

Free Route Airspace Deployment 3

Gateway documentation: Stage 3 Consult

Step 3D Collate and Review Responses

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References

Ref No	Description	Hyperlinks
1	FRA D3 CAA web page – progress through CAP1616	Link
2	Stage 1 Assessment Meeting Presentation	Link
3	Stage 1 Assessment Meeting Minutes	Link
4	Stage 1 Design Principles	Link
5	Stage 2 Design Options	Link
6	Stage 2 Design Option Evaluation	Link
7	Stage 2 Initial Options Appraisal	Link
8	Stage 3 Consultation Strategy	Link
9	Stage 3 Options Appraisal	Link
10	Stage 3 Consultation Document	Link

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1. Introduction

- 1.1 This document forms part of the document set required in accordance with the requirements of the CAP1616 airspace change process. It summarises all consultation responses in accordance with the “we asked, you said” stage of “We asked, you said, we did”. This document aims to provide adequate evidence to satisfy: Stage 3, Step 3D Categorisation of responses.

2. Consultation Overview

- 2.1 This is the third deployment of the Free Route Programme, known as Deployment 3 (D3). Free Route Airspace (FRA) is mandated for airspace above FL310, however it is proposed to extend the FRA volume down to FL255, to align with current FRA in the adjoining airspace.
- 2.2 NATS has completed a focused consultation on this next planned FRA deployment which extends FRA south (from the FRA D1 boundary) to the upper airspace Control Centre boundary of responsibility between the NATS ATC Centres serving Scottish (Prestwick) and London (Swanwick) UIRs.
- 2.3 The target implementation date is not before March 2024, which is determined by the overall NATS change programme. This consultation is related to the proposed Deployment 3 airspace only.
- 2.4 The consultation strategy document (Ref 8) describes the focus of the consultation including previous engagement activities completed, the audience of the consultation and justification behind the consultation strategy.
- 2.5 A consultation document (Ref 10) was written for the proposed airspace change and provided to targeted stakeholders. This includes a description of the current airspace, the proposed changes and impacts of the proposal.
- 2.6 A targeted group of aviation stakeholders were specifically engaged for this consultation. These included Air Navigation Service Providers (ANSPs) who border the deployment area; Airlines; Airports; Data Houses/Computer flight-planning service providers (CFSPs); National Air Traffic Management Advisory Committee (NATMAC) members; and the Ministry of Defence (MoD). These are all listed in Annex A – List of Stakeholders. A description of engagement activities and reasoning behind why these specific stakeholders were targeted can be found in the Consultation Strategy Document (Ref 8).
- 2.7 The consultation targeted the stakeholders listed in Annex A – List of Stakeholders but was not exclusive to this list. Any individual or organisation could submit a response; however, we only specifically targeted the organisations listed.
- 2.8 The consultation was conducted via an online portal which included an overview into the proposed changes, the consultation document available for download and a response questionnaire. A list of the questions used in the online portal can be found in Annex B – Online Portal Questions.
- 2.9 The stakeholders were given advanced notice that consultation would last 6 weeks. We e-mailed all stakeholders when the consultation was launched which included a link to the online portal and the response questionnaire¹.
- 2.10 We published notification of the consultation on the NATS Customer Affairs website, which is used to exchange information between NATS and our customer airlines, and on NATS.aero¹.
- 2.11 The consultation commenced on 5th June 2023 and ended on 16th July, a period of 6 weeks.
- 2.12 During the consultation, there were no responses which required any additional material or information.
- 2.13 Follow-up emails were sent to all targeted stakeholders, who had not submitted a consultation response, a week before the end of the consultation¹. This was to prompt stakeholders for a response and ensure that the consultation strategy was achieved.

¹ Example copies of sent e-mails and published information can be found in the Engagement Evidence Pack on the CAA Airspace Change Portal

3. Consultation Responses

- 3.1 Eleven responses were received in response to consultation. Ten responses were submitted via the online portal. One response was submitted to the NATS' Airspace Consultation mailbox after the consultation was closed, this has been included.
- 3.2 The responses for each element have been reviewed and are summarised below. All feedback has been categorised as to whether it may impact the final proposal, or may not.
- 3.3 Responses were received from our targeted stakeholders:
- Three airlines: American Airlines, BA Cityflyer and Scandinavian Airlines.
 - One airfield: Edinburgh Airport.
 - One CFSP: Boeing/Jeppesen
 - Two ANSPs: Eurocontrol Maastricht Upper Area Control (MUAC) and LVNL.
 - Ministry of Defence (MoD).
 - Two NATMAC stakeholders: BAE Systems and Guild of Air Traffic Control Officers (GATCO).
 - One additional response from an individual not specifically targeted.

