultation details here \(https://consultations.airspacechange.co.uk/nats/ld1-1/\)](https://consultations.airspacechange.co.uk/nats/ld1-1/).

3) Screenshots of NATS customer affairs website with consultation launch



Customer News	NATS Corporate News	NATS Blog Posts
<p>NATS consultations on airspace change proposals over Wales and southwest England now open</p> <p>9 September 2021</p> <hr/> <p>Cobra Advanced Combat</p>	<p>NATS declares emissions lows and charitable giving highs in Responsible Business Report</p> <p>19 August 2021</p> <hr/> <p>NATS Holdings Limited – Results for the year ended 31</p>	<p>Changing the way we monitor controller competence</p> <p>3 September 2021</p> <hr/> <p>You can now listen to our Altitude livestream as a podcast</p> <p>27 August 2021</p>

News
Previous Customer Reports

Home > News

NATS consultations on airspace change proposals over Wales and southwest England now open

09.09.2021

On the 6th September 2021 we launched two concurrent consultations relating to airspace change proposals above 7,000ft over Wales and southwest England, these will run for 12 weeks, ending on 29th November 2021.

The consultations are:

London Airspace Modernisation Programme 2 Deployment 1.1 – (systemisation of the airspace above 7,000ft)

- › [Link to consultation page](https://consultations.airspacechange.co.uk/nats/ld1-1/)
<https://consultations.airspacechange.co.uk/nats/ld1-1/>

Free Route Airspace Deployment 2 (our second deployment of FRA in the UK overlaying LD1.1 up to 66,000ft)

- › [Link to consultation page](https://consultations.airspacechange.co.uk/nats/nats-fra-d2/)
https://consultations.airspacechange.co.uk/nats/nats-fra-d2

These two ACPs are being run in parallel as they share dependencies and represent a major step forward to modernising airspace in the UK. The red line in this image indicates the geographical scope of the ACPs.



A customer briefing via TEAMS will be held on 22nd September at 1230 UTC (see meeting for joining details).



[Read our latest customer report.](#)

Email us

customerhelp@nats.co.uk

Home > News > NATS consultations on airspace change proposals over Wales and southwest England now open

4) Mid point consultation reminder email sent to all targeted stakeholders

Airspace Consultation

From: Airspace Consultation
Sent: 11 October 2021 17:35
To: Airspace Consultation
Subject: Midpoint NATS Consultation REMINDER EMAIL

Dear Colleague,

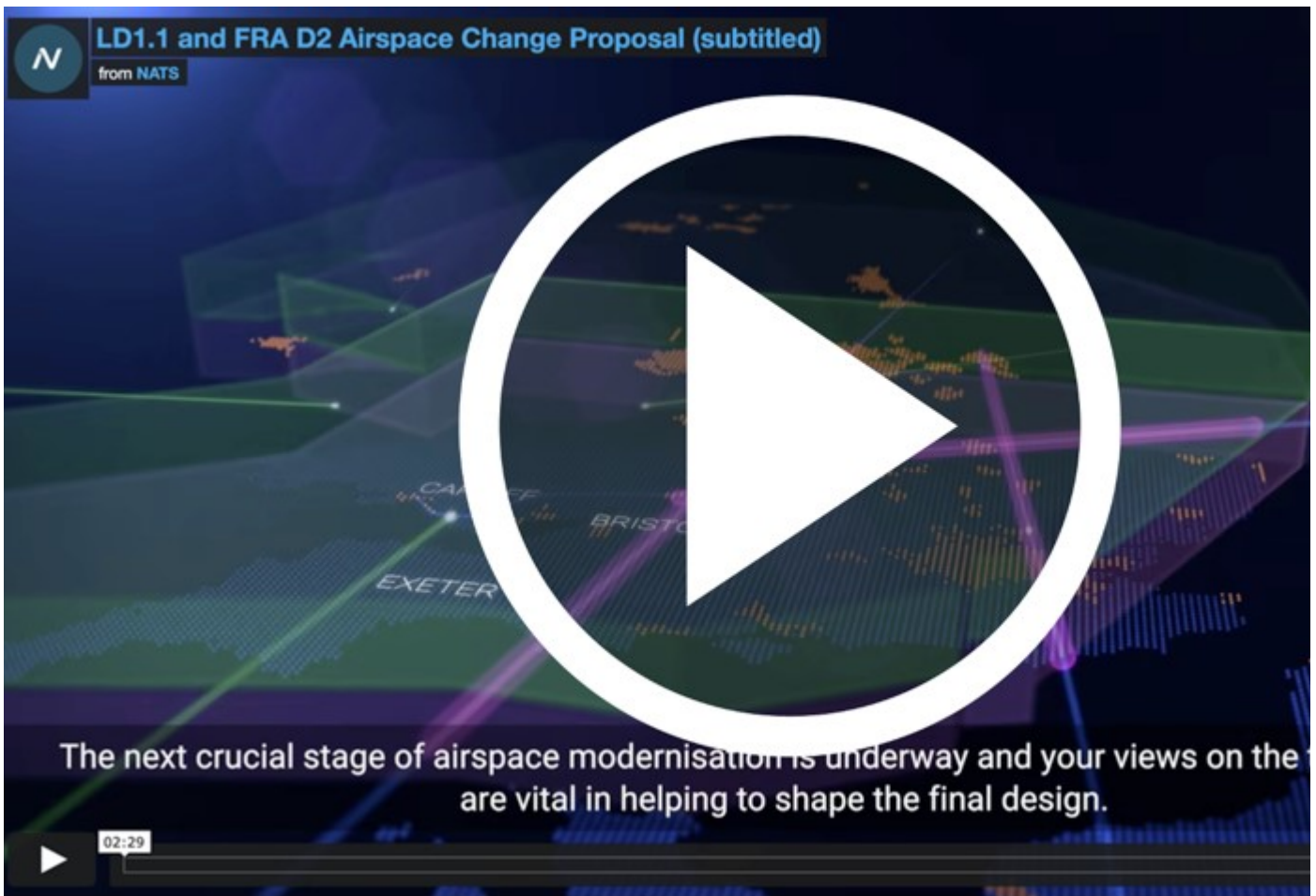
**REMINDER: UK Airspace Modernisation, Action by 29 November 2021:
London Airspace Modernisation Programme Deployment 1.1 (LD1.1) &
Free Route Airspace Deployment 2 (FRA2)**

