NATS

SAIP AD4 CAA Framework Brief/Assessment Meeting (Clacton Systemisation (Part one))

Tuesday 21st November 2017

Names redacted



Agenda

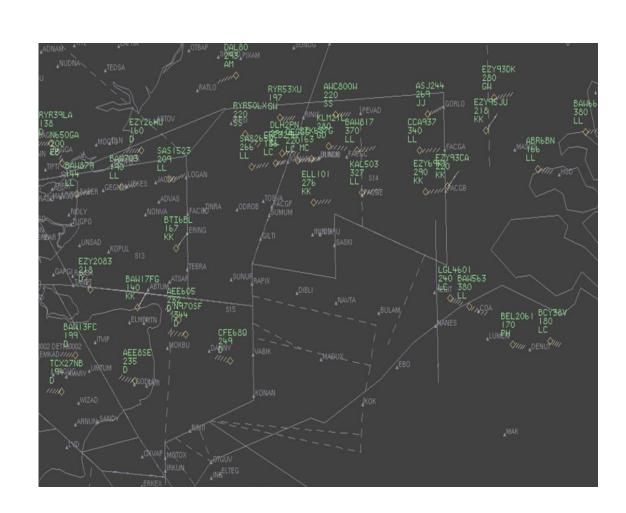


- Background to proposed change
- Summary of the proposed change
- Benefits
- Proposed Consultation Plan
- Process Guidance and Timescales
- Questions
- AOB

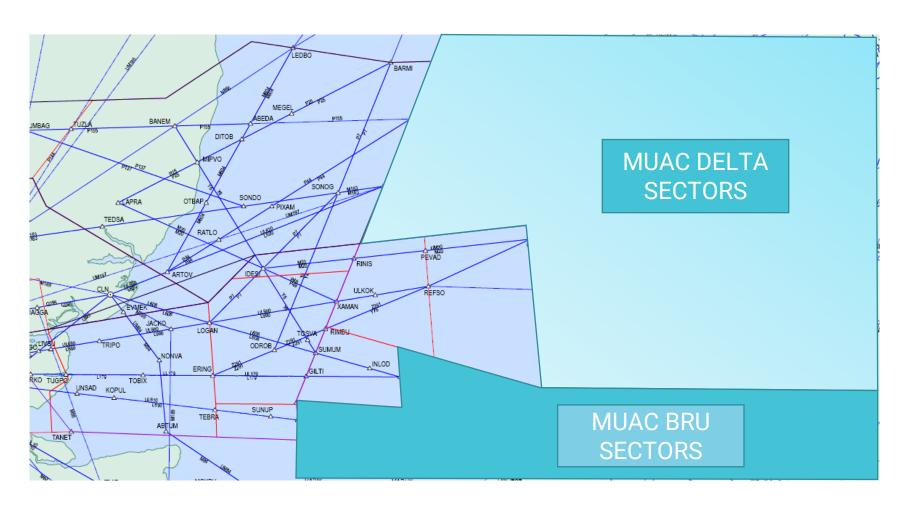
Background to change



- Proposal to introduce new COPs between LAC and MUAC conceived through regular operational level interface meetings
- Implementation of proposal assumed by SAIP
- Changes developed, assessed and validated at RTS in July 2017 (MUAC and LVNL attended)
- Changes designed to complement FRA-M implementation (Phase 2) starting in December 2018
- LVNL engaged in early Summer 2017 and tri-partite ANSP plan to deploy changes agreed at joint meeting on 02/11/17







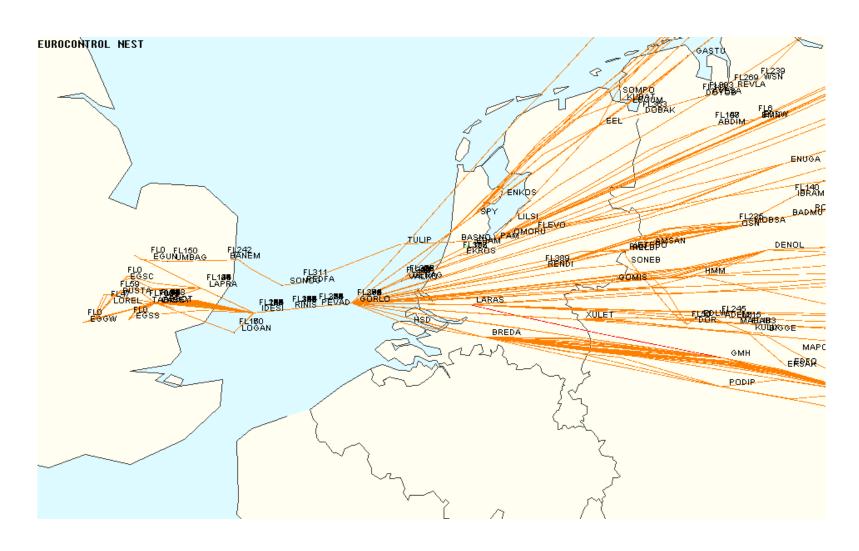
Only 2 access points are available from MUAC Delta Sectors to LAC Clacton S13 and S14

Flight plannable routes are:

