West Airspace Deployment L6203

ACP-2017-70

London Airspace Management Programme 2, Deployment 1.1

Gateway Documentation

Stage 4: Submit

Step 4A: Update Design

Annex A

Engagement Evidence

Example of Engagement Evidence	Pages
1) Meeting minutes: NERL/Severn Group airports	2-7
2) Engagement with MoD confirming proposed changes	8-12
3) Engagement with BGA confirming proposed changes	13-15
4) Meeting minutes: NERL/Qinetic	16-19
5) Engagement with Severn Group	20-23
6) Meeting minutes: NERL/Brize Norton	24-28

NERL Meeting Minutes

Title: NERL WEST/Severn Group airports engagement meeting

Date: 07/01/22

Time: From 13:00 Until 14:00

Location: Via Teams

Attendees:

NERL (WEST)	ATM Development ATCO Airspace Implementation Lead Airspace Engagement Manager Airspace Change Specialist Sector Controller
NSL: Cardiff	GM Cardiff Airport WM Cardiff Airport (ACP Lead) Cardiff ATC Technical Lead
NSL: Bristol	GM Bristol Airport Bristol ATC Technical Lead Bristol/Cardiff ACP Project Manager
Cardiff Airport	Head of Airfield Ops
Bristol Airport	Airfield Technical and Compliance Manager
Exeter Airport	Air Traffic Services Manager
ACOG	ATC Technical Consultant

This meeting and meeting record constitute a formal stakeholder engagement activity in accordance with CAP1616. Any information shared is representative of current design work as part of ongoing CAP1616 processes and is therefore liable to change as part of the ongoing CAP1616 work.

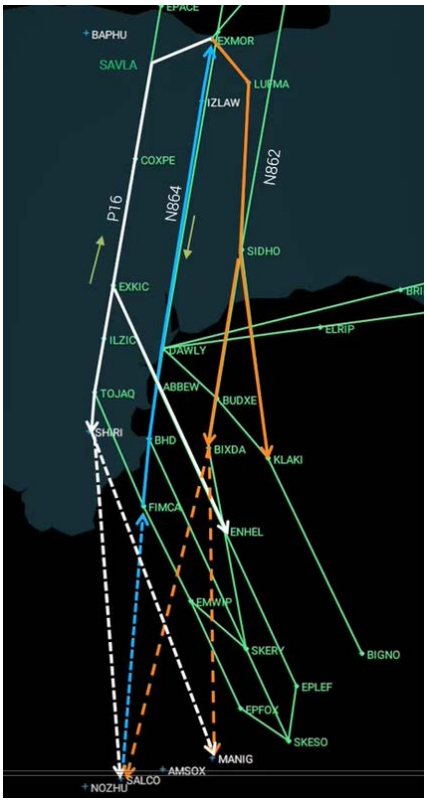
Minutes:

Description	Action
Opening • Welcome and Introductions • Rules of engagement • Agenda ➢ Consultation summary ➢ Post consultation revisions to traffic orientation, STARs and controlled airspace volume. ➢ A.O.B.	
The NERL design team shared a preprepared PowerPoint presentation with the attendees.	

Consultation summary. Airspace Change Specialist presented a summary of the responses received during the LD1.1 consultation. The stakeholder attendees were thanked for their responses. Overall, 35 responses were received which indicated support for Option 6 (NATS preferred option). All of the responses will be captured in the 3(d) document, in accordance with the CAP1616 process. The document will be published on the CAA airspace change portal and a link will be sent out to all stakeholders. As a result of consultation/feedback the following two revisions will be taken forward and will be included in the Stage 4 (a) documentation: • Earlier implementation of COPs on Brest/LAC border and associated network connectivity • Review the proposed base levels of CTA 5 The aim of this meeting is to explain those revisions in greater detail. **Post consultation revisions to traffic orientation** (Earlier implementation of COPs on Brest/LAC border and associated network connectivity). The consulted proposal for the southern interface with Brest ACC included the introduction of two new high-level COPs (one for north bound traffic and one for southbound traffic above FL245). However, Brest ACC changes are required in order to utilise the new COPs and this could not be accommodated in time for the LD1.1 implementation date. The new COPs would therefore exist in a dormant state and current SALCO and MANIG would remain in operation. ATM Development ATCO stated that during post consultation engagement with Brest ACC, changes to their timeline now facilitate the implementation of these two new COPs in alignment with the deployment LD1.1/FRA D2 in 2023. These introduction of the two unidirectional COPS (NOZHU – Northbound and AMSOX – Southbound) reduces complexity for both NERL LAC and Brest ACC by allowing an optimised traffic flow around this busy southern interface. The existing COPs SALCO and MANIG will be retired. There is no change to the proposal for traffic operating below FL245 or for the proposed routings to and from the Channel Islands. There are no changes to the traffic flows or structure below 7000ft.	

In order to optimise the design, it will however be necessary to reorientate arrival/departure routes from Severn group airports and introduce new STARs to realign initial part of STAR although aircraft will still be delivered via IZLAW.

Consulted Design



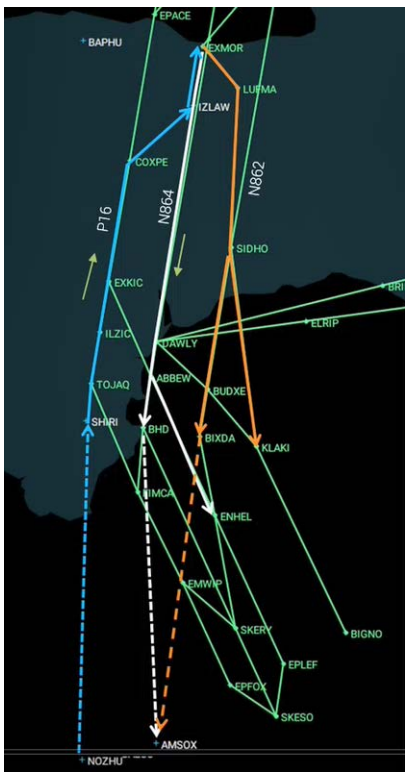
(Key)

Severn group arrivals were routing northbound on N864, via EXMOR. This was the opposite direction to the FRA trajectories (also highlighted by the green arrows)

Severn group departures were positioned to the west, via EXMOR-SAVLA, southbound on P16. Again, this was the opposite direction to the FRA trajectories.

