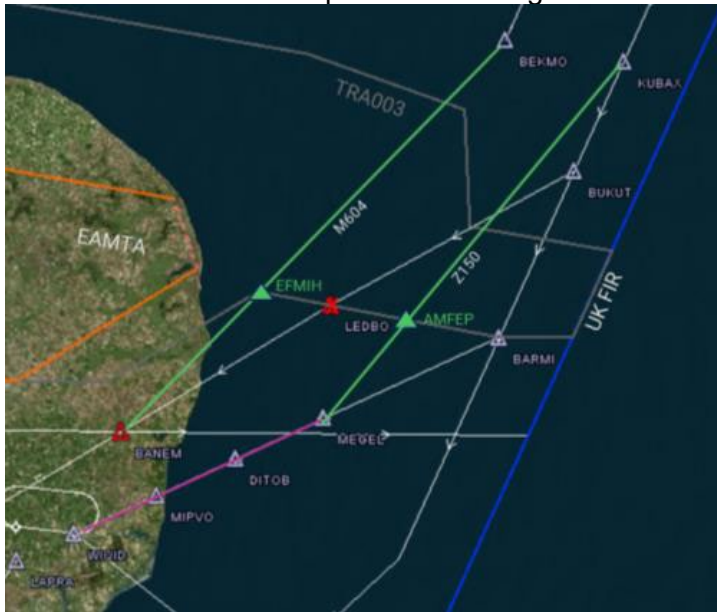


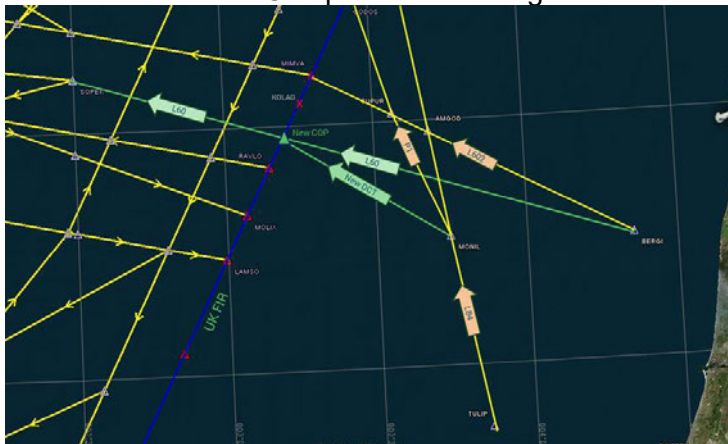
CAA Decision Log

Airspace Change Proposal Title	OSEP: Improved connectivity through new and/or amended ATS routes/waypoints
Airspace Change Proposal Reference	ACP-2021-061
Change Sponsor	NATS - OSEP
AIS Submission Target Date	22/11/2024
CAA Decision Target Date	15/11/2024
<p><i>Instructions</i></p> <p>In providing a response to each question and/or status, the following colour coding should be used:</p> <ul style="list-style-type: none"> • COMPLIANT/NOT APPLICABLE • NOT COMPLIANT/ACTION REQUIRED • ISSUE/CONCERN TO HIGHLIGHT 	
<p>Executive Summary</p> <p>This airspace change proposal seeks to improve the Air Traffic Service (ATS) route network and airspace structures in the eastern part of the London Upper Information Region (UIR)/Flight Information Region (FIR), including the cross-border arrangements with the Amsterdam FIR. It is aiming to reduce CO2 emissions, reduce ATC complexity, optimise the airspace using FUA principles, enable fuel savings to customers, facilitate more efficient flight planning, and provide efficient airspace volumes for military airspace users.</p> <p>This will be achieved through 2 components:</p> <ol style="list-style-type: none"> 1. Optimise East Anglia Military Training Area (EAMTA) and adjacent route structures (M604/N866). 2. Optimise the route structure at KOLAG for Amsterdam Schiphol Airport departures to the west. <p>A third component was considered but was not progressed due to the complexity of aligning implementation dates, creating unacceptable risk to realising the benefits from the other components.</p>	