NATS is consulting on proposed changes to the South West UK Airspace, which will update the route network to deliver specific initiatives of the CAA's Airspace Modernisation Strategy, and would like to invite you to respond.

Two significant changes are proposed within the airspace which covers the south west of England and most of Wales:

- 1) **LD1.1** – affecting airspace from 7,000ft – 24,500/30,500ft. Modernising the ATS route network using systemised traffic flows to optimise flight profiles, and allow optimal alignment and connectivity with airport airspace structures as these are also modernised.
- 2) **FRA D2** – affecting airspace above 24,500/30,500ft. This second UK deployment of Free Route Airspace proposes the removal of ATS routes in the FRA area to allow optimal profiles to be flown in the upper airspace.

This short video provides an overview of the proposed changes:



The consultations are now midway through, and will run for 12 weeks until 29th November 2021.

Please note that there are two separate Airspace Change Proposals (ACPs) relating to these changes. The consultation material is available, including the consultation documents, on the CAA's Consultation portal using the following links:

<https://consultations.airspacechange.co.uk/nats/nats-fra-d2>

<https://consultations.airspacechange.co.uk/nats/ld1-1>

Please take the time to consider these proposals and complete the short questionnaires provided on the portals.

If you need to provide additional documents as part of your response there is the facility to do this. All feedback is valuable, even if you support, object or are ambivalent to these proposed changes.

Kind regards

Airspace Change Team

NATS

airspaceconsultation@nats.co.uk

www.nats.co.uk

5) Consultation closing email sent to all targeted stakeholders

Airspace Consultation

From: Airspace Consultation
Sent: 18 November 2021 11:54
Cc: Airspace Consultation
Subject: ACTION REQUIRED - 2 Important Airspace Consultations Closing: LAMP D1.1 and FRA D2

Follow Up Flag: Follow up
Due By: 25 November 2021 11:00
Flag Status: Flagged

Dear Colleague,

We request your responses to two UK Airspace Modernisation consultations (closing 29 November 2021):

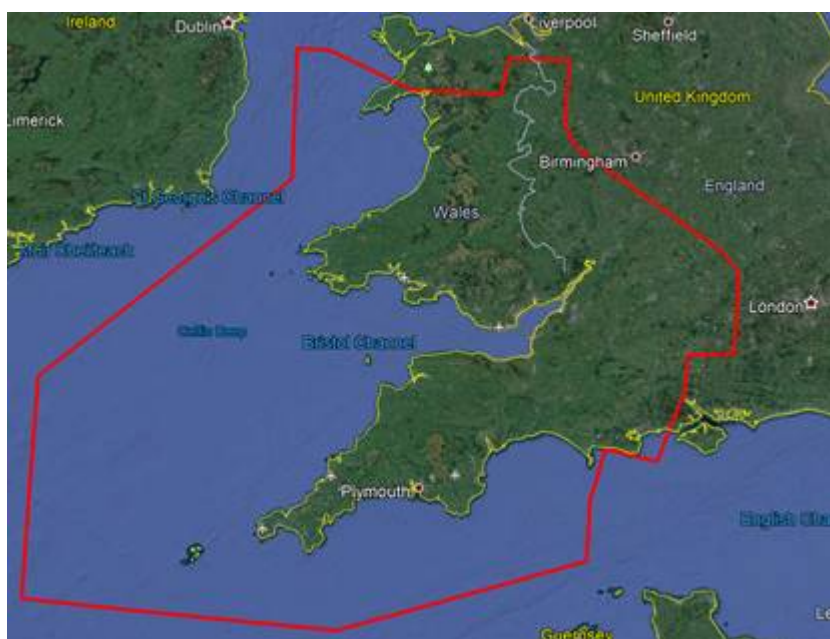
- London Airspace Modernisation Programme Deployment 1.1 (LD1.1)
- Free Route Airspace Deployment 2 (FRA2)

These consultations are coming to an end, and NATS requests your response and feedback. The changes are proposed to the South West UK Airspace, to update the route network and deliver specific initiatives of the CAA's Airspace Modernisation Strategy.

