



DAF 1916 - Statement of Need: Intended Change to Notified Airspace

This form may be used to provide information to the CAA about an intended change. Once this form is completed, please submit it by clicking the button at the end of this form.

1. Change Title

Please enter a title for this intended change, (max 80 characters): *

Revised Position of Y124

2. Change Sponsor Details

Please select the appropriate category and complete. *

- A Company
- An Unincorporated Association or other body
- Individual (including sole traders and partnerships)

2a. A Company

Registered Company name (in full) *

NATS

Registered Company Number

Country of Company Registration

Uk

Registered Office Address

Prestwick Centre

Postcode

KA9 2GX

E-mail

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

Primary Point of Contact Name *

Telephone *

E-mail *

Secondary Point of Contact Name

Telephone

E-mail

3. Independent Aviation/Airspace Consultancy

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

4. Summary of Intended Change

Please use the check boxes below to indicate the nature of the intended change(s): *

- | | | |
|---|---|---|
| <input type="checkbox"/> Flight Information Region (ENR 2.1) | <input type="checkbox"/> Upper Information Region (ENR 2.1) | <input type="checkbox"/> Terminal Control Area (ENR 2.1) |
| <input type="checkbox"/> Other Regulated Airspace (ENR 2.2) | <input checked="" type="checkbox"/> Lower ATS Routes (ENR 3.1) | <input checked="" type="checkbox"/> Upper ATS Routes (ENR 3.2) |
| <input checked="" type="checkbox"/> Area Navigation Routes (ENR 3.3) | <input type="checkbox"/> Helicopter Routes (ENR 3.4) | <input type="checkbox"/> Other Routes (ENR 3.5) |
| <input type="checkbox"/> En-Route Holding (ENR 3.6) | <input checked="" type="checkbox"/> Name-Code Designators (ENR 4.4) | <input checked="" type="checkbox"/> Prohibited/Restricted/Danger Areas (ENR5.1) |
| <input checked="" type="checkbox"/> Military Exercise/ Training Areas (ENR 5.2) | <input type="checkbox"/> Other Danger/ Hazard (ENR 5.3) | <input type="checkbox"/> Aerial/Sporting/Recreational Activities (ENR 5.5) |
| <input type="checkbox"/> Bird Migration/Sensitive Fauna (ENR 5.6) | <input type="checkbox"/> ATS Airspace (AD-EGXX-2.17) | <input type="checkbox"/> Flight Procedures (AD-EGXX-2.22) |
| <input type="checkbox"/> ATCSMAC (AD-EGXX-5) | <input type="checkbox"/> Standard Instrument Departure (AD-EGXX-6) | <input type="checkbox"/> Standard Arrival Route (AD-EGXX-7) |
| <input type="checkbox"/> Instrument Approach Procedure (AD-EGXX-8) | <input type="checkbox"/> Visual Reference Point | <input type="checkbox"/> Release of Controlled Airspace |

Please use the check box below to indicate whether this is an administrative change:

Does your proposal represent an administrative change to the Aeronautical Information Publication (AIP)?

5. Statement of Need

Please provide a brief 'Statement of Need' expressing explicitly what airspace issue or opportunity you are seeking to address. Your Statement of Need should clearly articulate the current situation, the issue (and the cause of it) to be resolved or the opportunity to be addressed along with any other factors or requirements. *

Current Situation
(U)Y124 RNAV5 ATS route between DEXEN and MOGTA is currently classified as CDR 1, 2 & 3 with limited standard operational hours usually 1800 - 0800. This allows the MOD access to the NWMTA and to conduct activities within D201B (managed by Qinetiq). From an ATM perspective this limits the effectiveness of the route to the first rotation from Dublin and all further departures are positioned within the confines of L975, Q36 & Q37.
Traffic over the Irish Sea has continued to experience high demand throughout the day. The implementation of parallel RNAV1 ATS routes in November 2017 has assisted in reducing controller workload (by removing complexity) and raising capacity. However, the Dublin Airport Authority has embarked on the Dublin Airspace Project to develop and implement a 2nd parallel runway which will create additional demand from 2021 onwards. This demand will place additional pressure on PC IoM and Swanwick S7 sectors in addition to further demands on the wider network.

Issue to be addressed
The forecast growth and additional runway at Dublin presents an opportunity to review and further modernise the airspace in the North Wales and Irish Sea areas that interface with Irish airspace as part of the CAA Airspace Modernisation Strategy. This should include the airspace sharing arrangements with the MoD, to ensure that the airspace design is optimised and able to accommodate the forecast demand in the region.

Associated Factors
The impact on MOD/Qinetiq operations is dependent on the requirements of Special Use Airspace.
The current CAA Safety Buffer Policy for Airspace Design is undergoing review; however, this along with the CAA CAS Containment Policy is used to determine route positioning as part of airspace design process.
Changes may be required to the COP on the UK/Ireland FIR boundary. A separate Statement of Need captures this requirement for Q36 & Q37.
TRAG Welsh Gliding Area will also be a consideration.

Please specify the altitudes (where applicable) affected by your Statement of Need:

- Surface to below 4,000 feet
- 4,000 feet to below 7,000 feet
- 7,000 feet to below 20,000 feet
- 20,000 feet and above

6. Proposed Dates

Please provide your proposed date for the submission of your change proposal to the CAA. This should be the date on which you are expecting to submit your formal airspace change proposal to the CAA. Please note that your formal airspace change proposal must be submitted alongside all of the supporting documentation required by the CAA to complete our regulatory assessment of the Proposal; consequently the date on which you place in this field should represent the point at which you will have the formal airspace change proposal **and all** of the supporting documentation ready to submit to the CAA. This date is required to assist us with the allocation of the required CAA-resource to your proposal and therefore it is a key date in our planning process. Whilst we will try to accommodate your specified timescales, there may be occasions where it is not possible for us to do so given the large number of projects that are already 'in process'. You should also note that any changes to the above date may impact our ability to process your airspace change proposal within your preferred timescales. It should also be noted that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See [Commission Regulation \(EU\) No 73/2010](#) (updated by 1029/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

Confirmation of Understanding *

Please provide your proposed date for the submission of your change proposal to the CAA. *

27 Aug 2020

Please provide your proposed AIRAC effective date *

AIRAC 03/2021

If this change forms a part of a modular airspace change proposal please provide the relevant title and further information below (Note we will require individual submissions for each module) . *

Statement of Need Ref: Realignment of Q36 and Q37 to accommodate Dublin Runway 2ID: ACP-20 18-49

If this change requires the implementation of a Five-Letter Name Code (5LNC) please specify your requirements below: *

The 5LNC associated with the ATS route Y124 will need to be renamed