

[REDACTED]

From: [REDACTED]
Sent: 27 May 2022 13:00
To: Airspace Consultation
Subject: [EXTERNAL] RE: Airspace Change Design Principles for NATS Operational Service Enhancements Project:- New and/or Revised Arrival Procedures

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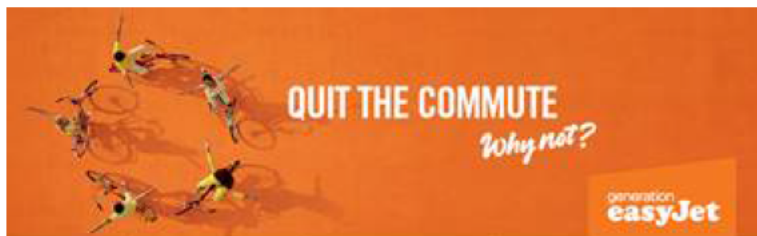
Approve.

Sorry I didn't see voting enabled on the message.

Kind regards,

[REDACTED]
Flight Operations Technical Manager
[REDACTED]

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easyJet Airline Company Ltd, Hangar 89, London Luton Airport, LU2 9PF

From: Airspace Consultation [REDACTED]
Sent: 27 May 2022 12:41
Subject: Airspace Change Design Principles for NATS Operational Service Enhancements Project:- New and/or Revised Arrival Procedures

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Dear Colleague,

Please see the email below relating to the formulation of Design Principles (DPs) which will be used during the submission NATS is currently undertaking to improve connectivity between the UK ATS route Network and Airfields by introducing New and/or Revised Arrival Procedures.

If you have already responded thank you for your time. If not, this DP review closes on the 3rd June 2022, in 1 weeks' time. If you would like to provide feedback please do so before this date. We would value any input you provide.

Best regards,

NATS Airspace Change Team



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 CO₂ 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	Safety	1		

	current levels of safety.				
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 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	Technical	1		

	cost benefit analysis.				
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	The proposed change should not increase pilot/ controller workload	Operational	2		
14	<i>Add further suggested Design Principles HERE</i>				

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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