

Minutes of of Free Route Airspace Deployment 2, Assessment Meeting

Location: NATS Whiteley + NATS Prestwick + CAA Gatwick via Telecon/WebEx

Date: 07/05/2019

Present	Appointment	Representing
[REDACTED]	Airspace Regulator (Technical)	CAA SARG
[REDACTED]	Principal Airspace Regulator	CAA SARG
[REDACTED]	Principal Airspace Regulator	CAA SARG
[REDACTED]	Consultation and Engagement Regulator	CAA SARG
[REDACTED]	Account Manager	CAA SARG
[REDACTED]	Account Manager	CAA SARG
[REDACTED]	Environmental Regulator	CAA SARG
[REDACTED]	Environmental Regulator	CAA SARG
[REDACTED]	Senior Economist (Airspace Regulation)	CAA SARG
[REDACTED]	Airspace Regulator (IFP)	CAA SARG
[REDACTED]	Airspace Regulator	CAA SARG
[REDACTED]	Manager Airspace Change Assurance	NATS
[REDACTED]	Prestwick Airspace Development	NATS
[REDACTED]	Manager Airspace Evolution	NATS
[REDACTED]	ATM Development Expert	NATS
[REDACTED]	FRA Project Manager	NATS
[REDACTED]	FRA ATC Lead	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.

	ACTION
<p>Item 1 – Introduction</p> <p>The purpose of this briefing was to inform the CAA regarding the planned Airspace Change Proposal to introduce Free Route Airspace across the majority of the Scottish FIR in accordance with the CAP1616 process.</p>	No actions
<p>Item 2 – Statement of Need (discussion and review)</p> <p>5. Statement of Need</p> <p>Please provide a brief 'Statement of Need' expressing explicitly what airspace issue or opportunity you are seeking to address. Your Statement of Need should clearly articulate the current situation, the issue (and the cause of it) to be resolved or the opportunity to be addressed along with any other factors or requirements. *</p> <div style="border: 1px solid black; padding: 5px;"> <p>In response to SESAR PCP Implementing Regulation EU716/2014, NATS intends to implement Free Route Airspace (FRA) in a phased manner across UK airspace. The SESAR PCP ATM Functionality 3 (AF3) states that Free Route shall be provided and operated in the airspace for which the Member States are responsible at and above flight level 310 in the ICAO EUR region by 1st January 2022. This ACP proposes the introduction of the second deployment of FRA across the Swanwick West Sector Group (which covers most of Wales and southwest England) in order to comply with this Implementing Regulation within the required timescale.</p> </div> <p>Please specify the altitudes (where applicable) affected by your Statement of Need:</p> <p><input type="checkbox"/> Surface to below 4,000 feet</p> <p><input type="checkbox"/> 4,000 feet to below 7,000 feet</p> <p><input 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>Item 3 – Issues or opportunities arising from proposed change</p> <p>Benefits</p> <ul style="list-style-type: none"> • Implementation of mandated FRA within the required timescales. • Facilitates more efficient flight planning • Facilitates reduction in flight planned fuel uplift • Removes DCTs • Facilitates cross-border free routing with IAA <p>Issues</p> <ul style="list-style-type: none"> • Areas of ATS delegation • Interdependencies with iTEC implementation • Transitional arrangements • Buffer Policy, with respect to Flight plan Buffer Zones (FBZ) to manage flow around Special Use Airspace (SUA). • Current CAA buffer policy is linked to navigational specification (assumes structured routes). • Common application of structural limitations and RAD restrictions across Europe. 	No actions

