

Prestwick Lower Airspace Systemisation (PLAS)  
Future Airspace Strategy – Implementation North (FASI-N)

Scottish TMA changes  
Gateway documentation:  
Stage 3 Consult

Step 3A Consultation Preparation  
Consultation Strategy



**NATS**

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Publication history

Issue	Month/Year	Change Requests in this issue
Issue 1	April 2018	First issue released to CAA SARG.
Issue 1.1	April 2018	Incorporating changes following CAA review.
Issue 1.3	April 2018	Incorporating further CAA comments.
Issue 1.4	May 2018	Change to consultation duration
Issue 1.5	May 2018	Changes resulting from CAA comments
Issue 1.6	May 2018	Changes resulting from CAA comments

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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 Consult Gateway, Step 3A Consultation Preparation.

1.3 The changes in this ACP will not alter the flight paths of aircraft below 7000ft. This ACP is linked to, and coordinated with the separate ACPs being progressed by Edinburgh, Glasgow and Prestwick airports. These ACPs are addressing the changes to SIDs and arrival transitions to each airport, and cover the aspects related to changes to flight paths below 7000ft.

1.4 Previous documents have described the [Design Principles](#) and the design options. The preferred option which is being progressed is made up of the following:

- Move the position of the hold for flights inbound for Glasgow (currently the LANAK hold)
- Establish link routes to connect proposed Edinburgh SIDs to the enroute network
- Establish RNAV1 STARs realigned to proposed Glasgow hold

## 2. Position on Engagement and Consultation described in previous steps

2.1 This is a Level 2A airspace change. As such

- NATS does not plan to consult organisations whose primary interest is local or national environmental considerations (e.g. noise, CO<sub>2</sub> emissions, local air quality).
- The proposal only impacts flights above 7000ft<sup>1</sup>.
- The proposed changes are contained within extant controlled airspace. No new controlled airspace is proposed.
- The consultation is open to all and is available for members of the public to participate on the CAA airspace change consultation portal.

2.2 The proposed changes only apply to commercial IFR traffic at high level. There is no impact anticipated on airspace users classed as General Aviation (GA), such as private light aircraft, sport aviation, parachuting, ballooning, airships, helicopter operations, gliding, hang-gliding, para-gliding and UAV/model aircraft flying.

2.3 This proposal is linked to and has been coordinated with, proposals for changes to the arrival and departure routes at Edinburgh and Prestwick Airports. As such NATS has had continuous engagement with these airports and will include these airport operators in the consultation. Additionally Glasgow Airport is commencing the process of proposing changes to its departure routes and hence NATS is maintaining close engagement with Glasgow during this process to coordinate as necessary.

2.4 Airspace users represented on the National Air Traffic Management Advisory Committee (NATMAC) will be targeted to provide a response to the consultation. This includes the MoD, airlines, GA and Airports representatives.

## 3. Stakeholder Engagement – so far

3.1 Since 2015 regular engagement has taken place with the airports through the following working groups:

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<sup>1</sup> Some of the EGPF and EGPH SIDs have published end altitudes of 6000ft. However flights would only level at 6000ft in rare situations such as a radio failure. Evidence to support this and show the typical levels flown will be included in the consultation material. (table 4)

- Scottish TMA working group (including Edinburgh, Glasgow, Prestwick Airports),
- Scottish Development & Deployment Group (including Edinburgh, Glasgow, Prestwick Airports)
- Northern Development & Deployment Group (including Manchester, Liverpool, Birmingham, East Midlands, Newcastle, Doncaster, Leeds Bradford and Hawarden Airports)

3.2 Airports have also been involved in extensive real-time simulations of different airspace options at NATS Prestwick Centre in November and December 2017.

3.3 Airlines have been engaged and kept apprised via the Operational Partnership Agreement (OPA) and Flight Efficiency Partnership (FEP) groups. Draft proposals have met with agreement from the airlines thus far.

## 4. Context to the Consultation Strategy

4.1 The timeline for implementation has been coordinated between NATS Prestwick Centre, Edinburgh Airport, Prestwick Airport and Glasgow Airport.

4.2 The consultation is planned to be of 8 weeks duration.

- The proposed start date is 30/05/2018 and the proposed closing date is 26/07/2018.
- The 8 week duration of the consultation is considered to be proportionate, due to the altitude of the proposed changes (above 7000ft) and the target group of stakeholders who are primarily aviation professionals (NATMAC, Airlines and Airports). There has also been prior engagement with some of the main stakeholders (see Section 3 above and the [Design Principles document](#) Section 4).

## 5. Audience and Reach

5.1 Stakeholders targeted in this consultation are considered to be aviation industry experts. Hence the documentation will be tailored to suite this audience. Therefore consultation material will use standard aviation technical terminology.