Summary of Responses

- 3.4 There were 7 questions asked, which included focused questions on whether the respondent supported specific aspects of the proposed changes as well as the overall change. This section presents the responses for each question.

Question 1: To what extent do you support the airspace changes in this proposal? (multiple choice).

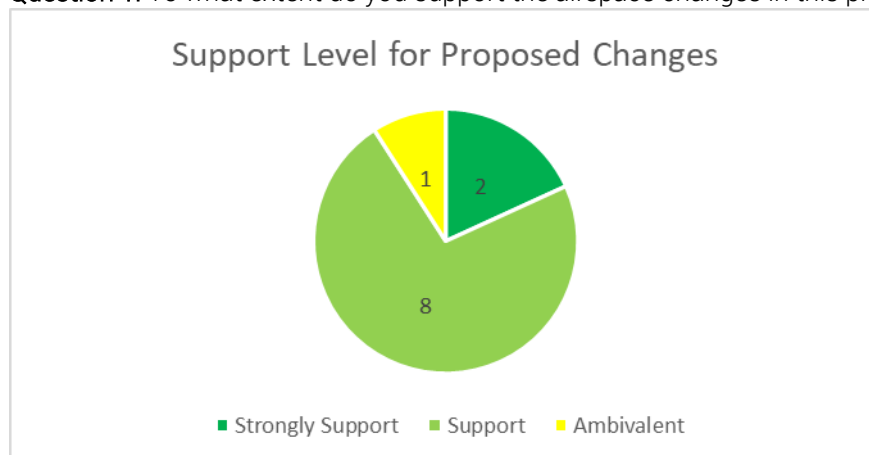


Figure 1: Question 1 responses: Support Level for Proposed Changes

- 3.5 10 respondents are in support of the changes and 1 respondent is ambivalent. There were no Objections to the proposed changes.
- 3.6 A free text box was provided for stakeholders to comment on this question to support their response. There were 8 free text comments received for this question, which have been themed and assessed by NERL to determine the impact on the final proposal. Responses are summarised in Table 1.

Response & ID	Level of support	Summary of Comment	Impact on proposal?	Potential impact on the proposal/why the proposal is not impacted
BA Cityflyer (online portal) NATS ref: FRA_1	STRONGLY SUPPORT	Fuel and cost savings have been demonstrated by the team.	No	No new information or suggestions
Edinburgh Airport Ltd (online portal) NATS ref: FRA_2	STRONGLY SUPPORT	Edinburgh Airport strongly supports the proposed changes. FRA is more efficient, and simpler to navigate. It also increases capacity through sectors and is beneficial for all users of it.	No	No new information or suggestions
American Airlines (online portal) NATS ref: FRA_3	SUPPORT	American Airlines supports airspace modernization that benefits the travelling public and our customers. The Aviation Industry benefits when reducing delay, greenhouse emissions and fuel burn by flying more optimum altitudes and more efficient routes.	No	No new information or suggestions
Eurocontrol MUAC (online portal) NATS ref: FRA_5	SUPPORT	Believe in the benefit of Free Route Airspace	No	No new information or suggestions
GATCO (consultation mailbox) NATS ref: FRA_6	SUPPORT	Further FRA should offer our members flexibility in completing their task, provided that sufficient safeguards are implemented to ensure that flight plans that route aircraft towards SUAs/DAs etc are rejected.	No	No new information or suggestions. As in the case with all FRA areas, FBZs provide assurance that flight plans are rejected by the European NM that route towards SUA / DA.
MoD (online portal) NATS ref: FRA_9	SUPPORT	The MOD believe that there will be negligible impact to its users as a result of the change to FRA in the D3 airspace volume. The proposed changes in section 5.5 of the FRA Consultation document are acceptable to the MOD.	No	No new information or suggestions
SAS (online portal) NATS ref: FRA_10	SUPPORT	FRA should provide benefits to aviation. Request to implement as simple and efficient as possible, keeping RAD restrictions and NPZ's at a minimum.	No	No new information or suggestions. FRA D3 will emulate the principles applied in FRA D1 to ensure a contiguous FRA area is achieved. At this stage there is not envisaged to be a requirement for any additional NPZs.
BAE Systems (online portal) NATS ref: FRA_11	AMBIVALENT	BAE Systems supports the introduction of FRA, as we have for Deployments 1 & 2. However, there is no doubt that FRA has an impact on test and development activities in the airspace over the Irish Sea.	No	No new information or suggestions. NATS will engage Warton further through the development of LOAs which ensure safe coordination procedures.

Table 1: Support Level for Proposal Comments

- 3.7 Overall, the proposed changes are deemed to be supported by stakeholders. No comments were received for Question 1 which could influence the design.

