NATS

Performance through Innovation

Airway N601: Revision to Controlling Authority

Consultation Feedback Report

Version 1.0
23rd September 2013

Prepared by
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NATS Protected



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1.0 Introduction

From 7th May 2013 to 30th July 2013, NATS conducted a consultation soliciting feedback on a proposal to remove partial, timed, control of two blocks of airspace from the Military and to place their control with NATS, H24. To this effect an email was sent to members of the NATMAC detailing the proposed change.

The requirement for the airspace stems from the peaks and troughs in traffic flow which define en-route air traffic control within the UK. It is during these busy periods that NATS would make maximum use of the airspace in question being available and it is during some of these periods that NATS is currently restricted from using it. The proposal aims to rectify this situation.

NATS is planning to implement this change by 6th February 2014.

The airspace in question is detailed in Figure 1.



Figure 1: Detail of Airspace Blocks to be Controlled by NATS, H24

2.0 Consultation Documentation

2.1 Email Sent to NATMAC Members

The following email was prepared and sent to all current NATMAC members (see Appendix A: Response Matrix for a list of members who were corresponded with):

Dear Colleague,

NATS Terminal Control (TC) Midlands Sectors currently share access to two volumes of Class C airspace with the Military to the east of route N601, in the vicinity of East Midlands Airport and RAF Wittering. A schedule of open and closed times dictates when both parties can access this airspace.

Prompted by a lack of use of the airspace by the military and the knowledge that civil aircraft will benefit from its extended use, this proposal intends to make NATS the sole controlling authority, with permanent (H24) access to these Class C airspace volumes, for civil air traffic.

The major stakeholder of the airspace, the MOD, is supportive of this change.

The consultation started on the **7th May 2013** and will run for 12 weeks until **30th July 2013**. Please use the link below to access the consultation document.

We request that you consider the details contained within the consultation document and reply to indicate whether your organisation supports, objects to or has no objection to the proposal.

In the case of either Support or Objection, please provide your basis for that view, so that your opinions can be considered in the on-going development of this proposal.

http://www.nats.co.uk/environment/consultations/airway-n601/

When responding to this consultation please use the text below and reply directly to this email address.

Airway N601: Revision to Controlling Authority, Response

I am responding on behalf of <Organisation Name in Here> and we:

DO NOT OBJECT to

SUPPORT [Please state reasons for your support]

OBJECT to [Please state reasons for your objection]

[Delete as applicable]

the Airway N601 Revision to controlling authority proposal, as detailed in the consultation document.

<NATS NATMAC Code>

2.2 Introduction on NATS Consultation Page

Members of NATMAC who followed the link to the NATS consultation website were presented with the following landing page details:

TC Improvements: Airway November 601 (N601) – Revision to Operating Times

NATS Terminal Control (TC) Midlands Sectors currently share access to two volumes of Class C airspace with the Military to the east of route N601, in the vicinity of East Midlands Airport and RAF Wittering. A schedule of open and closed times dictates when both parties can access this airspace.

Prompted by a lack of use of the airspace by the military and the knowledge that civil aircraft will benefit from its extended use, this proposal intends to make NATS the sole controlling authority, with permanent (H24) access to these Class C airspace volumes, for civil air traffic.

This consultation will run from 7th May 2013 to 30th July 2013.

Once the consultation is closed the feedback received will be analysed and a feedback report prepared and sent to SARG along with the change proposal for consideration.

The feedback report will then be made available on this site in due course.

<Link to download document>

2.3 Consultation Document

The consultation document which NATMAC members would have downloaded is embedded in Appendix B: Consultation Document.

3.0 Overview of Responses

3.1 Total Reponses to the Consultation

The initial email distribution of the stakeholder consultation document was sent to organisations and individuals represented by the National Air Traffic Management Advisory Committee (NATMAC).

35 stakeholders were involved in the consultation (representing 27 organisations – some organisations having multiple representation); of these 4 responded at the initial request for feedback and a further 6 people responded following receipt of a chaser email, four weeks before the end of the consultation. 10 people in total responded to the consultation.

The number of responses are summarised in the pie chart at Figure 2.