In this design aircraft would be climbing and descending against, low level, opposite direction traffic.

Revised design (with New COPs and traffic reorientation)



The revised design introduces full systemisation to the southern interface.

There are no changes to the operation on N862.

Severn group departures still positioned via EXMOR, but now route southbound on N864.

Severn group arrivals are now reoriented to the west, northbound on P16. To ensure that the aircraft are transferred correctly to the airports, and with no impact below 7000ft, inbounds route COXPE-IZLAW-EXMOR.

Tactical direct routings will still be possible.

Note: The ATC team also showed the impact of introducing the new COPs without reorientating the Severn Group aircraft. This was considered sub-optimal as it retained the opposite direction traffic flows which existed in the 'consulted design' and a potential conflict point for the FRA trajectories to the south west of FIMCA. This can be seen in the associated slide pack.

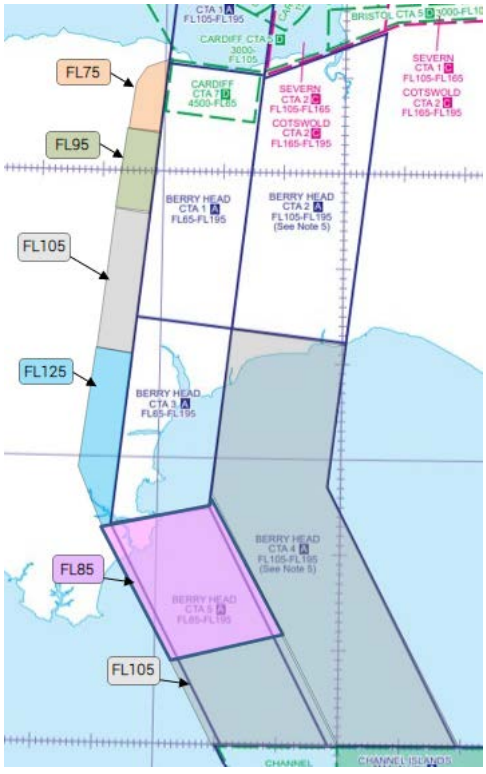
Amendments to STARs.

The ATM Development ATCO informed the attendees that achieving full systemisation at the southern interface will require amendments to Bristol and Cardiff STARs.

The DAWLY 1B & 1C STARs will remain as originally proposed, they will be available for RNAV5 traffic only, routing SKESO–BHD–DAWLY.

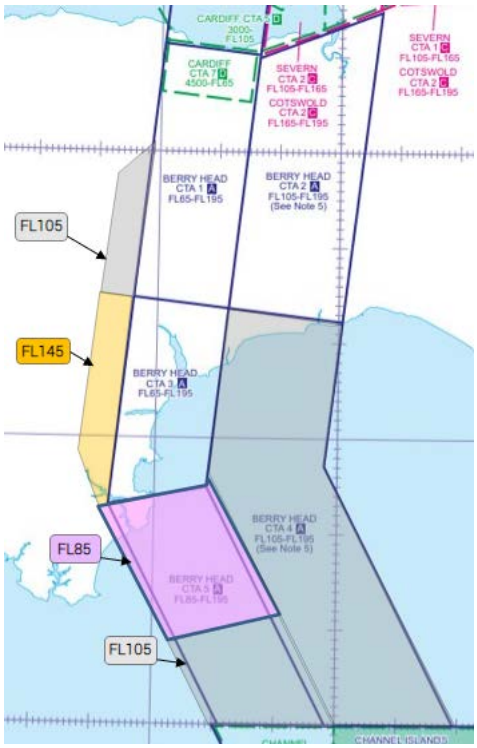
A new RNAV1 STAR will be introduced from TOJAQ which would track the same profile as P16 to COXPE-IZLAW-EXMOR.

Revision to controlled airspace volume.



Consulted design

The ATC Development ATCO showed the attendees the design for the CAS volume (the area to the south of EXMOR) from the consultation.



Revised design

The ability for the volume of CAS to be revised is as a result of the reorientation of the Severn Group arrivals onto the westernmost route (P16).

When the aircraft turn right at COXPE to route to ISLAW this brings the aircraft further into the airspace structure and therefore the continuation of CAS for route containment at the western edge is no longer required, as indicated the levels have been amended.

Conclusion

The ATM Development ATCO concluded that the re-orientation of arrival and departure flows will optimise the flow of traffic between Severn Group airfields and the network south of EXMOR and enable the following:

- Reduced complexity (minimise crossovers of Severn group traffic)
- Provide opportunities for tactical environmental gains
- Further reduce the lateral and horizontal CAS required for LD1.1
- Alignment of the arrival and departure flows with the orientation of associated ATS route (P16 northbound and N864 southbound), simplifying the network

These revisions will not resolve all of the issues, crossovers in the vicinity of COXPE/ISLAW will have to be tactically managed by the Cardiff controllers of the delegated function. These revisions will improve systemisation and further improvements are achievable with the introduction of the airports ACPs.

GM Bristol Airport asked whether these changes represented the 'permanent' changes, would there be an opportunity to make further amendments in a year or so? ATM Development ATCO confirmed that the biggest challenge had been making improvements to the S23 and S6 interfaces. These revisions represent the addition of improved systemisation to the southern interface. The LD1.2 project and Airport ACPs enable further changes to be incorporated into this airspace in the coming months/years.

