SAIP AD3 Documentation: Stage 4 Update and Submit Step 4B

Jersey Interface Airspace Change Proposal

Executive Summary

NATS Uncontrolled

Swanwick Airspace Improvement Programme
Airspace Development 3 (Jersey Interface)

NATS' Swanwick Airspace Improvement Programme (SAIP) is undertaking a number of modular airspace changes within the London Flight Information Region (FIR), an area managed by NATS Swanwick. Airspace Deployments (AD) are being used to deliver discreet sets of changes in order to modernise separate regions of airspace.

Through SAIP AD3, NATS is proposing a partial re-alignment of some ATS routes within existing Controlled Airspace in the London FIR, over the English Channel. This will align with a simultaneous, coordinated change to the Channel Islands Control Zone (CICZ) which will introduce new SIDs and facilitate new STARS, serving Jersey and Guernsey Airports. The proposed changes as part of SAIP AD3 will also improve connectivity between Solent Airports and the CICZ, by altering five traffic flows in both directions and realigning traffic through existing waypoints.

NATS developed three design concepts in order to facilitate this change and completed a full options assessment on them. The three design options were assessed against a number of design principles which covered a variety of applicable criteria such as environmental factors. This process reduced the three options down to one known as Option 2; which proposes to use existing airspace structures and introduce a partial systemisation of the airspace. This is the preferred and final proposed design option which we are looking to implement.

Relevant stakeholders who could be affected by the changes were identified; including airlines who accounted for the majority of the flights within the region, and the MoD as a mandatory stakeholder. Stakeholders were each fully briefed on the preferred concept option and how it would impact them. They were also informed of the upcoming consultation and any relevant constraints, such as the reduced consultation period.

NATS completed a focussed consultation on the proposed changes; involving the targeted set of stakeholders who would be affected by the changes. The consultation was open for four weeks and allowed NATS to gather views and information on the proposed changes. Stakeholders were given the opportunity to leave feedback via the online portal, which included a summary of the changes and the consultation document attached online. The consultation document provided included a description of the current airspace, the proposed changes and impacts of the proposal; such as fuel and CO_2 differences.

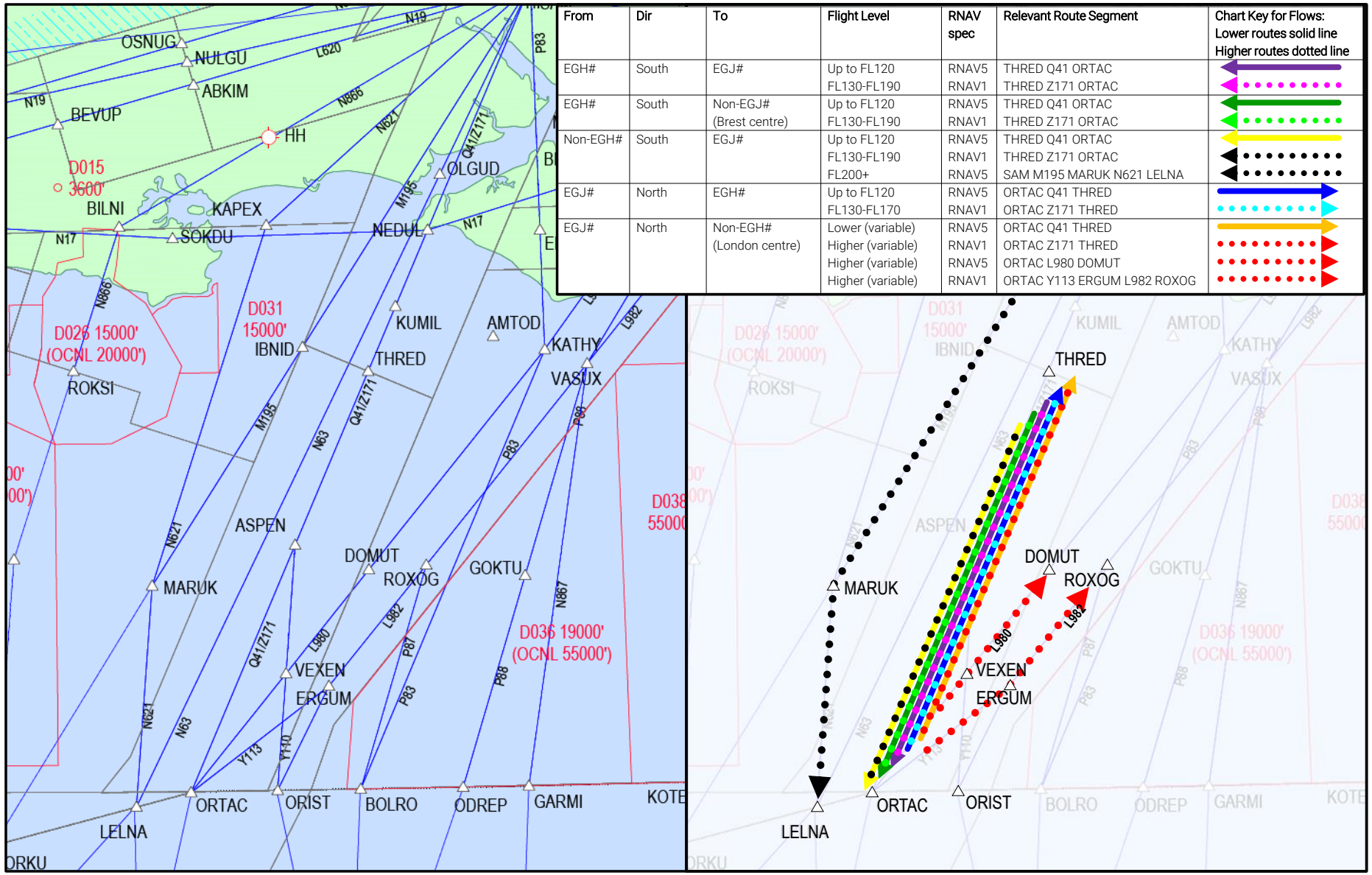
There was just one response from the seven received which was identified as impacting the proposed design. The suggestion made was to increase the proposed Flight Level cap on a number of routes in order to reduce the fuel burn impact for airlines. NATS is responding to this feedback by increasing the Flight Level caps, with conditions on the traffic flows impacted; thus enabling the environmental and commercial benefits for airlines.