An indication of the Component 1 redesign:



An indication of the Component 2 redesign:



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PART A – Airspace Change Process – GATEWAYS		
A.1	Airspace Change Portal	
A.1.1	Airspace change proposal public view	
A.2	CAA SharePoint site	
A.2.1	Truncation of Stansted DET SIDs to SSS18 - Project - All Documents	
A.3	Stage 1 DEFINE Gateway	27/10/2023
A.3.1	ACP-2021-061 Stage 1 Gateway Recommendation.docx	
A.4	Stage 2 DEVELOP AND ASSESS Gateway	N/A
A.4.1	N/A	
A.5	Stage 3 CONSULT Gateway	N/A
A.5.1	N/A	
A.6	Chronology	
A.6.1	<p>11/08/2021: Statement of Need received by CAA</p> <p>12/10/2021: Assessment Meeting held</p> <p>13/06/2022: ACP paused</p> <p>19/07/2023: ACP un-paused.</p> <p>26/07/2023: Sponsor gave presentation on proposed concept, levels and area, indicating new routes will be in the North Sea</p>	

	<p>and Clacton Sectors above FL200.</p> <p>12/10/2023: Stage 1 Define Gateway documents received.</p> <p>30/10/2023: Stage 1 Define Gateway Passed.</p> <p>12/12/2023: Sponsor advised ACP Level changing from 2c to 3, effective as of CAP1616 V5 effective date.</p> <p>27/02/2024: New Timeline agreed</p> <p>01/03/2024: Design Options and Engagement documents received from Sponsor</p> <p>04/09/2024: Stage 4 Final Submission received from Sponsor</p> <p>24/09/2024: Safety Validation Plan received from Sponsor. This document had been referenced in the Final Submission but had not been received by the CAA.</p> <p>20/11/2024: Decision Meeting Held</p>	
<p>A.7</p>	<p>Are there any additional process requirements of the Civil Aviation Authority (Air Navigation) Directions 2023 (the “Air Navigation Directions”) and/or the Air Navigation Guidance 2017 which apply to this airspace change, and have they been complied with?</p>	<p>N/A</p>
<p>A.7.1</p>	<p>N/A</p>	

PART B – Airspace Change Process – STAGE 5			
B.1	Was a Public Evidence Session required for this proposal?		N
B.1.1	N/A		
B.2	Were any requests made for this decision to be called-in by the Secretary of State?		N
B.2.1	N/A		
B.3	Does the Secretary of State call-in criteria apply to this proposal?		N
B.3.1	N/A		
B.4	Has the Secretary of State decided to call-in this proposal? NOTE: if 'Yes' the content of this log concerns the recommendations linked to the 'minded-to' decision that has been presented to the Secretary of State.		N
B.4.1	N/A		
B.5	Subject Matter Expert (SME) Regulatory Assessments NOTE: this captures RAG status only – full details contained within each of assessment (hyperlinks inserted below)		
ATM Safety	PENDING https://airspacechange.caa.co.uk/documents/download/7260	Environmental	COMPLETE https://airspacechange.caa.co.uk/documents/download/7263
Economic Assessment & Statement	NOT APPLICABLE	Instrument Flight Procedure	NOT APPLICABLE
Engagement / Consultation	COMPLETE https://airspacechange.caa.co.uk/documents/download/7262	Operational	COMPLETE https://airspacechange.caa.co.uk/documents/download/7264

