

Swanwick Airspace Improvement Programme  
Airspace Development 5  
Proposed changes to LAC West to improve ATS route connectivity

SAIP AD5  
Gateway documentation:  
Stage 3 Consult

Step 3D Collate and Review Responses

The NATS logo is displayed in a bold, italicized, blue sans-serif font. It is positioned on the right side of the page, above a large, light blue decorative graphic that consists of two parallel, curved lines forming a wide, open shape that tapers towards the right edge of the page.

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Issue 1.0	May 2019	Submitted to CAA for publication

References

Ref No	Description	Hyperlinks
1	SAIP AD3 CAA web page – progress through CAP1616	<a href="#">Link</a>
2	Stage 1 Assessment Meeting Presentation	<a href="#">Link</a>
3	Stage 1 Assessment Meeting Minutes	<a href="#">Link</a>
4	Stage 1 Design Principles	<a href="#">Link</a>
5	Stage 2 Design Options	<a href="#">Link</a>
6	Stage 2 Design Principle Evaluation	<a href="#">Link</a>
7	Stage 2 Initial Options Safety Appraisal	<a href="#">Link</a>
8	Stage 3, Consultation Strategy	<a href="#">Link</a>
9	Stage 3, Options Appraisal	<a href="#">Link</a>
10	Stage 3, Consultation Document	<a href="#">Link</a>

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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.
- 1.2 This document aims to provide adequate evidence to satisfy:  
Stage 3, Step 3D Categorisation of responses

## 2. Consultation

- 2.1 NATS has completed a focussed consultation on a number of proposed airspace changes in the London FIR. This was focussed on the following distinct areas of LAC west airspace:
  - New CAS and ATS Routes for Birmingham arrivals and departures via the MOSUN area
  - Provision of an offload route and CAS for specific Heathrow arrivals
  - Establish a number of high-level ATS Routes in the West End Sector Group
  - Amend the boundary of TRA002
- 2.2 The timeline for this proposal is fixed by an agreed target implementation date of 7<sup>th</sup> November 2019. This fits in with the overall NATS change programme, including target AIP and AIRAC dates.
- 2.3 The consultation strategy document <sup>(Ref 8)</sup> describes the focus of the consultation including previous engagement activities completed, the audience of the consultation and justification behind the consultation strategy.
- 2.4 A consultation document <sup>(Ref 10)</sup> was written for the proposed airspace change and provided to stakeholders. This includes a description of the current airspace, the proposed changes and impacts of the proposal.
- 2.5 A targeted group of aviation stakeholders were specifically engaged for this consultation. These included appropriate airports; 13 air operators; members of the NATMAC; and the 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 <sup>(Ref 8)</sup>.
- 2.6 The stakeholders have been split out into ‘key’ and ‘other’ stakeholders. The key stakeholders were specifically engaged as part of Stages 1 and 2 however, NATS has actively sought responses from all relevant stakeholders.
- 2.7 The stakeholders were sent a reminder email prior to the consultation as well as a notification email to inform them when the consultation was live. This included information on how to respond via the online portal and the consultation document attached.
- 2.8 The consultation has been conducted via an online portal which included an overview into the proposed changes, the consultation document available for download and a survey which allowed users to submit feedback through.
- 2.9 A list of the questions used in the online portal can be found in Annex B – Online Portal Questions.
- 2.10 We included a link to the consultation portal on the NATS Customer Affairs website, which is used to exchange information between NATS and our customer airlines.

- 2.11 The consultation commenced on Thursday 31<sup>st</sup> January 2019 and ended on Thursday 18<sup>th</sup> April 2019; a period of eleven weeks.
- 2.12 Responses have been managed and uploaded to the portal by the CAA.
- 2.13 During the consultation, the MoD asked for clarification on statistics provided for Birmingham departures in the consultation document. The consultation document was subsequently updated to accurately describe this data as being for all Birmingham departures, and additional data was provided solely for MOSUN departures. There were no other responses which required any additional material or information.
- 2.14 Follow-up emails were sent to all targeted stakeholders, who had not submitted a consultation response, at the mid-point and on the final week of the consultation which included a link to the online consultation portal. This was to prompt stakeholders for a response and ensure that the consultation strategy was achieved.
- 2.15 Shortly before the production of this document we found an error in the consultation material, which overstated the predicted fuel benefits for one of the high-level ATS routes. As agreed with the CAA we identified the relevant key North American stakeholders (United, American, Air Canada and Delta), and contacted them directly to explain the situation. At the same time, we provided updated benefit figures for the high-level ATS routes which would change slightly for network connectivity and sector flow purposes. This additional feedback is summarised separately, in para 4.8.
- 2.16 Also we noticed a slight inaccuracy in the charts showing Birmingham departure routes at low level – the low level departure routes would not change under this proposal (see Birmingham Airport’s own website for departure route changes planned for implementation 23<sup>rd</sup> May). Further details, correction and clarifications will follow in the next document 4A.
- 2.17 After the consultation ended, we held further direct engagement with the MoD and Birmingham Airport Ltd (BAL) in order to resolve conflicting feedback – this is summarised separately, from para 4.9 onwards.