The proposed re-alignment of the ATS routes would occur at a high level within existing Controlled Airspace over the English Channel. This proposal has therefore been captured as a Level 2A Airspace Change Proposal (ACP) under the airspace change process known as CAP1616.

For full details of the progress of this airspace change proposal, please see the CAA's website or search online for "CAA SAIP AD3 airspace change".

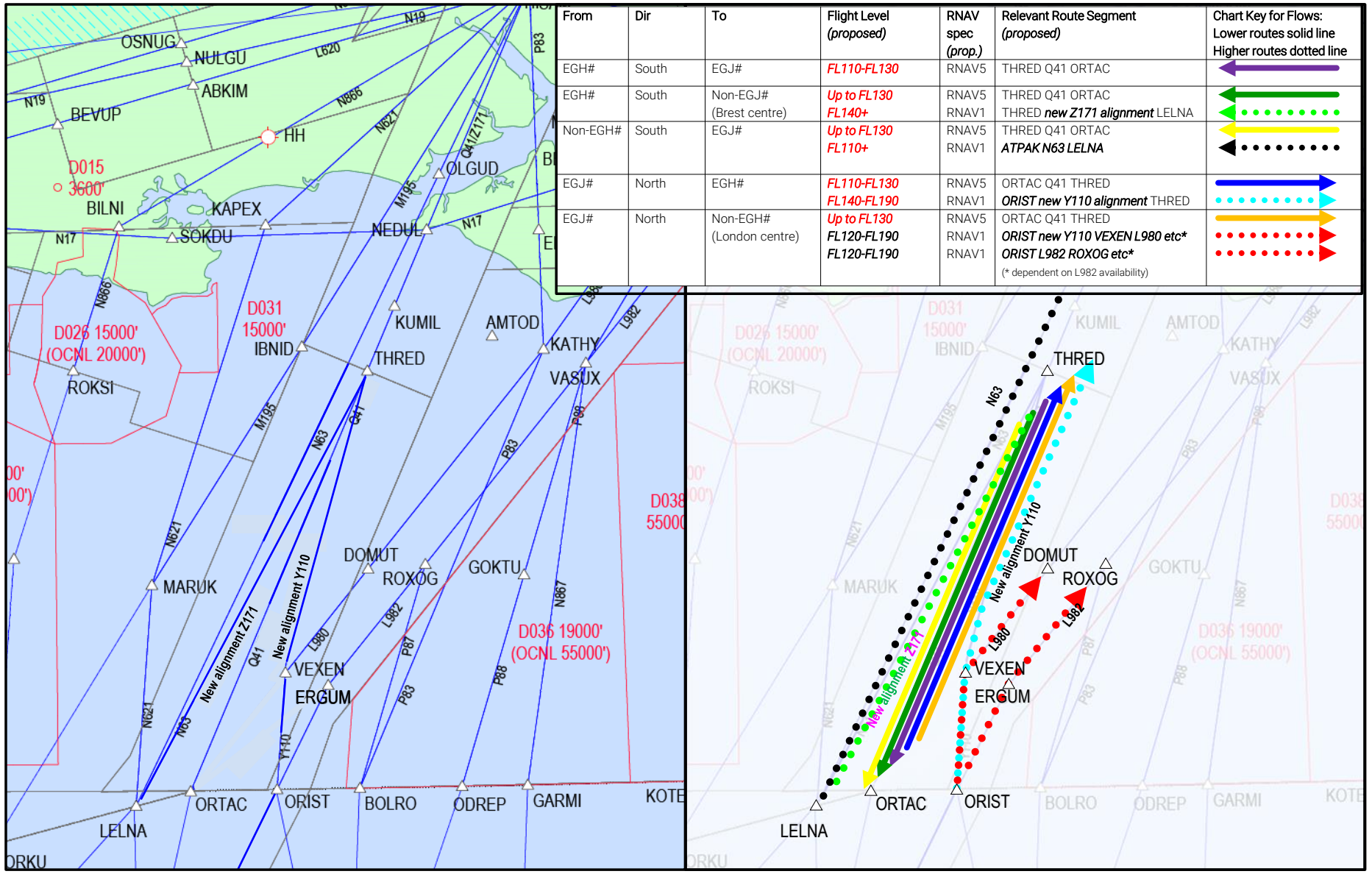
The ACP was submitted to the CAA on Thursday 14th June 2018.