Two significant changes are proposed within the airspace which covers the south west of England and most of Wales:

- 1) **LD1.1** – affecting airspace from 7,000ft – 24,500/30,500ft. Modernising the ATS route network using systemised traffic flows to optimise flight profiles, and allow optimal alignment and connectivity with airport airspace structures as these are also modernised.
- 2) **FRA D2** – affecting airspace above 24,500/30,500ft. This second UK deployment of Free Route Airspace proposes the removal of ATS routes in the FRA area to allow optimal profiles to be flown in the upper airspace.

The diagram below shows the geographical extent that the proposed changes will cover.



The consultations have been open since 6th September 2021, and close at midnight on **29th November 2021**.

Please note that there are two separate Airspace Change Proposals (ACPs) relating to these changes. The consultation material is available, including the consultation documents, on the CAA's Consultation portal using the following links:

Name	Consultation Web Page (All consultation materials inc Videos, Maps etc)	Link to response form
LAMP2 Deployment 1.1 (LD1.1)	https://consultations.airspacechange.co.uk/nats/ld1-1/	Click here to respond to LD1.1 consultation.
Free Route Airspace Deployment 2 (FRA D2)	https://consultations.airspacechange.co.uk/nats/nats-fra-d2/	Click here to respond to FRA D2 consultation

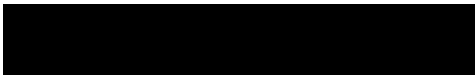
It is important that you have your say and that your feedback is recorded as part of the airspace change process.

Please take the time to consider these proposals and complete the short questionnaires provided on the portals.

We appreciate your support, without your responses we are not able to progress these changes.

If you need to provide additional documents as part of your response there is the facility to do this. All feedback is valuable, even if you support, object or are ambivalent to these proposed changes.

Regards



Directorate of Airspace & Future Operation

NATS Internal

6) Engagement evidence with Gloucester Airport

Airspace Consultation

From: [REDACTED]
Sent: 20 January 2022 15:49
To: Airspace Consultation
Subject: FW: LAMP
Attachments: Gloucester points.docx

From: [REDACTED]
Sent: 29 November 2021 11:23
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: LAMP

Hi [REDACTED]

This is slightly complicated in that the maps that we now have, as the design has continued to evolve, indicate different reporting point names. This has changed since the consultation began (the consultation document had placeholder reporting points in it, as they had not yet been confirmed).

This may appear odd but this is fairly standard and represents the design becoming more stable.

Below is an explanation of where Gloucester's traffic is proposed to join/leave the new network, plus attached a screenshot for each with a pin shown the key new points. Current day reporting points are also shown to allow you to compare the two.

Arrivals (see screenshots):

All traffic from the North will leave CAS on track from LABAC to Gloucester.

All traffic from the East will leave CAS on track from BEDAG to Gloucester.

From the West RNAV1 traffic will route GABAD-RIGOL to leave CAS. RNAV5 traffic will route BEGOS-FIFAH-BCN.

All traffic from the South will route BHD-WIGGU.

Departures:

Departures to the West and South will be positioned by Cardiff on L9 and P16 as appropriate.

Traffic departing to the east with an RFL FL110+ will join CAS with Bristol and be positioned on L607

(NB: the routes names for the departures can be seen on the screenshots attached; please note routes have been amended and may not relate to the same route in current operations).

I hope this helps,

Regards



Airspace Engagement Manager



www.nats.co.uk



NATS PRIVATE

From: [Redacted]

Sent: 26 November 2021 10:36

To: [Redacted]

Cc: Airspace Consultation <airspaceconsultation@nats.co.uk>

Subject: Re: LAMP



Yes, I've looked through it, it's lovely and in-depth but not for the likes of aerodromes outside of CAS. Can you provide me with suggestions of how we will join / leave the system? Is BADIM remaining for example? I'm just bracing for the impending impact assessment which will be a big task.



Sent from my iPhone

On 26 Nov 2021, at 10:14, [Redacted] wrote:

Hi [Redacted]

Everything you need should be available in the Consultation Document which can be accessed via the CAA portal.

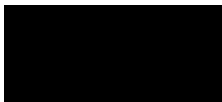
The links below will take you directly to the consultation materials and response forms. Your main area of interest will be the LD1.1 deployment but Gloucester is more than welcome to comment on the Free Route consultation too, even if it's just to say you have no preference.