### **3. Summary of Consultation Responses**

- 3.1 A total of thirteen responses were received in the eleven-week consultation period. Twelve of the responses were submitted via the online portal and one (the MoD’s) was emailed directly, as an attachment, to the NATS’ Airspace Consultation mailbox.
- 3.2 The responses have been analysed and themed. The categorisation of responses has been split into those which may impact final proposals and those which would not. This is summarised later, in Section 4 of this document.
- 3.3 Responses were received from nine key stakeholders: Birmingham Airport, British Airways, Delta Airlines, Flybe, Heathrow Airport Limited, Jet2, MoD, United Airlines (2 separate responses) and Virgin Atlantic. The additional key stakeholders were all prompted for a response twice during the consultation, as described in Section 2 above.
- 3.4 Responses were received from two other aviation stakeholders who were also targeted: Wellesbourne and Wolverhampton Airfields.
- 3.5 There was also a response received from an individual who requested anonymity.

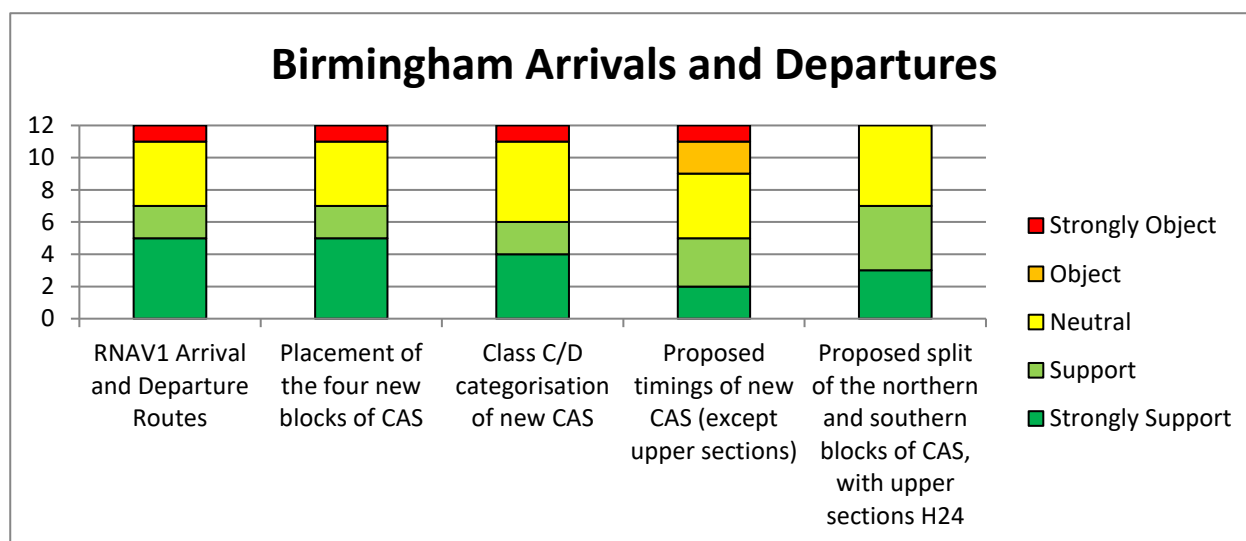
3.6 Twelve of the thirteen responses fully supported the proposed changes (92%) and one objected (8%). These have been summarised overleaf in Table 1.

Response ID	Organisation	Position Title	Do you support the airspace changes in this proposal?
AD5_1	Flybe	Flight Planning Manager	SUPPORT
AD5_2	United Airlines	NOC Operations Manager/Chief Flight Dispatcher	SUPPORT
AD5_3	Delta Air Lines	Supervisor Flight Control International Operations	SUPPORT
AD5_4	Radarmoor Ltd, Wellesbourne Airfield	Senior AFISO	SUPPORT
AD5_5	Wolverhampton Halfpenny Green Airport	Airport Operations Manager	SUPPORT
AD5_6	Heathrow Airport Ltd	Head of Airspace	SUPPORT
AD5_7	United Airlines	Regional Manager, Int'l ATC Operations	SUPPORT
AD5_8	Birmingham Airport	Head of Sustainability	SUPPORT
AD5_9	Jet2.com	Air Traffic Services Manager	SUPPORT
AD5_10	British Airways	Regional Manager - Navigation & ATM	SUPPORT
AD5_11	Individual (anonymous)	Individual (anonymous)	OBJECT
AD5_12	Virgin Atlantic Airways Ltd	Senior Officer - Navigation Services	SUPPORT
AD5_13	Ministry of Defence	Defence Airspace & Air Traffic Management DAATM	SUPPORT