GORLO – REFSO GORLO – PEVAD HSD - REFSO

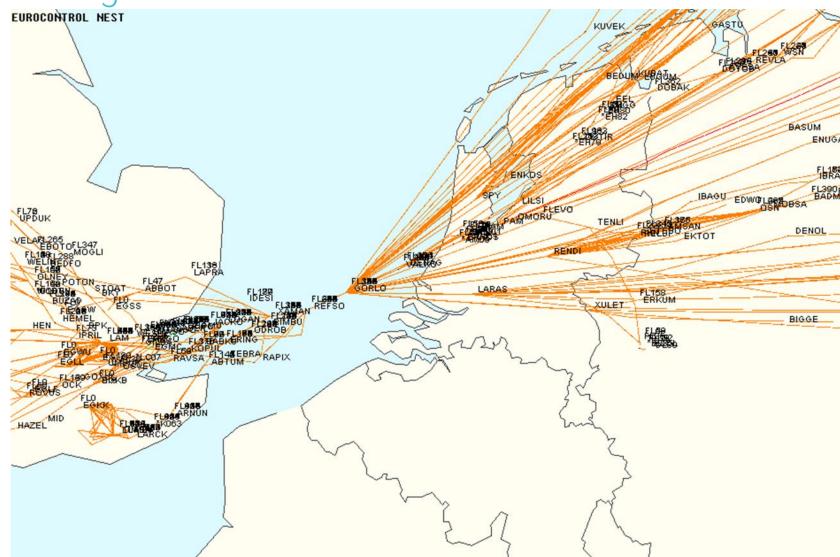
MUAC airspace contains multiple flight plannable DCTs to GORLO