Bristol ATC Technical Lead gave some consideration to the possible location of a Bristol holding pattern to the south, the Bristol desire to have inbound aircraft

further to the east and expressed concern regarding the amendments to the CAS volume, in particular the way this amendment is conveyed to the GA/BGA community so that it does not negatively impact the Bristol ACP. ATM Development ATCO referred to the potential for getting greater access to N862 as part of the subsequent airport ACP's (and LD1.2). Cardiff ATC Technical Lead expressed the need for future flexibility within the network. Airspace Engagement Manager confirmed that any communication with the GA/BGA community would be handled sensitively.	
AOB The dates and time of the Val Sims were requested and are as follows: <u>Manned test dates</u> March 4th – PM shift 1400-2100 11th- AM shift 0700-1400 21st – AM shift 0700-1400 25th – AM shift 0700-1400 <u>Delivery dates</u> March Delivery day 1 - 29th – AM shift 0700-1400 Delivery day 2 - 30th – PM shift 1400-2100 April Delivery day 3 – 1st – PM shift 1400-2100 Delivery day 4 – 3rd – AM shift 0700-1400 Delivery day 5 – 4th – AM shift 0700-1400 Delivery day 6 – 5th – PM shift 1400-2100 Live stream invitations will be sent closer to the activity dates.	
<u>Date of Next Meeting</u> TBD	

Airspace Consultation

From:
Sent: 25 January 2022 14:48
To:
Cc:

Subject: RE: LD1.1 proposed airspace design

Follow Up Flag: Follow up
Flag Status: Flagged

Hi ,

Official DAATM/MOD comment ref the extra triangle is that we have no objection to it.

Regards

| Sqn Ldr | SO2 Airspace Operations | Defence Airspace and Air Traffic Management | ~~Aviation House | 1E Beehive Ringroad Crawley West Sussex RH6 0YR~~ | ~~Civilian Telephone:~~
| Skype: | E-Mail:

From:
Sent: 21 January 2022 14:07
To:

Subject: RE: LD1.1 proposed airspace design

Hi ,

As always, thanks for your time this morning.

To complete the detail around SHIRI that we mentioned in the meeting this morning, please find attached a PDF that should clarify.

The first 3 pages were shown at the meeting, the last 2 are new, as follows:

Page 1 – Changes to the COPs, showing SHIRI and surrounding points for relativity
Page 2 - Proposed CAS as per consultation
Page 3 – Proposed CAS post Brest engagement and tweak to routes
Page 4 – Removed volume from TRA1 as per consultation
Page 5 – Removed volume from TRA1 post Brest engagement and tweak to routes.

So of course there is no change in CAS round SHIRI as that is class C, FL195-245. However we are proposing a small extra triangle removed from TRA1 in order to facilitate the descent of Severn group inbound traffic routing up P16.

Apologies for any confusion caused. We will of course send over official minutes and the complete slide pack in due course could you ensure slides 4 and 5 go into this please).

Thanks again have a good weekend.

NATS

Airspace Implementation Manager (ATC Lead)
West Airspace Development (WAD) project
ATM Development
ATCO 1

M
E:

4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
www.nats.co.uk

From:
Sent: 21 January 2022 09:36
To:
Cc:
Subject: RE: LD1.1 proposed airspace design

Hi

No issues with those changes from the MOD, and yes we agree that this is beneficial to all airspace users.

Clearly this is subject to the extra 'triangle' of airspace with DB at FL195 that we discussed in the mtg, once we have seen this on a map we can formally respond to that as well – but we all agreed it would have minimum impact and shouldn't be an issue when we viewed it on Google Earth in the mtg. I would need to double check with Swk Mil as well seeing as they provide an ATS in that area.

If you need anything else please let me know.

Regards

| Sqn Ldr | SO2 Airspace Operations | Defence Airspace and Air Traffic Management | ~~Aviation House | 1E Beehive Ringroad Crawley West Sussex RH6 0YR~~ | ~~Civilian Telephone:~~ | Skype: | E-Mail:

From:
Sent: 17 January 2022 13:04
To:
Cc:
Subject: LD1.1 proposed airspace design

Good Afternoon ,

I trust it's not too late to wish you a happy new year.

Following the consultation, NERL has captured all feedback and will shortly be publishing the consultation response document (Stage 3D CAP 1616).

NERL has begun its post-consultation design updates (Stage 4A CAP 1616) and we would like to take this opportunity to advise you of a minor amendment to the proposed airspace design in response to consultation feedback from Brest ACC.

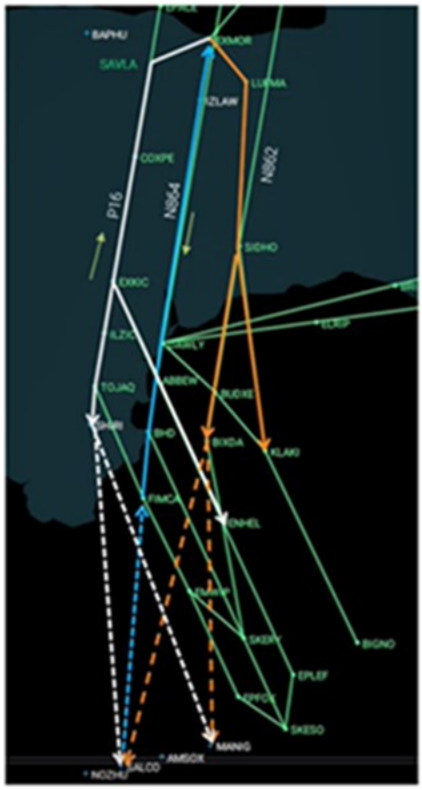
The proposal in our consultation for the southern interface with Brest ACC included the introduction of two new high-level COPs (one for north bound traffic and one for southbound traffic above FL245). The introduction of the two unidirectional COPS reduces complexity for both NERL LAC and Brest ACC by allowing an optimised traffic flow, and full systemisation around this busy southern interface.

