

From: [REDACTED]
Sent: 11 April 2019 09:14
To: Airspace Policy
Subject: RE: 20190125 PIR Upper Air Routes over SW UK and Ireland

Follow Up Flag: Follow up
Flag Status: Completed

Categories: [REDACTED]

Morning [REDACTED]

Answers below

Regards

[REDACTED]



[REDACTED]
ATCO 2
ATM Expert

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NATS Private



From: Airspace Policy [mailto:Airspace.Policy@caa.co.uk]
Sent: 10 April 2019 09:34
To: [REDACTED]
Subject: RE: 20190125 PIR Upper Air Routes over SW UK and Ireland

Good morning [REDACTED]

Just two questions:

1. Have you managed to unearth any comparative numbers of flights yet? Proving very difficult due to the timescales since introduction, I have yet to find a suitable vehicle to access any data
2. In your third response in the email below you mention "SAIP AD2". I am not familiar with that term. I'd be grateful if you would provide a very brief explanation for inclusion in my report. SAIP is the Swanwick Airspace Improvement Project which is a program of improvements to keep airspace ticking over whilst we await the future airspace that you have no doubt heard about involving CAA, NATS, Airports and the Government. It has 6 modules in various areas of LAC airspace and AD 2 was the second module that involved West and South LAGs, we are now working on module 5.

Many thanks



Airspace Regulator (Coordination)
Airspace, ATM and Aerodromes
Safety and Airspace Regulation Group
Civil Aviation Authority

From: [Redacted]
Sent: 22 March 2019 12:38
To: Airspace Policy <Airspace.Policy@caa.co.uk>
Subject: RE: 20190125 PIR Upper Air Routes over SW UK and Ireland

Hi [Redacted]

PSB answers that I can get quickly, others may take some time.

Regards



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From: Airspace Policy [<mailto:Airspace.Policy@caa.co.uk>]
Sent: 20 March 2019 15:04
To: [Redacted]
Subject: RE: 20190125 PIR Upper Air Routes over SW UK and Ireland

Hi [Redacted]

I am now part-way through drafting my report and have a couple of follow-up questions concerning your previous responses:

Point 1) **Relevant events**....Please confirm whether the increase from 2.1 million to 2.4 million was in the year 2014 to 2015 or from 2014 to date. If the latter, are you able to provide the level of increase for just the 12 months following the date of implementation of the new routes? **The original figures were 2014 to end 2017, the actual for 2014 were 2.162million for 2015 it was 2.216million.**

Point 2) **Environmental data:** Are you able to provide a comparative number of flights for 2014? Will you also please confirm that the "Route distance reduction" is a comparison to the flight planning route structure prior to implementation of the new routes. **Route distance is indeed flight plannable structure prior to change to that after change, I'll have to try and dig up any comparative number of flights**

Finally, does NATS have any record of feedback from operators or neighbouring States during the review period (18th November 2014 to 17th November 2015) relating to the implementation of the new routes? **No adverse comments from adjacent ANSPs and operators were happy with the increased choice of flight plannable options, indeed these options were enhanced further as a result of SAIP AD2 which provided greater connectivity to some of the routes introduced by the original work.**

Many thanks,



Airspace Regulator (Coordination)
Airspace, ATM and Aerodromes
Safety and Airspace Regulation Group
Civil Aviation Authority

From: [Redacted]
Sent: 20 February 2019 15:28
To: Airspace Policy <Airspace.Policy@caa.co.uk>
Subject: RE: 20190125 PIR Upper Air Routes over SW UK and Ireland



Hopefully this will give you enough detail, it proved quite difficult to get any hard facts and figures this far beyond implementation.

Regards



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From: Airspace Policy [<mailto:Airspace.Policy@caa.co.uk>]
Sent: 25 January 2019 17:45
To: [REDACTED]
Subject: 20190125 PIR Upper Air Routes over SW UK and Ireland

Hi [REDACTED]

As you are aware, I work on a part-time 'casual contract' and am now about to be away for a few weeks, my next working day will be the 25th or 26th February. Unfortunately during my absence no one will be covering for me. Consequently, although I had hoped to make further progress before I go, there will be a hiatus at my end until I get back.

So wish me "bon voyage" and I'll be in touch towards the end of next month.

Kind regards,

[REDACTED]

[REDACTED]

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Civil Aviation Authority

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