 Flight plans filed GORLO PEVAD 08/07/16





 Flight plans filed GORLO REFSO 08/07/16

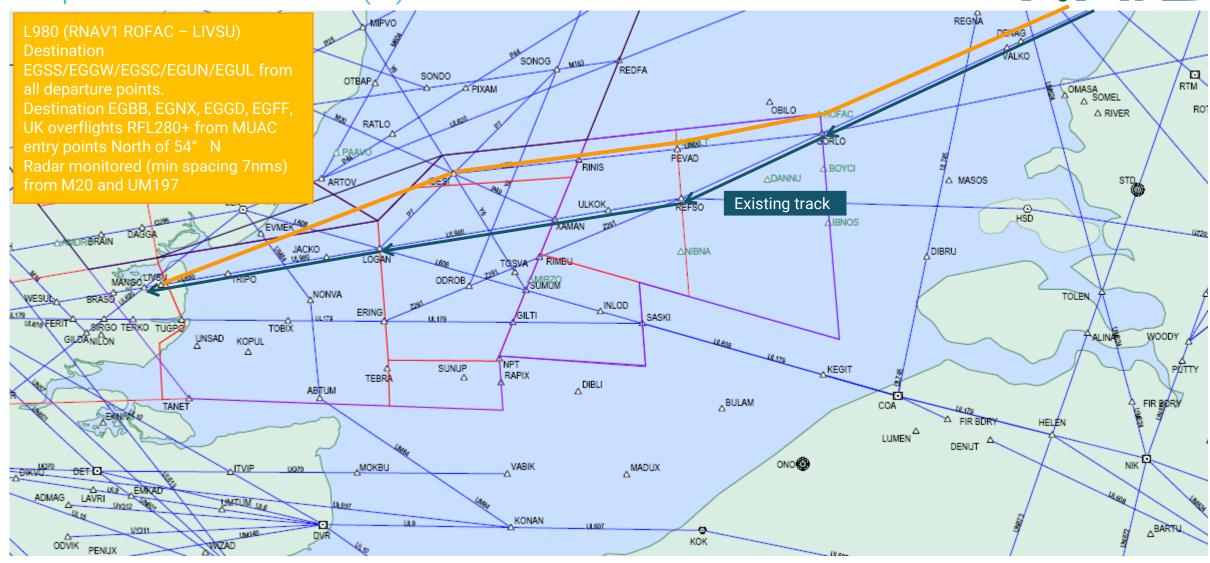




 Flight plans filed HSD -REFSO 08/07/16

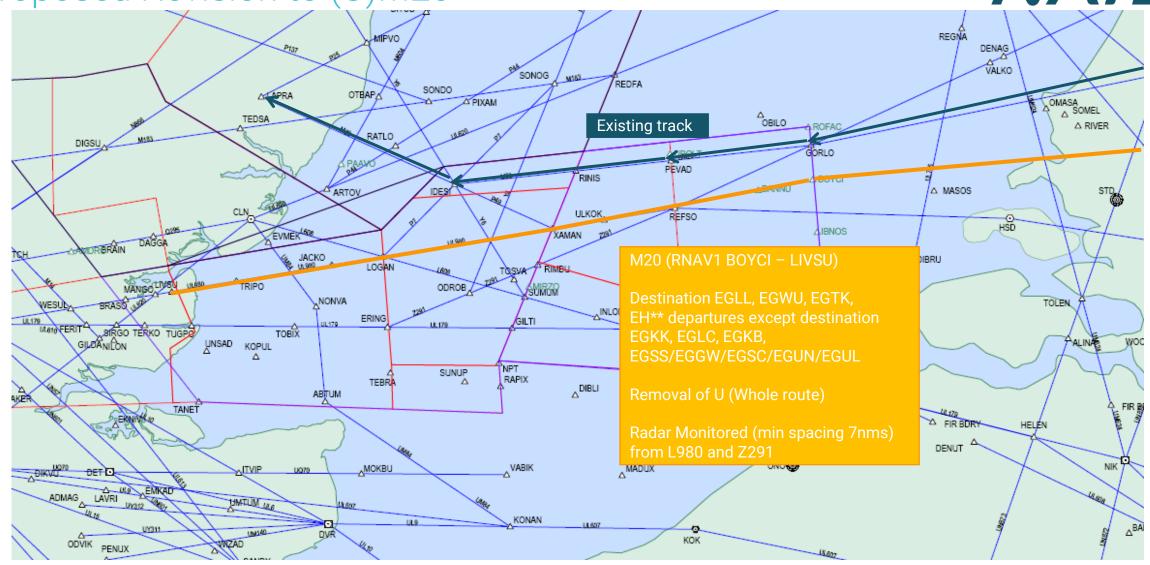
Proposed Revision to (U)L980