**Table 1: Responses Overview**

3.7 The online portal included focussed questions on whether the respondent supported specific elements of the proposed changes. These questions were not mandatory and therefore not answered by all respondents. An emailed response was also received from the MoD; therefore, the focussed questions were answered a maximum of twelve times, from the thirteen respondents.

3.8 For Birmingham arrivals and departures, the categories covered were: RNAV1 Arrival and Departure Routes; Placement of four new blocks of CAS; Class C/D categorisation of new CAS; proposed timings of new CAS and the proposed split of the northern and southern blocks of CAS. See Figure 1 below for a graphical representation.



**Figure 1: Consultation responses to themed questions (Birmingham Arrivals and Departures)**

- 3.9 The majority of respondents showed support for the specific elements of the proposal with around 54% of all responses either strongly supporting or supporting them. There were 22 neutral responses received (37%) and 4 objections.
- 3.10 For the Heathrow offload route, the categories covered were: Placement of RNAV1 offload route, Proposed CDR3 route status and Placement of the two new blocks of CAS. See Figure 2 below for a graphical representation.

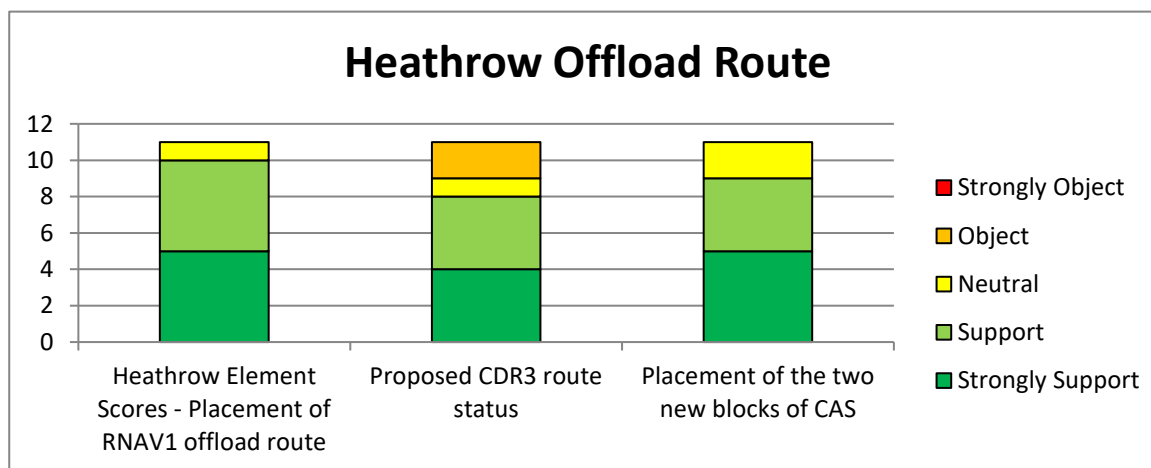


Figure 2 Consultation responses to themed questions (Heathrow Offload Route)

- 3.11 As seen above, the majority of respondents showed support for the specific elements of the proposal with 82% of all responses either strongly supporting or supporting. There were 4 neutral responses received (12%) and 2 objections.
- 3.12 For the proposed high-level ATS Routes in the West End Sector Group, the categories covered were: Q60: realignment and extension of KOPUL – UGNUS, Q60: MORAG - LANON and LANON – UGNUS (bi-directional route for LTMA overflights at FL340+ and Dublin arrivals), N24: extension of PEMOB – NIGIT, P155: MORAG - XXXXX (awaiting a 5LNC) - HON (eastbound route for UK overflights exiting via SOMVA and REDFA) and UL18: GAVGO - DIKAS (eastbound route for UK overflight traffic). See Figure 3 below for a graphical representation.