B.5.1	<i>Is there any other information outside of the regulatory assessments above which should be brought to the attention of the decision maker (e.g. outstanding Letters of Agreement)?</i>		
B.6	Other Relevant Documents (title and hyperlinks to be inserted)		
Airspace Modernisation Strategy (AMS) CAP 1711 Part 1 Airspace Modernisation Strategy 2023-2040	Policy for the Establishment and Operation of Special Use Airspace (SARG Policy 133) Controlled Airspace Design Policy	CAA STAR Truncation Policy (SARG Policy 113) CAA STAR Truncation Policy	ICAO International Standards and Recommended Practices: Annex 11 Appendix 3 Anx.11.15th.ed.incl.Amdt.50B.and.51.fulltext.en.docx
CAP760 Guidance on the Conduct of Hazard Identification, Risk Assessment and the Production of Safety Cases https://www.caa.co.uk/publication/download/17362			
B.7	Has the relevant legal and policy framework to the airspace change process been taken into account, including: <ul style="list-style-type: none"> • the Air Navigation Directions; • the Airspace Modernisation Strategy; • section 70 of the Transport Act 2000; • the Air Navigation Guidance 2017; and • CAP 1616 and associated publications? 		Y
B.8	CAA consideration of whether the proposal is in accordance with the Airspace Modernisation Strategy (Air Navigation Directions, direction 5(1)).		

	<p>NOTE: the left column captures RAG status only and the right column captures the rationale – full details will be contained within the SME Regulatory Assessments. Reference should be made to the AMS characteristics (CAP 1616f, 6.61). For more information on the AMS strategic objectives, see <i>Airspace Modernisation Strategy 2023-2040 Part 1: Strategic Objectives and Enablers</i> (CAP 1711).</p>
<p>Safety</p>	<p>The aims of the Airspace Modernisation Strategy are to deliver quicker, quieter and cleaner journeys and more capacity for the benefit of those who use and are affected by UK airspace, whilst maintaining/improving safety, integrating diverse users, simplifying airspace design, and considering environmental sustainability.</p> <p>This ACP maintains the current levels of safety, determined through utilisation of standard airspace design concepts, safety assurance activities, and validation exercises. Further CAA oversight will be conducted as part of the implementation of the changes, through routine Air Traffic Management change management processes.</p>
<p>Integration of diverse airspace users</p>	<p>No change – this ACP introduces amendments to the routes that can be flight planned, largely matching the more direct flows of air traffic already achieved through Air Traffic Control vectoring.</p>
<p>Simplification of airspace system</p>	<p>This ACP provides more direct routings that can be flight planned by airline operators, thereby improving the accuracy of the flight planning and optimising the route network. This in turn reduces complexity in the system, especially when considering the performance of the airspace design across the broader European region.</p>
<p>Environmental sustainability</p>	<p>The AMS environmental sustainability strategic objective states that: “environmental sustainability will be an overarching principle applied through all airspace modernisation activities. Airspace modernisation should deliver the Government’s key environmental objectives with respect to air navigation as set out in the Air Navigation Guidance.”</p> <p>The ANG 2017 sets out the Government’s environmental objectives with respect to air navigation. These environmental objectives are ‘designed to minimise the environmental impact of aviation within the context of supporting a strong and sustainable aviation sector’. The objectives are, to:</p> <ul style="list-style-type: none"> ▪ limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise; ▪ ensure that the aviation sector makes a significant and cost-effective contribution towards reducing global emissions; and