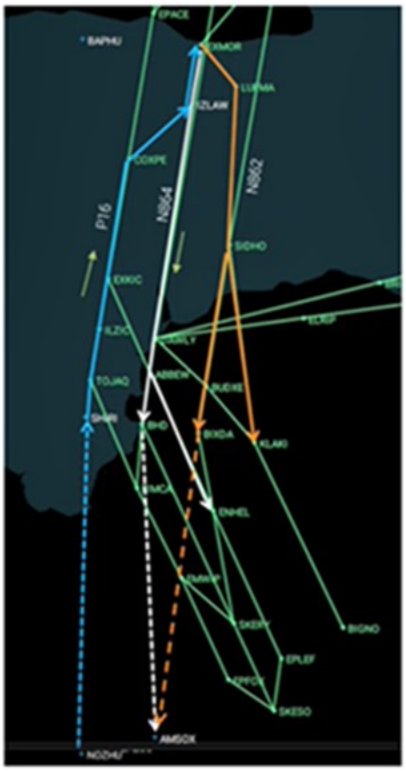
However, as Brest ACC system changes are required in order to utilise the new COPs this unfortunately could not be accommodated in time for the LD1.1 implementation date. It was therefore agreed that the new COPs proposed would exist in a dormant state and current SALCO and MANIG would remain in operation until such time that the Brest ACC system changes were ready.

Following this, during our consultation engagement with Brest ACC, they advised that changes to their system deployment timeline will now permit the use of the two new COPs in alignment with the deployment LD1.1/FRA D2 in 2023.

In order to achieve the benefits brought by full systemisation we propose that the new COPS are now fully utilised and plan to update the design following consultation to include this change.

Option 6 in consultation document Revised proposal using new COPs





What does this mean for the airspace?

The revision to the traffic orientation for airport arrival and departures allows the NERL LD1.1 ACP to revise (reduce) the volume of CAS required, as shown below:

Option 6 in consultation document

Revised proposal using new COPs

We consider the improved systemisation and reduction in CAS volume to be beneficial to all stakeholders and hope that you agree.

It is however worth stating that subsequent requests for changes to the routes and CAS volumes in this region can be anticipated when the Airport ACPs are consulted upon. You will of course be engaged and consulted with as part of their ACPs in due course.

If you wish to have a meeting to discuss the above changes, we would of course be happy to arrange.

Kind regards

NATS

Airspace Engagement Manager

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E

NATS Corporate & Technical Centre,
4000 Parkway,
Whiteley, Fareham,
Hants, PO15 7FL.
www.nats.co.uk

Airspace Consultation

From:
Sent: 17 January 2022 14:11
To:
Cc:
Subject: RE: LD1.1 proposed airspace design

Good Afternoon L ,

Happy New Year to you too! As you expected, the BGA agrees that the reduction in CAS volume is beneficial.

Thank you for the opportunity to comment.

for the BGA

From:
Sent: 17 January 2022 09:33
To:
Cc:

Subject: LD1.1 proposed airspace design

Good Morning,

I trust it's not too late to wish you a happy new year.

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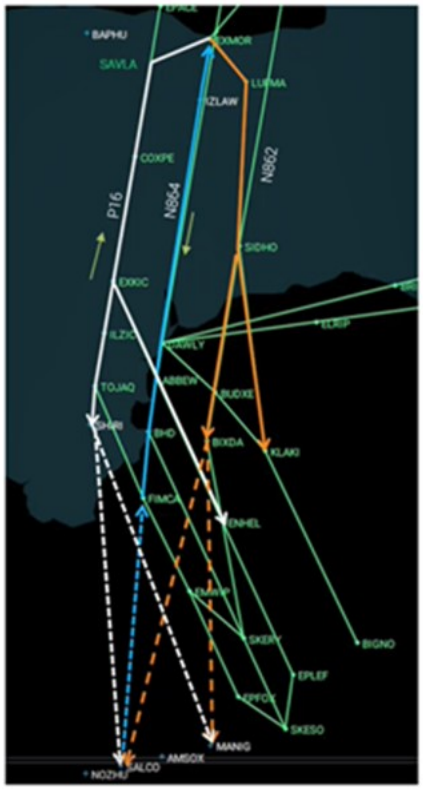
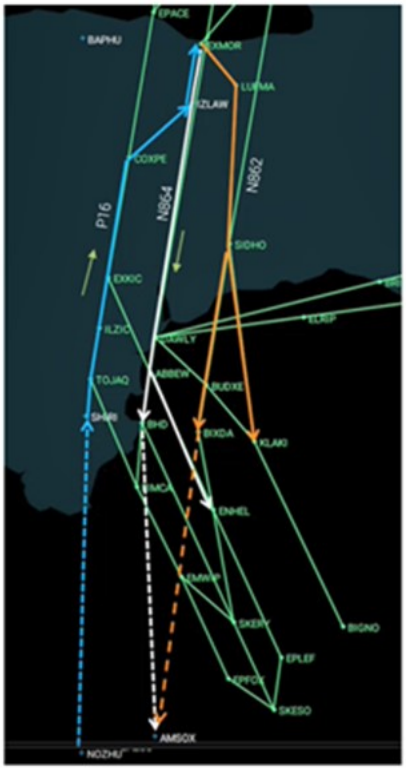
Option 6 in consultation document



Revised proposal using new COPs



What does this mean for you?

The revision to the traffic orientation for airport arrival and departures allows the NERL LD1.1 ACP to revise (reduce) the volume of CAS required, as shown below:

Option 6 in consultation document

Revised proposal using new COPs

We consider the improved systemisation and reduction in CAS volume to be beneficial to all stakeholders and hope that you agree.