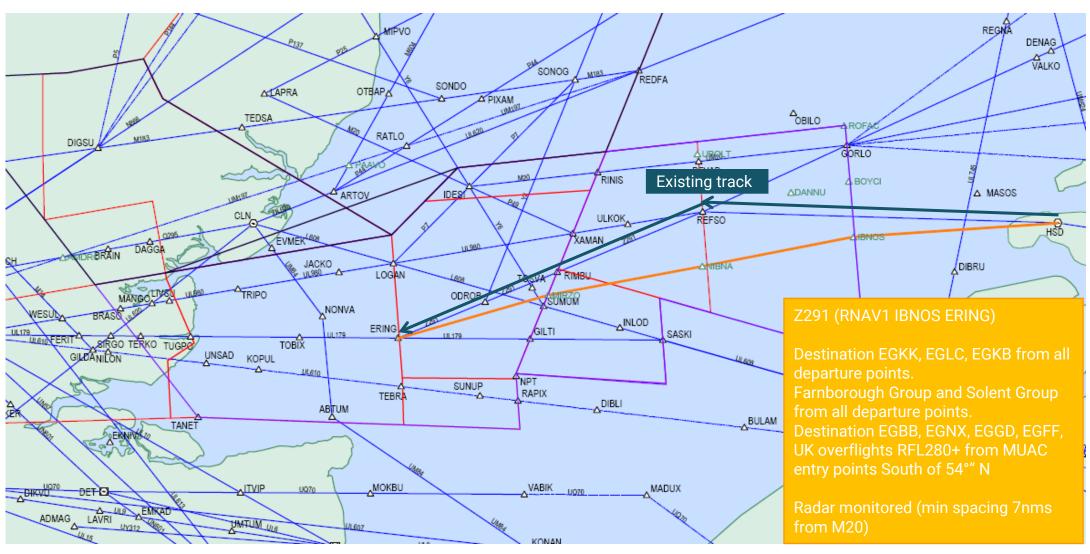
Proposed Revision to (U)M20





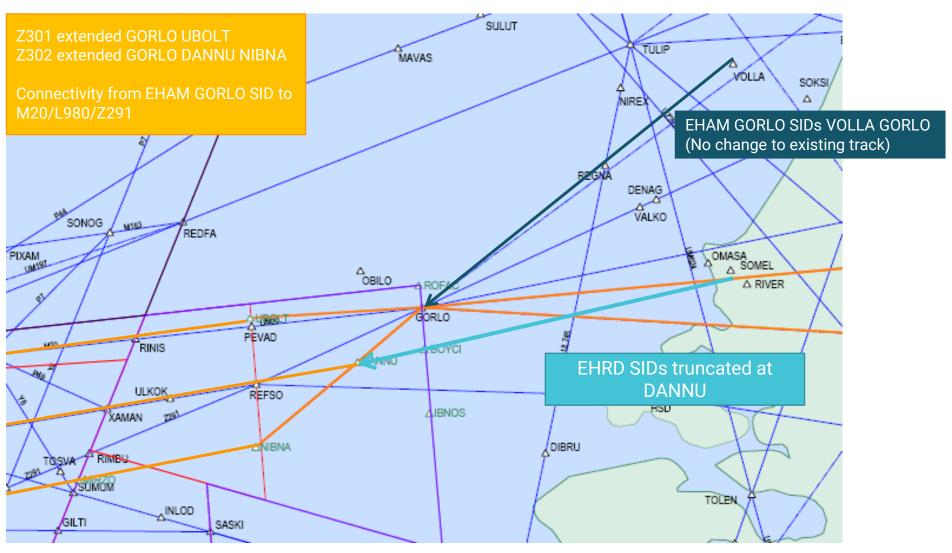
Proposed Revision to Z291





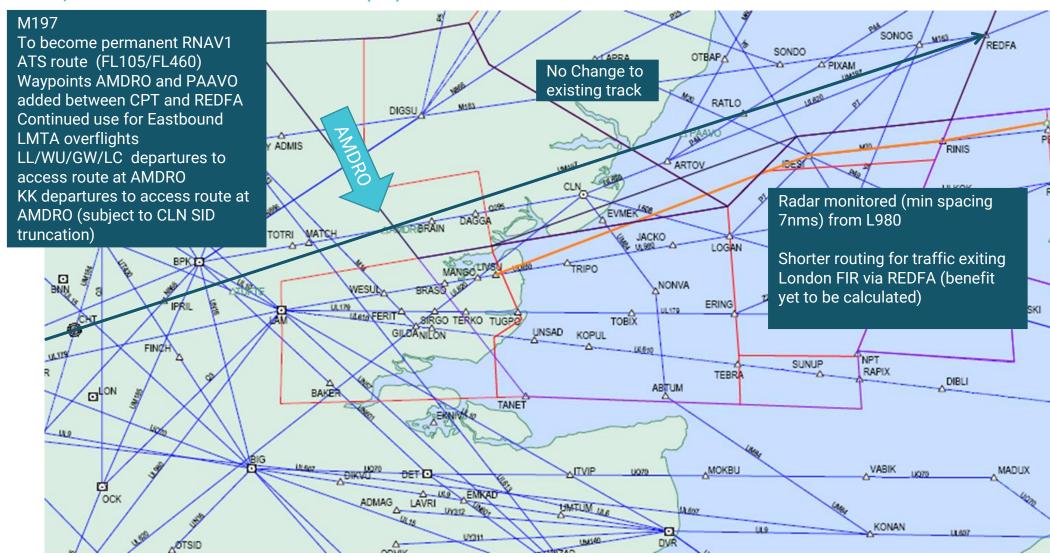
Proposed Revision to Z301/Z302

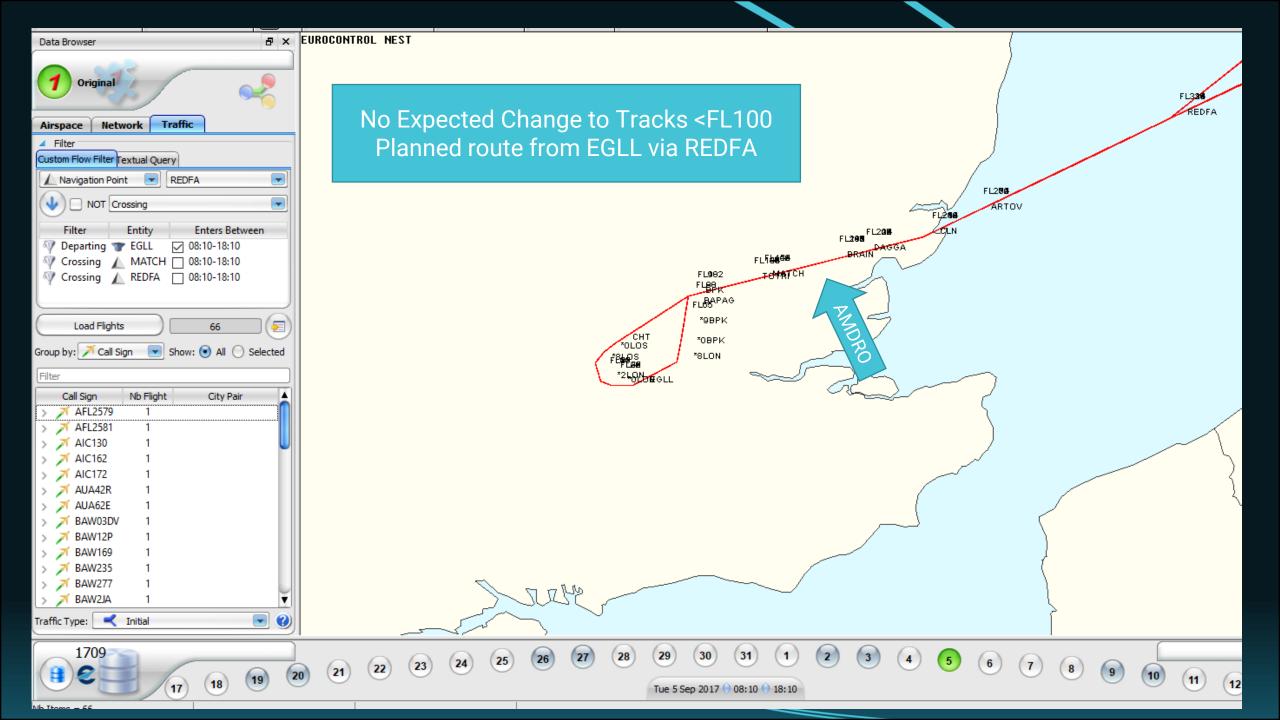