Name	Consultation Web Page (All consultation materials inc Videos, Maps etc)	Link to response form
------	--	-----------------------

LAMP2 Deployment 1.1 (LD1.1) ACP-2017-70	https://consultations.airspacechange.co.uk/nats/ld1-1/	Click here to respond to LD1.1 consultation.
Free Route Airspace Deployment 2 (FRA D2) ACP-2019-12	https://consultations.airspacechange.co.uk/nats/nats-fra-d2/	Click here to respond to FRA D2 consultation

I hope this helps,

Regards



NATS



Airspace Engagement Manager



www.nats.co.uk



From: [Redacted]
Sent: 26 November 2021 10:10
To: [Redacted]
Cc: Airspace Consultation <airspaceconsultation@nats.co.uk>
Subject: Re: LAMP

Hey [Redacted]

Thanks a bunch, do you have any suggestions of what the structure would be etc to be able to visualise this?



Sent from my iPhone

> On 26 Nov 2021, at 09:49, [Redacted] wrote:
 >
 > Hi [Redacted]
 >
 > In regard to training routes, if the routes utilise legacy reporting points that we are removing then

this will have an impact on the routes as these points wont exist. However there will be multiple new points to enable training runs. Once the new LD1.1 en-route structure is introduced the instructors will adapt to using the new routes and waypoints.

>

> Traffic joining CAS and the ATS route structure will have a new point in S23 but it will be very similar to today's joining point. The WEST design will have no discernible difference to how traffic joins and leaves to/from Gloucester.

>

> I hope this has helped to clarify.

> Kind regards

>

> [REDACTED]

[REDACTED]

> Airspace Engagement Manager

>

>

> Home: 07974715025

[REDACTED]

> www.nats.co.uk

>

>

>

>

> NATS PRIVATE

>

> -----Original Message-----

> From: [REDACTED]

> Sent: 25 November 2021 00:26

> To: [REDACTED]

> Subject: LAMP

>

> Hi, [REDACTED]

>

> I was wondering how this would work with the training routes we have in CAS to Cardiff, Exeter and Oxford.

> Also, how will our traffic join the enroute system

>

> Regards,

>

> [REDACTED]

>

> Sent from my iPhone

>

> *****

> If you are not the intended recipient, please notify our Help Desk at Email

> information.solutions@nats.co.uk

> immediately. You should not copy or use this email or attachment(s) for any purpose nor disclose

> their contents to any other person.

7) Example of webinar follow up email sent to webinar attendees (1)

Airspace Consultation

From: [REDACTED]
Sent: 06 October 2021 14:56
To: DSNA Brest; [REDACTED]
Cc: [REDACTED]
Subject: Consultation: Thanks

Good Afternoon,

On behalf of the NERL Airspace Development team, we hope you found this afternoons consultation webinar briefing helpful and thank you, once again, for attending. Thanks also for asking questions during the briefing and for being active participants.

We hope that the briefing demonstrated that we are proposing balanced designs which take into account the broad spectrum of airspace users. We appreciate that there was an awful lot of information presented during the briefing, and contained within the consultation documents. If there is anything you would like to discuss in greater detail please, as always, do get in touch.

Finally we would like to encourage you to visit the CAA's Consultation portal using the following links:

<https://consultations.airspacechange.co.uk/nats/nats-fra-d2>

<https://consultations.airspacechange.co.uk/nats/ld1-1>

Please take the time to consider these proposals and complete the short questionnaires provided on the portals.

All feedback is valuable!

Kind regards

[REDACTED]

NATS

[REDACTED]

[REDACTED]

[REDACTED]

www.nats.co.uk

8) Example of webinar follow up email sent to webinar attendees (2)

Airspace Consultation

From: [REDACTED]
Sent: 29 September 2021 14:50
To: BGA; GAA
Cc: Airspace Consultation; [REDACTED]
Subject: Consultation: Thank you for attending.

Good Afternoon,

On behalf of the NERL Airspace Development team, we hope you found the consultation webinar briefing helpful and thank you, once again, for attending.

We put forward that these airspace change proposals are the first step in a broad programme of change to modernise the en-route network and our systems, and as such, are a stepping stone to realising the full initiatives of the Airspace Modernisation Strategy and benefit in the future. As ever, your views are vital in helping us shape the final design.

Key things to consider when interpreting the data in the consultation is that it was derived from a snap shot in time i.e. what would the difference have been if these changes had been in place on those particular days, with those particular routes flown by those specific types. We have been conservative in our analysis, using busy weekday samples when the airspace is more constrained due to military activity etc.

We hope that you will consider these broader contextual elements when assessing our proposals and responding to the consultations. We believe that the modernisation of the airspace, as proposed in these consultations, will benefit all of the airports that feed traffic into this critical part of the airspace network.

We hope that the briefing demonstrated that we have listened to you during our engagement sessions and that we are proposing balanced designs which take into account the broad spectrum of airspace users. Thank you for asking questions during the briefing and for being active participants.

We appreciate that there was an awful lot of information presented this morning, and contained within the consultation documents. If there is anything you would like to discuss in greater detail please, as always, do get in touch.