	<ul style="list-style-type: none"> ▪ minimise local air quality emissions and in particular ensure that the UK complies with its international obligations on air quality. <p>The proposal is to improve connectivity between the UK Air Traffic Services (ATS) route network and adjacent Flight Information Region (FIR) boundaries which is intended to improve fuel efficiency and reduce greenhouse gas emissions. The airspace change is limited to routes above flight level (FL) 175 and therefore there are no impacts on noise or local air quality. Based on the evidence provided by the change sponsor, the ACP aims to reduce global emissions and therefore meets the AMS environmental sustainability strategic objectives.</p>
<p>B.9</p>	<p>CAA consideration of factors material to our decision whether to approve the change (section 70, Transport Act 2000).</p> <p><u>NOTE:</u> the left column captures RAG status only and the right column captures a summary of the rationale – full details will be contained within the SME Regulatory Assessments. Reference should be made to the Section 70 characteristics (CAP 1616f, 6.80).</p>
<p>Maintain a high standard of safety in the provision of air traffic services section 70(1)(a)</p>	<p>The UK CAA’s primary duty is to maintain a high standard of safety in the provision of Air Traffic Services, and this takes priority over all other duties. This ACP maintains the current levels of safety, determined through utilisation of standard airspace design concepts, safety assurance activities, and validation exercises. Further CAA oversight will be conducted as part of the implementation of the changes, through routine Air Traffic Management change management processes.</p>
<p>Secure the most efficient use of airspace consistent with the safe operation of aircraft and the expeditious flow of air traffic section 70(2)(a)</p>	<p>The UK CAA has a duty to secure the most efficient use of the airspace consistent with the safe operation of aircraft and the expeditious flow of air traffic. The UK CAA considers the most efficient use of airspace to mean securing the greatest number of movements of aircraft through a specific volume of airspace over a period of time so that the best use is made of the limited resource of UK airspace. The UK CAA considers the expeditious flow of air traffic to involve each aircraft taking the shortest amount of time for its flight. It is concerned with individual flights.</p> <p>By amending the route structure, this ACP supports the provision of more accurate flight planning, providing a greater degree of predictability to the Air Traffic Services network and airline operators. This in turn supports efficient use of the airspace, including consideration of use of the East Anglia Military Training Area for MOD activities, and is likely to lead to a reduction in controller interactions.</p>
<p>Satisfy requirements of operators and owners of all</p>	<p>The UK CAA has a duty to satisfy the requirements of operators and owners of all classes of aircraft. This change enables more fuel-efficient routes to be planned by operators.</p>

<p>classes of aircraft section 70(2)(b)</p>	
<p>Take account of the interests of any other person (other than an operator or owner of an aircraft) in relation to the use of any particular airspace or the use of airspace generally section 70(2)(c)</p>	<p>The UK CAA has a duty to take account of the interests of any person (other than an owner or operator of an aircraft) in relation to the use of any particular airspace or the use of airspace generally. There are no changes to the airspace affecting the interests of any other person.</p>
<p>Take into account the Secretary of State's guidance relating to spaceflight activities section 70(2)(ca)</p>	<p>The UK CAA has a duty to take account of any guidance relating to spaceflight activities (within the meaning of the Space Industry Act 2018) given to the CAA by the Secretary of State. There are no changes to the airspace requiring consideration of the guidance relating to spaceflight activities.</p>
<p>Take into account the Secretary of State's guidance on environmental objectives section 70(2)(d)</p>	<p>The proposal proposes to improve connectivity between the UK Air Traffic Services (ATS) route network and adjacent Flight Information Region (FIR) boundaries which is intended to improve fuel efficiency and reduce greenhouse gas emissions. The airspace change is limited to routes above flight level (FL) 175 and therefore there are no anticipated impacts on noise or local air quality. Based on the evidence provided by the change sponsor, the ACP is assessed as meeting the Secretary of State's guidance on environmental objectives, section 70(2)(d).</p>
<p>Facilitate the integrated operation of air traffic services provided by or on behalf of the armed forces of the Crown and other air traffic services section 70(2)(e)</p>	<p>The UK CAA's duty is to facilitate the integrated operation of Air Traffic Services provided by or on behalf of the armed forces of the Crown and other Air Traffic Services. There are no changes to the airspace affecting the integrated operation of air traffic services provided by or on behalf of the Crown or other Air Traffic Services.</p>
<p>Take account of the interests of national security section 70(2)(f)</p>	<p>The UK CAA's duty is to take account of the impact any airspace change may have upon matters of national security. The CAA is satisfied that the proposal has no detrimental impacts on national security.</p>

