

## **Amalgamation of NERL ACP-2019-76 (FASI-N – MTMA Liverpool) and ACP-2019-77 (FASI-N – MTMA Manchester and East Midlands)**

In 2019 NERL submitted two Statements of Need to the CAA to facilitate changes to the Manchester TMA airspace and ATS route network in support of proposed changes at Liverpool airport (ACP-2019-76, FASI-N – MTMA Liverpool) and Manchester and East Midlands airports (ACP-2019-77, FASI-N – MTMA Manchester and East Midlands). NERL originally submitted the ACPs as separate proposals due to the misalignment of timelines between the airport ACPs and to mitigate the risk of a sponsor withdrawing their submission and NERL potentially having to make significant changes to a single proposal as a result.

On 12<sup>th</sup> May 2021, the CAA and DfT, as co-sponsors of airspace modernisation in the UK updated the masterplan commission, which ACOG was established to implement, to extend the scope of the original commission (dated 2<sup>nd</sup> November 2018) to cover all of the UK. Iteration 2 of the masterplan was developed by ACOG in 2021 and accepted by the CAA/DfT in January 2022. It provides details of the airspace change proposals that should be developed in coordination due to the design interdependencies that may exist as proposals progress through the CAA's regulatory process for airspace change, CAP1616.

Through the development of Iteration 2 of the masterplan four regional 'clusters' were identified. Each 'cluster' includes network upgrades which share design interdependencies with lower altitude airspace changes (below 7000ft.) that are sponsored by a number of airports. The masterplan highlights that the potential to optimise the airspace system in the MTMA will be maximised through the coordinated development of the NERL-led network changes with ACPs sponsored by Liverpool airport, Manchester airport, East Midlands airport and Leeds/Bradford airport. At this time there is uncertainty with regards to the delivery plan for the MTMA cluster and ACOG are yet to agree a plan for the implementation of airspace change in this region due to the misalignment of ACP timelines. NERL have been engaging with all airport MTMA ACP sponsors and do not consider the current planning uncertainty to be a factor when seeking to amalgamate the two MTMA network ACPs. NERL will need to integrate all of the airport design options into the final network design. When there is clarity on the delivery plan for the MTMA NERL will need to ensure their project plans are aligned with the airports and move through the CAP1616 process in a coordinated manner.

NERL have requested that the two MTMA network ACPs, ACP-2019-76 (FASI-N – MTMA Liverpool) and ACP-2019-77 (FASI-N – MTMA Manchester and East Midlands) are amalgamated into a single change proposal. This is due to the development of options being considered as one network change (rather than two, separate network designs) which will support the implementation of changes being developed by airports in the MTMA region. NERL have highlighted that any design options for the en-route network cannot easily be separated into the individual ACPs defined by the airports. NERL believe there is a risk of stakeholder confusion during the consultation phase of the process by supporting two very similar ACPs in parallel which are associated with the same proposed change to airspace.

ACOG have considered NERL's proposal to amalgamate the two MTMA network ACPs and have no issues with the proposed approach. NERL's proposal is similar to the request to amalgamate the two ScTMA network ACPs earlier this year which was accepted by airspace modernisation co-

sponsors. NERL have started engagement on the proposed amalgamation of the MTMA ACPs with airport sponsors and have outlined the planned next steps. This engagement activity will be concluded in July and provide ACP sponsors an opportunity to raise any issues with the proposed amalgamation approach. The NERL proposal remains aligned to the masterplan as Iteration 2 has confirmed that the MTMA should be deployed in a single 'cluster' including Liverpool, Manchester, East Midlands and Leeds/Bradford airports and the supporting network changes contained in both NERL ACPs. The masterplan development process also mitigates any future risk of ACP withdrawal or the potential misalignment of ACP timelines if design interdependencies remain. CAP2156a outlines that ACP sponsors will be unable to progress through the Stage 3 gateway of the CAP1616 process until the system-wide airspace design of the proposed options, and the cumulative impacts of those options, are represented in an accepted Iteration 3 of the masterplan.

<b>Sponsor Rep:</b> [REDACTED] [REDACTED]	<b>Date:</b> 30th June 2022
<b>ACOG Rep:</b> [REDACTED] [REDACTED]	<b>Date:</b> 30 <sup>th</sup> June 2022