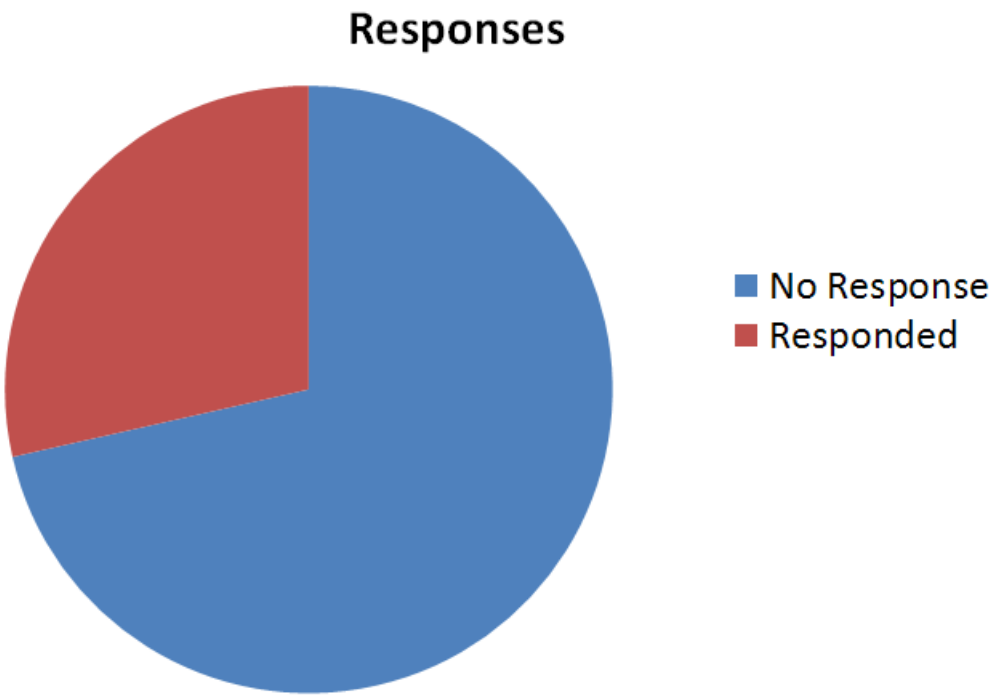


Figure 2: Total Responses to the Consultation

3.2 Breakdown of Responses to the Consultation

The consultation requested feedback on only one possible option for the airspace change; that was to implement the change to the airspace as shown in Figure 1, H24, or not.

The responses (support /no objection /object) to the change are summarised in Figure 3, below. This shows that there were no objections to the proposal and that the responders were evenly split with either Support or No Objection to the change.