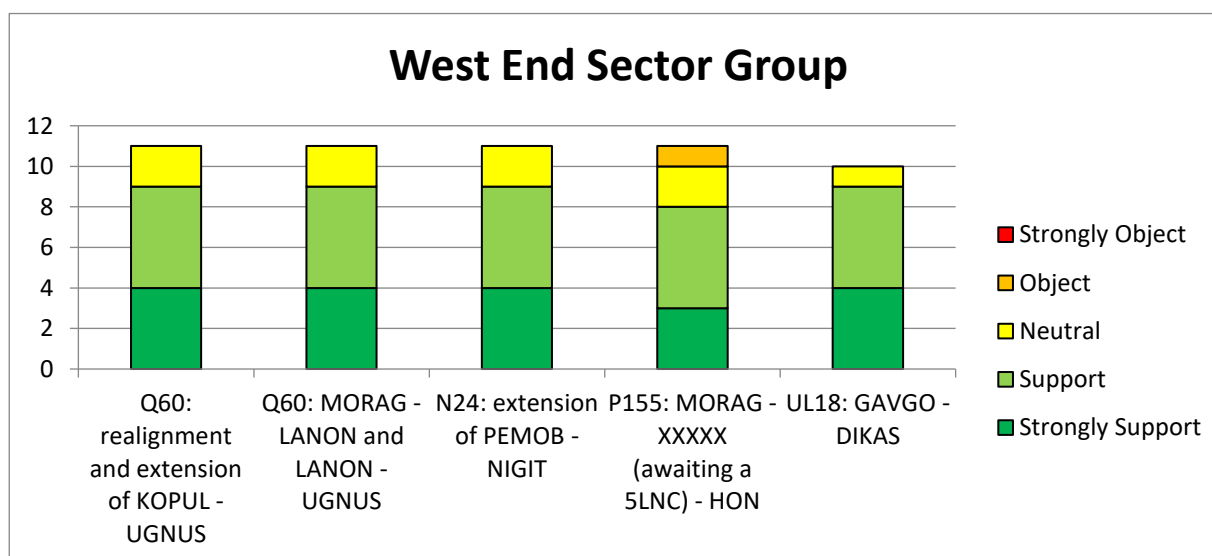


Figure 3 Consultation responses to themed questions (West End Sector Group)

3.13 As seen above, the majority of respondents showed support for the specific elements of the proposal with 58% of all responses either strongly supporting or supporting. There were 9 neutral responses received (17%) and 1 objection. This is covered in more detail in Section 4. See Figure 4 below for a graphical representation.

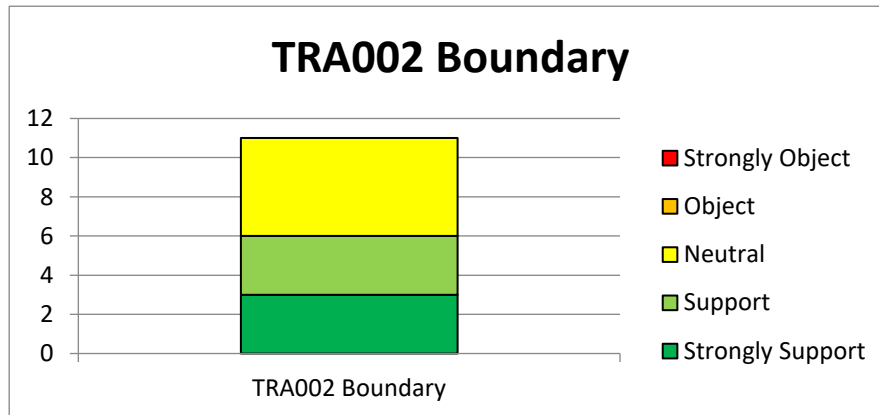


Figure 4 Consultation responses to themed questions (TRA002 Boundary)

- 3.14 As seen above, the majority of respondents showed support for the specific elements of the proposal with 55% of all responses either strongly supporting or supporting. There were 5 neutral responses received (45%) and no objections.
- 3.15 Additional comments received against any of the four focussed questions in the questionnaire; Questions 16 – 19 (Annex B – Online Portal Questions), have been summarised in Section 4.
- 3.16 Birmingham Airport Ltd (BAL) included an attachment with their response, which all respondents had the opportunity to include. This attachment included further feedback from BAL on airspace classifications, dimensions and timings, summarised in Section 4.
- 3.17 The MoD responded outside the online portal directly to the NATS Airspace Consultation mailbox. This was a formal letter which states that the MoD welcomed the extensive engagement from NATS and requested a number of amendments/considerations to the final design, summarised in Section 4.



#### **4. Categorisation of Consultation Responses and Themes**

- 4.1 The responses received have been reviewed and categorised; some comments had several different elements. The responses have all been themed based on the focussed questions covering Birmingham arrivals/ departures; Heathrow offload route; ATS Routes; and TRA002 boundary.
- 4.2 The responses and associated elements have been broken down into two types: those which may lead to changes of the proposed design and those which do not. These have been split out in Sections 4.6 and 4.7 below.
- 4.3 Thirteen response elements were identified as having a potential impact on the final proposed design. These are summarised in Table 2, Section 4.6 overleaf.
- 4.4 Eight response elements were captured as not having an impact on the final proposed design. These are summarised in Table 3, Section 4.7 later in the document.
- 4.5 This consultation complies with the first part of CAP1616's "We asked, you said, we did" approach.