Question 2: To what extent do you agree with the lateral boundaries of FRA? (multiple choice)

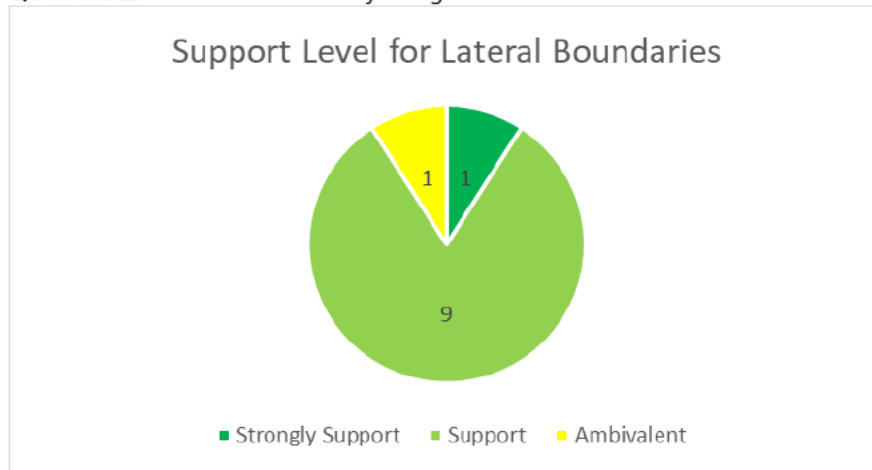


Figure 2: Question 2 responses: Support Level for Lateral Boundaries

- 3.8 10 respondents are in support of lateral boundaries proposed and 1 respondent is ambivalent. There were no Objections to the lateral boundaries proposed.
- 3.9 A free text box was provided for stakeholders to comment on this question to support their response. There were 4 free text comments received for this question, which have been assessed by NERL to determine the impact on the final proposal. Responses are summarised in Table 2.

Response & ID	Level of support	Summary of Comment	Impact on proposal?	Potential impact on the proposal/why the proposal is not impacted
Edinburgh Airport Ltd (online portal) NATS ref: FRA_2	STRONGLY SUPPORT	The sooner we have FRA over all of the UK the better. We hope the interface issues between sectors can be worked out soon.	No	No new information or suggestions
American Airlines (online portal) NATS ref: FRA_3	SUPPORT	Request that any flight planning restrictions are disseminated as early as possible.	No	No new information or suggestions. We intend to engage with Jeppesen as part of our implementation strategy, to ensure flight planning requirements in FRA D3 are known and are in line with those undertaken in FRA D1. The RAD will be published by the European Network Manager after the CAA approve this ACP and as part of the implementation phase of the project.
Eurocontrol MUAC (online portal) NATS ref: FRA_5	SUPPORT	The proposed boundaries make operational sense.	No	No new information or suggestions
GATCO (consultation mailbox) NATS ref: FRA_6	SUPPORT	No objections have been received from members who control this airspace.	No	No new information or suggestions

Table 2: Support Level for Boundaries Comments

- 3.10 Overall, the proposed lateral boundaries are deemed to be supported by stakeholders. No comments were received for Question 2 which could influence the design.

Question 3: To what extent do you agree with the impact assessment of FRA on general aviation or sport aviation users? (multiple choice)

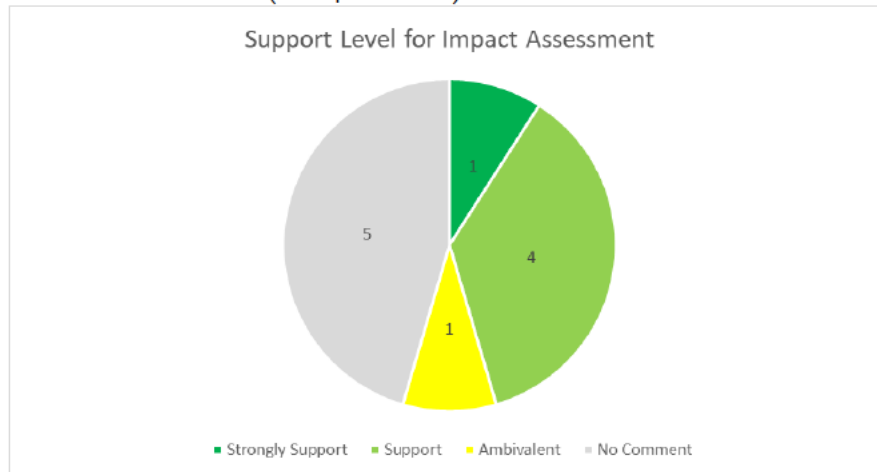


Figure 3: Question 3 responses: Support Level for Impact Assessment

- 3.11 5 respondents agree with the impact assessment on GA or sport aviation users. 5 have no comment, and 1 respondent is ambivalent. There were no Objections to the impact assessment.
- 3.12 A free text box was provided for stakeholders to comment on this question to support their response. There were 4 free text comments received for this question, which have been themed and assessed by NERL to determine the impact on the final proposal. Responses are summarised in Table 3.