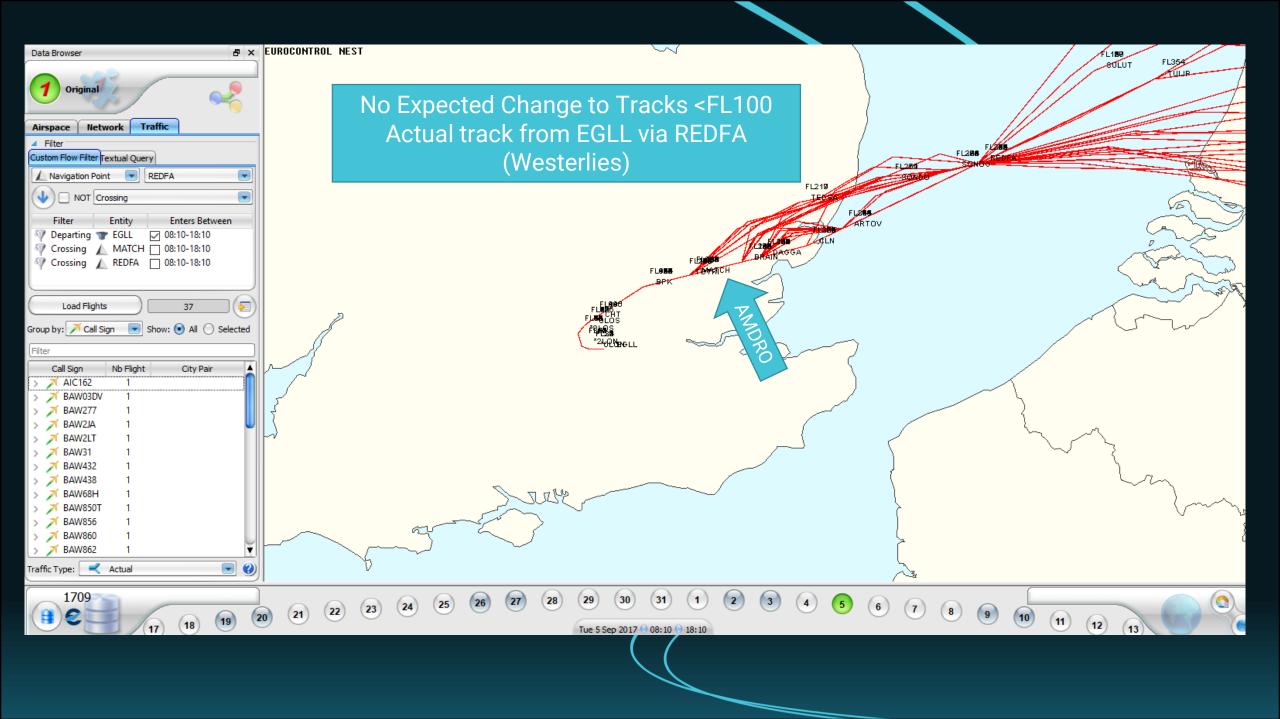


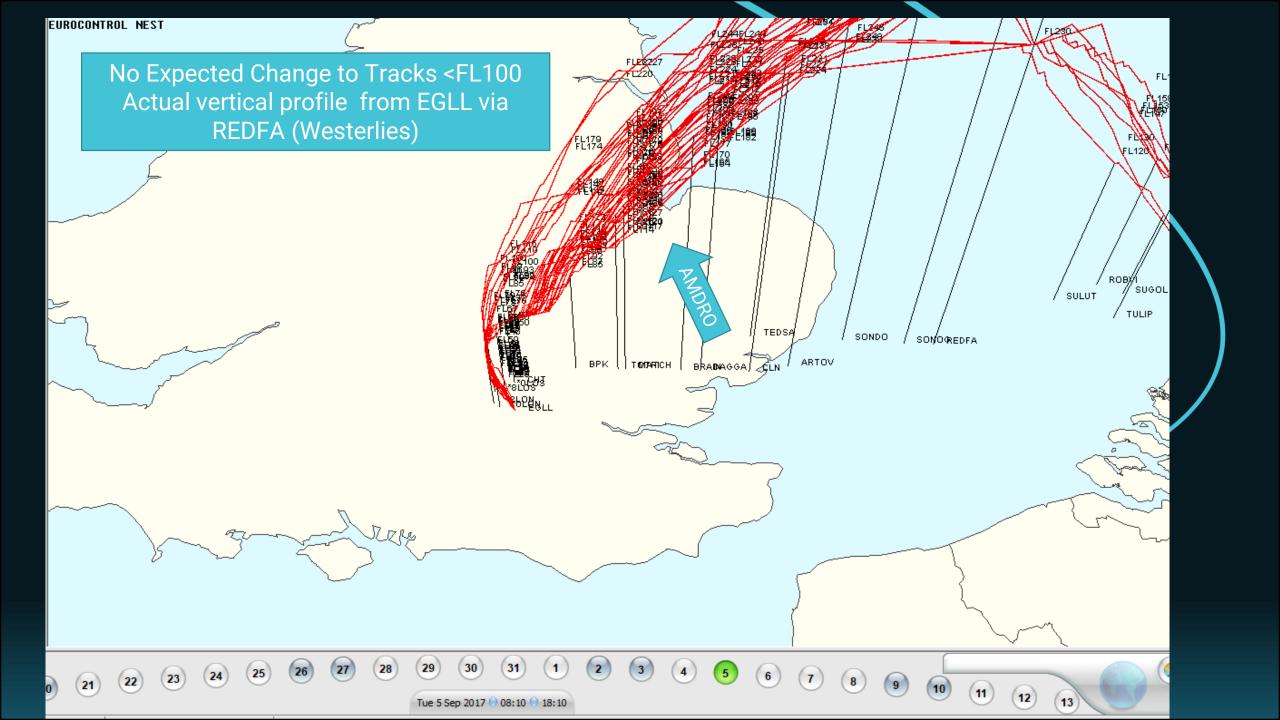
Proposed Revision to (U)M197

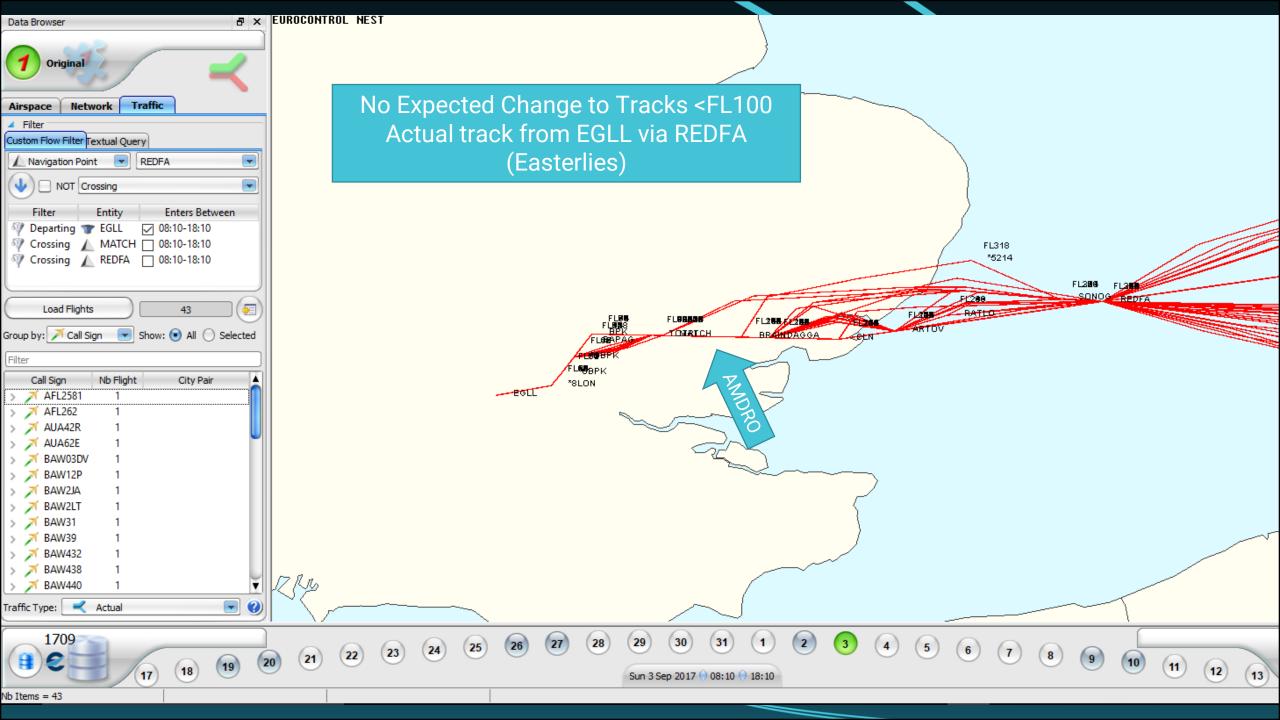


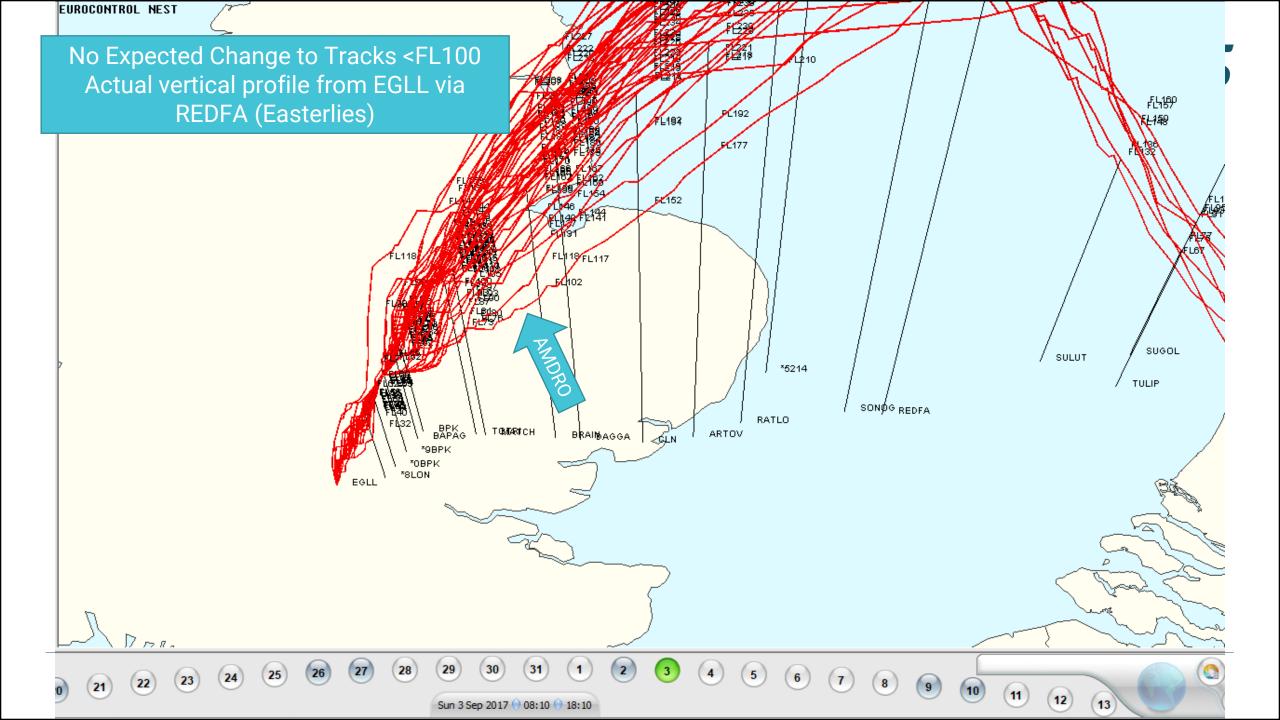












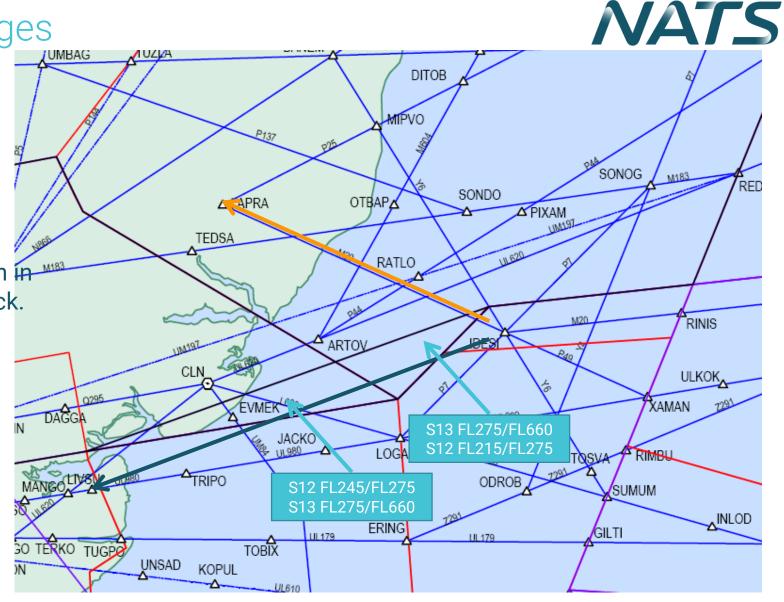