If the proposal is approved by the CAA, implementation of the proposed design would be implemented on the 6th December 2018.



From	Dir	To	Flight Level	RNAV spec	Relevant Route Segment	Chart Key for Flows: Lower routes solid line Higher routes dotted line
EGH#	South	EGJ#	Up to FL120 FL130-FL190	RNAV5 RNAV1	THRED Q41 ORTAC THRED Z171 ORTAC	
EGH#	South	Non-EGJ# (Brest centre)	Up to FL120 FL130-FL190	RNAV5 RNAV1	THRED Q41 ORTAC THRED Z171 ORTAC	
Non-EGH#	South	EGJ#	Up to FL120 FL130-FL190 FL200+	RNAV5 RNAV1 RNAV5	THRED Q41 ORTAC THRED Z171 ORTAC SAM M195 MARUK N621 LELNA	
EGJ#	North	EGH#	Up to FL120 FL130-FL170	RNAV5 RNAV1	ORTAC Q41 THRED ORTAC Z171 THRED	
EGJ#	North	Non-EGH# (London centre)	Lower (variable) Higher (variable) Higher (variable) Higher (variable)	RNAV5 RNAV1 RNAV5 RNAV1	ORTAC Q41 THRED ORTAC Z171 THRED ORTAC L980 DOMUT ORTAC Y113 ERGUM L982 ROXOG	

Figure 1: Current routes and flows of traffic relevant to this proposal



From	Dir	To	Flight Level *(proposed)*	RNAV spec *(prop.)*	Relevant Route Segment *(proposed)*	Chart Key for Flows: Lower routes solid line Higher routes dotted line
EGH#	South	EGJ#	*FL110-FL130*	RNAV5	THRED Q41 ORTAC	
EGH#	South	Non-EGJ# (Brest centre)	*Up to FL130* *FL140+*	RNAV5 RNAV1	THRED Q41 ORTAC THRED *new Z171 alignment* LELNA	
Non-EGH#	South	EGJ#	*Up to FL130* *FL110+*	RNAV5 RNAV1	THRED Q41 ORTAC *ATPAK N63 LELNA*	
EGJ#	North	EGH#	*FL110-FL130* *FL140-FL190*	RNAV5 RNAV1	ORTAC Q41 THRED *ORIST new Y110 alignment* THRED	
EGJ#	North	Non-EGH# (London centre)	*Up to FL130* *FL120-FL190* *FL120-FL190*	RNAV5 RNAV1 RNAV1	ORTAC Q41 THRED *ORIST new Y110 VEXEN L980 etc** *ORIST L982 ROXOG etc** (* dependent on L982 availability)	

Figure 2: Proposed routes and flows of traffic relevant to this proposal

Summary of benefits and impacts

Category	Impact
Safety/Complexity	Increased predictability of flight paths and reduction in complexity of ATC task due to systemisation
Capacity/Delay	No impact on delay
Fuel Efficiency/CO_2	Total annual change: +4 tonnes fuel / +12.7 tonnes CO_2 (2019) +5 tonnes fuel / +14.3 tonnes CO_2 (2024)
Noise – Leq/SEL	No impact, this is a Level 2A change
Tranquillity, visual intrusion (AONBs & National Parks)	No impact, this is a Level 2A change
Local Air Quality	No impact, this is a Level 2A change
Other Airspace Users	Minimal impact, no changes to volume or classification of CAS

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