



# DAF 1916 - Statement of Need: Intended Change to Notified Airspace

This form may be used to provide information to the CAA about an intended change. Once this form is completed, please submit it by clicking the button at the end of this form.

## 1. Change Title

Please enter a title for this intended change, (max 80 characters): \*

SAIP AD5 - LAC West ATS Route connectivity improvements -supercedes ACP20177702

## 2. Change Sponsor Details

Please select the appropriate category and complete. \*

- A Company
- An Unincorporated Association or other body
- Individual ( including sole traders and partnerships)

### 2a. A Company

Registered Company name (in full) \*

NATS Ltd.

Registered Company Number

Country of Company Registration

Registered Office Address

Postcode

PO15 7FL

E-mail

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

Primary Point of Contact Name \*

Telephone \*

E-mail \*

Secondary Point of Contact Name

Telephone

E-mail

## 3. Independent Aviation/Airspace Consultancy

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

#### 4. Summary of Intended Change

Please use the check boxes below to indicate the nature of the intended change(s): \*

- |   |  |  |
|---|--|--|
| <input checked="" type="checkbox"/> Flight Information Region (ENR 2.1)         | <input checked="" type="checkbox"/> Upper Information Region (ENR 2.1) | <input type="checkbox"/> Terminal Control Area (ENR 2.1)                   |
| <input type="checkbox"/> Other Regulated Airspace (ENR 2.2)                     | <input type="checkbox"/> Lower ATS Routes (ENR 3.1)                    | <input type="checkbox"/> Upper ATS Routes (ENR 3.2)                        |
| <input checked="" type="checkbox"/> Area Navigation Routes (ENR 3.3)            | <input type="checkbox"/> Helicopter Routes (ENR 3.4)                   | <input type="checkbox"/> Other Routes (ENR 3.5)                            |
| <input type="checkbox"/> En-Route Holding (ENR 3.6)                             | <input checked="" type="checkbox"/> Name-Code Designators (ENR 4.4)    | <input type="checkbox"/> Prohibited/Restricted/Danger Areas (ENR5.1)       |
| <input checked="" type="checkbox"/> Military Exercise/ Training Areas (ENR 5.2) | <input type="checkbox"/> Other Danger/ Hazard (ENR 5.3)                | <input type="checkbox"/> Aerial/Sporting/Recreational Activities (ENR 5.5) |
| <input type="checkbox"/> Bird Migration/Sensitive Fauna (ENR 5.6)               | <input type="checkbox"/> ATS Airspace (AD-EGXX-2.17)                   | <input type="checkbox"/> Flight Procedures (AD-EGXX-2.22)                  |
| <input type="checkbox"/> ATCSMAC (AD-EGXX-5)                                    | <input type="checkbox"/> Standard Instrument Departure (AD-EGXX-6)     | <input checked="" type="checkbox"/> Standard Arrival Route (AD-EGXX-7)     |
| <input type="checkbox"/> Instrument Approach Procedure (AD-EGXX-8)              | <input type="checkbox"/> Visual Reference Point                        | <input checked="" type="checkbox"/> Release of Controlled Airspace         |

Please use the check box below to indicate whether this is an administrative change:

Does your proposal represent an administrative change to the Aeronautical Information Publication (AIP)?

#### 5. Statement of Need

Please provide a brief 'Statement of Need' expressing explicitly what airspace issue or opportunity you are seeking to address. Your Statement of Need should clearly articulate the current situation, the issue (and the cause of it) to be resolved or the opportunity to be addressed along with any other factors or requirements. \*

**Current Situation:**  
Traffic from Irish FIR boundary into UK airspace essentially uses two main high level flows, one from central northern Eire across the Irish Sea over the North Wales coast towards the Manchester area and the other from southern Eire across southern Wales towards the London Area. There are limited flight planning options for LTMA overflights from Irish airspace over mid-Wales. There are also limited flight planning options to access the Midlands area to and from the south-west.

**Issue or opportunity to be addressed and the cause:**  
The proportion of eastbound flights using the southern flow increased after the IAA implemented FRA in Irish airspace in December 2009. This proportion change means some Heathrow arrivals need to be 'stack swapped' from the OCK Hold to the BNN Hold more often and at short notice, causing tactical complexity for NATS Swanwick ATC. There is an opportunity to add an additional flow in the 'gap' between the two main flows and make additional route connectivity improvements in this area as part of a single airspace change deployment.

**Desired outcome:**  
Partial re-dressing of the balance between main flows for Heathrow arrivals. Additional flight planning options for aircraft operators whether landing or departing in the UK or overflying. Reduction in flight plan track miles flown in UK airspace with consequential fuel/emissions and route charge savings for AOs.

**Specific challenges:**  
Managing the proportions of traffic using the new system of flows so that no single flow causes issues to the network.

Please specify the altitudes (where applicable) affected by your Statement of Need:

- Surface to below 4,000 feet
- 4,000 feet to below 7,000 feet
- 7,000 feet to below 20,000 feet
- 20,000 feet and above

#### 6. Proposed Dates

Please provide your proposed date for the submission of your change proposal to the CAA. This should be the date on which you are expecting to submit your formal airspace change proposal to the CAA. Please note that your formal airspace change proposal must be submitted alongside all of the supporting documentation required by the CAA to complete our regulatory assessment of the Proposal; consequently the date on which you place in this field should represent the point at which you will have the formal airspace change proposal **and all** of the supporting documentation ready to submit to the CAA. This date is required to assist us with the allocation of the required CAA-resource to your proposal and therefore it is a key date in our planning process. Whilst we will try to accommodate your specified timescales, there may be occasions where it is not possible for us to do so given the large number of projects that are already 'in process'. You should also note that any changes to the above date may impact our ability to process your airspace change proposal within your preferred timescales. It should also be noted that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See [Commission Regulation \(EU\) No 73/2010](#) (updated by 1029/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

Confirmation of Understanding \*

Please provide your proposed date for the submission of your change proposal to the CAA. \*

18 Apr 2019

Please provide your proposed AIRAC effective date \*

AIRAC 11/2019

If this change forms a part of a modular airspace change proposal please provide the relevant title and further information below (Note we will require individual submissions for each module) . \*

N/A

If this change requires the implementation of a Five-Letter Name Code (5LNC) please specify your requirements below: \*

TBC via WGS84 - potentially several new 5LNCs required depending on the development.