Other proposed AD4 changes

P49

 Extended IDESI – LAPRA (replaces M20 for route connectivity EGUN/EGUL/EGSH)

Sector 12/13 boundary

To allow IDESI LIVSU track to remain in S13 and widen Westbound bottleneck.



Other proposed AD4 changes

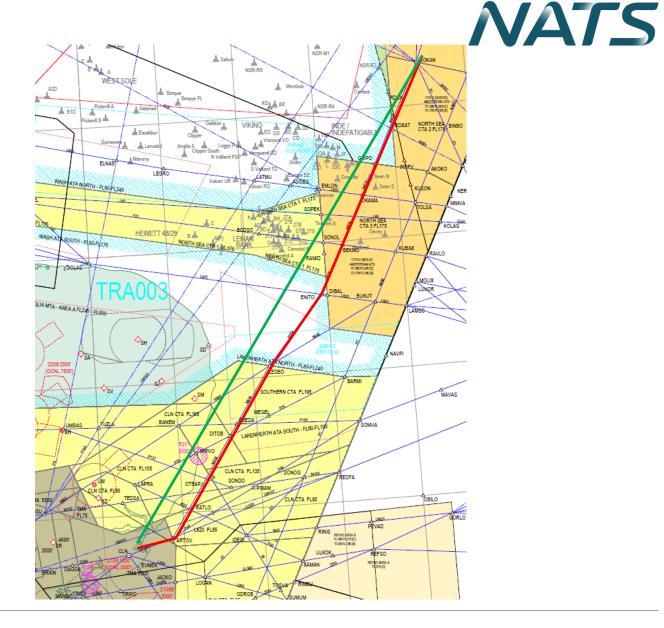
SAIP AD2.1 Trial:

Commenced 11/11/17

Permanent re-alignment of M604 CLN – GIVPO (or ROKAN)

Subject to successful trial (extended through Summer '18)

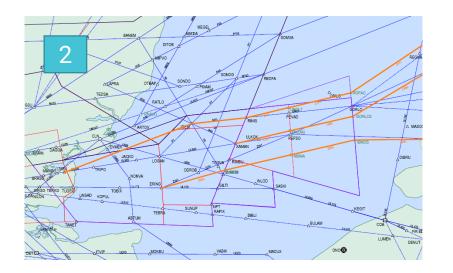
To become permanent ATS route as part of AD4.

