

Prestwick Lower Airspace Systemisation (PLAS)
Deployment 5 (ScTMA) / FASI Scotland
Airspace Development

Stage 1 Assess Briefing: Record of Agreement

13th November 2017, CAA House, Kingsway, London

Issue 1.0

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Action	Position	Name	Acknowledged	Date
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CAA (SARG) Attendees:	NATS Attendees:

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Publication history

Issue	Month/Year	Change Requests in this issue
Issue 1	Dec 2017	First issue released to SARG.

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Level of change. This ACP is concerned with proposed route changes above 7000ft agl. As such it will be categorised as Level 2A.	12

1. Introduction

- 1.1 This note is a record of the CAP1520 Stage 1 "Assess" briefing for the NATS Prestwick Lower Airspace Systemisation (PLAS) Deployment 5 (ScTMA) airspace change proposal (ACP). This document forms part of the document set required to be submitted for the "Assess" Gateway" in accordance with the requirements of the CAP1520 airspace change process.
- 1.2 The content of this record, and the CAA's agreement to the proposed content of the ACP will form part of the evidence required to evaluate whether the project is viable. Hence it should be stressed that at this stage the decision to proceed with the project has not been taken. If NATS does intend to proceed a separate "Intention to Proceed" letter will be submitted to the CAA in due course.
- 1.3 Should any of the elements of this document change significantly as the plans/processes develop, NATS will provide the rationale for change to SARG and seek further agreement in principle for the revisions.

2. Background

- 2.1 The benefits being sought by the PLAS airspace development overall are summarised below. The changes in the ScTMA will contribute positively towards these benefits.
- 2.2 *Safety Benefit:*
 - All Units: to ensure that the overall ATS provided remains "at least as safe as" prior to the implementation of this airspace development. The Project will aim to deliver safety benefits where possible.
 - 7% reduction in conflict alerts + overall improvement in safety.
 - Systemisation to reduce controller/pilot workload.
- 2.3 *Capacity Benefit:*
 - 5% increase overall network airspace capacity to accommodate projected traffic demand at least to 2025. (Note the expected usable life of the airspace is expected to be considerably longer, before any further large scale change is anticipated.)
 - Compliance with the Future Airspace Strategy through the provision of PBN routes, SIDs & STARs which facilitate Continuous Climb Departures and Continuous Descents, Flexible Use of Airspace (FUA) and simplified boundaries between controlled and uncontrolled airspace.
 - Systemisation to reduce controller/pilot workload.
- 2.4 *Environmental Benefit:*
 - CO₂ saving target of 105,000 tonnes pa.
 - Noise mitigation of impact of over-flights below 7000ft.
- 2.5 *Review of CAS*
 - Release controlled airspace where CCO and CDO allow.