

Framework Brief Notes for the EAMTS Airspace Change Proposal

Date 27/07/2017	Time 1000
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Attendees:

- [REDACTED] CAA
- [REDACTED] NATS
- [REDACTED] NATS
- [REDACTED] NATS
- [REDACTED] DAATM
- [REDACTED] AMC

Subject	Notes	Action
Background and Justification	Following a request from NATS regarding airspace management process of the East Anglia Military Training Area (EAMTA), the Airspace Management Steering Group (AMSG) has requested that the MOD consider changes that introduce greater compliance with the UK Airspace Management Policy.	
Benefits	The anticipated benefits for the MOD are: <ul style="list-style-type: none"> a. Reduced complexity regarding operating procedures. b. Reduced complexity regarding booking procedures. c. Reduction in the amount of allocated but unused airspace through increased participation in Flexible Use of Airspace (FUA), which assists the MOD with engagements regarding future airspace developments. 	NATS will also carry out a post implementation analysis to ascertain the benefits associated with additional access to the three CDRs that cross the EAMTA.
Proposed Airspace Change	The following amendments are proposed: <ul style="list-style-type: none"> a. The upper limit of the EAMTA will be raised from FL550 to FL660 b. CDRs P5, P144 an UM185 changed to CDR 1 & 3 H24. c. Airspace will be split into two volumes, High and Low with a DFL of FL285. This will provide greater access to the airspace for CAT whilst maintaining flexibility of use for the MOD in the low segment. This will be achieved by routine activation of the Low segment by NOTAM. The High segment will be activated by 	

	<p>NOTAM on request at D-1</p> <p>d. Activation times of TRA 003 will be amended to match the routine NOTAMed times of the EAMTA (Low) (0830 to 1800 Mon to Fri)</p>	
ACP	<p>a. NATS shall submit an ACP written by [REDACTED] on behalf of the Joint Future Airspace Development Team</p> <p>b. The process will follow CAP725</p>	
Impact on All Airspace users	<p>Activation of the EAMTA FUA restriction in the IFPS will prevent GAT flight plans from being accepted through the areas, thereby providing a volume of airspace segregated for military use. However, as is currently the situation, it is not envisaged that military operations will be routinely segregated from each other. It is proposed that autonomous operations will not be permitted in EAMTA and all users operating within the areas will be subject to the provision of an ATS</p>	
Safety assurance	<p>The requirement for a Safety Assessment by the MOD was discussed and I have formally asked the DAATM for a Safety Assurance paper to be written by the MOD. I have informed the Military Airspace Manager at Swanwick, that he can expect a request from DAATM for a Safety Assurance Paper to be written.</p>	<p>A separate safety analysis will be undertaken by NATS for the civilian instructions to be published associated with this change</p>
Activation of training area	<p>It is proposed that EAMTA Low will be subject to routine activation by the Military Airspace Booking and Co-ordination Cell (MABCC). The EAMTA High will be activated when booked on D-1.</p> <p>It is proposed that the MABCC will be responsible for Level 2 (pre-tactical) management activities associated with EAMTA and TRA 003.</p> <p>Level 3 (tactical) management of EAMTA and TRA 003 will be in accordance with existing procedures (the Swanwick Mil East Supervisor).</p>	
AIP changes	<p>3 CDRs, EAMTA details, TRA 003 and associated charts to be updated</p>	<p>NATS responsible for submitting these update proposals to the CAA</p>
Physical changes	<p>Some mapping changes will be required along with adaptation</p>	
Aviation stakeholders/ Consultees	<p>It was agreed that NATS shall be responsible for updating all relevant LoA's and an internal request has been made to those responsible for these documents within the Swanwick Procedures Team.</p>	<p>The CAA has confirmed that the two main stakeholders impacted by the change are also the co-sponsors of the ACP through the JFADT and therefore no further consultation is required</p>

		<p>[REDACTED] Head of Operational Development (Airspace) Swanwick will confirm NATS position on this change.</p>
Pre notice	AIC required	<p>Produce an AIC draft for publication three months before the change to alert airspace users of coming changes. Draft AIC to be written for [REDACTED] at least three months before implantation date</p>
Timescales	It has been agreed to work towards an implementation date of either 4 th January 2018 or 1 st February 2018	<p>Confirm introduction dates acceptable by Swanwick</p>