Response & ID	Level of support	Summary of Comment	Impact on proposal?	Potential impact on the proposal/why the proposal is not impacted
Edinburgh Airport Ltd (online portal) NATS ref: FRA_2	STRONGLY SUPPORT	FRA is at or above FL255 and therefore does not really impact GA or sport aviation users	No	No new information or suggestions
GATCO (consultation mailbox) NATS ref: FRA_6	AMBIVALENT	We do not believe that GA will be adversely affected by this change.	No	No new information or suggestions
American Airlines (online portal) NATS ref: FRA_3	NO COMMENT	Does not have enough experience in the general or sport aviation industry to comment.	No	No new information or suggestions
Eurocontrol MUAC (online portal) NATS ref: FRA_5	NO COMMENT	Organisation does not provide service to GA or sport aviation	No	No new information or suggestions

Table 3: Support Level for Impact Assessment Comments

- 3.13 Overall, where stakeholders have a view, the impact assessment on GA or sport aviation users is supported by stakeholders. No comments were received for Question 3 which could influence the design.

Question 4: To what extent do you agree with our assumptions on climb and descent gradients used to assign FRA Arrival and Departure points? (multiple choice)

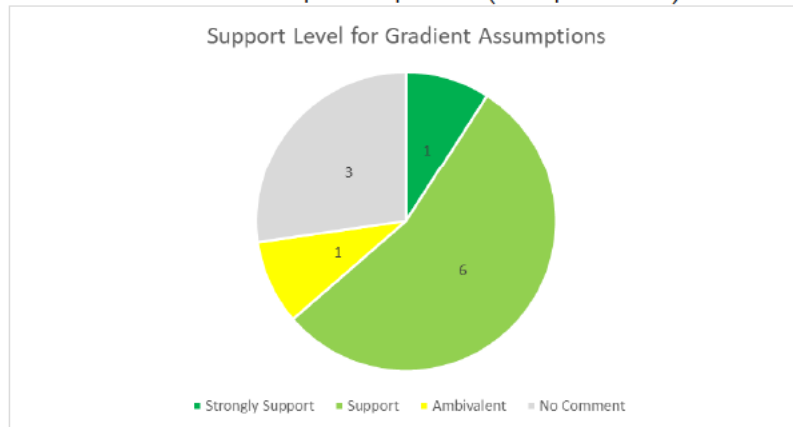


Figure 4: Question 4 responses: Support Level for Gradient Assumptions

- 3.14 7 respondents support the assumptions on climb and descent gradients used to assign FRA arrival and departure points. 3 have no comment, and 1 respondent is ambivalent. There were no Objections to assumptions made.
- 3.15 A free text box was provided for stakeholders to comment on this question to support their response. There were 4 free text comments received for this question, which have been assessed by NERL to determine the impact on the final proposal. Responses are summarised in Table 4.

Response & ID	Level of support	Summary of Comment	Impact on proposal	Potential impact on the proposal/why the proposal is not impacted
Edinburgh Airport Ltd (online portal) NATS ref: FRA_2	STRONGLY SUPPORT	These assumptions are in line with industry standards	No	No new information or suggestions
BA Cityflyer (online portal) NATS ref: FRA_1	SUPPORT	It would be beneficial if 'high performance' gradients for small/medium jets could also be created.	No	Whilst it could be technically possible to define A and D points by engine performance and aircraft type the practical elements of flight plan acceptance and rejection based on these criteria would be extremely complicated and not conducive to the methodologies employed within any European State or within existing UK FRA volumes.
Eurocontrol MUAC (online portal)	SUPPORT	Method is based on accepted industry standards.	No	No new information or suggestions
GATCO (consultation mailbox)	SUPPORT	Assumptions appear reasonable.	No	No new information or suggestions
SAS (online portal) NATS ref: FRA_10	AMBIVALENT	We have issues coding RAD restrictions based RFL in connection with climb and descend.	No	NATS will engage with SAS to further understand this issue.
American Airlines (online portal) NATS ref: FRA_3	NO COMMENT	Optimum Profile Descents (OPDs) generally provide more efficient descent paths and result in less fuel burn, fewer greenhouse emissions and reduce noise footprints when designed correctly.	No	No new information or suggestions

Table 4: Support Level for Gradient Assumptions Comments

- 3.16 Overall, the assumptions on climb and descent gradients are deemed to be supported by stakeholders. One comment was received which could influence the design and will be taken to Stage 4A.