#### 4.6 Responses which may impact the final proposal

The following responses have the potential to impact on the proposed design:

Element Number	Response and ID	Summary of Comments	Themes of comment	Potential impact on the proposal	NATS response/ action
1	BAL (uploaded document) NATS ref: AD5_8	Preference for the proposed larger area of controlled airspace south of Birmingham CTR, in order to maximise flexibility and capacity for vectoring traffic.	Airspace dimensions (BB)	Preference for CAS option (specific consultation option)	Progress this item to Step 4A for further consideration
2	BAL (uploaded document) NATS ref: AD5_8	Option 1B would be BAL's preference: <i>Evenings/overnights/mornings weekdays and H24 weekends – disestablished during weekday daytimes</i>	FUA timings (BB)	Preference for timing option (specific consultation option)	Progress this item to Step 4A for further consideration
3	Jet2 (online portal) NATS ref: AD5_9	Jet2.com fully supports the majority of this proposal on environmental and flight efficiency grounds.  The proposed changes to BB routes and CAS are of significant importance to Jet2 operations; providing significant environmental benefits.  Jet2 have requested for the new CAS to be available H24, which would help to offload already congested areas of airspace and routes. This would also facilitate more continuous climb and departure operations.	FUA timings (BB)	Would provide greater fuel savings for Birmingham operators. Would be a greater impact on MoD and other airspace users. Impacts not consulted upon.	Progress this item to Step 4A for further consideration
4	British Airways (online portal) NATS ref: AD5_10	BA is generally support of AD5; recognising safety, predictability and efficiency improvements. The LL CAS and offload route changes are supported; however, BA has requested a CDR1 status in order to allow operators to flight plan the route when required. This will deliver further predictability for both Flight Crew and ATC controllers and can be achieved through a mix of a restrictive RAD rules and CDR1/3 status.	Offload Route (LL)	Would provide additional flightplanning option to Heathrow operators. Would commit a flight to the offload route many hours before the highly tactical offload-decision-making process is started, reducing flexibility, increasing complexity	Progress this item to Step 4A for further consideration

Element Number	Response and ID	Summary of Comments	Themes of comment	Potential impact on the proposal	NATS response/ action
5	Individual (online portal) NATS ref: AD5_11	Does not support the proposed changes to BB CAS/ routes. Specifically, does not see any justification in creating new CAS when pilots/ operators are currently able to operate OCAS, in an unknown traffic environment. This would be to the detriment of other airspace users. Suggestion for pilots/ operators to file FPLs in order to remain inside existing CAS, if their concern is leaving CAS.	Airspace classification (BB)	Would remove a fundamental fuel saving element of the proposal.	Progress this item to Step 4A for further consideration
6	Individual (online portal) NATS ref: AD5_11	Concern that the CAS does not get lowered below FL175 and FL145 at some future date.	Offload Route (LL)	NATS to consider the bases of the proposed CAS volumes coloured pink	Progress this item to Step 4A for further consideration
7	Virgin (online portal) NATS ref: AD5_12	Request for further dialogue to agree the operating parameters for the activation of the offload route. Objection to the CDR3 status – preference is predictability and therefore request is to revisit whether this route can be assigned a CDR1 status at certain times. This would be in connection with some form of <i>“pre-tactical cherry picking”</i> for specific flights that enables us to maintain this approach to planning. The offload route placement is laterally different from extant; therefore, having early notification and pre-tactical co-ordination for the offload route would be beneficial.	Offload Route (LL)	Would provide additional flightplanning option to Heathrow operators. Would commit a flight to the offload route many hours before the highly tactical offload-decision-making process is started, reducing flexibility, increasing complexity.	Progress this item to Step 4A for further consideration
8	MOD (consultation mailbox) NATS ref: AD5_13	Providing that the portion in turquoise/ purple is class C airspace, and control is not delegated from LACC	Airspace classification (BB)	Specifying no delegation of ATS, otherwise as per consultation	Progress this item to Step 4A for further consideration
9	MOD (consultation mailbox) NATS ref: AD5_13	Proximity of DTY Radar Corridor FL100-FL110, turn and climb could not be given if the abutting CAS was Class D (exiting the corridor westbound) Likewise would prevent expeditious routing to join the corridor eastbound if Class D abutted. Prefer the smaller Class D green volume. RAF(U) controllers are able to access Class C without coordination but not Class D.	Airspace dimensions & classification (BB)	Preference for smaller volume of CAS Option 2, and/or change of classification to Class C in order to meet the requirements for RAF(U) controllers to operate without coordination. Other airspace user groups would not be impacted or disadvantaged.	Progress this item to Step 4A for further consideration

