

**Subject:** Re: NATS Airspace Design Principles for London Airspace – Feedback and Changes - please respond by 18 June 2018  
**Date:** Sunday, 3 June 2018 at 15:42:43 British Summer Time  
**From:** daa  
**To:** SHAND, Andy, Airspace Consultation  
**CC:** daa  
**Attachments:** image001.gif, image002.png, image003.png

Dear Andy,

Thank you for a chance to review the wider feedback and your responses. Our subsequent comments are as follows:

We note and welcome the policy (10.6 and 10.7) to afford MOD and GA airspace users equal priority when assessing the impact of change but were less comfortable that both have much less priority than the NATS network fuel performance. We hope improvements in aviation's **overall** environmental footprint will drive the design.

You give safety the highest priority in your design principles (10.0) but you still have not stated explicitly that your highest priority is the safety of **all** airspace users and those who are over-flown. This would allow you to export NATS network aviation risk to the GA community and to those they over-fly. We think this is a serious flaw, especially as the noise impact of those under your network (10.4) has priority over any impact on GA or MOD.

It is extremely difficult to satisfy all conflicts in airspace design but that makes it even more important that the principles balance the needs of all involved parties on the ground and in the air.

Regards,  
John

--

**John Turner BA FRAeS**  
Director of Aviation Affairs  
**The Honourable Company of Air Pilots**  
Dowgate Hill House  
14-16 Dowgate Hill  
London EC4R 2SU  
[www.airpilots.org](http://www.airpilots.org)    [+44\(0\) 2074 044 032](tel:+442074044032)

*The information contained in this e-mail may be confidential and is for the intended recipient(s) only. If an addressing or transmission error has occurred, please notify the author by replying to this e-mail. If you are not the intended recipient, you are expressly prohibited from disclosing, copying, distributing, printing or disseminating this communication in any way.*

---

**From:** "SHAND, Andy" <[andy.shand@nats.co.uk](mailto:andy.shand@nats.co.uk)>  
**Reply-To:** "SHAND, Andy" <[andy.shand@nats.co.uk](mailto:andy.shand@nats.co.uk)>, Airspace Consultation  
<[airspaceconsultation@nats.co.uk](mailto:airspaceconsultation@nats.co.uk)>  
**Date:** Wednesday, 30 May 2018 at 17:08

**Subject:** NATS Airspace Design Principles for London Airspace – Feedback and Changes - please respond by 18 June 2018

Dear Customer,

The first really important stage of the work to deliver the London Airspace Modernisation Programme (LAMP) is to get the airspace Design Principles (DPs) right. That means knowing that they work for you, our customers, and that they will pass the CAA's tests under the Airspace Change Process CAP 1616. If we don't get them right, we risk a delay to the LAMP programme if we are required to revise them.

In April/May we published and sent to you a list of example Design Principles, with some background context. We made it clear that these were examples for discussion, and asked you to discuss them internally, provide feedback, add your own examples, and consider any relative priorities.

We received feedback from a range of industry stakeholders which we analysed and reflected in a revised set of DPs that we then discussed with the CAA as part of the Stage 1 process within CAP 1616. CAA have since asked us to re-consult on the revised principles.

The attached document describes how your initial feedback, and the CAA's, has influenced the updated Design Principles. **It is vitally important that you read the amended Design Principles and send us any additional comments. Please simply respond to this email with your agreement/comments or feedback no later than 18 June 2018.**

**The 10 revised Design Principles are as follows (details are in the attached document):**

#### **List of Design Principles (DP) and relative priority (A to E)**

The following list of ten principles summarises the results of the engagement work. Each of these principles evolved from the original DP and engagement feedback.

The evolution is described in detail in the next sections of the document.

##### **DP0 Safety**

Is always the highest priority (A)

##### **DP1 Operational**

The airspace will enable increased operational resilience (B)

##### **DP2 Economic**

Optimise network fuel performance (B)

##### **DP3 Environmental**

Minimise CO<sub>2</sub> emissions per flight (B)

##### **DP4 Environmental**

Minimising of noise impacts due to LAMP influence will take place in accordance with local needs (B)

**DP5 Technical**

The volume of controlled airspace required for LAMP should be the minimum necessary to deliver an efficient airspace design, taking into account the needs of UK airspace users (C)

**DP6 Technical**

The impacts on GA and other civilian airspace users due to LAMP will be minimised (C)

**DP7 Technical**

The impacts on MoD users due to LAMP will be minimised (C)

**DP8 Operational**

The greatest capacity benefits from systemisation will be realised (C)

**DP9 Technical**

The main route network linking Airport procedures with the En Route phase of flight will be spaced to yield maximum safety and efficiency benefits by using an appropriate standard of PBN. (B)

Engagement on specific design concepts will happen later in Stage 2, and formal consultation in Stage 3, but the designs themselves will be evaluated against these Stage 1 design principles which we expect to submit formally to the CAA in early July.

Please provide your additional comments by Monday 18 June 2018.

Kind regards

**NATS**

**Andy Shand**

NATS GM Customer Affairs

D: +44(0)1489 444 924

M: +44(0)7824865088

E: [andy.shand@nats.co.uk](mailto:andy.shand@nats.co.uk)

4000 Parkway, Whiteley,  
Fareham, Hants PO15 7FL

[www.nats.co.uk](http://www.nats.co.uk)

[www.customer.nats.co.uk](http://www.customer.nats.co.uk)

If you are not the intended recipient, please notify our Help Desk at Email [Information.Solutions@nats.co.uk](mailto:Information.Solutions@nats.co.uk) immediately. You should not copy or use this email or attachment(s) for any purpose nor disclose their contents to any other person.

NATS computer systems may be monitored and communications carried on them recorded, to secure the effective operation of the system.

Please note that neither NATS nor the sender accepts any responsibility for viruses or any losses caused as a result of viruses and it is your responsibility to scan or otherwise check this email and any attachments.

NATS means NATS (En Route) plc (company number: 4129273), NATS (Services) Ltd (company number 4129270), NATSNAV Ltd (company number: 4164590) or NATS Ltd (company number 3155567) or NATS Holdings Ltd (company number 4138218). All companies are registered in England and their registered office is at 4000 Parkway, Whiteley, Fareham, Hampshire, PO15 7FL.

---