It is however worth stating that subsequent requests for changes to the routes and CAS volumes in this region can be anticipated when the Airport ACPs are consulted upon. You will of course be engaged and consulted with as part of their ACPs in due course.

If you wish to have a meeting to discuss the above changes, we would of course be happy to arrange.

Kind regards

NATS

Airspace Engagement Manager

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Whiteley, Fareham,
Hants, PO15 7FL.
www.nats.co.uk

NERL Meeting Minutes

Title: NERL (West)/QinetiQ engagement meeting

Date: 13/01/22

Time: From 11.00 Until 12.00

Location: Via Teams

Attendees:

NERL (West)	Airspace Implementation Manager Airspace Implementation Expert Airspace Engagement Manager
QinetiQ	QinetiQ ATM Advisor QinetiQ Range Ops Manager
MoD	DAATM SO2 Airspace Operations Danger area Airspace Manager

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Minutes:

Description	Action
Opening • Welcome and Introductions • Rules of engagement • Meeting recorded for the minutes • Agenda	
In response to the consultation feedback which was provided by the MoD, the West team have adjusted the proposed dimensions of D201K. The following image was shared with the attendees:	

The alterations were explained to the attendees. The picture also displayed what the published route structure will look like, the upper limit of those routes will be FL245 and there will be associated FRA trajectories above them.

QinetiQ ATM Advisor confirmed that the image was as they had expected. West confirmed that the project will proceed with D201K in the displayed configuration.

In regard to the airspace protocols, the West team are beginning to draft proposed LoA's. The West project is aiming to amending the ASM protocols which currently limit concurrent Danger Area bookings for D201, D115, D113 and SWMDA.

The attendees discussed the lead in times to book D201F and D201G. QinetiQ ATM Advisor confirmed that lead in time for the first activation is 90 days, thereafter there is a week/two-week notification period. The required 90-day period has elapsed therefore activation will be the usual week/two-weeks.

If there is concurrent activity in D113A/B or D115B and D201F the flow restrictions which may be required are, as yet, unknown as this is a new design. The objective is to ensure that the lead in time is in accordance with the normal ASM booking time and procedures. West will refer this to FMP and network managers.

NERL – Discuss with FMP and Network management the flow restrictions required when D115B and D201F are active.

The buffer for D201F and D201G when activated above FL145 considered the safety barriers applied by QinetiQ and the outcome of the safety work concluded that a 1nm buffer would be tolerably safe. This will be assessed by the CAA as part of the ACP submission.

The West project was not able to account for safety barriers applied by activity which is not managed by QinetiQ. The West project suggested capping activity at FL145 in D201f&G for activity not managed by QinetiQ. HEM above FL145, not managed by QinetiQ, would breach the NERL safety argument for a 1nm buffer. The AIP currently lists the upper limit of D201F and D201G as FL145 with occasional activity to unlimited. Non-Qinetiq managed activity above FL145 would require a 5nm buffer which would make 2 routes/FRA trajectories unavailable and significantly impact the ATM network. The Danger Area can be booked by any military organisation which may not operate with the same robust safety barriers as QinetiQ. Danger Area Airspace Manager asked how frequently this occurs? QinetiQ manage MoD sponsored activity. Any activity not being managed by QinetiQ was considered very rare, the only recent examples were Royal Navy activity where ships go in and operate without QinetiQ. QinetiQ ATM Advisor considered that there was an argument to be pragmatic and ask them to operate in other areas of the D201 complex. West Wales is subject to level capping in D201F and D201G at FL140. QinetiQ ATM Management Advisor did not consider it unreasonable to cap non Qinetiq managed activity at FL140 in those areas. The West team recognised that whilst this activity is rare, this must be considered from a CAA regulatory point of view. SO2 Airspace Operations reviewed the feedback which had been received and believed that the wider MoD would not be a problem. BVLOS activity occurs at lower levels. QinetiQ ATM Advisor commented that if there was a booking which would present such an issue then QinetiQ could get involved and manage the activity. This contingency would need to be captured in QinetiQ range standing orders, if adopted. ATM Development Expert confirmed that D201F, G and K will have a 1nm flight plan buffer zone applied to them. The remaining areas will have two buffer zones one at 1nm and the other at 5nm to cater for non-QinetiQ managed activity. NATS intend to record this restriction in the remarks column on AIP ENR 5.1. Airspace management process: Buffers will be applied based on activity type. Any MoD user, wanting to book D201 or SWMDA, NERL would need an activity descriptor in order to apply the correct buffer in the airspace. SO2 Airspace Operations was content with this and will leave it to the AMC to resolve.	NERL – Add level CAP FL140 for D201F/G into remarks in AIP.
AOB SO2 Airspace Operations commented that, as we move on, DAATM now understand why we need to do what we are doing in regard to policy. QinetiQ Range Ops Manager asked whether the project had validated to co-ordinates for the areas and could they be provided. Airspace Implementation	NERL – Provide the co-ordinates for D201K to the

Expert said that the coordinates for D201K were based on existing data in the AIP and would send these to QinetiQ. The intersection between D201F and D201K had not yet been calculated. The west project would pass on this coordinate as soon as it had been calculated and confirmed as ADQ compliant.	attendees (Partially Complete)
Date of Next Meeting TBD	

From:
Sent: 04 Mav 2022 12:33
To:
Subject: FW: Cardiff/Bristol STARs Updates

From:
Sent: 01 December 2021 03:34
To:

Cc:

Subject: RE: Cardiff/Bristol STARs Updates

Hi
Apologies for being late with my reply, unfortunately this is the first opportunity I have had to get this far into my emails since returning from leave.