Element Number	Response and ID	Summary of Comments	Themes of comment	Potential impact on the proposal	NATS response/ action
10	MOD (consultation mailbox)  NATS ref: AD5_13	Airspace to the north of RAF Brize Norton would increase MoD fuel burn. Some ops require uninterrupted climb without delay on the ground. Other ops require tactical descent into specific locations.	Airspace dimensions & classification (LL)	NATS to consider the bases of the proposed CAS volumes coloured pink and light blue	Progress this item to Step 4A for further consideration
11	MOD (consultation mailbox)  NATS ref: AD5_13	The MOD would object to airspace timings as listed at Design Option 1B. However, the MOD would have no objection to this if it was adjusted by one hour (0900 local instead of 1000 local).  (Additional feedback) The MoD is also prepared to extend FUA timings to include periods of stand-down of routine military flying, typically over the Xmas-New Year period, allowing for H24 use as agreed with AMC and activated via NOTAM.	FUA timings (BB)	Potential to reduce some benefit for Birmingham traffic between 0900-1000 but to provide additional availability over the Xmas holiday period subject to specific MoD agreement each year. Extended periods of H24 operation was not consulted upon. The GA community would have a greater impact over the Xmas period.	Progress this item to Step 4A for further consideration See para 4.9 for further discussion on the topic.
12	MOD (consultation mailbox)  NATS ref: AD5_13	The MOD would object to airspace timings as listed at Design Option 1B. However, the MOD would have no objection to this if it was adjusted by one hour (0900 local instead of 1000 local).  (Additional feedback) The MoD is also prepared to extend FUA timings to include periods of stand-down of routine military flying, typically over the Xmas-New Year period, allowing for H24 use as agreed with AMC and activated via NOTAM.	FUA timings (LL)	Unlikely to cause actual benefit change, due to the primacy of NWMTA which has already been accounted for in the fuel calculations.	Progress this item to Step 4A for further consideration

Table 2: Responses which may impact the final proposal

#### 4.7 Responses which do not impact the final proposal

The following eight responses do not contain any new information or suggestions that could lead to an adaptation in the final proposed design. Additional relevant feedback is captured, including any actions or considerations arising. Table 3 below summarises these responses.

Response and ID	Summary	Themes of comment	Why the proposal is not impacted	Any relevant considerations/ feedback
<b>Flybe (online portal)</b> NATS ref: AD5_1	Improved routing predictability and improved cover of CAS for arrivals and departures from EGGB will offer good fuel and flight time savings for many routes and offer a realistic alternative routing as/when required.	FUA timings (BB)	No comments containing new information or suggestions	N/A
<b>United (online portal)</b> NATS ref: AD5_2	We are pleased to see some of the new east-west high-level routes being implemented from studies coming out of the NATS AFEP meetings. We continue to welcome any and all changes coming out of discussions that lead to more efficient flight plans being put into action.	ATS Routes	No comments containing new information or suggestions	N/A
<b>Delta (online portal)</b> NATS ref: AD5_3	I appreciate the openness and willingness to consult & improve	General	No comments containing new information or suggestions	N/A
<b>Wellesbourne Airfield (online portal)</b> NATS ref: AD5_4	We understand the reasons for the new ATS Routes and CAS for Birmingham, just to the west of our airfield, which we believe will not affect our normal operations. We will communicate with our stakeholders on the airfield with details on the consultation, updates and reminders etc	ATS Routes Airspace dimensions (BB)	No comments containing new information or suggestions	N/A
<b>Wolverhampton Airfield (online portal)</b> NATS ref: AD5_5	In line with your clarification I can confirm that EGBO does not have any objections to the proposed changes.	General	No comments containing new information or suggestions	N/A
<b>HAL (online portal)</b> NATS ref: AD5_6	Heathrow Airport supports these proposals as an enhancement to network efficiency. We look forward to receiving NATS usage reporting on the specific Heathrow element.	Offload Route (LL)	No comments containing new information or suggestions	Appropriate reporting will be agreed & supplied
<b>United (online portal)</b> NATS ref: AD5_7	United doesn't operate into Birmingham. We fully support the efforts undertaken by NATS to improve air traffic flow management in the London TMA and in the UK generally.	ATS Routes Offload Route (LL)	No comments containing new information or suggestions	N/A
<b>BAL (uploaded document)</b> NATS ref: AD5_8	South of Birmingham CTA (FL65 – FL105): Class D to reduce the complexity of multiple airspace classifications and separation standards; whilst also affording the most flexible use for VFR flights. Remainder of ATS route: Class A or C as required by NATS.	Airspace classification (BB)	Preference for Class D adjacent to the airport at the lowest levels is consistent with consultation.	N/A

**Table 3: Responses which do not impact the final proposal**

### Consultation data error, and resolution

4.8 As per the consultation data error described in para 2.15, we re-engaged the key North American stakeholder airlines. Of the four, United and Delta responded to the original consultation – American and Air Canada did not.

