

Free Route Airspace Deployment 3

ACP - 2021- 071

Stage 2: Develop & Assess

Annex A

Engagement Evidence

Example of Engagement Evidence	Pages
1) Engagement on design options - email sent on 9 February to stakeholders	2-3
2) Reminder email sent on 3 March	4-5
3) Evidence of two-way engagement with stakeholder (Emirates)	6-7
4) Email to advise of rescoping of FRA D3 area	8

1) Engagement on Design Options sent to all stakeholders

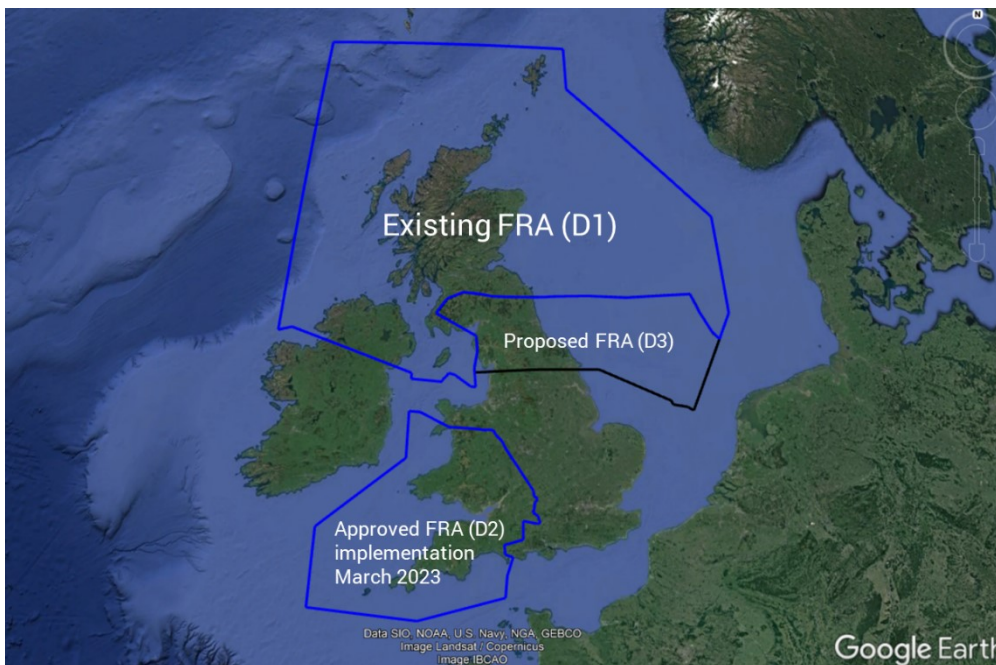
From: Airspace Consultation
Sent: 09 February 2023 10:45
To: Airspace Consultation
Subject: UK Free Route Airspace: Deployment 3

Dear Aviation Colleague

NATS are progressing an Airspace Change Proposal to implement the third deployment of Free Route Airspace (FRA) in the UK, in conformance with the Airspace Modernisation Strategy CAP1711 (AMS, 2023) and UK legislation.

We previously engaged with you about the Design Principles, and we are now in Stage 2 of CAP1616, Develop & Assess. We would like to inform you of our proposed design options and seek your views.

The proposed area for Deployment 3 (D3) is shown in the diagram below and extends the existing FRA volume (FL255 to FL660) south.



In earlier deployments, NATS developed and consulted on three possible design options for FRA within UK airspace as part of the CAP1616 Airspace Change Process.

Option 1 Remove all upper routes and implement FRA, received resounding support from stakeholders. Options 2 & 3 were not supported.

As a result, Option 1 Remove all upper routes and implement FRA, was deployed within Scottish airspace in December 2021 (FRA D1) and will be implemented in southwest UK airspace in March 2023 (FRA D2).

For this next phase of FRA implementation, NATS propose that the construct of FRA D3 must be compatible with the design and methodologies used in FRA D1 to ensure a contiguous volume with the same flight planning principles and requirements, thereby ensuring the highest safety and minimising complexity.

As such, NATS propose there is only one design option for this FRA deployment – Option 1 Remove all upper routes and implement FRA.

This next FRA deployment proposes to extend current FRA south, as depicted in the diagram. This boundary is currently constrained by ATC technological factors which limits the deployment of FRA in this region.

The FRA D3 boundary is the upper airspace boundary of responsibility between our ATC Centres at Swanwick (Hampshire, England) and Prestwick (Ayrshire, Scotland).