Question 5: Do you support the reduction of FBZs D405Z and D406AZ-CZ in line with the extant safety arguments? (multiple choice)

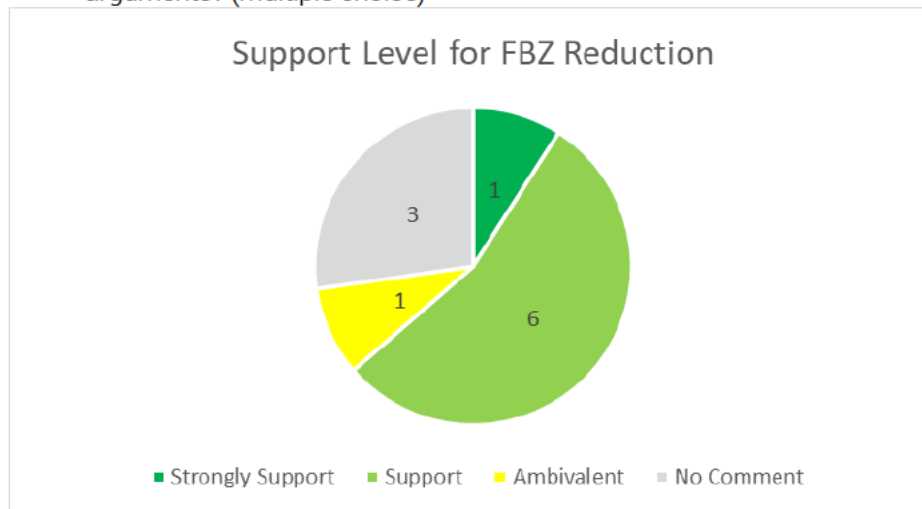


Figure 5: Question 5 responses: Support Level for Reduction of FBZs

- 3.17 7 respondents support the reduction of FBZs D405Z and D406AZ-CZ. 3 have no comment, and 1 respondent is ambivalent. There were no Objections to the proposed FBZ reduction.
- 3.18 A free text box was provided for stakeholders to comment on this question to support their response. There were 4 free text comments received for this question, which have been assessed by NERL to determine the impact on the final proposal. Responses are summarised in Table 5.

Response & ID	Level of support	Summary of Comment	Impact on proposal?	Potential impact on the proposal/why the proposal is not impacted
Edinburgh Airport Ltd (online portal) NATS ref: FRA_2	STRONGLY SUPPORT	Priority needs to be given to the most common users.	No	No new information or suggestions
American Airlines (online portal) NATS ref: FRA_3	SUPPORT	Will make flight planning and route planning more efficient.	No	No new information or suggestions
MoD (online portal) NATS ref: FRA_9	SUPPORT	The MOD supports the reduction of the FBZs from 5nm to 1nm around D405 and D406. This reduction does not impact MOD operations and will improve the efficiency of the airspace.	No	No comments containing new information or suggestions
Eurocontrol MUAC (online portal) NATS ref: FRA_5	NO COMMENT	The zones are not in our Area of Interest	No	No comments containing new information or suggestions

Table 5: Support Level for FBZ Reduction Comments

Overall, the reduction of FBZs to align with FRA D2 airspace is deemed to be supported by stakeholders. No comments were received for Question 5 which could influence the design.

Question 6: MOD only: To what extent do you agree with the proposal to revise the North Sea RCA and FRA RCAs?

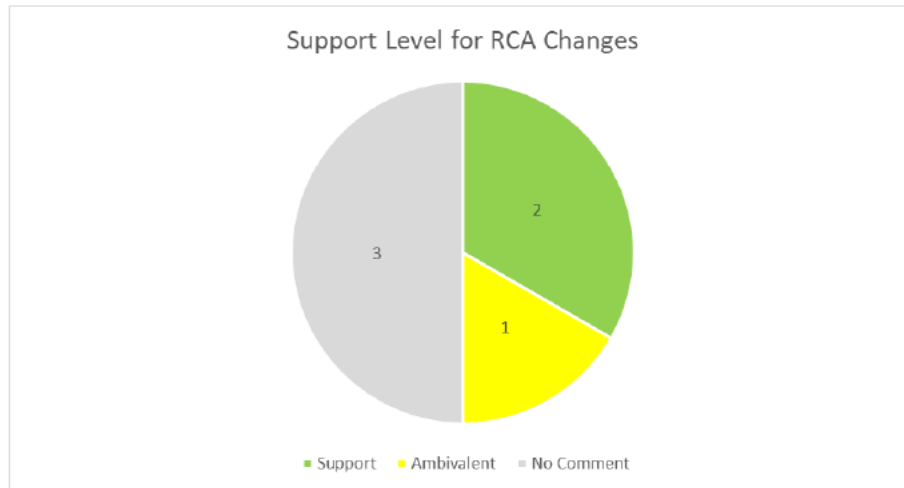


Figure 6: Question 6 responses: Support Level for RCA Changes

- 3.19 This question was targeted to the MoD, however any stakeholder could respond. 2 respondents support the proposed revision of the North Sea RCA and FRA RCAs. 3 responded No Comment, and 1 respondent is ambivalent. There were no Objections to the proposed RCA revisions.
- 3.20 A free text box was provided for stakeholders to comment on this question to support their response. There were 2 free text comments received for this question, which have been assessed by NERL to determine the impact on the final proposal. Responses are summarised in Table 6.

