

RESPONSE TO THE APPROVAL CONDITIONS FOR ACP-2017-70 (LAMP2 DP1.1)

APPROVAL CONDITION 1

The Change Sponsor is to provide further clarity on the proposed protocols for determining whether a reduced buffer for HEM activities which are positively managed by ATC to 1nm is acceptable including detail of the management decision processes. Without this information the CAA is unable to confirm acceptance of dispensation to the SUA Safety Buffer Policy for HEM activities positively managed by ATC to be reduced to 1nm. (Section 70 responsibilities as outlined at Interests of National Security 70(2)(f))

NATS' Response / Evidence

As described in the meeting between CAA and NATS on 17 October 2022, the process for the application of a reduced buffer would be:

- The AMC will apply a 5nm buffer for any ARES for D201 or specified FOST Plymouth and Portland danger areas where the activity type is annotated as HEM
- The CAM (Civil Airspace Manager) and the MAM (Military Airspace Manager) will then liaise with the danger area authority to determine if the activity will be positively managed by ATC through the formal collaborative decision-making process as per CAP740.
- If it is confirmed by the danger area authority that the activity will be positively managed by ATC, then the AMC may select a 1nm FBZ in LARA for that specific ARES.

The management decision processes applied by the UK AMC are those set out in CAP740.

The CAA has been supplied with a draft copy of the LARA Method of Operations (MOPs), the LARA Training Guide and a revised FOST draft LoA. These documents are commercially sensitive so will not be published.

The ASM procedure is not described in an LoA for Aberporth. In this case, ARES data is sent to the AMC in accordance with normal process using an AMC Form 7. This form is in the process of being updated to include 'activity type'.

The authority delegated to the CAM and the MAM is defined in CAP740.

APPROVAL CONDITION 2

Detail of the solution which would allow faster climbing aircraft departing RAF Fairford to avoid potential level offs to be incorporated in the Letter of Agreement with RAF Brize Norton.

NATS' Response / Evidence

NATS has engaged further with RAF Brize Norton and 78 Squadron. NATS propose to add a note into the civil Mats Pt2 for BCN. See supporting documents below for the detail and evidence of agreement from all parties that this is a satisfactory solution.

APPROVAL CONDITION 3

Draft LoAs shall be finalised and signed before implementation. Confirmation of this action is to be provided to the CAA. Where this is not achieved extant LoAs would still apply, thereby requiring analysis of any safety or operational implications.

Response

This is ongoing work – NATS shall confirm finalised and signed LoAs in due course, prior to implementation.

APPROVAL CONDITION 4

The Change Sponsor is to address all remaining minor amendments to the aerodata spreadsheets to the satisfaction of the CAA prior to submission of the Change Request to AIS.

Response

The aeronautical data has been approved by the CAA and submitted to AIS.

Supporting documents:

Engagement with Brize and 78 Squadron for Condition 2 (unredacted version supplied to CAA)

To: [redacted]
Cc: [redacted] >
Subject: EGVA fast climbing departures - WAD (LD1 & FRA D2) airspace

Afternoon all,

As part of the consultation response via DATTM for the WAD (LD1 & FRA D2) project, fast climbing Fairford departures were highlighted as traffic whose continuous climb would need to be accommodated where possible.

WAD tested this traffic in our validation simulations, running the scenario that when this traffic was not laterally clear of and still under the CTA, Brize / 78 sqn would call for coordinated climb. This was very effective and no [redacted] was levelled off.

In practical terms this is no issue, as the traffic on the route above EGVA will be LTMA outbounds which will generally be FL150+, so we'll be above the base of the CTA, however we plan to insert into the civil Mats Pt2 for BCN this note 'Due to the operational requirements for fast climbing traffic from EGVA to receive continuous climb, S23 should where possible accommodate requests from Brize radar / Swanwick Mil for climb inside CTA6 & CTA7 in the OKSAW area for this traffic'.

Would this satisfy all parties that this requirement is met and the traffic will be catered for?

Regards,

[redacted]

[redacted]
Airspace Implementation Manager (ATC Lead)
West Airspace Deployment (WAD) project
ATM Development
ATCO 1

M. [redacted]
E. [redacted]

London Area Control (LAC),
NATS Swanwick,
Sopwith Way, Southampton, SO31 7AY.
www.nats.co.uk



NATS PROTECTED

From: [REDACTED]
Sent: 21 November 2022 11:49
To: [REDACTED]
Subject: RE: EGVA fast climbing departures - WAD (LD1 & FRA D2) airspace

Hi [REDACTED].

That should be sufficient – I don't anticipate problems occurring.

[REDACTED]

Flt Lt [REDACTED] | Intelligent Customer/Projects/Airspace | 78 Sqn/Swanwick Mil |

NATS Internal

From: [REDACTED] >
Sent: 21 November 2022 09:47
To: [REDACTED] >
Cc: [REDACTED]
Subject: [EXTERNAL] RE: EGVA fast climbing departures - WAD (LD1 & FRA D2) airspace

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Morning [REDACTED]

That works for us.

Currently requests for coord climb from Brize are rare but are likely to significantly increase with the changes, the rate of climb will call for some relatively rapid action on the controller's part for airborne requests.

Many thanks.

[REDACTED]

Sqn Ldr [REDACTED] | [REDACTED] | RAF Brize Norton | Carterton | Oxfordshire | OX18 3LX | [REDACTED]