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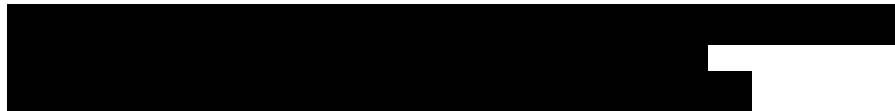
15 Sep 22

ATC Services Manager Newcastle International Airport

Copy: SO1 Trg Enablers, 11Gp, A7

A7 STAKEHOLDER ENGAGEMENT VISIT TO NEWCASTLE INTERNATIONAL AIRPORT 15 SEP 22

Attendees



Issue

1. In accordance with CAP 1616 the change sponsor (11Gp, A7) are mandated by the CAA 'to monitor and report on the level and contents of ongoing activity that is associated with the temporary activation of TDA597 once it has been implemented and throughout the period of operation.' In order to satisfy this requirement a face-to-face stakeholder engagement visit was conducted to Newcastle International Airport on 15 Sep 22.

Introduction

2. The Newcastle ATC Services Manager reported that activations of TDA597 over August and September 22 had created *no safety related incidents* and that any activations had created only minimal impact on their busy summer schedule. Qualitative, informal, undocumented discussions were held with operational personnel who also reported that the activations had no noticeable impact upon their ability to safely conduct their roles.

Observations

3. Observing the map overlay on the operational radar consoles demonstrated to 11Gp the proximity of the TDA to that of Newcastle International Airport.

4. In accordance with the NATS produced Letter of Agreement, 78 Sqn had ensured that a service was provided for any Newcastle arrival/departures routing via the Copenhagen FIR, nil negative comments were received regarding this service provision.

5. Operational Newcastle personnel advised that the agreed liaison call between 19 Sqn and 78 Sqn prior to TDA597 activation had ceased as the exercises had progressed. Newcastle controllers did not report that this lack of liaison call had a detrimental impact on their business. **A7 to feedback into post Ex report.**

6. The agreed routing to the East of TOWTE for entry for ex participants needed to be reinforced, it was observed that crews were positioning on a more direct route towards the Northwest, this more direct routing may create a potential conflict with Newcastle movements. **A7 to feedback into post Ex report.**

7. It was reported that the activation of TDA597 had created certain behaviours amongst airline operational staff, these behaviours had normalised into operational personnel routinely not plotting the most efficient flight plan routing.

8. Anecdotal reports had been made of ex participants dropping below the base level of the TDA597, with operational personnel perceiving that effectively surface level was being routinely used – it was however acknowledged that this drop below the TDA was into Class G airspace.

9. A key theme of the meeting was that of the Pennine Radar task. Newcastle were keen to understand if 78 Sqn could provide a more regular service to allow outbound traffic to route direct to OTR or ERKIT as there was concern that the overuse of TOWTE was creating a funnelling effect for both exercise and commercial traffic from Newcastle. **A7 to investigate this issue with 78 Sqn and DAATM.**

Summary

10. 11Gp, A7 are grateful for the ongoing engagement which has been received throughout an extremely busy summer period. We appreciate that this Airspace Change Request has been ongoing for an extended period, however we are keen that Newcastle International provide ongoing engagement regarding the Permanent Airspace Change as the proposal moves towards Stage 3 – Consultation.