Please remember that there are two separate Airspace Change Proposals (ACPs) relating to these changes. The consultation material is available, including the consultation documents, on the CAA's Consultation portal using the following links:

<https://consultations.airspacechange.co.uk/nats/nats-fra-d2>

<https://consultations.airspacechange.co.uk/nats/ld1-1>

Please take the time to consider these proposals and complete the short questionnaires provided on the portals.

If you need to provide additional documents as part of your response there is the facility to do this. All feedback is valuable, even if you support, object or are ambivalent to these proposed changes.

Kind regards

OFFICIAL



Ministry
of Defence

Defence Airspace and Air Traffic
Management (DAATM)

Email: DAATM-
AirspaceConsultation@mod.gov.uk

23 November 2021

Dear NATS,

FORMAL MOD RESPONSE TO LD1 AND FRA D2 (ACP 2017-70 AND ACP-2019-12)

Please accept this letter as the formal MOD response to the LD1 and FRA ACPs. The MOD would like to thank NATS for the multiple engagement sessions at all stages of these ACPs and the openness of the dialogue that has been established throughout. The MOD understand the need for the ACPs and are committed to helping NATS provide a solution that works for all airspace users. This response includes comments from all relevant Single Services, Groups, Stations, Units, Danger Area Ranges and other miscellaneous personnel that belong within the MOD umbrella and are potentially impacted by the proposed changes. These include but are not limited to, the Royal Navy (including FOST, Culdrose and Yeovilton), Defence Infrastructure Organisation, HQ Land (Army), Joint Helicopter Force, all RAF Groups, Stations and Units in and around the LD1/FRA D2 area, Netheravon, Upavon, United States Air Force in Europe (USAFE) and QinetiQ.

Generic LD1 impacts on MOD Operations

Regarding the proposed changes that impact the lateral dimensions of TRA 001, TRA 002 and portions of Class G airspace; the MOD have no objection. The MOD would like to note that the reduction in Class G airspace and TRAs reduces the amount of training airspace available in these areas, but this impact is judged to be minimal, providing that current authorised Military ATS providers continue to have the same access to CAS that they currently have. This access applies to all relevant areas of the proposed CAS changes. Any specific impacts to the MOD that requires further engagement have been described elsewhere in this document.

Regarding the BHD CTA proposed changes, the MOD believe that the stepped base levels to the West of the existing CTA introduce additional complexity for controllers and aircrew when assimilating information in a dynamic operating environment. However, the MOD are cognisant of the requirement on NATS, through the ACP process, to consider introducing the minimum amount of CAS.

The MOD will not accept any changes to the dimensions of the North Wales Military Training Area (NWMTA) or the introduction of an internal buffer. Previous engagement has suggested that changes to the NITON CTA will not impact the NWMTA. The NWMTA is subject to other ACP work in which NATS are heavily involved.

The eastern boundary of LD1 is sufficiently west that it does not have any direct interactions or dependencies with the current RAF Northolt FASI(S) potential route options (arrivals & departures below 7000ft). However, its proximity is very close and therefore above 7000ft RAF Northolt arrivals and departures will interact daily with LD1 airspace routinely. Therefore, the ability for RAF Northolt arrivals and departures to connect into and from LD1 airspace is essential.

Western Interface and D201 Aberporth Range Operations

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The MOD consider that both Options I-4 and I-6 introduce a change to the lateral and/or vertical dimensions of D201 that will have operational impacts on the MOD. Analysis of safety traces, current trials and future capabilities suggest that Option I-6 has the biggest impact on operations, with Option I-4 having a lesser impact. Therefore, following productive and pragmatic engagement between the MOD, QinetiQ (who operate the range) and NATS, a further option has been suggested with talks commencing prior to this consultation response but not included in the consultation document due to timing.

This option would see the creation of a segment in the far SW corner of D201, across current F and G segments, which has been named 'Kilo' in this example. It has been calculated by QinetiQ, to ensure the dimensions of the external boundaries of D201 remain in place for future capabilities, as well as increasing usage of that area by lower altitude activity, yet provides a segment to allow GAT to file and fly through/over during the times that D201 F and G require to be activated. Creation of 'Kilo' would ensure that the current Trial Control System and existing safety traces can still be utilised in D201 F and G with no impact to operational output whilst an altitude cap on the new segment would ensure lower level activity could be used with less of an impact to the route network. Therefore, the MOD believes this option provides the most flexible use of the area for both NATS and the MOD whilst retaining operational capability now and in the future.

The MOD are happy to continue engagement with NATS regarding the new 'Kilo' option and have updated information since the last engagement meeting to offer to NATS to help look at formalising this option. It is the preferred option of the MOD when compared with the two existing options that NATS have consulted on.

LD1 and RAF Brize Norton Operations

After consultation with RAF Brize Norton ATC and aircrew representatives, the proposed changes are supported but will require some ongoing engagement to ensure that the identified impacts can be suitably mitigated.

Lowering the bases of the Cotswold CTAs 6 and 7 is unlikely to adversely affect the majority of operations at RAF Brize Norton, with the exception of parachuting to Little Rissington or the Gateway pitches above FL80 in a Northerly wind. In these cases some coordination may be required to facilitate the activities and MOD requests that NATS engage with Brize Norton ATC to agree suitable procedures.