United Airlines kindly responded to this re-engagement very quickly as follows:

*Yes, we would still support this airspace change. Any little gain in efficiency is welcomed and allows us to continue to explore further gains by having discussions like these. We will continue to support NATS efforts in increasing operational efficiency through the AFEP [Airspace & Flight Efficiency Panel, a NATS initiative with all our airline customers where route improvements are discussed] as well as direct discussions.*

*Signed: UAL Operations Manager and Chief Flight Dispatcher*

As this comment is supportive but contains no new information or suggestions, it would not impact the final proposal.

Delta Airlines did not respond to this re-engagement. Their original response was straightforwardly supportive and appreciative of the engagement, but contained no new information or suggestions. American Airlines and Air Canada responded to neither the original consultation nor the additional engagement.

We consider United's response as representative of the key North American stakeholders' opinions on this issue.

### Conflict resolution between two major stakeholders

4.9 See also para 2.17.

The MoD's formal consultation response objected to the 1000L end time of the FUA, but would not object to 0900L.

BAL's response was clear that their strong preference was for 1000L as per the consultation because they would lose one hour of fuel benefit.

NATS also preferred 1000L, as per the consultation.

It is a requirement of the airspace change process that the sponsor tries to balance conflicting feedback. In this case, DP6 (agreement between stakeholder ANSPs) is of particular priority.

We spoke with, and emailed, both stakeholders several times in an effort to persuade the MoD to agree to 1000L, or possibly an 0930L compromise.

The MoD provided further feedback with more detail on why 0900L was crucial.

NATS shared this feedback with BAL (with MoD permission), along with revised fuel figures describing the benefit that hour might lose (see next document Step 4A).

Reluctantly both NATS and BAL concluded that the MoD's 0900L justification was robust and we agree to progress that timing, losing that hour of benefit. BAL expressed a desire to revisit this assessment as part of the PIR process as their original objective was for the ATS routing to be used H24.

As part of the discussions, the MoD stated they regularly stand down operations over the Xmas/ New Year period, and would accept FUA H24 over that time. Reluctantly NATS must turn this offer down because, though desirable, we did not consult the GA community on extended periods of H24 activity, and we did not have enough time to do so due to the timeline of this proposal and the unfortunate timing of the offer, welcome though it was. BAL also stated that, while there would be some benefit, the current and planned schedule over the winter holiday period is far less busy, and would be unlikely to make a great difference to fuel benefit even given continuous H24 operation.

NATS, BAL and the MoD ultimately agreed that, at some future date when BAL's Xmas schedule was busier and the cost/benefit balance tips over, it would be possible to re-engage the GA community on this matter.

## **5. Conclusion and Next Steps**

- 5.1 The immediate next step will be to write and publish the Step 4A document which will detail "you said, we did".
- 5.2 In that document, we will consider amending the final design based on the relevant responses summarised in Table 2 and in the additional engagement work described in paras 4.8 and 4.9 above. 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 A resultant revised design will be described.
- 5.5 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 Should the proposal be approved and implemented, it would be difficult to fully revert to the pre-implementation state. However, short notice changes could be made via NOTAM or RAD restriction until such time as a reversion AIRAC could be agreed between NATS, Birmingham Airport, Heathrow Airport and the MoD.

## 7. Annex A – List of Stakeholders

Links to the consultation will be placed on the NATS Customer Website and also on 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 may submit a response; however we only specifically targeted the organisations listed below.

