

# Future Airspace Strategy Implementation- ScTMA

Gateway Documentation:  
Stage 3 Consultation Questionnaire  
ACP-2019-74

**NATS**

# 1. About you

1) What is your name? (Required)

2) What is your email address? (Required)

3) Please enter your postcode (most relevant to your response home/ work/ organisation etc). UK only - if responding from outside the UK please complete the next question instead

4) If responding from outside the UK, please supply an address or location description.

5) Who are you representing? (Required)

- a. I am responding as an individual
- b. I am responding on behalf of an organisation.

6) Please note all responses will be published. Are you happy for your name to be included in the response publication? (We will not publish email addresses)

- a. Yes- I want my response to be published with my name.
- b. No- I want my response to be published anonymously.

If NERL identifies that your response may impact one or both of the Scottish Airspace Modernisation Airports during our collation and analysis of responses, we will share your response with the appropriate sponsor(s) in full. Should the appropriate sponsor confirm your response is relevant, and that they had not received the response from you directly, they will publish your response on their citizen space page, with or without your name, depending on your answer to the question above.

## 2. Organisation Details

(Only if answer this section if you answered option b to question 5)

7) What is your organisation name?

8) What is your position/title?

## 3. Your Feedback

9) To what extent do you support or object to the airspace changes described in this proposal?

- a. Support- I support the changes
- b. No Comment- I neither support or object
- c. Ambivalent- I have mixed feelings
- d. Object- I object to the proposed changes
- e. Not answered

10) To what extent do you agree or disagree that the proposed option modernises the ScTMA Network design?

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree
- f. Don't know

Please provide a rationale

11) To what extent do you agree or disagree that the environmental benefits achieved due to the proposed new Firth of Forth connectivity justifies the Controlled Airspace (CAS) requirements to the east of the ScTMA?

*For Further information on the environmental Benefits, please see Sections 7.1 and 7.7 of the Consultation Document.*

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree
- f. Don't know

Please provide a rationale

12) To what extent do you agree or disagree that that the proposed airspace classifications for Terminal Control Areas (TMAs) and Control Areas (CTAs) are suitable to the airspaces' proposed use?

*For further information on the proposed CAS see the Controlled Airspace (CAS) section of the Consultation Document (6.2.80 - 6.2.176)*

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree
- f. Don't know

Please provide a rationale

13) To what extent do you agree or disagree that the proposed airspace volumes are sufficient to deliver a safe and efficient Air Traffic Service (ATS)?

*For further information on the proposed CAS see the Controlled Airspace (CAS) section of the Consultation Document (6.2.80 - 6.2.176)*

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree
- f. Don't know

Please provide a rationale

14) To what extent do you agree or disagree that the proposed airspace will have a net beneficial impact on general aviation airspace users (due to improved access to sport areas)?

*For further information on the GA impact see sections 7.5.8-12 of the Consultation Document.*

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree
- f. Don't know

Please provide a rationale

15) Do you agree or disagree with our assumptions on climb and descent gradients used to assign Free Route Airspace (FRA) Arrival and Departure Points? Please select one option for Arrivals and one option for Departures.

*Departure routes have been designed using a 7% climb gradient and arrival routes have been designed using 3% descent gradient.*

a. Arrival Gradients: Agree	d. Departure Gradients: Agree
b. Arrival Gradients: Disagree	e. Departure Gradients: Disagree
c. Arrival Gradients: Don't Know	f. Departure Gradients: Don't Know

Please provide a rationale

16) If you have any feedback on the system wide proposal, please use the box below to give us your thoughts:

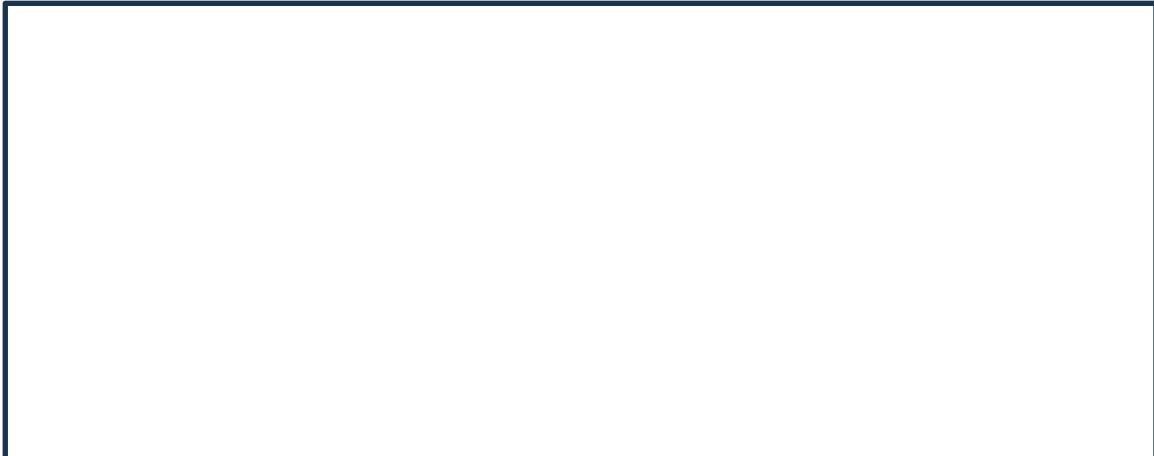
The NERL Airspace Change Proposal (ACP) forms part of a wider project to modernise Scottish Airspace. As part of the development of the ACP, we have worked with Edinburgh Airport and Glasgow Airport to design the system wide airspace. More information can be found here ([Annex F](#)).

Please provide a rationale

Please provide a rationale

17) If you have any other comments on the NERL proposal, please provide your feedback here

Please provide a rationale



## 4. MoD

18) Were you answering on behalf of the MoD?

- a. Yes
- b. No

## 5. MoD Questions

19) Does the MoD agree or disagree with the proposal to redefine the lateral dimensions of the Temporary Reserved Areas (TRAs) as set out within the consultation document and thereby facilitate new ingress and egress routings for the ScTMA with associated environmental benefits as a result?

- a. Agree
- b. Disagree

Please provide a rationale

20) Does the MoD agree or disagree with the proposal to redefine the lateral dimensions of EG D514 and thereby facilitate a permanent access routing to the north of Edinburgh, noting the Flexible Use Airspace principle of conditionality for the Firth of Forth ingress and egress routings subject to EG D514 activation?

- a. Agree
- b. Disagree

Please provide a rationale

21) Does the MoD agree or disagree with the airspace access arrangements proposed for Leuchars, the details of which will be set out in an Letter of Agreement (LOA) between Units?

- a. Agree
- b. Disagree

Please provide a rationale

End of Future Airspace Strategy Implementation- ScTMA Stage 3 Consultation Questionnaire