Response & ID	Level of agreement	Summary of Comment	Impact on proposal?	Potential impact on the proposal/why the proposal is not impacted
MoD (online portal) NATS ref: FRA_9	AGREE	The proposed changes are acceptable to the MOD.	No	No new information or suggestions
BAE Systems (online portal) NATS ref: FRA_11	AMBIVALENT	Whilst not an MOD organisation, the RCAs have an impact on joint BAE Systems/MOD-NATS procedures.	No	No new information or suggestions. NATS will continue to engage with BAE Warton.

Table 6: Support Level for RCA Changes Comments

- 3.21 Overall, the proposed revisions to the North Sea RCAs are deemed to be supported by stakeholders. No comments were received for Question 6 which could influence the design.

Question 7: If you have any other comments, please provide your feedback here.

3.22 There were 6 responses to this question.

Response & ID	Summary of Comment	Impact on proposal?	Potential impact on the proposal/why the proposal is not impacted
American Airlines (online portal) NATS ref: FRA_3	The sooner we can receive general guidance on any restrictions or other 'preferred' routing in FRA 3 airspace, the easier it will be to prepare for the deployment.	No	No new information or suggestions.
BAE Systems (online portal) NATS ref: FRA_11	To date, Warton has been able to integrate its operations over the Irish Sea with NATS en route traffic through close coordination and agreed operating protocols defined in LOAs. It is the intention of BAE Systems to introduce Special Use Airspace to better manage its operations. In the meantime, Warton would like to continue its dialogue with NATS to ensure both activities may continue in the safest manner possible.	No	No new information or suggestions. We thank Warton for this response and the support for the FRA implementation. NATS will engage Warton further through the development of LOAs which ensure safe coordination procedures.
Edinburgh Airport Ltd (online portal) NATS ref: FRA_2	EAL fully supports the implementation of FRA as it is of great benefit to all users and simplifies the sectors for ATC. It is more efficient and sustainable.	No	No new information or suggestions
Individual (online portal) NATS ref: FRA_7	It would be good to see FRA extended to much lower altitudes so that General Aviation flights in lower airspace can also take advantage of the potential fuel savings benefits.	Yes	The introduction of FRA at lower levels would conflict with arrival and departure profiles of aircraft into airports. This response has the potential to influence the design.
LVNL (online portal) NATS ref: FRA_8	We welcome the implementation of FRA and its benefits. We are working collaboratively with NATS to assure a safe and efficient implementation. We trust to be informed by NATS on the progress of the project and implementation timeline.	No	No new information or suggestions
MoD (online portal) NATS ref: FRA_9	78 Sqn request confirmation that the level flight Standing Agreement Coordination Procedures (SCP) in place between 78 Sqn Swanwick (Mil) and NATS will be extended into D3 airspace. This will further enhance the single ATM coordination principle that the change is looking to deliver. The MOD are content with the procedures required for large scale exercise airspace to be accommodated in the FRA D3 area. Regarding Warton, the MOD would like to reiterate that it supports the test and development activity conducted by BAE Systems from Warton and would not wish the introduction of FRA D3 to adversely impact the activity which takes place over the Irish Sea.	No	No new information or suggestions. NATS will continue to engage with the MoD, specifically 78 Squadron.

Table 7: Any Other Comments

3.23 One comment could influence the design and is carried forward to Stage 4A.

4. Categorisation of Consultation Responses and Themes

- 4.1 The responses received have been reviewed and categorised. Overall, responses indicate that our stakeholders support the change proposal, and the specific elements of the change which we have consulted upon.
- 4.2 In line with CAP1616, responses have been broken down into two types: those which may lead to changes of the proposed design and those which do not, as indicated in each table.
- 4.3 1 response element is identified as having a potential impact on the final proposed design and will be carried forward to Stage 4A (shown in Table 7).
- 4.4 This consultation complies with the first part of CAP1616's "We asked, you said, we did" approach.