1) Happy with the new FL180 level- (assuming this will be introduced with the new airspace?)
2) Not an issue for Cardiff
3) Yes please, it helps us to identify whether aircraft are RNAV 1 capable or not

Cheers

Watch Manager Blue Watch/ Operations and Training

D:
M:
E

Control Tower Building, Cardiff International Airport,
Rhoose, CF62 3BD
www.nats.co.uk

From:
Sent: 15 November 2021 08:39
To:

Cc:

Subject: RE: Cardiff/Bristol STARs Updates

Good morning

Points:

1. For Cardiff to reply
2. No issue for Bristol.
3. Bristol has one RNAV-1 STAR for each Runway which is via EXMOR (ADVED1A and BAXUN1A). The plate already has a note instructing pilots to request the STAR with Cardiff from 2300 to 0600L and LAC outside these times. The STAR has a different route and termination point; therefore we require notification of a pilot's intention to fly it.

Regards,

Unit Training and Blue Watch Manager

D:
M:
E

Control Tower Building, Bristol Airport,
Bristol, BS48 3DY
www.nats.co.uk
www.nats.co.uk

From:
Sent: 12 November 2021 15:23
To:

Cc:

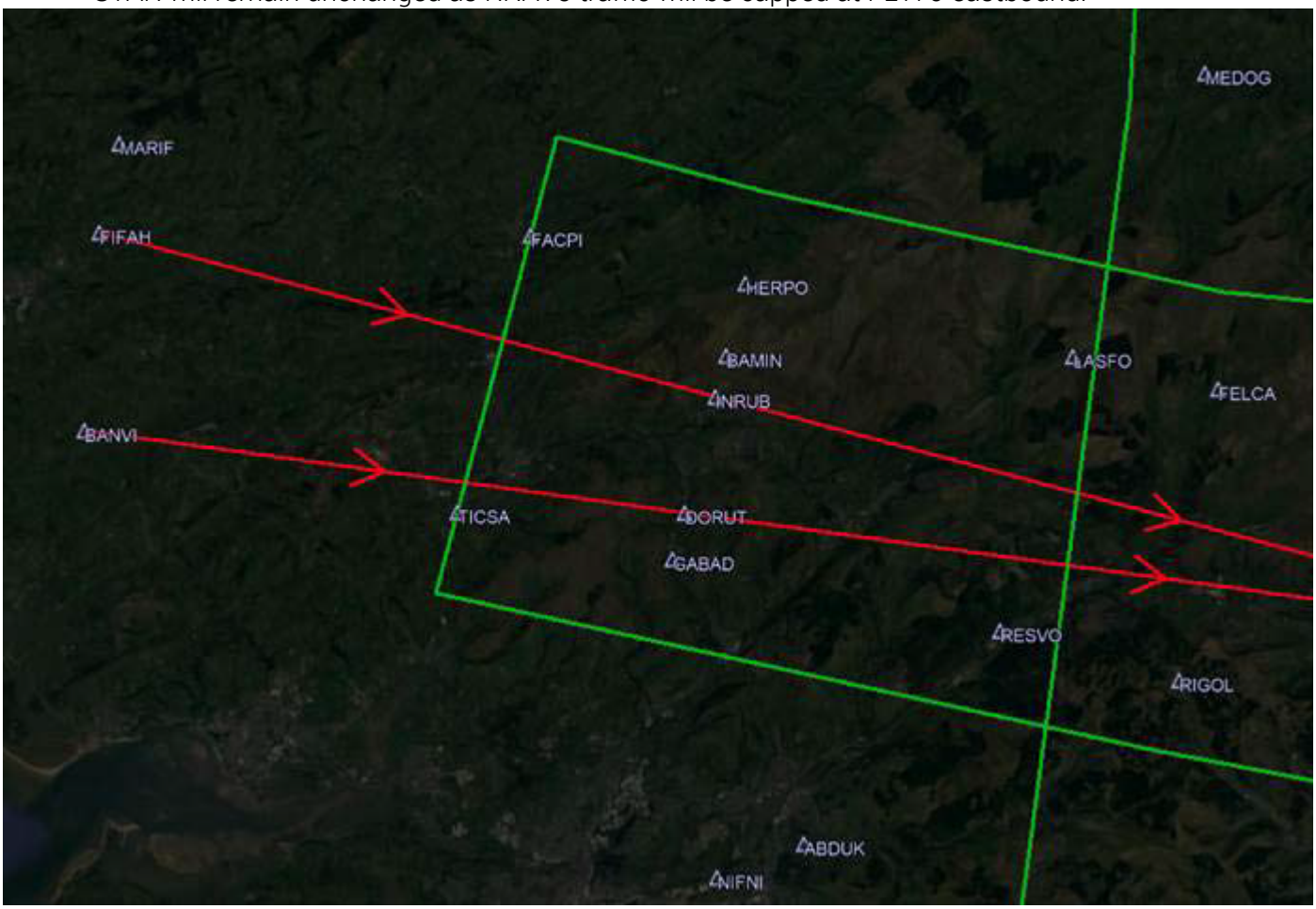
Subject: Cardiff/Bristol STARs Updates

Afternoon all,

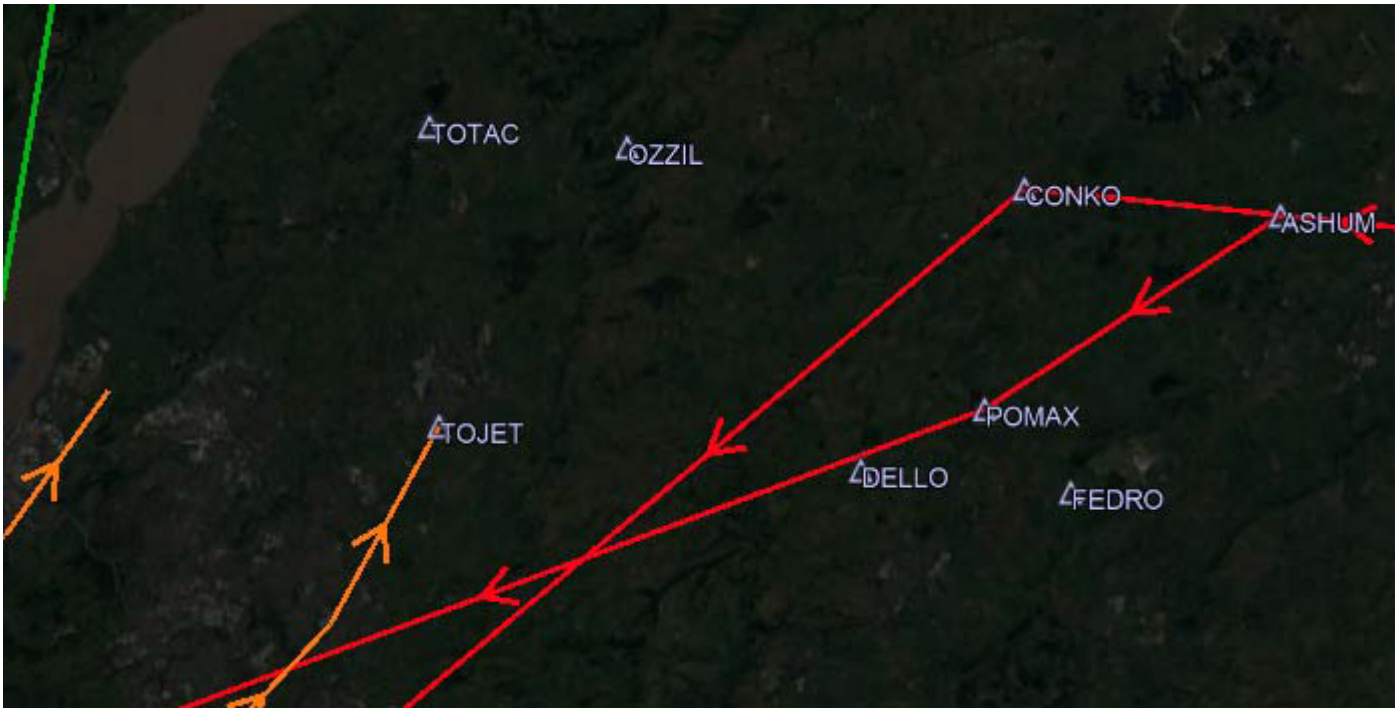
Hope you are all well!

We have a few updates and pieces of info to run past you for your comment / agreement, that we thought we try to mop up by email. We would be grateful of your replies by 19th November (next Fri), if possible? Many thanks folks….

1. The STARs from the west currently have a level restriction of FL170 FIFAH; we would like to propose amending the standing agreement/level restriction on the STAR to FL180 DORUT (working name of new point abeam INRUB) on the RNAV1 STARs for EGFF and EGGD to provide some better fuel efficiency, traffic would be required to descend below FL165 by the S23 boundary, the revised S23 boundary you can see in the image below which is just over 9 NM to the east of DORUT. The FIFAH STAR will remain unchanged as RNAV5 traffic will be capped at FL170 eastbound.