Whilst our current ATC Systems are compatible between centres, they are not sufficiently integrated to safely undertake cross-centre FRA operations.

As a result, this boundary marks the maximum extent of Upper Airspace that can be included within a unified FRA environment at this current time.

Our technology programme is working to address this, which will facilitate the final further FRA deployments across UK airspace.

At this point in time, this is the maximum extent of upper airspace that can be included within this proposal for technical, safety and staffing reasons. We propose to implement FRA to this extent to maximise the potential benefits of FRA soonest.

We therefore ask your views and would like you to respond to the attached poll to express your opinion on the proposed single option for this FRA deployment here: <https://forms.office.com/e/uhRyj29d2Q>

If you could please respond to this email by 9th March 2023

Kind regards

NATS Airspace Change Team



4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
www.nats.co.uk



2) Reminder Engagement sent to all stakeholders

From: [REDACTED]
Sent: 03 March 2023 10:04
To: Airspace Consultation
Subject: REMINDER: UK Free Route Airspace: Deployment 3

Good morning

This is a reminder email that we would like to hear your views on the proposed single design option for FRA Deployment 3 in UK Airspace, as described below, by 9 March 2023.

You can respond via this form <https://forms.office.com/e/uhRyj29d2Q>

If you no longer wish to be a targeted stakeholder for this change proposal, please advise by return email and we will remove you from our mailing list for this ACP.

Kind regards

NATS Airspace Change Team

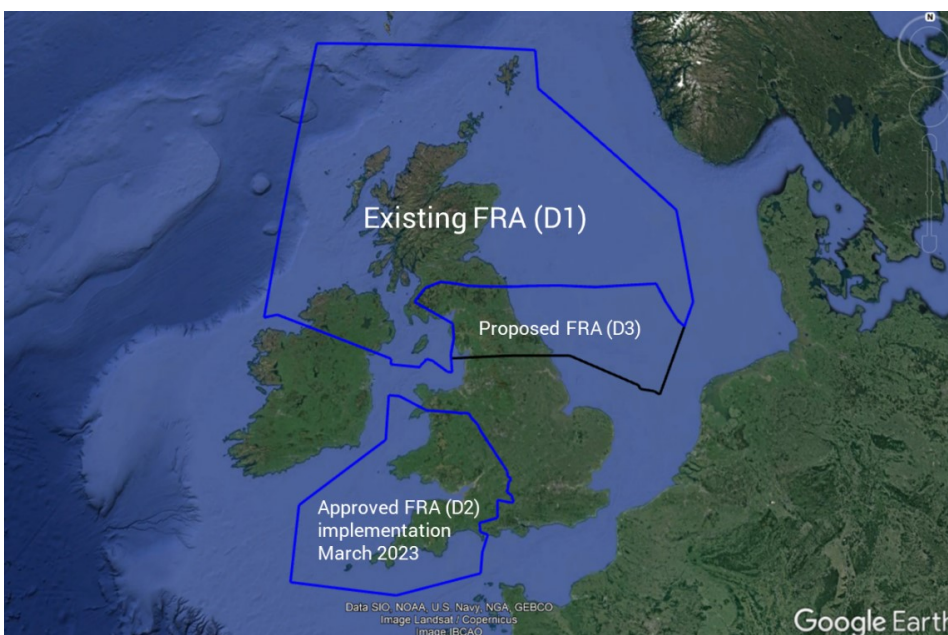
From: Airspace Consultation <airspaceconsultation@nats.co.uk>
Sent: 09 February 2023 10:45
To: Airspace Consultation <airspaceconsultation@nats.co.uk>
Subject: UK Free Route Airspace: Deployment 3

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If you could please respond to this email by 9th March 2023

Kind regards

NATS Airspace Change Team

NATS

4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
www.nats.co.uk



3) Evidence of 2-way engagement

From: [REDACTED]@emirates.com>
Sent: 24 February 2023 08:45
To: Airspace Consultation
Subject: [EXTERNAL] RE: Follow up: UK Free Route Airspace: Deployment 3

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good day [REDACTED],

Here is our reaction to NATS response:

- [REDACTED]

But going back to the main subject of this discussion: Emirates has no further objections to D3 deployment plan.

Thanks and regards,

[REDACTED]

[REDACTED]
Aeronautical Services Manager | Flight Operations Support | Flight Operations
P.O. Box 92 | Dubai | United Arab Emirates
T [REDACTED] | theemiratesgroup.com



BUSINESS DOCUMENT This document is intended for business use and should be distributed to intended recipients only.

