

RESPONSE TO THE APPROVAL CONDITIONS FOR ACP-2019-12 (FRA D2)

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 These documents are commercially sensitive so will not be published.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

The new NPZs are required to be published in the UK AIP prior to implementation of FRA D2. Therefore, the Change Sponsor shall present a draft AIP amendment containing the aeronautical data on the proposed 11 new NPZs to the CAA for regulatory checks in accordance with the appropriate ADQ requirements. Should this not be achieved the Change Sponsor will not be able to employ the associated Flow Control Rules unless established through standard RAD measures (i.e., not via an NPZ)

NATS' Response / Evidence

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

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