2. In the consultation the inbound routeing from the east is described as CPT – Route C to join the STARs on Route C for Bristol/Cardiff. In order to reduce RT complexity we would like to extend the STARs back to abeam CPT to a new point GORZI (working name). Due to our controllers being required to issue full routeings to traffic on first contact this would save an additional three points being stated over the RT and also deconflicts the complexity in the CPT area. The level at GORZI would be FL220 for Bristol and FL260 for Cardiff.



3. We have noticed an instruction has been published at Swanwick recently which alters the NAS designators for Cardiff STARs depending on whether traffic is equipped as RNAV5 or RNAV1, do you require this change to be applied to the new Cardiff STARs? And if so please can you confirm this is Cardiff only and not Bristol too?

KR,

NERL Meeting Minutes

Title: NERL (West)/Brize Norton engagement meeting

Date: 18/01/22

Time: From 15:00 Until 16:00

Location: Via Teams

Attendees:

NERL (West)	Airspace Engagement Manager Airspace Implementation Manager Airspace Implementation Lead London Sector controller
DAATM	SO2 Airspace Strategy
Brize Norton	Deputy SATCO SATCO

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Minutes:

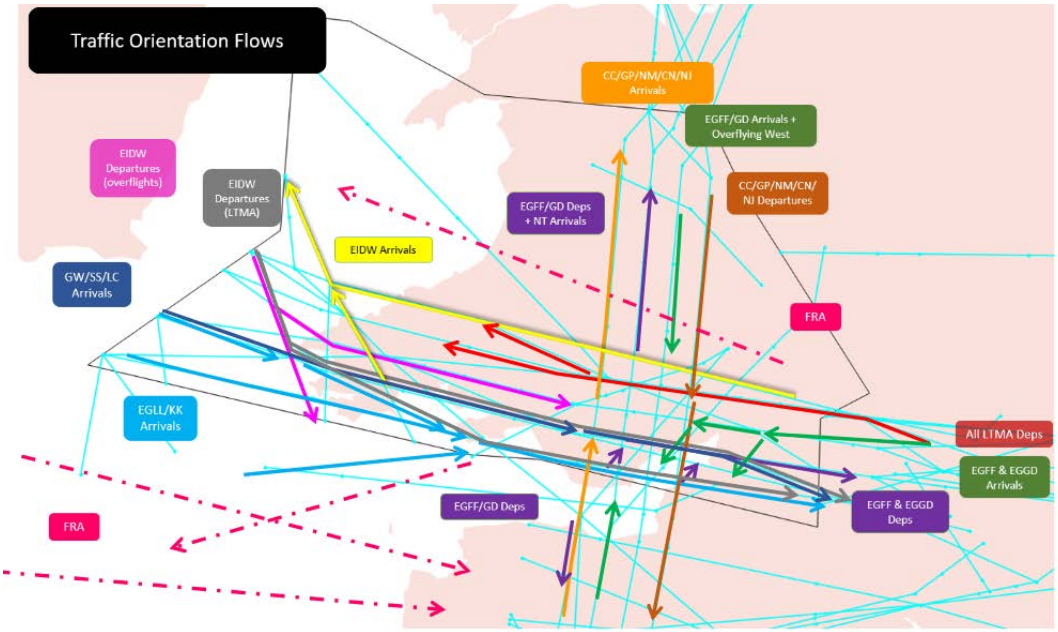
Description	Action
Opening • Welcome and Introductions • Rules of engagement • Agenda as follows: o West Airspace design o Cotswold CTA 6 & 7 o Consultation Feedback o Brize arrivals/departures	
Introductions. West team shared a PowerPoint presentation. The attendees were thanked for their responses to the ACP consultation. The West project will continue to engage with its stakeholders to ensure that the airspace is suitable for all. **West airspace design**	