Use of UA16D and UA31D instead of MALBY and SIREN will require procedure redesign of the Brize Norton SIDs and STARs, for which there will be financial implications to the MOD. The MOD is not making any financial request of NATS. It is noted that MALBY and SIREN are used only at the legacy request of NATS to coordinate joining/leaving controlled airspace rather than due to any Brize Norton requirement.

Requiring aircraft to join CAS at UA31D will reduce the track miles available to climb. This should not be a problem for the vast majority of departures. Crews will need to have the minimum climb gradients published on the plates and will then be able to check pre-departure that the vertical profile can be met. If not, they will need to request additional track miles or coordination with London to join CAS at a lower level. MOD requests that NATS engages with Brize Norton ATC to agree suitable procedures.

Extending CTA 6 to the north and lowering its base to FL95 will affect fast-climbing aircraft departing RAF Fairford. Currently, FFD departures route NW towards Gloucester and are able to continuously climb, but the new CAS will force those aircraft further north or introduce a step climb, which is undesirable. MOD requests that NATS engage with Brize Norton ATC to agree suitable procedures to enable high priority, fast-climbing aircraft to achieve continuous climb profiles on departure from FFD.

Buffer Policy

OFFICIAL

The MOD have worked in conjunction with NATS to review those Danger Areas (DAs) and Restricted Areas (RAs) that are within the area that LD1 and FRA D2 are being implemented. The MOD have provided information to NATS on the activity taking place within the DAs as well as safety barriers in place to ensure containment of the activity. This has helped NATS inform their own safety analysis and hazard identification for applying the CAA Buffer Policy. Full details of previous correspondence between the MOD and NATS has not been included in this response, but the MOD is happy for this correspondence to be used as engagement evidence by NATS if required or are happy to provide said evidence on request. The use of internal lateral and vertical buffers within DAs is not supported by the MOD due to the operational impact on range and trial operations in the majority of the DAs within LD1/FRA D2 airspace. However, the MOD is open to other solutions and will work with NATS to achieve them.

Specifically referring to EG D117 and EG D118, NATS have requested that the MOD consider removing High Energy Manoeuvres (HEM) as an Activity Descriptor in the UK AIP. The MOD can confirm that HEM can be removed from EG D117 and have agreed in principle for HEM to be removed from EG D118, subject to final, formal confirmation from DIO and HQ Land. The MOD will work with NATS to ensure the relevant work is completed to remove the descriptors.

Free Route Airspace Specifics

The MOD also prefer Option 1, to remove all routes in FRA, as it believes that a standardised approach across the UK (as a final solution) is the optimum and safest solution.

The proposed changes in section 6.5 of the FRA Consultation document are acceptable to the MOD as there is predicted to be minimal impact on operations. This includes the Standing Agreement Coordination Procedures (SCP) in place between 78 Sqn Swanwick (Mil) and London Area Control (LAC), the definition of on-route within FRA (within 5nm of planned trajectory), the responsibility for initiation of coordination (joint) and the proposal to grant all GAT at FL245+ on-route status West of 5W the MOD.

The MOD accept that there will be no impact on air systems flying OAT but would like to understand any differences in GAT flight planning for those state/military air systems that are likely to file and fly GAT. FRA D1 have produced briefing material for flight planners and the MOD would like to know if there will be additional considerations for D2. The MOD are content with the procedures required for large scale exercise airspace and the requirement for temporary flight plan restrictions that go hand in hand with these airspace restrictions.

If FRA D1 (implemented on 2 Dec 21) highlights any issues that affect the implementation of FRA in general, including D2, then the MOD are committed to working through any issues to find solutions to both D1, D2 and future deployments.

Summary

To conclude, the MOD would once again like to thank NATS for the opportunity to provide feedback. We look forward to continuing the already established lines of communication and current working relationship with NATS on these ACPs as they progress. Please do not hesitate to contact the undersigned if further information is required.

Yours sincerely,


Squadron Leader
DAATM SO2 Airspace Operations

10) Consultation response from Heathrow Airport (additional document)

LHR Response to LAMP Deployment 1.1 (LD1.1) & Free Route Airspace (FRA) Deployment 2 Consultations – 29th November 2021

To whom it may concern,

Heathrow Airport is responding to the Consultations for LD1.1 & FRA Deployment 2. Heathrow welcomes the opportunity to respond to the consultation, and in addition to this letter has completed the online surveys for each consultation. Heathrow supports the preferred option of LD1.1 Option 6 with FRA D2 DFL of FL245 as this demonstrates the greatest reduction in CO₂e emissions, a key ambition of Airspace Modernisation. Heathrow is encouraged to see as an objective that these combined Airspace Changes will “*provide benefits in capacity whilst minimising environmental impacts and ensuring the recovery and continued growth of aviation is sustainable*”. It is important that the airspace designs are future proof and therefore consider, as far as practical, projected increases or changes in aircraft movements over the next decade, including to and from the London Terminal Area.