From: Airspace Consultation [mailto:airspaceconsultation@nats.co.uk]
Sent: 22 February 2023 16:28
To: [REDACTED]@emirates.com>
Subject: Follow up: UK Free Route Airspace: Deployment 3

Dear [REDACTED]

Thank you for your response to our request for feedback on the proposed design options for FRA Deployment 3 in UK airspace.

You have indicated that Emirates does not support the single proposed design option for the next FRA deployment in UK Airspace. We believe that the concerns raised in your response are outside the scope of this proposal, so we wish to clarify your views on the current proposal. You have said:

“Our recent experience suggests that there continue to be significant shortcomings with respect to ATS provision in areas where ATSOCAS service is provided by Swanwick Military. Removing all AWYs and switching to FRA may result in further difficulties for CFPs and global operators like Emirates to correctly apply flight planning limitations. We believe that first and foremost the lack of publications covering ATS availability must be addressed (not through the website, but through standard means of publications) before FRA expansion in D3.”

Our response to this

- [REDACTED]

Could you please clarify your views on the proposal to deploy FRA using the same design option as current FRA (Option 1 Remove all upper routes and implement FRA), to ensure that a contiguous flight planning environment is achieved?

Kind regards

[REDACTED]

NATS

[REDACTED]

Specialist

E: holly.matthews@nats.co.uk

4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
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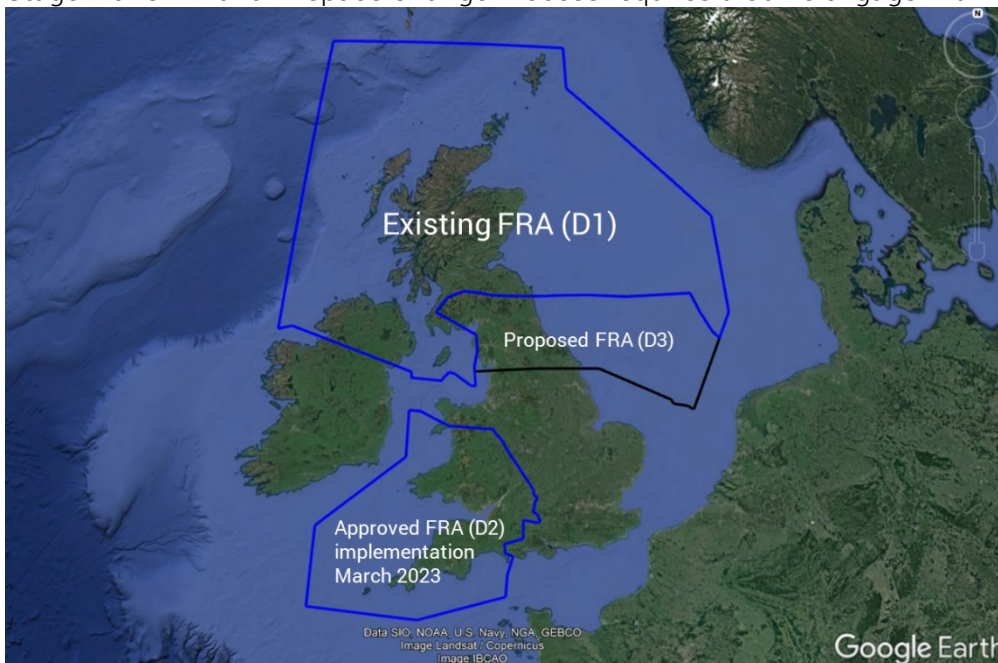
4) Email to advise scope of deployment

From: Airspace Consultation
Sent: 03 March 2023 09:34
To: Airspace Consultation
Subject: Free route Airspace - Deployment 3

Good morning

Last year NATS wrote to engage with you on the development of Design Principles for the next planned deployments of Free Route Airspace (FRA) within UK airspace. This was a joint engagement for Deployments 3 (D3) and 4 (D4).

NATS is currently progressing with Deployment 3 only and is at Stage 2 of CAP1616. The deployment area for D3 has been revised to that shown in the diagram below. FRA D4 is currently paused. Stage 2 of CAP1616 Airspace Change Process requires that we engage with relevant stakeholders.



We have reviewed our stakeholder list now the scope of D3 has been amended, and do not intend to target you for further engagement on this change proposal, unless you respond to this email indicating you wish to remain as a stakeholder.

All information regarding the change can be found on the CAA's portal here: [Airspace change proposal public view \(caa.co.uk\)](#) and you will of course be able to view and respond to the consultation in due course at Stage 3.

Kind regards

NATS Airspace Change Team

NATS