

## Minutes of Y124 Realignment Assessment Meeting

Location: NATS Whiteley - CAA Gatwick Telecon

Date: 30/04/2019

<b>Present</b>	<b>Appointment</b>	<b>Representing</b>
[REDACTED]	Airspace Regulator (Technical)	CAA SARG
[REDACTED]	Principal Airspace Regulator	CAA SARG
[REDACTED]	Consultation and Engagement Regulator	CAA SARG
[REDACTED]	IFP Regulator	CAA SARG
[REDACTED]	Account Manager	CAA SARG
[REDACTED]	Account Manager	CAA SARG
[REDACTED]	Environmental Regulator	CAA SARG
[REDACTED]	Environmental Regulator	CAA SARG
[REDACTED]	Environmental Regulator	CAA SARG
[REDACTED]	Manager Airspace Change Assurance	NATS
[REDACTED]	Manager Airspace Evolution	NATS
[REDACTED]	Manager ATC Development	NATS

### CAA Assessment Meeting Opening Statement

CAA confirmed that the presentation slides would be published together with minutes of the meeting on the CAA website. CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA's CAP 1616 requirements but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA's process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:

- for the Sponsor to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process,
- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stage of the airspace change process.

	<b>ACTION</b>
<p><b>Item 1 – Introduction</b></p> <p>The purpose of this briefing was to inform the CAA regarding the planned Airspace Change Proposal to realign Y124 in accordance with the CAP1616 process.</p>	No actions
<p><b>Item 2 – Statement of Need (discussion and review)</b></p> <div style="border: 1px solid black; padding: 5px;"> <p><b>Current Situation</b>  (U)Y124 RNAVS ATS route between DEXEN and MOGTA is currently classfied as CDR 1, 2 &amp; 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 Qnetiq). 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 &amp; 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 .</p> <p><b>Issue to be addressed</b>  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.</p> <p><b>Associated Factors</b>  The impact on MOD/Qnetiq 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 &amp; Q37.  TRAG Welsh Gliding Area will also be a consideration.</p> </div> <p>Please specify the altitudes (where applicable) affected by your Statement of Need:</p> <p><input checked="" type="checkbox"/> 7,000 feet to below 20,000 feet</p> <p><input checked="" type="checkbox"/> 20,000 feet and above</p> <p>The statement of need was agreed with no amendments.</p>	No actions
<p><b>Item 3 – Issues or opportunities arising from proposed change</b></p> <p><b>Benefits</b></p> <ul style="list-style-type: none"> <li>• Y124 available H24</li> <li>• Simplifies flight planning</li> <li>• Improves network management in UK FIR</li> <li>• Reduction in flight planned fuel uplift</li> <li>• Increases sector capacity</li> <li>• Increased predictability of SID allocation for Dublin.</li> </ul> <p><b>Issues</b></p> <ul style="list-style-type: none"> <li>• Current CAA buffer policy</li> <li>• Buffer zone for Danger Area 201B</li> <li>• Realignment of NWMTA training area</li> <li>• Coordination with IAA wrt new DEXEN SID.</li> <li>• Consideration of changes to the extent of TRA(G)</li> <li>• Consideration of changes to the Welsh gliding area</li> </ul>	No actions

<p><b>Item 4 – Options to exploit opportunities or address issues identified</b></p> <ul style="list-style-type: none"> <li>• Move (U)Y124 north</li> <li>• Move NWMTA (northern) boundary south</li> <li>• Move D201B (northern) boundary south</li> <li>• (U)Y124 availability independent of NWMTA &amp; D201B activation</li> <li>• (U)Y124 becomes H24 RNAV1 ATS route complementing existing RNAV1 ATS route structure</li> <li>• Aim to provide an H24 solution for managing Dublin departure traffic</li> </ul> <p><b>Interfaces with adjoining airspace</b> Interfaces will be tailored to suit adjacent airspace and will be designed in cognisance of the extant buffer policy. CAA noted that with sufficient justification and mitigation a dispensation from the published buffer policy could be considered.</p>	No actions																
<p><b>Item 5 – Provisional indication of the scale level and process requirements</b></p> <p>CAA stated that the proposed changes will fall within the CAP1616 Airspace Change Process. NATS' expectation is that the ACP will be categorised as Level 2C. This is due to all proposed changes being above FL200. CAA noted this, however the Level is not confirmed until stage 2 of the CAP1616 process.</p>	CAA will confirm Level at Stage 2.																
<p><b>Item 6 – Provisional process timescales</b></p> <table border="1"> <thead> <tr> <th>Stage</th> <th>Date</th> </tr> </thead> <tbody> <tr> <td>Stage 1 – Assessment meeting</td> <td>30/04/2019</td> </tr> <tr> <td>Stage 1b – Define</td> <td>25/10/2019</td> </tr> <tr> <td>Stage 2 – Develop</td> <td>20/12/2019 (note: changed from 29/11/19 at CAA request)</td> </tr> <tr> <td>Stage 3 – Consult</td> <td>28/02/2020</td> </tr> <tr> <td>Stage 4 – Update and Submit</td> <td>18/06/2020</td> </tr> <tr> <td>Stage 5 – Decide</td> <td>15/10/2020</td> </tr> <tr> <td>Stage 6 – Implement (COPs)</td> <td>25/02/2021 (Dual AIRAC)</td> </tr> </tbody> </table> <p>(Full Dublin R2 Ops Q4 2021)</p> <p>Earliest deployment is targeted for Feb 2021. Hence the planned ACP timetable is predicated on this. All dates are aspirational. There are many dependencies which could influence implementation dates and implementation is subject to CAA approval and coordination with the IAA. As such all dates are conditional on approval and can be subject to change.</p>	Stage	Date	Stage 1 – Assessment meeting	30/04/2019	Stage 1b – Define	25/10/2019	Stage 2 – Develop	20/12/2019 (note: changed from 29/11/19 at CAA request)	Stage 3 – Consult	28/02/2020	Stage 4 – Update and Submit	18/06/2020	Stage 5 – Decide	15/10/2020	Stage 6 – Implement (COPs)	25/02/2021 (Dual AIRAC)	No actions
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<p><b>Item 7 – Next steps</b></p> <p>Engagement with the MoD has already started and has received positive feedback. Engagement with NATMAC stakeholders will be necessary before proceeding. (CAA noted that CAA engagement &amp; consultation with NATMAC members could be scaled/targeted such that stakeholders not affected need not be engaged.) Engagement with stakeholders regarding design principles planned. Work continues, in order to engage effectively with airlines and MoD.</p>	No actions																
<p><b>Item 8 – Any other business</b></p> <p>NATMAC Engagement: CAA stated that engagement &amp; consultation with NATMAC members could be scaled/targeted such that stakeholders not affected need not be engaged. CAA noted (and NATS acknowledged) that the associated presentation contained both 'options' and 'considerations'. The CAA clarified that the Design Principles must be developed, through effective two-way engagement, prior to commencing work on the DesignOptions. Interfaces between adjacent airspace structures should be designed in cognisance of the extant buffer policy. However CAA noted that with sufficient justification and mitigation a dispensation from the published buffer policy could be considered as outlined in Para 3.1 of the <a href="#">Buffer Policy</a>.</p>	No actions																

**Actions Arising From Assessment Meeting**

Subject	Name	Action	Deadline
		none	