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**DEROGATED SERVICES DISCUSSION 23 SEP 22**

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**Issue**

1. 11Gp, A7 conducted a stakeholder engagement visit to Newcastle International Airport on 15 Sep 22. This visit was in accordance with the direction specified within CAP 1616.

2. The Newcastle ATC Services Manager reported that activations of TDA EGD 597 caused *no safety related incidents* and that any activations had created only minimal impact on their busy summer schedule.

*11Gp, A7 agreed to discuss a number of points raised by Newcastle International Airport regarding the activations.*

3. In accordance with the NATS produced Letter of Agreement, 78 Sqn had ensured that a service was provided for any Newcastle/Teeside arrival/departure routing via the Copenhagen FIR – ***this level of service will continue and where a service cannot be offered by 78 Sqn for Copenhagen FIR traffic the TDA will not be activated.***

4. A key theme of the visit was that of the Pennine Radar task. Newcastle were keen to understand if 78 Sqn could provide a more routine service to allow outbound traffic to route direct to OTR/ERKIT – ***this subject was discussed at length with reference made to Para 2.12 of the CAA Operational Assessment; Future Combat Airspace dated 12 May 22. 'MOD agreement to provide services to those flights in/out Newcastle airport directly affected by the activation of EGD 597; this does not include Newcastle flights that would ordinarily be subject to the existing arrangements for when derogated services are not available; existing measures already provide alternative routings for when derogated services are not available.'*** ***Consistent with the CAA guidance it was therefore agreed that the matter of derogated services is a separate issue to that of the TDA.***

**Summary**

5. 78 Sqn are however keen to discuss a more enduring solution for those Newcastle International Airport departures that intend to route direct to OTR/ERKIT, minimising fuel burn (as Newcastle strive towards net zero), maximising the flexible use of airspace and adopting a more joint and integrated approach. It is recommended that Newcastle International Airport engage 78 Sqn and NATS regarding this possibility, who will in turn keep DAATM informed as this is part of the wider Joint and Integrated (J&I) approach to ATS.

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**SO2(B) Trg Enablers**