

Minutes of SAIP AD6 Assessment Meeting

CAA Aviation House, Gatwick 08/01/2019, adjourned over to 06/02/19 at CAA London Kingsway office
(Attendee list covers both sessions)

Role	Representing
Case Officer	CAA SARG
Principal Airspace Regulator	CAA SARG
Airspace specialist	CAA SARG
Principal Airspace Regulator	CAA SARG
Stakeholder Engagement Specialist	CAA SARG
Environmental Specialist	CAA SARG
PBN Implementation Lead	CAA SARG
Flight Operations Manager	London Luton Airport
ATC GM Luton Airport	NATS
ATC Ops Manager Luton Airport	NATS
Project Manager	NATS
ATC Lead	NATS
Head of Operational Development	NATS
Airspace Change Expert	NATS
Senior Airspace Change Specialist	NATS

Agenda

1. Introductions & safety notices
2. Statement of need
3. Background
4. Justification/ Issues or opportunities arising from proposed change
5. How to address identified issues
6. Provisional indication of the appropriate scaling level and Process Requirements
7. Provisional process timescales and First Three Planned Gateway Assessments
8. Next steps
9. AOB

CAA Assessment Meeting Opening Statement

CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsors were required to provide a broad description of their proposed approach to meeting the CAA's CAP 1616 requirements, but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA's process at this stage. CAA confirmed that the agenda and minutes of the meeting should be uploaded to the CAA website. The purpose of the Assessment Meeting (set out in detail in CAP1616) was broadly:

- for the Sponsors to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process,
- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsors were required to provide information on how they intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsors were required to provide information on how they intended to meet the engagement requirements of the various stage of the airspace change process.

<p>Item 1 – Introduction</p> <p>The purpose of this briefing was to inform the CAA regarding the statement of need related to airspace changes proposed related to the NATS Swanwick Airspace Improvement Programme (SAIP) Airspace Deployment 6 (AD6) and planned in accordance with the CAP1616 process.</p> <p>Safety Performance</p> <p>The findings of the NATS SMS SP200 Safety Survey were discussed. It was this survey that instigated SAIP AD6; the survey raised the following issues.</p> <ul style="list-style-type: none"> • Significant airspace and procedural constraints characterise the TC Essex sector, currently there are shared arrival routes and shared holds for both Stansted and Luton arrival traffic. The airspace routinely experiences four extended workload peaks every day, which are extending in duration. • TC Essex airspace requires a high amount of tactical intervention by air traffic controllers compared to other Approach units. • The survey provided evidence that Essex Radar controllers have a higher amount of time at high workload, than other airport approach units. • The absence of a dedicated inbound route for Luton arrivals that is de-conflicted from Stansted traffic, leads to increased complexity and workload for controllers. <p>The constraints on the current airspace and route structures were highlighted, and the safety concerns of not making a change were also articulated via text and graphical data.</p> <p>NATS also clarified that the safety imperative is driven by the predicted change in NATS’ operational risk, not a Luton Airport risk, and that the safety imperative does not apply to Luton Airport.</p>	<p>No actions</p>
<p>Item 2 – Statement of Need (discussion and review)</p> <p>Current Situation:</p> <p>Inbound traffic to Luton and Stansted share Standard Arrival Routes and holding capacity at LOREL and ABBOT and is largely managed by a single Terminal Control sector, Essex Radar. As traffic levels at both airports have significantly increased, the complexity, (number of interactions within the sector) has also significantly increased. Continued growth is anticipated at both airports.</p> <p>Issue or opportunity to be addressed and the cause:</p> <p>NATS has conducted an internal safety survey on TC Essex sector, which has identified some latent risk within the sector. This report has been shared with the CAA. NATS would like to look at options to address the safety issues identified and also work with co-sponsor Luton Airport to improve capacity within the TC Essex sector.</p> <p>Desired outcome:</p> <p>A reduction in complexity, workload and delays in relation to arriving traffic at Luton and, as a consequence, Stansted.</p> <p>Specific challenges:</p> <p>Safety imperative identified within NATS safety report makes adherence to minimum timeline achievable under CAP 1616 process highly desirable.</p> <p>This is a joint application sponsored by NATS and London Luton Airport meaning that all portions of the application require coordination, agreement and resource commitment by both parties.</p> <p>The above text is copied from the SoN. After a discussion between the CAA, NATS and Luton, the sponsors made it clear that the safety imperative was the primary driving factor for SAIP AD6 and efforts had been made to provide appropriate evidence as per the second meeting. There was no need to resubmit the SoN as these minutes provide additional context.</p>	<p>No actions</p>
<p>Item 3 – Background</p> <p>Following the SP200 TC Essex Safety Survey, commissioned by NATS Swanwick and conducted in the spring of 2017, the Swanwick Airspace Improvement Project (SAIP) Airspace Deployment (AD) 6 was re-tasked to look at airspace development concepts to deliver change within the TC Essex region, with the sole aim of delivering the required safety improvements identified by the survey. This was a change of direction for SAIP AD6 which, originally was focussed on a different airspace region.</p>	<p>No actions</p>

