

**From:** [REDACTED]

**Sent:** 24 August 2022 13:48

**To:** [REDACTED]

**Subject:** RE: 20220824-P18/TDA597 NOTAM

[REDACTED]

Thanks for taking the time to provide the explanation below – I can fully understand AMC's position.

You highlighted the residual issue nicely in that controllers and airspace users may not detect the early closure of P18, certainly from an Aberdeen ATC perspective we don't have sight of the EAUP, so rely on NOTAM data for any amendments to airspace availability. I've just had a useful chat with [REDACTED], who has provided a link to the AUP and also expanded on the protocol for NOTAM issue in this scenario.

I am reasonably comfortable that we would not end up in a situation where an aircraft departing from Aberdeen would be airborne on a route and at a time which would coincident with TDA597 activity – the Flight Plan Buffer and TDA activation NOTAM should ensure that. I'll discuss the options locally for ensuring our controllers have the information they need and [REDACTED] has kindly agreed to provide assistance if we need further guidance on the matter.

Best regards,

[REDACTED]

**NATS**

[REDACTED]

[REDACTED]

Control Tower Building,  
Aberdeen Airport,  
Dyce,  
Aberdeen AB21 7DU.

**NATS Internal**

**From:** [REDACTED]

**Sent:** 24 August 2022 12:30

**To:** [REDACTED]

**Subject:** [EXTERNAL] 20220824-P18/TDA597 NOTAM

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Thank you for the phone call yesterday to discuss the P18 closure / NOTAM request issue. I have conducted an investigation with my NATS counterparts to try to ascertain if any procedural change is required and if a NOTAM in addition to the TDA597 NOTAM should be issued. We do not feel that a NOTAM to inform of the closure of P18 is the correct avenue to pursue in this or future scenarios, I hope the following detail explains how we have come to that conclusion. CDR route availability is published in the AUP (as per AIP1.1.7 PSB) this was the case in this scenario adhering to required process. The NOTAM is utilised to activate the Temporary Danger Area (597 in this case) which then activates any protocols in the AUP managed by the AMC which in this case dictated the closure of P18, as a point to note a temporal buffer to the FUA Restriction (in this case a closure) of 15 minutes to ensure Flight Plans cannot be filed on the CDR for this period.

Whilst investigating the procedures it was discovered that there was a scenario where a FPL was filed prior to P18 closure which was accepted however, when the AS delayed the amended FPL was rejected – a good example of the system working appropriately – NM are investigating further this scenario.

Lastly, though I can understand how a NOTAM for the closure of P18 may increase controller and airspace user awareness they do not fall within the AMC's remit to manage so it would not be something that we are authorised to produce.

I am sorry that this is not the resolution that you were hoping for and I am happy to discuss further with yourself and the team here if more clarification is required.

#### 1.1.7 CDR -

In the ATS route tables hereafter the CDR category is indicated under "Route availability" as "CDR" and is permanently plannable during the times published in the AIP. Due to military or other activities, the route may be closed. The unavailability is published daily in the EAUP/EUUP (European airspace use plan/European updated airspace use plan) in table "ATS Route and CDR Type 1 Closure". The EAUP/EUUP is published on the Network Portal (NOP): <https://www.public.nm.eurocontrol.int/PUBPORTAL/>. In the event of a short notice unavailability of a CDR, rerouting around an associated AMC-Manageable Area will be made on ATC instructions.

Yours Aye,

| OC 3 - Military Airspace Manager | 78 Sqn RAF Box 13, LACC, Southampton  
Way, Southampton, SO31 7AY | DFTS: 95586 Ext 2494 |

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**From:** [REDACTED]  
**Sent:** 19 August 2022 08:58  
**To:** Air-AirspaceTrial (MULTIUSER) <[Air-AirspaceTrial@mod.gov.uk](mailto:Air-AirspaceTrial@mod.gov.uk)>  
**Subject:** TDA597 and P18

Good morning,

AIP Supplement 049/2022 provided this e-mail address as a suitable point to send issues with TDA597 activity, so I hope this is appropriate.

With TDA597 being active yesterday 0800-1115UTC, this overlapped the promulgated activity times of P18 by one hour, which is available until 0900UTC. I would have expected to see a NOTAM cancelling P18 availability for this hour, but when looking at around 0730UTC couldn't see anything that indicated the airspace has been withdrawn early. Our controllers fully understand the status of the TDA and wouldn't allow a flight on P18 to enter the Danger Area and the associated FBZ should reduce the potential for an aircraft to file on that route, but for full clarity is it possible for a NOTAM cancelling P18 availability between NATEB and ADN for the one hour overlap that will exist on 23<sup>rd</sup> and 25<sup>th</sup> August between 0800 and 0900UTC?

Best regards,

[REDACTED]

**NATS**

[REDACTED]

[REDACTED]

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