<p>Item 4 – Options to exploit opportunities or address issues identified</p> <p>Interfaces with lower airspace Design of specified entry/exit points with connectivity to lower route network Extant lower ATS routes beneath the FRA will have their upper limits modified to be consistent with the FRA base levels (except where required for structurally limited FRA).</p> <p>Interfaces with adjoining airspace Interfaces will be tailored to suit adjacent airspace. At the boundaries of the FRA areas within the UK FIR, where possible the extant ATS routes will be truncated to the boundary, as the FRA areas are phased-in incrementally.</p> <p>Transitional arrangements The extant DCT network is accepted as compliant with AF3, 3.2.3. Extant DCTs will remain in place as a transitional measure until they are superseded by FRA. Where practicable DCTs within the FRA areas will be removed as FRA is rolled out.</p> <p>Buffer Policy Discussions are ongoing with the CAA regarding buffer policy. The extant buffer policy does provide for differences to be incorporated with appropriate mitigation.</p>	<p>No actions</p>																
<p>Item 5 – Provisional indication of the scale level and process requirements</p> <p>CAA stated that the proposed changes will fall within the CAP1616 Airspace Change Process.</p> <p>NATS' expectation is that the ACP will be categorised as Level 2C. This is due to all proposed changes being above FL200. The CAA has determined that the provisional level is 2C. However the Level is not confirmed until stage 2 of the CAP1616 process.</p> <p>The CAA confirmed that this proposal falls under the Airspace Change Process.</p> <p>This ACP proposes to build on the consultation strategy for FRA Deployment 1. Given the similarity of the proposals we anticipate a degree of scalability to mitigate stakeholder consultation fatigue.</p>	<p>CAA will confirm Level at Stage 2.</p> <p>Action: CAA to add a comment to the portal that this ACP falls under the Airspace Change Process.</p>																
<p>Item 6 – Provisional process timescales</p> <table border="1"> <thead> <tr> <th>Stage</th><th>Date</th></tr> </thead> <tbody> <tr> <td>Stage 1a – Assessment meeting</td><td>07/05/2019</td></tr> <tr> <td>Stage 1b – Define</td><td>25/10/2019</td></tr> <tr> <td>Stage 2 – Develop</td><td>28/02/2020</td></tr> <tr> <td>Stage 3 – Consult</td><td>26/06/2020</td></tr> <tr> <td>Stage 4 – Update and Submit</td><td>07/01/2021</td></tr> <tr> <td>Stage 5 – Decide</td><td>27/05/2021</td></tr> <tr> <td>Stage 6 – Implement (Dep 2)</td><td>02/12/2021</td></tr> </tbody> </table> <p>Earliest deployment is targeted for Dec 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.</p>	Stage	Date	Stage 1a – Assessment meeting	07/05/2019	Stage 1b – Define	25/10/2019	Stage 2 – Develop	28/02/2020	Stage 3 – Consult	26/06/2020	Stage 4 – Update and Submit	07/01/2021	Stage 5 – Decide	27/05/2021	Stage 6 – Implement (Dep 2)	02/12/2021	<p>Action: CAA to confirm timeline and St1-3 gateway dates.</p>
Stage	Date																
Stage 1a – Assessment meeting	07/05/2019																
Stage 1b – Define	25/10/2019																
Stage 2 – Develop	28/02/2020																
Stage 3 – Consult	26/06/2020																
Stage 4 – Update and Submit	07/01/2021																
Stage 5 – Decide	27/05/2021																
Stage 6 – Implement (Dep 2)	02/12/2021																
<p>Item 7 – Next steps</p> <p>Consultation took place on the Prestwick FRA Phase 1 and Phase 2 proposals during spring 2014 (Direct Route Airspace). Engagement with stakeholders has been ongoing and formal consultation on FRA D1 is due to take place commencing in 2019. Engagement with stakeholders on FRA Deployment 2 will be similar to that undertaken for D1. Engagement with stakeholders will build on the D1 engagement strategy. Work continues, in order to engage effectively with all FRA stakeholders, including airlines and airports, air navigation service and MoD.</p>	<p>No actions</p>																

<p>Item 8 – Any other business</p> <p>Areas of delegated ATS. It was mentioned that consideration should be made for any areas of delegated ATS within the D2 airspace.</p> <p>Agreement for delivery of Gateway assessment documentation. The CAA noted that they may stipulate more than 2 week lead times for submissions for gateway assessments.</p> <p>Stakeholder Engagement Plan. NATS is developing a programme-wide stakeholder engagement plan for all phases of FRA deployment.</p>	No actions
---	------------

Actions Arising From Assessment Meeting

Subject	Name	Action	Deadline
Portal	■	CAA to add a comment to the portal that this ACP falls under the Airspace Change Process.	21/05/2019
Timelines	■	CAA to confirm timeline and St1-3 gateway dates.	Complete
Minutes	■	NATS and CAA to agree minutes, and then for NATS to upload within 2 weeks of the AM	21/05/2019 (Complete)