<p>Item 3 continued...</p> <p>Following the SP200 Safety Survey NATS has invested in a range of short term activities to improve TC Essex; this has led to a reduction in controlled airspace excursion events and RAT ATM ground points. However, these measures alone are not enough in the context of increasing traffic numbers and further safety improvement is still required; NATS asserts that this can only be addressed through airspace change. Stansted and Luton have seen significant recent growth; Stansted is in its 44th month of consecutive growth and Luton is close to its record level of traffic recorded in 2006. Since 2014, Luton and Stansted air traffic movements have increased by c.30%. Traffic growth predictions indicate that this growth will continue. During this period of growth, NATS will safely manage airspace and use flow measures where appropriate until airspace change can be implemented. Commercially confidential data indicates that airspace change needs to be deployed by late 2020; beyond that date, demand means flow measures alone will not be sufficient to safely manage the airspace.</p> <p>The project also reflects the assumption that large scale (blank sheet) airspace redesign is likely to be delivered in the area in the longer term (2024/25) as part of the FASI-South programme and any changes made under SAIP AD6 need to be compatible.</p>	
<p>Item 4 –Justification/ Issues or opportunities arising from proposed change</p> <p>Safety Performance</p> <p>The SP200 Safety Survey raised the following issues. Significant airspace and procedural constraints characterise the TC Essex sector, as does a variety of traffic and the varied nature of the function, including holding, departures integration and management of zone transits. This airspace routinely experiences four extended workload peaks every day. TC Essex airspace is constrained by having arrivals for both Luton and Stansted operating in the same volume of airspace, plus the absence of a dedicated inbound route structure for Luton that is de-conflicted from the LOREL Hold.</p> <p>NATS was informed that additional evidence was required by the CAA to provide greater assurance that the safety imperative justified the reallocation of CAA resources in order to progress through CAP1616. The meeting was then adjourned to allow NATS to return to the CAA and present this evidence on the understanding of commercial confidentiality.</p> <p>This evidence showed a reduction in the safety margins in that region of airspace, with the trend forecast to continue as traffic grows.</p> <p>NATS described that it has already taken action in various ways to slow that reduction, via technology and procedural implementations, and also by applying flow regulations where appropriate. NATS also made clear that an airspace change is always a last resort where nothing else would be effective, from an ATM point of view.</p> <p>NATS demonstrated that the region has a consistently high ATC demand along with the aforementioned four extended peaks per day. NATS also evidenced that, by the end of 2020, the application of flow measures and other potential mitigating actions would require overly penalising measures to maintain the safety risk at a tolerable level, given the predicted increase in air traffic demand. This analysis is what drove NATS to reallocate staff to work on the situation, to commence the CAP1616 process, and also caused NATS to flag the safety imperative to the CAA.</p> <p>NATS described that, in conjunction with our co-sponsor LLAL, resources have been planned and allocated to manage the CAP1616 timeline, with a target implementation in late 2020 without prejudicing a successful completion of the process. This implementation would occur before we predict the current management measures would start to become less effective / ineffective. NATS also stated that it cannot wait until the LAMP/FASI-S work (planned implementation 2024/25) because the ability to effectively manage the regions would erode from 2021 onwards, hence the late 2020 planned implementation.</p> <p>NATS stated that an exploration exercise was held, to see if an accelerated process could be achieved, however this was not considered possible given the need for Luton Airport’s co-sponsorship. . NATS also made efforts to see if a higher-level airspace solution might be feasible in order to accelerate the timeline without any airport participation, but confirmed that the complexities at higher level were inextricable from those at lower levels (below 7,000ft). These feasibility efforts confirmed the need for Luton Airport’s co-sponsorship of this proposal. This exploratory work led to the creation of a December 2020 CAP1616 timeline which NATS and Luton could both resource.</p> <p>NATS and Luton requested the CAA acknowledge the safety imperative, confirm the allocation of a case officer and appropriate resources without delay.</p>	<p>No actions</p>