With the majority of FASI low level ACPs, including Heathrow’s, now re-mobilised, it is important that the deployment of LD1.1 does not become a constraint to the ambitions of low level FASI sponsors but becomes an enabler for an optimal Airspace Modernisation design. The material states that it is “*sympathetic in concept and can accommodate future aspirations of all FASI-S airports*”, however, in the subsequent bullets only refers to LD1.2 (Cardiff, Exeter & Bristol FASI ACPs). The inclusion of other LAMP proposed ACPs (LAMP Deployment 2,3 & 4) covering the London Terminal Manoeuvring Area would have provided greater confidence that the ambition to accommodate the future aspirations of all FASI-S sponsors is a realistic goal. Without the opportunity to align designs, it is important for the wider ambitions of FASI that the future LD1.1 airspace is flexible enough or able to evolve and change to accommodate different entry and exit points to/from 7,000ft. For example, we propose that a hybrid model is not ruled out, with 3nm separations considered for the areas of greater anticipated traffic density (e.g. for the area to the East abutting the London Terminal Area in particular, but also for any other identified future bottlenecks).

There are three main areas where Heathrow is seeking further information and support:

- At an industry consultation event, more information was requested by the stakeholders on impacts to individual airports. A FAQ *What are the impacts of the proposed LD1.1 systemised routes on the air traffic flows for each airport?* was published and provided a “snapshot” for each affected airport of Track Mileage and Fuel Burn per flight. The range of this information is very limited, and it is difficult to ascertain if the data quoted is an accurate representation of the broad range of Heathrow operations (for example, Easterly & Westerly operations, seasonal variations, fleet mix etc.).
- In addition, the consultation material says “*a capacity benefit is anticipated, however this benefit is not easily quantifiable, and no specific figure for capacity benefit is claimed by this proposal*”. This comment is extremely ambiguous and contrary to the stated objective of definitively providing capacity.
- With reference to Page 73 of the consultation material, the current ‘swathes’ of Heathrow traffic are depicted but it is not clear what the potential ‘swathe’ will be under a systemised network. We would welcome the continued engagement with Heathrow’s local community forums to ensure

that any change in 'swathes' is articulated to, and understood by, stakeholders. Irrespective of altitude, it is important that we work together to communicate any change in flight paths for Heathrow traffic.

Heathrow is requesting further detail in these areas to provide assurance that all benefits and potential impacts are fully understood prior to implementation.

In summary, the proposal and the sponsors preferred option, subject to the clarifications above, are supported and we look forward to realising the benefits this airspace change will bring and the opportunities it presents in the context of the wider Airspace Modernisation programme.

Yours Sincerely



Head of Airspace and Airport Operations, Heathrow Airport

11) Engagement with Brest ACC confirming COP introduction

Airspace Consultation

From: [REDACTED]
Sent: 20 January 2022 08:21
To: Airspace Consultation
Subject: FW: New COPs - Confirmation?
Attachments: We sent you safe versions of your files; SALCO interface.pdf

From: [REDACTED]
Sent: 12 January 2022 09:24
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: New COPs - Confirmation?

Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

Good mornng,

I can confirm that we will introduce the 2 new COPs 'SALCO Sud' & 'SALCO Nord' for the 23rd March 2023.

Kind regards,

[REDACTED]

De : [REDACTED]
Envoyé : mardi 11 janvier 2022 13:08
À : [REDACTED]
Cc : [REDACTED]

Objet : RE: New COPs - Confirmation?

Hi [REDACTED],

[Redacted]

May I follow up on the email below please? We are changing our design and FDP plans to incorporate the new COPs for our West introduction in March 2023 – can we confirm that Brest are definitely happy to introduce the 2 new COPs at this time?

We can agree details of exact positioning and RADs at our next meeting, but if we could have your agreement that would be much appreciated.

Many thanks,

[Redacted]



[Redacted]

[Redacted]

[Redacted]

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NATS Internal

From: [Redacted]

Sent: 21 December 2021 16:12

To: [Redacted]

Subject: Réponse automatique : New COPs - Confirmation?

From: [Redacted]

Sent: 21 December 2021 16:11

To: [Redacted]

[Redacted]

Cc: [Redacted]

Subject: New COPs - Confirmation?

Importance: High

Hi [Redacted]

Many thanks for the recent productive meeting.

As part of the airspace change process with our regulator, can you confirm that you wish to introduce the 2 new COPs 'SALCO Sud' & 'SALCO Nord' as part of this project, so for 23rd March 2023 please?

We can work on RAD and other details at our next meeting, but if you could confirm the above is definitely the case, we can satisfy our process with the CAA.

Kind regards,



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12) Engagement with MoD confirming ARA/TRA alignment

Airspace Consultation

From: Airspace Consultation
Sent: 20 January 2022 14:02
To: Airspace Consultation
Subject: FW: Boscombe ARA
Attachments: RE: BDN ARA Boundary

From: [REDACTED]
Sent: 06 December 2021 13:59
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Boscombe ARA

Thanks [REDACTED]

[REDACTED]

The MOD are content for the BOS ARA co-ords to be changed to match the amended TRA boundaries. Can you confirm this will be captured as part of the LD1 ACP now that you have our confirmation?