Design basics: the west project is redesigning 54,000nm of airspace. Whilst the main traffic flows will remain the same there will be a new airspace structure.

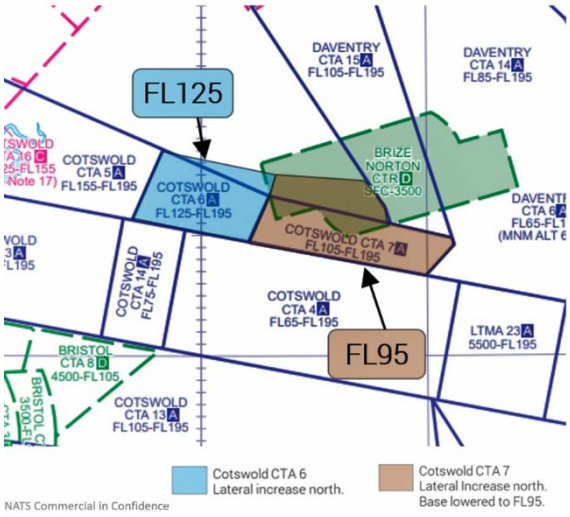
Systemised airspace: 5 new routes east/west, 4 new routes north/south. The routes are 7nm apart, allowing controllers to provide 5nm radar separation. Most routes are RNAV1, but connectivity remains for RNAV5 aircraft. Systemised airspace extends up to FL245.

Free Route Airspace (FRA): above FL245 on top of systemised airspace. FRA will be structurally limited at deployment due to the relative complexity however this will still bring about benefits for the operators.

The proposed traffic orientation on the systemised network was displayed and the route naming convention explained.



This is a balanced airspace design taking into account airspace users and stakeholders. Providing reduced complexity, reduced workload and increased capacity.



Cotswold CTA 6&7

The West team clarified that the proposal in the consultation had included a lateral increase to CTA7 and a lower base (FL95) to facilitate the descent of LTMA inbound traffic and also a lateral increase to CTA6 for route containment.

Consultation Feedback

Little Rissington: Deputy SATCO considered that this would not be greatly affected and believed that lowering the base of CTA7 would not make a big difference. Deputy SATCO agreed that they would confirm this with the correct personnel.

Brize- Confirm the impact of the proposed design on Little Rissington ops.

Gateway Pitches: A gateway pitch was described as the parachute zones (sports pitch) at Brize. Activity is usually capped at FL80. Therefore, it was considered that lowering the base of CTA7 would have no expected impact.

Fairford: Fast climbing departures would likely be the most affected. In a northerly wind the aircraft climb at a very high rate and in this configuration would have to level off, which is undesirable and if possible, should be avoided. London sector controller stated that they would have no objection to receiving a phone call to co-ordinate higher for fast climbing aircraft, and that it would be unlikely to be refused, thus proposing a tactical solution. The west team stated that this methodology could be added to ATCO training. Deputy SATCO reported that they have a meeting with Fairford later this week, will raise this issue and provide feedback.

Brize- Discuss the impact of this change with Fairford and provide feedback.

NERL- to have a fast climbing aircraft departing VA routing initially west (to get the height on), then north, which will trigger a coord for climb with S23 as it's close to new lateral boundaries

Brize arrivals & departures

Routes and associated waypoints (SIREN/MALBY) will be withdrawn.

- Currently: Traffic is vectored to/from Q63 at MALBY/SIREN to/from EGVN
- Proposed: Traffic is vectored to/from Route C via CONKO (UA31D) or ASHUM (UA16D), before turning north to NAXAT, inbound to EGVN.

Deputy SATCO agreed to the proposed plan.

Airspace Implementation Manager confirmed that the proposal moves arrival point north by circa 1.6nm.

Airspace Implementation Manager asked how much difference does 1.6nm make? Deputy SATCO reported that most a/c are able to achieve FL80 (the common level to join CAS). Brize would like to transfer slow climbing a/c to AC more often and asked whether this would be acceptable. London sector controller agreed to this in principle and confirmed that an aircraft levelling off is very undesirable.

The attendees then discussed the most appropriate levels for inbound/outbound aircraft: The West team proposed Brize outbound traffic would join CAS climbing to FL100, Brize inbound aircraft would be transferred descending to FL110. Deputy SATCO agreed to this in principle. The west team stated that these levels would be included in the validation sims.

It was noted that, where applicable, Brize SIDs and STARs may need to be revised. This will be progressed by Brize as no ACP will be required.

AOB

London Sector Controller asked whether Brize Norton will work aircraft inbound to and outbound from Gloucester airport? Deputy SATCO confirmed that Brize will work the aircraft when a confliction is obvious and needs resolving, otherwise the aircraft

are transferred direct to Gloucester. It was considered appropriate to always ask Brize whether they want to work the aircraft but sometimes Brize will say no. This will be referred to in ATCO training.	
Date of Next Meeting TBC	