

Amalgamation of NERL ACP-2019-73 (FASI-N – ScTMA Glasgow) and ACP-2019-74 (FASI-N – ScTMA Edinburgh)

In 2019 NERL submitted two Statements of Need to the CAA to facilitate changes to the Scottish TMA airspace and ATS route network in support of proposed changes at Glasgow airport (ACP-2019-73, FASI-N – ScTMA Glasgow) and Edinburgh airport (ACP-2019-74, FASI-N – ScTMA Edinburgh). NERL originally submitted the ACPs as separate proposals to mitigate the risk of one airport withdrawing their submission and NERL potentially having to make significant changes to a single proposal as a result.

On 12th May 2021, the CAA and DfT, as co-sponsors of airspace modernisation in the UK updated the masterplan commission, which ACOG was established to implement, to extend the scope of the original commission (dated 2nd November 2018) to cover all of the UK. Iteration 2 of the masterplan was developed by ACOG in 2021 and accepted by the CAA/DfT in January 2022. It provides details of the airspace change proposals that should be developed in coordination due to the design interdependencies that may exist as proposals progress through the CAA's regulatory process for airspace change, CAP1616.

Through the development of Iteration 2 of the masterplan four regional 'clusters' were identified. Each 'cluster' includes network upgrades which share design interdependencies with lower altitude airspace changes (below 7000ft.) that are sponsored by a number of airports. The masterplan highlights that the potential to optimise the airspace system in the ScTMA will be maximised through the coordinated development of the NERL-led network changes with ACPs sponsored by Glasgow airport and Edinburgh airport. To date, NERL, Edinburgh and Glasgow have been collaborating effectively on the development of design options (through Stage 2 of the CAP1616 process) and programme-wide activities to ensure their project plans are aligned as all sponsors move through the process.

NERL have requested that the two ScTMA network ACPs, ACP-2019-73 (FASI-N – ScTMA Glasgow) and ACP-2019-74 (FASI-N – ScTMA Edinburgh) are amalgamated into a single change proposal. This is due to the development of options being considered as one network change (rather than two, separate network designs) which will support the implementation of changes being developed by Glasgow and Edinburgh airports. NERL believe there is a risk of stakeholder confusion during the consultation phase of the process by supporting two very similar ACPs in parallel which are associated with the same proposed change to airspace.

ACOG have considered NERL's proposal to amalgamate the two ScTMA network ACPs and have no issues with the proposed approach. NERL have engaged with Glasgow and Edinburgh airport sponsors who have no objections to the amalgamation of the NERL ScTMA ACPs. The proposed approach remains aligned to the masterplan as Iteration 2 has confirmed that the ScTMA should be deployed in a single 'cluster' including Glasgow airport, Edinburgh airport and the supporting network changes contained in both NERL ACPs. The masterplan development process also mitigates any future risk of ACP withdrawal or the potential misalignment of ACP timelines if design interdependencies remain. CAP2156a outlines that ACP sponsors will be unable to progress through the Stage 3 gateway of the CAP1616 process until the system-wide airspace design of the proposed options, and the cumulative impacts of those options, are represented in an accepted Iteration 3 of the masterplan.

Sponsor Rep:	[REDACTED]	Date:	<i>2 March 2022</i>
ACOG Rep:	[REDACTED]	Date:	2nd March 2022