5. Conclusion and Next Steps

- 5.1 The next step will be to write and publish the Step 4A document which will detail how NATS intend to respond to the consultation feedback (in accordance with "you said, we did").
- 5.2 At that stage, we will consider amending the final design based on the relevant responses identified in this document. The suggestions will be considered and either progressed or discounted, with reasons.
- 5.3 We will also consider additional refinements and technical amendments which have come to light as part of NATS' policy of continually seeking airspace improvement.
- 5.4 The following step will be to write and publish the formal Step 4B Airspace Change Proposal and submit this to the CAA.

6. Reversion Statement

- 6.1 Due to the removal of ATS Routes, the changes proposed would permanently and significantly change the airspace structure, hence making reversion complex and extremely difficult.
- 6.2 In the unlikely event that there are unexpected issues caused by this proposal, then short notice changes could be made via NOTAM or by adding Route Availability Document (RAD) restrictions. For a permanent reversion, the changes would have to be reversed by incorporating this into an appropriate future AIRAC date. Due to the limitations of NATS Area System (NAS – flight and radar data processing) large scale airspace changes are only implemented four times a year.

7. Annex A – List of Stakeholders

Links to the consultation were placed on the NATS Customer Website and the NATS public website.

The consultation is most relevant to the stakeholders listed below but is not exclusive to this list. Any individual or organisation could submit a response; we specifically targeted the organisations listed below.

Airlines		
Aer Lingus	Etihad	Ryanair
Air Canada	FedEx	Scandinavian airlines – SAS
Air France	FinnAir	Scandinavian Airlines Ireland
Air Transat	Gamma Aviation	Saudi Arabian Airlines
AirTanker Services Ltd	Iberia Airlines	Singapore Airlines
American Airlines	Iceland Air	Swiss
Austrian Airlines	Jet2.com	Tag Aviation (UK) Ltd
Azerbaijan Airlines	JetBlue	TAP Air Portugal
BA Cityflyer	KLM	Titan Airways
British Airways	Loganair Ltd	TUI
Cargolux Airlines	Lufthansa	Turkish Airlines
Cityjet	Lufthansa Cargo	United Airlines
Delta Airways	Malaysia Airlines	UPS Europe
DHL Air Limited	NetJets	Virgin Atlantic Airlines
Eastern Airways	Norwegian Air	West Jet
EasyJet	Novair	WizzAir Hungary Ltd
Emirates Airlines	Qantas	Wizz Air UK
	Qatar Airways	
Air Navigation Service Providers (ANSPs)		
Eurocontrol Maastricht Upper Area Control Centre (MUAC)		NAVIAIR (Denmark)
Eurocontrol Central Flow Management Unit (CFMU)		Borealis Alliance Executive LVNL (Netherlands)
Data Houses/ Computer Flight-planning service providers (CFSPs)		
Air Support		Boeing/Jeppesen
Aviation Cloud		Lido / Lufthansa Systems
Flight Keys		NavBlue
		Sabre
National Air Traffic Management Advisory Committee (NATMAC) Members		
Airlines UK		British Helicopter Association (BHA)
Airspace4All (formerly FASVIG)		European UAV Systems Centre Ltd
Aviation Environment Federation (AEF)		General Aviation Safety Council (GASCo)
Airport Operators Association (AOA)		General Aviation Alliance (GAA)
Aircraft Owners & Pilots Association (AOPA UK)		Guild of Air Traffic Control Officers (GATCO)
Association of Remotely Piloted Aircraft Systems (ARPAS UK)		Helicopter Club of Great Britain (HCGB)
British Aerospace Systems (BAE Systems)		Heavy Airlines
British Airline Pilots Association (BALPA)		Honourable Company of Air Pilots
British Balloon & Airship Club (BBAC)		Light Aircraft Association (LAA)
British Business & General Aviation Assoc (BBGA)		Low Fares Airlines (LFA)
British Gliding Association (BGA)		Ministry of Defence (MoD) via the Defence
British Hang Gliding & Paragliding Assoc (BHPA)		Airspace and Air Traffic Management
British Microlight Aircraft Association (BMAA)		(DAATM)
British Parachute Association (BPA)		PPL/IR
Airports²		
Edinburgh		Prestwick
Liverpool		Birmingham
Coventry		Teesside International

² MoD Airfields are not included since consideration of these is incorporated in the DAATM joint response.

Hawarden Glasgow Newcastle	Humberside Manchester East Midlands Leeds Bradford
Other Airlines for America AIRE (Airlines International Representation in Europe) Airline Operators Committee Heathrow (AOC Heathrow)	United Kingdom Space Agency (UKSA) Black Arrow Space Tech Board of Airline Representatives (BAR)

8. Annex B – Online Portal Questions

The following questions were included in the online portal for users to complete. Imposed answers have also been shown below, alongside whether the question was mandatory or not.