<p>Take account of any international obligations notified to the CAA by the Secretary of State section 70(2)(g)</p>	<p>No such international obligations have been notified to the CAA under section 70(2)(g) of Transport Act 2000.</p>	
<p>B.10</p>	<p>Are there any other associated publications relevant to the proposal and, if so, have the requirements of those publications been met?</p>	<p>Y</p>
<p>B.10.1</p>	<p>STAR Truncation - SARG Policy 113: Standard Instrument Arrival Route (STAR) Truncation Policy Civil Aviation Authority SUA Policy - SARG Policy 133: Policy for the Establishment and Operation of Special Use Airspace Civil Aviation Authority</p>	
<p>B.11</p>	<p>Conclusions in respect of requirement to ensure that the amount of controlled airspace is the minimum required to maintain a high standard of air safety and, subject to overriding national security or defence requirements, that the needs of all airspace users is reflected on an equitable basis.</p> <p><u>NOTE:</u> this section only applies if the CAA is classifying or amending the classification of UK airspace.</p>	
<p>B.11.1</p>	<p>N/A</p>	

PART C – Stage 5 Recommendation	
C.1	Taking the above information into account, what is your recommendation to the decision-maker for this proposal?
C.1.1	It is recommended that the ACP is approved with conditions.
C.2	Are there any Recommendations and/or Conditions for the change sponsor to address prior to implementation (if approved)?
C.2.1	Y
C.2.1	<p><u>Conditions</u></p> <p><u>Engagement and Consultation</u></p> <p>The change sponsor shall inform the stakeholders of the decision (when published), and what will happen next.</p> <p><u>Technical</u></p> <p>The sponsor shall ensure that all affected LOAs are amended and agreed by all signatories (or cancelled as appropriate) prior to the implementation of the airspace change.</p> <p><u>ATS</u></p> <p>The sponsor shall supply the allocated ATS inspector with all the requested evidence in support of the change and be in receipt of an approval from the ATS inspector prior to transition.</p> <p><u>Recommendations</u></p> <p><u>Engagement and Consultation</u></p> <p>The change sponsor should include a summary of KLM’s response within tables 5 and 6 that are included under section 5.6 of the submission document.</p>
C.3	Are there any specific requirements in terms of the data to be collected by the change sponsor for the Post Implementation Review (if approved)?
C.3.1	Y
C.3.1	<u>Environmental</u>

	<p>The sponsor must collect the following data and perform the subsequent analysis for the PIR:</p> <ul style="list-style-type: none"> • The sponsor must use actual traffic movement numbers and trajectory data to calculate actual track mileage and CO₂e emissions for the first year of implementation of the ACP. • The sponsor must use actual traffic movement numbers and flight-planned trajectory data to calculate flight planned track mileage and CO₂e emissions for the first year of implementation of the ACP. • The sponsor must provide full details of the methodology and assumptions used to calculate track mileage and CO₂e emissions for the actual and planned calculations. <p><u>Engagement and Consultation</u> The sponsor must ensure that all inquiries and complaints data from the stakeholders are collected and presented to the CAA.</p>		
C.4	Are any other consents and approvals needed in order to permit the intended operation (title and hyperlinks to be inserted)?		
C.5	Are there any other comments/observations for the decision maker?		N
C.6	Regulator's Signature		
Account Manager	[REDACTED]	[REDACTED]	04/12/2024

PART D – Draft Regulatory Decision – Comment (for Level 1 Airspace Change Proposal's only)		
D.1	Was a Draft Regulatory Decision published for this proposal?	N/A
N/A		
D.2	Was any feedback received in relation to the Draft Regulatory Decision?	N/A
N/A		
D.3	Has the Draft Regulatory Decision been amended in light of feedback received?	N/A
N/A		

PART E – Final Regulatory Decision – Comment/Approval
[Delete signatory rows below dependent on Decision Maker]

Airspace Regulation Principal comments and recommendation:

Noting the conditions that must be conducted prior to implementation, and the data collection requirements for PIR, this ACP is approved.

Airspace Regulation Principal	[REDACTED]	[REDACTED]	04/12/2024