Regards

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: 06 December 2021 13:52
To: [REDACTED]
Subject: RE: Boscombe ARA

[REDACTED]

PSA email approval from BDN for NATS to amend the ARA northern boundary, to fall into line with the revised boundary of the airway.

Best regards,

From: [REDACTED]
Sent: 06 December 2021 10:35
To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Boscombe ARA

Hi [REDACTED]

Sqn Ldr [REDACTED] cc'd helped BDN amend the co-rds recently, so he is the best person to speak to ref this from DAATM and BDN initially.

[REDACTED] as discussed. Can you speak to BDN ref this pls?

Regards

[REDACTED]

[REDACTED]

From: [REDACTED]

Sent: 06 December 2021 10:01

To: [REDACTED]

Cc: [REDACTED]

Subject: Boscombe ARA

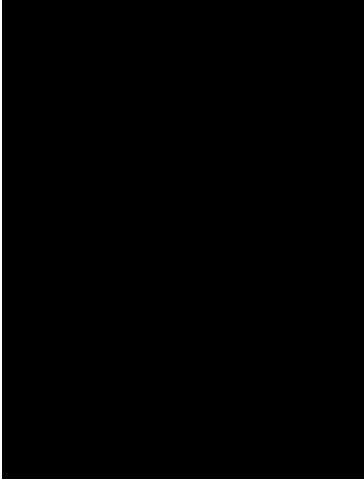
Morning [REDACTED]

I just wanted to get in contact because we noticed a minor issue which we wanted to raise with you.

The dimensions of the Boscombe ARA mirror the dimensions of TRA002, which we are intending to change. We wanted to make you aware so that you can approach Boscombe and assess whether they will need to amend the dimensions of the ARA so that it remains aligned with TRA002.



Kind regards,



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13) Engagement evidence with London City Airport

Airspace Consultation

From: [REDACTED]
Sent: 24 November 2021 14:14
To: [REDACTED]
Cc: Airspace Consultation
Subject: RE: London City consultation response.

Hi [REDACTED]

Thank you for reminding us for the consultation deadline.
During the initial consultation we flagged that the proposed routes would likely to lead to increased fuel burns for our aircraft, hence why I provided the below comment (more relevant to the FRA consultation, but also submitted with the LAMP responses).

Thank you for clarifying the impact on LCY.

Kind regards,
[REDACTED]



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From: [REDACTED]
Sent: 24 November 2021 13:10
To: [REDACTED]
Cc: Airspace Consultation <airspaceconsultation@nats.co.uk>
Subject: London City consultation response.

Hi [REDACTED],

Firstly I'd like to say thank you for taking the time to respond to our consultation, but the following comment that was written is giving me some cause for concern:

"The concepts were early designs and very generic. Once designs are more mature, we are looking to get a figure for fuel saved for our routes - depending on which option gets progressed."

I wanted to confirm that these *are* the final designs that are being consulted upon.

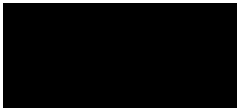
The information presented at the webinar briefings was generic in order to cater for the mixed audience, but the intention of the webinars was to introduce the consultation, its scope and concepts, to the stakeholders

and point them to the consultation document. Within the consultation document detailed information, relevant to the London City operation is contained within section 14, The Eastern Interface.

In reality however the only change with any significance to London City is the very minor revision of the BEDEK 1C STAR starting point, and this will not have any impact on fuel burn for arrivals to London City. The London City SIDs are unchanged.

I hope this clarifies this for you. If you need any further information please don't hesitate to come back to me.

Kind regards



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14) Engagement evidence with Southampton Airport

Airspace Consultation

From: [REDACTED]
Sent: 01 December 2021 11:36
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Southampton's response to the West consultations
Follow Up Flag: Follow up
Flag Status: Flagged



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Morning Laura, thanks for your email.

We just wanted to flag that whilst we don't see any real impact, that we were expressing a view that airport designs will be taken into account in the future under ACP LD 1.2. This ACP will take outputs from airport designs and may result in network connection changes. We were not 100% sure that LD 1.2 applied to Southampton which is why we put in the caveat wording.

Nige

From: [REDACTED]
Sent: 01 December 2021 09:25
To: [REDACTED]
Cc: [REDACTED]
Subject: Southampton's response to the West consultations

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Hi [REDACTED].

Firstly I wanted to thank you for taking the time to respond to the NERL consultations.

There was something which bothered me in the text of the response ‘It is however early stage of design and stakeholder engagement we can only state this on current thinking.’

I just wanted to take a moment to explain that whilst Southampton may be at the early stages of design, these were both Stage 3 consultations for NERL. We were consulting on our proposed **final** designs. Having said that you were correct in your response where it stated that there will be very little impact on Southampton.

I just wanted to clarify.

Regards



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