<p>Item 4 continued... The CAA acknowledged the need for prioritised resourcing and would continue with the allocation of appropriate case officer resource in accordance with the Dec 2020 planned implementation.</p> <p>Issues or opportunities arising from proposed change</p> <p>Benefits</p> <ul style="list-style-type: none"> • Safety improvements – AD6 prototype indicates an improvement to the Pan European industry standard safety measurement known as “RAT” by over 5% for the entirety of NERL’s UK operation (not just the TC Essex region). • Compatible with future systemised network (LAMP/ FASI-S) <p>Issues</p> <ul style="list-style-type: none"> • Safety imperative identified within NATS safety report makes adherence to minimum timeline achievable under CAP1616 process highly desirable. <p>Consultation and engagement with local stakeholder groups will need to be extensive. This will most likely be on the project’s critical path. Resources are already planned in order to mitigate this.</p>																			
<p>Item 5 – Options to exploit opportunities or address issues identified</p> <p>Adherence to timeline NATS and London Luton Airport have prioritised this project and allocated resource appropriately.</p> <p>Consultation and engagement with local stakeholder groups. Luton Airport plan to utilise their network of stakeholders, and community groups, and embark on an extensive programme of engagement - this will be supported by NATS.</p>	No actions																		
<p>Item 6 – Provisional indication of the scale level and process requirements CAA stated that the proposed changes will fall within the CAP1616 Airspace Change Process.</p> <p>It is expected that traffic distribution below 7000ft will be changed. As such NATS/Luton Airport’s expectation is that the ACP will be categorised as Level 1. The CAA agreed with this provisional assessment however the Level would be confirmed at CAP1616 Stage 2B.</p> <p>This ACP is co-sponsored by NATS and London Luton Airport, meaning that all portions of the application require coordination, agreement and resource commitment by both parties.</p>	No actions																		
<p>Item 7 – Provisional process timescales The following dates are proposed for the Gateway submissions and key project milestones.</p> <table border="1" data-bbox="113 1299 766 1590"> <thead> <tr> <th>Stage</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>Stage 1 – Assessment meeting</td> <td>08/01/2019</td> </tr> <tr> <td>Additional safety clarification meeting</td> <td>06/02/2019</td> </tr> <tr> <td>Stage 1 – Define</td> <td>29-Mar- 19</td> </tr> <tr> <td>Stage 2 – Develop</td> <td>31-May-19</td> </tr> <tr> <td>Stage 3 – Consult</td> <td>29-Nov-19</td> </tr> <tr> <td>Stage 4 – Update and Submit</td> <td>23-Apr-20</td> </tr> <tr> <td>Stage 5 – Decide</td> <td>27-Aug-20</td> </tr> <tr> <td>Stage 6 – Implement</td> <td>03-Dec-20</td> </tr> </tbody> </table> <p>The deployment is targeted for 3rd Dec 2020, via single AIRAC cycle. Hence the planned ACP timetable is predicated on this. There are many dependencies which could influence implementation dates, and implementation is subject to CAA approval. As such all dates are aspirational, conditional on approval, and could be subject to change. However NATS and Luton Airport will resource presuming this date.</p>	Stage	Date	Stage 1 – Assessment meeting	08/01/2019	Additional safety clarification meeting	06/02/2019	Stage 1 – Define	29-Mar- 19	Stage 2 – Develop	31-May-19	Stage 3 – Consult	29-Nov-19	Stage 4 – Update and Submit	23-Apr-20	Stage 5 – Decide	27-Aug-20	Stage 6 – Implement	03-Dec-20	
Stage	Date																		
Stage 1 – Assessment meeting	08/01/2019																		
Additional safety clarification meeting	06/02/2019																		
Stage 1 – Define	29-Mar- 19																		
Stage 2 – Develop	31-May-19																		
Stage 3 – Consult	29-Nov-19																		
Stage 4 – Update and Submit	23-Apr-20																		
Stage 5 – Decide	27-Aug-20																		
Stage 6 – Implement	03-Dec-20																		
<p>Item 8 – Next steps Prototype work continues, to refine the concepts. Work also continues in order to engage effectively with airlines, airports, GA and MoD. Engagement with stakeholders regarding design principles is in progress. Luton will commence their community engagement plan.</p>	Engagement work in progress																		
<p>Item 9 – Any other business CAA requested a map of the area affected by the proposed changes with the population centres clearly marked. These were provided.</p>	Completed																		

Actions Arising From SAIP AD6 Assessment Meeting

Subject	Action	Status
Upload agenda	Upload the agenda to the CAA Airspace Change portal	Completed
Draft minutes	Send minutes to the CAA for agreement	Completed
Publish minutes	Redact names from the minutes and upload to the CAA portal	Completed
CAP1616 process	Complete Stage 1A	Completed

NATS Enroute Ltd – London Luton Airport Ltd

ACP Sponsor