### Key Stakeholders:

A4A	Airspace 4 all (formally FASVIG)
BAATL	Birmingham Airport Air Traffic Limited
BAL	Birmingham Airport Limited
GAA	General Aviation Alliance representing a partnership of GA organisations
HAL	Heathrow Airport Limited
IAG GBS	International Airlines Group Global Business Services
MoD	Ministry of Defence via Defence Airspace & Air Traffic Management (DAATM) MoD RAF Brize Norton MoD RAF (U) Swanwick

The following air operators were targeted:

AAL	American Airlines
ACA	Air Canada
BAW	British Airways
BEE	Flybe
DAL	Delta Airlines
EXS	Jet2
RZR	Ryanair
STK	Stobart Air
TCX	Thomas Cook
TOM	Thomson
TUI	TUI Group
UAL	United Airlines
VIR	Virgin Atlantic

### Other Stakeholders:

Members and organisations of the NATMAC (National Air Traffic Management Advisory Committee):

AOA, AOPA, ARPAS-UK, AEF, BA, BAE Systems, BALPA, Airlines UK, BBAC, BBGA, BGA, BHPA, BMAA, BMFA, BPA, BHA, GAA, GATCO, HCGB, Heavy Airlines, Honourable Company of Air Pilots, LAA, Light Airlines, Low Fares Airlines, PPL/ IR (Europe)

Please note that we did not engage with the same individual organisation multiple times, where they exist both as a known stakeholder for this consultation and within the NATMAC.

### Aerodromes:

EGBE	Coventry
EGBJ	Gloucester
EGBO	Halfpenny Green
EGBP	Cotswold Kemble
EGBS	Shobdon
EGTK	Oxford
EGBW	Wellesbourne
EGNX	East Midlands



## 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, UK only. (Most relevant to your response home/ work/ organisation etc.) (*Optional*)
4. If responding from outside the UK, please supply an address or location description. (*Optional*)
5. Who are you representing? - Representing (*Mandatory*)
  - a. I am responding as an individual (If the user selects this, Q6–8 will not be provided)
  - b. I am responding on behalf of an organisation (If the user selects this, Q6–8 will be provided)
6. Please note all responses will be published. Are you happy for your name to be included in the response publication? (*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? (*Mandatory* – if answered “b” to Q4)
8. What is your position/ title? (*Optional*)
9. Do you support the airspace changes in this proposal? (*Mandatory*)
  - a. SUPPORT – I support the proposed changes
  - b. NO COMMENT – I neither support or object
  - c. AMBIVALENT – I have mixed feelings
  - d. OBJECT – I object to the proposed changes
10. Please rank your response to the individual proposed aspects relating to the Birmingham arrivals and departures (*Optional*)  
(Options available: Strongly Support/ Support/ Neutral/ Object/ Strongly Object)
  - a. Placement of RNAV1 Arrival and Departure Routes
  - b. Placement of the four new blocks of CAS
  - c. Class C/D categorisation of new CAS
  - d. Proposed timings of new CAS (except upper sections)
  - e. Proposed split of the northern and southern blocks of CAS, with upper sections H24
11. Please rank your response to the individual proposed aspects relating to the Heathrow offload route (*Optional*)  
(Options available: Strongly Support/ Support/ Neutral/ Object/ Strongly Object)
  - a. Placement of RNAV1 offload route
  - b. Proposed CDR3 route status
  - c. Placement of the two new blocks of CAS
12. Please rank your response to the individual proposed high-level ATS Routes in the West End Sector Group (*Optional*)  
(Options available: Strongly Support/ Support/ Neutral/ Object/ Strongly Object)
  - a. Q60: realignment and extension of KOPUL - UGNUS (westbound route for LTMA overflights which route from Europe/ further East to Ireland/ North Atlantic).
  - b. Q60: MORAG - LANON and LANON - UGNUS (bi-directional route for LTMA overflights at FL340+ and Dublin arrivals)
  - c. N24: extension of PEMOB - NIGIT (eastbound route for London FIR overflights at FL285+).
  - d. P155: MORAG - XXXXX (awaiting a 5LNC) - HON (eastbound route for UK overflights exiting via SOMVA and REDFA).
  - e. UL18: GAVGO - DIKAS (eastbound route for UK overflight traffic)
13. Please rank your response to the proposed change to the boundary of TRA002 (*Optional*)  
(Options available: Strongly Support/ Support/ Neutral/ Object/ Strongly Object)

14. Would you like to make more comments on any individual aspects of the proposed changes?  
(Options available: Yes/ No)
  - a. Yes (If the user selects this, Q16-19 will be provided)
  - b. No (If the user selects this, Q16-19 will not be provided)
15. Please give your feedback comments on the overall proposal. *(Optional)*
16. Comments about the proposed relating to Birmingham arrivals and departures (ATS Routes, CAS, classification, timings, CAS splits) - Glasgow Hold. *(Optional)*
17. Comments about the proposed elements relating to the Heathrow offload route (offload route, CDR3 route status, CAS) - EGPF STARs. *(Optional)*
18. Comments about the proposed high-level ATS Routes in the West End Sector Group. *(Optional)*
19. Comments about the proposed change to the boundary of TRA002. *(Optional)*
20. Other comments. *(Optional)*
21. Upload a document. (Please click here if you wish to upload a file. This can be a response document or related evidence). *(Optional)*

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