[redacted]

From: Airspace Consultation
Sent: 12 May 2022 13:00
To: [redacted]
Subject: RE: [EXTERNAL] Re: FW: Airspace Change Design Principles for NATS Operational Service Enhancements Project:- New and/or Revised Arrival Procedures

Hi [redacted]

Thank-you for your email.

The BGA have been targeted as we recognise that they might be impacted by the proposed airspace change. Stakeholders are divided into either 'targeted' or else 'non-targeted' categories; the BGA are a specifically targeted stakeholder.

We look forward to your feedback on the design principles.

Best regards,

NATS Airspace Change Team

NATS

From: [redacted]
Sent: 03 May 2022 20:48
To: Airspace Consultation [redacted]
Cc: [redacted]
Subject: [EXTERNAL] Re: FW: Airspace Change Design Principles for NATS Operational Service Enhancements Project:- New and/or Revised Arrival Procedures

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Hi,

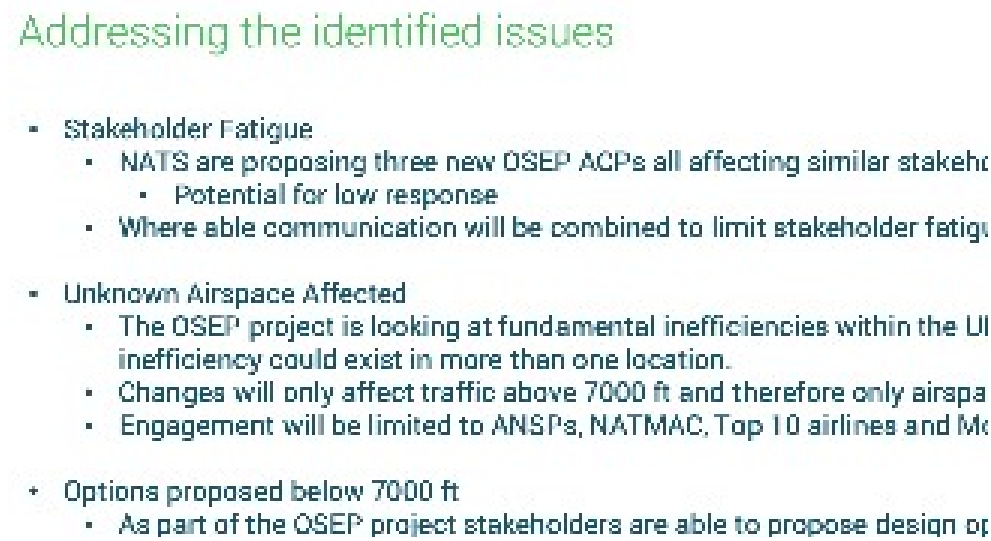
This topic was sent to me for review by [redacted]

Thanks,

[redacted]

Feedback from the BGA re ACP-2021-062

On Slide 9 of the presentation document [OSEP_Arrival_Procedures_Assessment_Meeting_Presentation (1)] in section 2 (Unknown Airspace Affected) there is a statement that "Engagement will be limited to ANSPs, NATMAC, Top10 airlines and MoD" (See slide copied from the presentation below)



The BGA would contest this assumption because gliders in the UK are flown above 7000' both for thermal soaring (most thermal soaring use of 7000'+ is IMC cloud climbs) and during wave soaring. Most wave soaring in the UK (which is very often above 7000') occurs in the more mountainous areas or directly downwind of these mountainous areas. However, wave climbs above 7000' can also occur almost anywhere.

Even though the BGA is represented on NATMAC we believe that the BGA should be confirmed as one of the principal stakeholders for this ACP. Hopefully, there will not be many potentially significant impacts on gliding operations as a result of any changes that may be proposed.

[redacted] (BGA Airspace)

From: Airspace Consultation [redacted]
Sent: 21 April 2022 13:21
Subject: Airspace Change Design Principles for NATS Operational Service Enhancements Project:- New and/or Revised Arrival Procedures

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.
- 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 (this one).
- ACP-2021-020 – Operational Service Enhancements Project:- P18 Extension of Times of Availability NATEB – ADN.
- ACP-2019-055 – New Amsterdam / London UIR Crossing Point

Aircraft arriving to many airfields follow a UK AIP published procedure to connect from the ATS route network to a point where an approach procedure can commence, usually a hold. Depending on the airfield this might be a published Standard Terminal Arrival Route (STAR) or a series of flight-plannable direct routes. The published procedures do not necessarily follow the most efficient lateral or vertical path or connect with the most suitable point on the ATS route network. This results in aircraft burning more fuel and emitting more CO_2 than necessary.

This change, ACP-2021-062, is seeking to improve connectivity between the UK ATS route Network and Airfields by introducing and/or amending arrival procedures connecting the route network to the airfield hold. This will enhance connectivity whilst improving fuel efficiency and reducing greenhouse gas emissions.

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.

A Priority has been assigned to each Design Principle with 1 being the highest priority.

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	Policy	1	The CAA have stated that this DP is required by all change sponsors.	

	published Airspace Modernisation Strategy (CAP1711) and any current or future plans associated with it.			CAP1711 describes what airspace modernisation must deliver	
3	**The proposed change will facilitate the reduction in CO_2 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 proposed changes should reflect the operational profile of arriving aircraft.**	**Operational**	**2**		
8	The proposed airspace change will maintain an appropriate standard of PBN.	Operational	2		
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**	**Operational**	**2**		

	should not adversely impact neighbouring ANSP operations				
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	The proposed change should not increase pilot/ controller workload	Operational	2		
14	*Add further suggested Design Principles HERE*				

We would appreciate your feedback for the OSEP-Arrival Procedures draft DPs by 3rd June 2022. Many thanks for your time.

Best regards,

NATS Airspace Change Team

NATS

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