5.2 The consultation material will be provided in English only.

5.3 All our targeted stakeholders have access to the internet. We plan to conduct the consultation primarily via the digital channels of the CAA Consultation Portal "Citizen Space". Responses by other means including letter and email will of course be accepted.

## 6. Consultation Strategy

6.1 There are four components to the proposed airspace change.

- Move the LANAK hold to RULUR with entry at EBEKI.
- Establish RNAV1 STARs realigned to new Glasgow hold
- Introduce or realign various ATS routes to link the Edinburgh SIDs to the ATS route network.

6.2 Work has been ongoing on the specific route details of these proposals and we will update the CO<sub>2</sub> analytics data using the latest iteration. This analysis will provide information for the Full Options Appraisal.

6.3 We have considered the engagement feedback from the airlines in our drafting of the consultation material and supporting documentation, and will supply it for CAA review as per Step 3A. We aim to obtain CAA approval to consult, following the completion of Step 3B and the Stage 3 Gateway Assessment.

6.4 This consultation will be targeted at aviation stakeholders listed in Annex A, however any other individuals or organisations who wish to provide feedback may do so. Analysis of the proposed airspace system will be provided. Individual airline and airport specific analysis will not be undertaken.

6.5 Stakeholders will be emailed (with hyperlink directing them to the Citizen Space portal) to notify them of the start of the consultation. A reminder will be sent to those who have not responded two weeks before the end of the consultation.

6.6 It will be requested that responses are submitted via the Citizen Space portal. However responses by other means (e.g. email or letter) will be permitted. Responses are moderated by the CAA. However, should responses contain commercially sensitive data (such as typical aircraft weights / load factors etc.) or personal information this will be redacted by the CAA prior to being published on the portal.

6.7 Responses will be analysed and themed. The consultation feedback document will summarise the themes and NATS' response to any issues raised. The feedback document will be available for download via the CAA portal. Any new requirements identified will be considered in the on-going design process. FAQs will be developed and published to answer any questions asked which require further detail not available in the published consultation material. Should the designs change significantly as a result of consultation feedback, further consultation may be required. The ACP will detail the design being submitted and make reference to changes that have been made to take account of consultation feedback.

## **7. Reversion Statement**

7.1 Should the proposal be approved and implemented, a post implementation review will be undertaken after the airspace has been in operation for 12 months. At this point whether the airspace change has achieved its design objectives will be evaluated. Due to the interdependencies between these changes and those proposed by Edinburgh (which are planned to be operational during this time frame); if the proposed changes do not meet the objectives, reversion to the pre-implementation state would have to take account of the related airports' changes. Hence if the proposed changes do not achieve the objectives, redesign may be a preferable option to reversion.

## 8. Annex A – Aviation Stakeholders

<b>Airlines</b>	
Aer Lingus	FlyBe
Air Canada	Gamma Aviation
Air France	German Wings
Air New Zealand	Gulf Air
UK Air Tanker	Iberia
American Airlines	Jet2
Austrian Airlines	KLM
BA Cityflyer	Logan Air
BAR	Lufthansa
BMI	Novair
Bristow Helicopters	Qatar Airways
British Airways	RyanAir
Cityjet	Sabre
CargoLux	SAS
Delta Airways	Saudia
DHL	Stobart Air
Eastern Airways	Tag Aviation
EasyJet	Thomas Cook
Emirates	Thomson/TUI
Etihad	Turkish Airlines
FedEx	United Airlines
FinnAir	Virgin Airlines
VLM	WizzAir
<b>National Air Traffic Management Advisory Committee (NATMAC) Members</b>	
Aviation Environment Federation (AEF)	British Parachute Association (BPA)
Airport Operators Association (AOA)	British Helicopter Association (BHA)
Aircraft Owners & Pilots Association (AOPA UK)	European UAV Systems Centre Ltd
Association of Remotely Piloted Aircraft Systems (ARPAS UK)	General Aviation Safety Council (GASCo)
British Airways (BA)	General Aviation Alliance (GAA)
British Aerospace Systems (BAE Systems)	Guild of Air Traffic Control Officers (GATCO)
British Airline Pilots Association (BALPA)	Helicopter Club of Great Britain (HCGB)
British Air Transport Association (BATA)	Heathrow Airport Ltd
British Balloon & Airship Club (BBAC)	Heavy Airlines
British Business & General Aviation Assoc (BBGA)	Honourable Company of Air Pilots
British Gliding Association (BGA)	Light Aircraft Association (LAA)
British Hang Gliding & Paragliding Assoc (BHPA)	Light Airlines
British Microlight Aircraft Association (BMAA)	Low Fares Airlines (LFA)
British Model Flying Association (BMFA)	Ministry of Defence (MoD)
	PPL/IR
<b>Airports</b>	
Edinburgh Airport Ltd	Cumbernauld Airport
Glasgow Airport Ltd	Strathaven Airfield
Glasgow Prestwick Airport	