

Ministry of Defence

Modernising Airspace

Consultation Document

Development of North Sea Airspace for Military Training

Stage 3 Consult

Step 3D Collate and Review Responses

## Publication History

| Version   | Month / Year | Change Requests in this Issue        |
|-----------|--------------|--------------------------------------|
| Issue 1.0 | Sep 18       | Submitted to the CAA for publication |

## References

|   | Description                                    | Hyperlinks           |
|---|------------------------------------------------|----------------------|
| 1 | Stage 1a Assessment Meeting Presentation       | <a href="#">LINK</a> |
| 2 | Stage 1a Assessment Meeting Minutes            | <a href="#">LINK</a> |
| 3 | Stage 1b Design Principles                     | <a href="#">LINK</a> |
| 4 | Stage 2a Airspace Change Design Options        | <a href="#">LINK</a> |
| 5 | Stage 2a Design Principle Evaluation           | <a href="#">LINK</a> |
| 6 | Stage 2b Options Appraisal (Phase 1 – Initial) | <a href="#">LINK</a> |
| 7 | Stage 3 Consultation Strategy                  | <a href="#">LINK</a> |
| 8 | Stage 3 Consultation Document                  | <a href="#">LINK</a> |

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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, Step 3D Categorisation of responses

## 2. Consultation

2.1 The MOD has completed a seven-week consultation on a proposed airspace change to the current D323 complex in the North Sea. This would expand the current volume of segregated airspace and partially re-align some ATS routes in and around the area.

2.2 The timeline for this proposed airspace change is fixed by NATS resource availability and AIRAC availability on the 28 February 2018 (AIRAC 03/2019).

2.3 The consultation strategy document (Ref 7) describes the focus of the consultation including previous engagement activities completed, the audience of the consultation and justification behind the consultation strategy.

2.4 A consultation document (Ref 8) has been written for the proposed airspace change and provided to stakeholders. This includes a description of the current airspace, the proposed changes and impacts of the proposal.

2.5 A total of 39 airlines, NATS, BGA, GA, several airports and a range of other agencies were engaged and targeted for this consultation. These are listed in Annex A – List of Stakeholders. A description of engagement activities can be found in the Consultation Strategy Document (Ref 7).

2.6 All Stakeholders were sent an email notification email to inform them when the consultation was live. A follow-up email was sent out to all the targeted Stakeholders Monday 13 August 2018 and Tuesday 28 August informing them of the consultation and prompting them to respond. A final email was sent out on Wednesday 05 September 18 informing all personnel of the extension to the consultation period.

2.7 The consultation has been conducted via an online portal which included an overview into the proposed changes, the consultation document available for download and a survey which allowed users to submit feedback through.

2.8 A list of the questions used in the online portal can be found in Annex B – Online Portal Questions.

2.9 The consultation commenced on Monday 30 July 2018 and initially ended on Monday 10 September 2018; a period of six weeks. Following a request from one of the airlines, the period was extended to the end of the day on Friday 14 September 2018.

2.10 Responses have been managed and uploaded to the portal by the CAA.

## 3. Summary of Consultation Responses

3.1 A total of 18 responses were received in the seven-week consultation period.

3.2 At the end of the seven-week deadline, the responses have been analysed and themed.

3.3 Responses were received from all four of the primary stakeholders: BGA, Durham Tees Valley, Newcastle International and Humberside Airports. A detailed response was also received from NATS, a mandatory stakeholder, who have worked alongside the MOD on this proposal.

3.4 Nine out of the eighteen responses fully supported the proposed changes (50%) and six were neutral (33%). Three opposed the suggested changes (17%). These have been summarised below in Table 1 below, alongside the organisation behind each response.

| Response ID | Organisation                               | Support of Airspace Change |
|-------------|--------------------------------------------|----------------------------|
| 1           | Wilda Gliding Club                         | Support                    |
| 2           | Humberside Airport                         | Support                    |
| 3           | Durham Tees Valley Airport                 | Neutral                    |
| 4           | Bagby Airfield                             | Support                    |
| 5           | North East Civil Air Patrol                | Support                    |
| 6           | United Airlines                            | Neutral                    |
| 7           | UK Flight Safety Committee (NATMAC Member) | Strongly Support           |
| 8           | BGA                                        | Support                    |
| 9           | Light Aircraft Association                 | Support                    |
| 10          | Individual                                 | Neutral                    |
| 11          | NATS                                       | Neutral                    |
| 12          | The Honourable Company of Air Pilots       | Support                    |
| 13          | Cobham Aviation Services                   | Support                    |
| 14          | KLM Royal Dutch Airlines / Delta Airlines  | Oppose                     |
| 15          | Jet2                                       | Oppose                     |
| 16          | Newcastle International Airport            | Strongly Oppose            |
| 17          | Norwich Airport                            | Neutral                    |
| 18          | Virgin Atlantic                            | Neutral                    |

Table 1: Responses Overview

3.5 The online portal included focussed questions on whether the respondent supported specific elements of the proposed changes. Figure 1 below shows the four questions posed by the MOD in which specific support was requested.