1. What is your name? (*Mandatory*)
2. What is your email address? (*Mandatory*)
3. Please enter your postcode (Most relevant to your response home/ work/ organisation etc.) UK only - if responding from outside the UK please complete the next question instead (*Optional*)
4. If responding from outside the UK, please supply an address or location description – Non UK Address. (*Optional*)
5. Who are you representing? - Representing (*Mandatory*)
 - a. I am responding as an individual (If the user selects this, Q7–8 will not be provided)
 - b. I am responding on behalf of an organisation
6. Please note all responses will be published. Are you happy for your name to be included in the response publication? – ConsentToPublishName (*Mandatory*)
 - a. Yes – I want my response to be published with my name
 - b. No – I want my response to be published anonymously
7. What is your organisation name? – Organisation Name (*Mandatory*)
8. What is your position/ title? – Org Position (*Optional*)
9. To what extent do you support the airspace changes in this proposal? – Support/Object (Options available: Strongly Support/ Support/ No Comment/ Ambivalent/ Object/ Strongly Object) (*Mandatory*)
Please support your response (free text field) (*optional*)
10. To what extent do you agree with the lateral boundaries of FRA? – Level of support for boundary (Options available: Strongly Support/ Support/ No Comment/ Ambivalent/ Object/ Strongly Object) (*Mandatory*)
Please support your response (free text field) (*optional*)
11. To what extent do you agree with the impact assessment of FRA on general aviation or sport aviation airspace users? - Level of support (Options available: Strongly Support/ Support/ No Comment/ Ambivalent/ Object/ Strongly Object) (*Mandatory*)
Please support your response (free text field) (*optional*)
12. To what extent do you agree with our assumptions on climb and descent gradients used to assign FRA Arrival and Departure points? - Level of support (Options available: Strongly Support/ Support/ No Comment/ Ambivalent/ Object/ Strongly Object) (*optional*)
Please support your response (free text field) (*optional*)
13. NATS proposes reforming current FBZs (implemented in FRA D1) which are on the border of this deployment area. Do you support the reduction of FBZs D405Z and D406AZ-CZ in line with the extant safety arguments? - Level of support (Options available: Strongly Support/ Support/ No Comment/ Ambivalent/ Object/ Strongly Object) (*optional*)
Please support your response (free text field) (*optional*)
14. MoD only: To what extent do you agree with the proposal to revise the North Sea RCA and FRA RCAs? - Level of support (Options available: Strongly Support/ Support/ No Comment/ Ambivalent/ Object/ Strongly Object) (*optional*)
Please support your response (free text field) (*optional*)
15. If you have any other comments, please provide your feedback here - Additional Comments (free text field) (*optional*)
File upload (*optional*)

9. Annex C – Glossary of Terms

ACP	Airspace Change Proposal
AIP	Aeronautical Information Publication (where airspace and route definitions are published)
ANSP	Airspace Navigation Service Provider
ATC	Air Traffic Control
ATS	Air Traffic Services
Borealis Alliance:	Alliance amongst north-west European Air Navigation Service Providers to drive better performance for stakeholders through business collaboration. The Alliance includes the ANSPs of Denmark, Estonia, Finland, Iceland, Ireland, Latvia, Norway, Sweden and the UK.
CAA	The UK Civil Aviation Authority
CFSP	Computer Flight-planning Service Provider
D1	Deployment One, the first deployment of FRA across the area shown in Figure 1.
Eurocontrol:	European Organisation for the Safety of Air Navigation; with 41 members it seeks to achieve safe and seamless air traffic management across Europe.
FBZ	Flight Plan Buffer Zones – areas for flight planners to avoid providing separation from Special Use Airspace.
FIR	Flight Information Region (Airspace below FL255)
FL:	Flight level, the altitude reference which aircraft use at higher altitudes using standard pressure setting, essentially units of 100ft, i.e. FL255 equates approximately to 25,500ft
FMC/FMS	Flight Management Computer/Flight Management System
FRA	Free Route Airspace
LOA	Letter of Agreement – legal agreement which defines airspace sharing or interface arrangements.
NATMAC	National Air Traffic Management Advisory Committee
NM	Network Management
NOTAM	Notice to Airmen – a notice filed with an aviation authority to alert aircraft pilots of potential hazards or at a location that could affect the safety of the flight.
NPZ	No Planning Zone – area where a flight plan is not permitted to enter at all or only when meeting prescribed criteria.
RAD	Route Availability Document: contains the policies, procedures and descriptions for route and traffic orientation. Includes route network and free route airspace utilisation rules and availability.
SUA	Special Use Airspace – areas designated for operations of a nature that limitations may be imposed on aircraft not participating in those operations (i.e. military training areas)
TMA	Terminal Manoeuvring Area
UIR	Upper Information Region (Airspace above FL255)

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