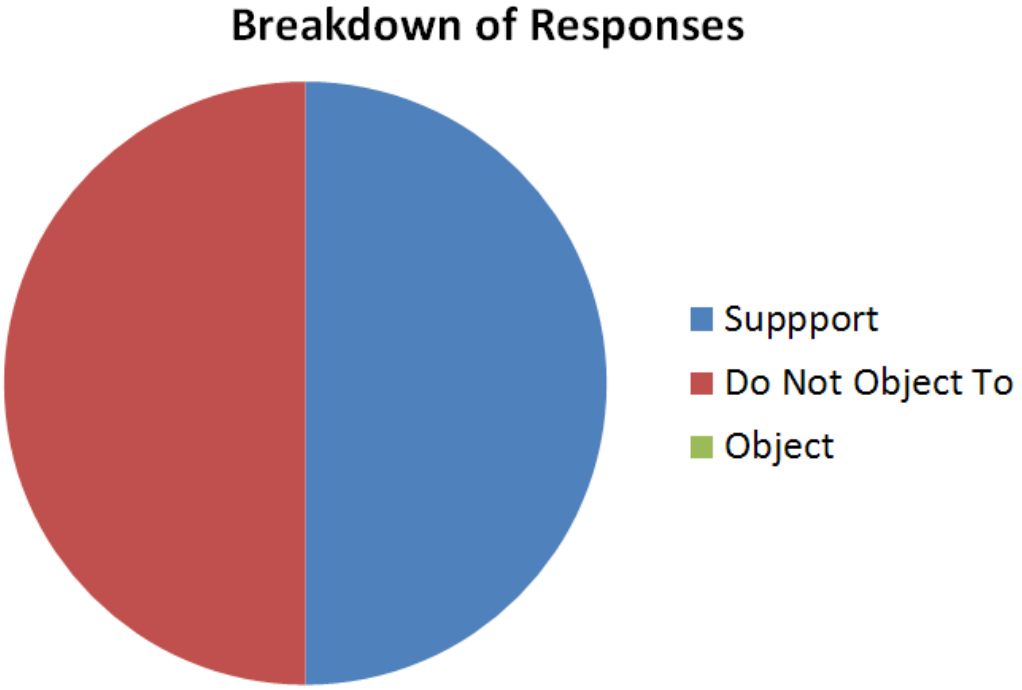


Figure 3: Breakdown of Responses to the Consultation

3.3 Conclusion of Reponses and Comments

All of the comments were either neutral or supported the change and there were no objections raised, therefore NATS intends to submit an ACP based upon the information presented within the consultation document, without change.

4.0 Further Correspondence and Feedback

In the event that a representative organisation wishes to present new evidence or data to the Director of Airspace Policy, for consideration prior to making his regulatory decision regarding this proposal, the representative organisation must submit, in writing or via email, the information to the following address:

Hd of Airspace Policy, Coordination & Consultation
Directorate of Airspace Policy
CAA House
45-59 Kingsway
London WC2B 6TE

e-mail: airspacepolicy@caa.co.uk

Appendices

Appendix A: Response Matrix

Unique ID	Organisation Name	OBJ / NC / SUPT	NATS Response (1, 2, 3…)
NATMAC01	Airport Operators Association	Do Not Object	Thanks
NATMAC02	AOA		
NATMAC03	AOPAUK		
NATMAC04	Aviation Environment Federation		
NATMAC04	Aviation Environment Federation		
NATMAC05	BA	Support	Thanks
NATMAC07	BAE Systems		
NATMAC08	BALPA	Support	Thanks
NATMAC09	BATA		
NATMAC10	BBAC	Do Not Object	Thanks
NATMAC11	BBGA		
NATMAC11	BBGA		
NATMAC12	BGA	Support	Reply from John Williams - replied with Thanks
NATMAC12	BGA	Support	Reply from John Williams - replied with Thanks
NATMAC12	BGA	Support	Reply from John Williams - replied with Thanks
NATMAC13	BHPA		
NATMAC14	BMAA		

NATMAC15	BMFA		
NATMAC16	BPA		
NATMAC17	British Helicopter Association	Do Not Object	Thanks
NATMAC18	European UAV Systems Centre Ltd		
NATMAC19	GASCo		
NATMAC20	GATCO		
NATMAC20	GATCO		
NATMAC20	GATCO		
NATMAC21	HCGB		
NATMAC06	Heathrow Airport Ltd	Support	Thanks
NATMAC22	Heavy Airlines		
NATMAC23	LAA	Do Not Object	Reply received from John Brady - Replied with thanks
NATMAC23	LAA	Do Not Object	Reply received from John Brady - Replied with thanks
NATMAC23	LAA	Do Not Object	Reply received from John Brady - Replied with thanks
NATMAC24	Light Airlines	Support	Thanks
NATMAC25	Low Fares Airlines		
NATMAC26	PPL/IR		
NATMAC27	UKFSC/GAPAN	Do Not Object	Thanks

Appendix B: Consultation Document

Embedded below is a PDF version of the consultation document which was made available to the NATMAC members for comment.

Airway N601: Revision to Controlling Authority

Dear Colleague,

NATS has an on-going programme of airspace changes which seeks to improve the efficiency of the ATM system. This programme aims to enhance safety and improve environmental performance.

Overview of the proposal
NATS Terminal Control (TC) Midlands Sectors currently share access to two volumes of airspace to the east of airway N601, with the Military (see Figures 1 & 2 below). RAF Wittering's Military Aerodrome Traffic Zone is to the east of Block B (whilst the former RAF Cottesmore, the other major military user of the airspace, is closed). A schedule of open and closed times (see Figure 3) dictates when both parties can access this shared airspace.



Figure 1: N601 - Airspace Blocks in a Regional Context

Prompted by a lack of use of the airspace by the military, NATS is proposing to retain permanent access to it and to be the sole controlling authority.