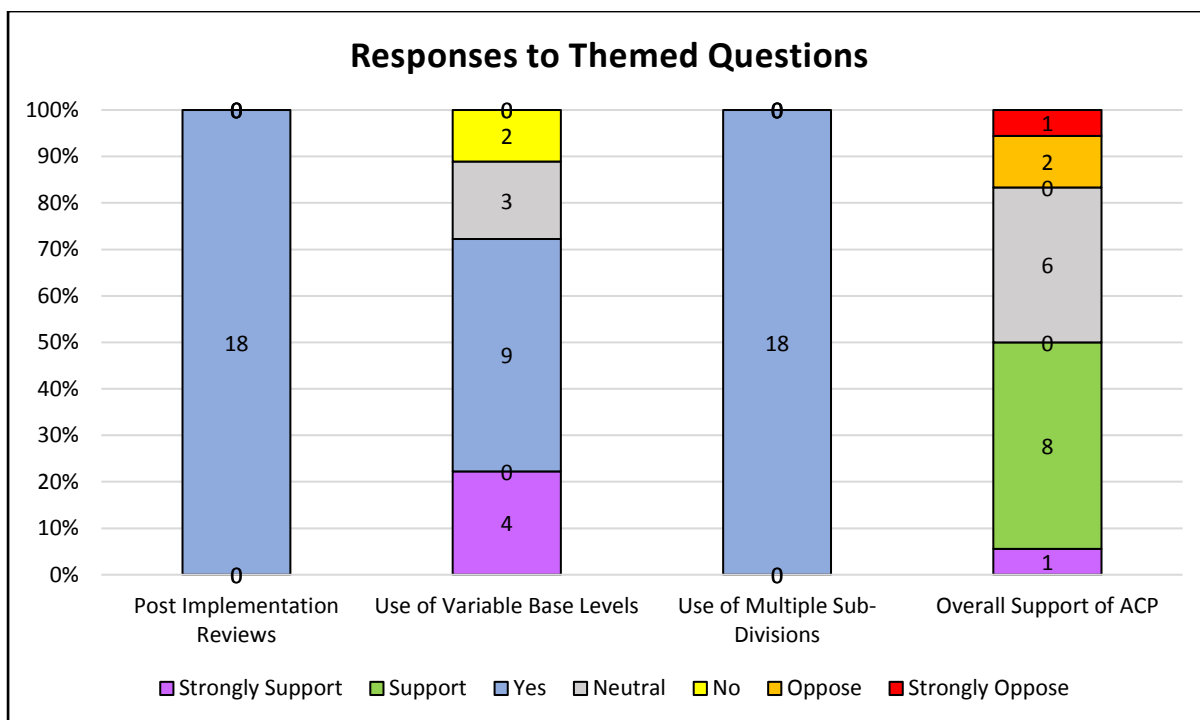


Figure 1: Consultation responses to themed questions

3.6 As seen above, most respondents showed support for the specific elements of the proposal with 81% of all responses either supporting or agreeing with the suggestions. There was a total of seven neutral responses received (13%) overall and two which objected solely to the variable base levels. These observations are covered in more detail in Section 4 below.

## 4. Categorisation of Consultation Responses and Themes

4.1 The 18 responses received have been reviewed and categorised; some comments were made up of several different elements. The responses have all been themed based on the focussed questions covering the use of Post Implementation Reviews, Variable Base Levels, Multiple Sub-Divisions and finally the overall support to the ACP. The comments below have been analysed with consideration by the MOD detailed below.

4.2 Two responses objected to the use of variable base levels, one commenting that it would add unnecessary complexity. To adhere to good FUA principles, the MOD encourage airspace users to only book what airspace is required, including the maximum top height they would operate to. For base levels, those in the design will initially be used for all bookings, however iaw FUA principles as airspace management matures, variable base levels may be used if they provide additional airspace efficiency without introducing unnecessary complexity.

4.3 The remaining responses detailed the support for Post-Implementation Reviews and responses to the overall support or opposition with regards to the whole ACP.