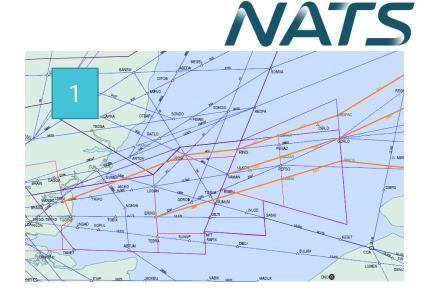


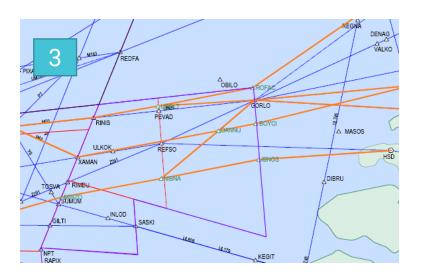
Options

NATS "do nothing" Delay Forecast for RP3 shows increased delay 2021-2024. Airspace changes critical to minimising delay to within target.

Different options for position of new COPS assessed. Option 3 agreed in principle with MUAC/LVNL on 2/11/17.







RNAV 1 vs RNAV 5 ATS Routes



- Current design has no route network through S13/S14 for non-RNAV 1 equipped aircraft
- SAIP AD1 has highlighted issues with having multiple route opportunities for same destination through single sector.
- These issues exacerbated with potential cross border confusion.
- S13 stats for May show 1.65% non RNAV 1 equipage
- S14 stats for May show 2.73% non RNAV 1 equipage

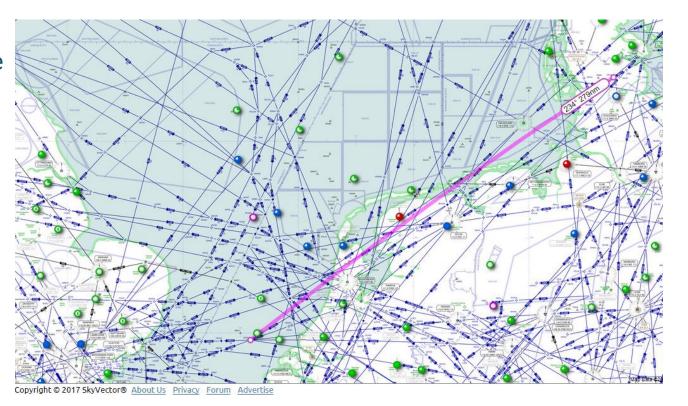
STATISTICAL TABLES REDACTED

Benefits

- RTS output showed acceptable workload and human performance scores
- HF STATISTICS TABLE REDACTED
- The complexity assessment has shown a 18% reduction in conflicts in S13 and a 19% reduction in S14.
- Based on the complexity assessment it is predicted that the capacity of S13 and S14 will increase by between 10% and 20%. This capacity increase will lead to a delay reduction of c2 seconds per flight based on 2019-24 traffic levels (further analysis required)
- No changes to vertical profiles.
- Overall change shows a lateral enabled fuel disbenefit c1500t p/a

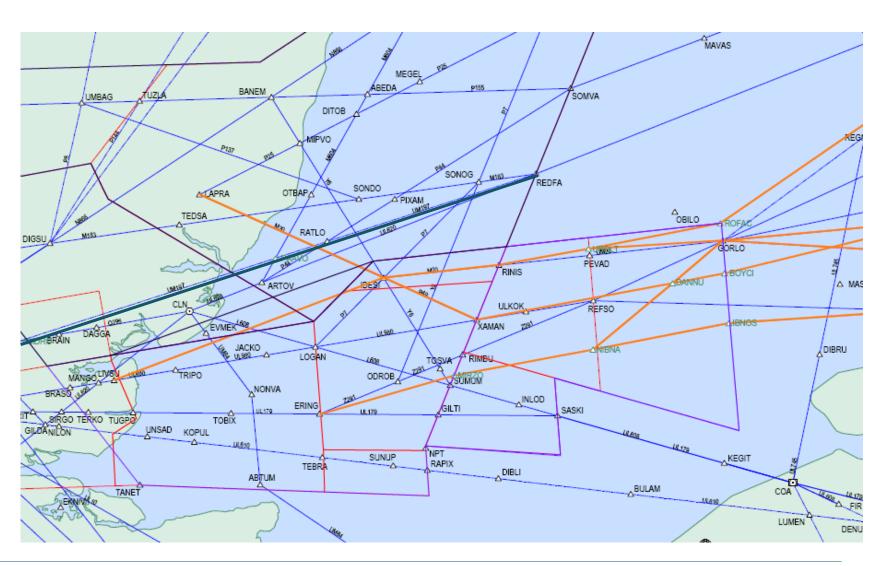
Consultation and engagement

- Fuel disbenefit will require further assessment and breakdown to individual airline level.
- A/C entering MUAC from Copenhagen ACC have greatest track mileage extension.
 - DEGUL GORLO (CURRENT) = 279nms
 - >18000 flight p.a.
 - DEGUL ROFAC = 278nms
 - DEGUL BOYCI = 282nms
 - DEGUL IBNOS = 286nms
- As well as NATMAC consultation these airlines will be individually briefed.
- Airline engagement commenced 15/11/17 at Flight Efficiency Partnership meeting.
- AIRLINES x3 in attendance.



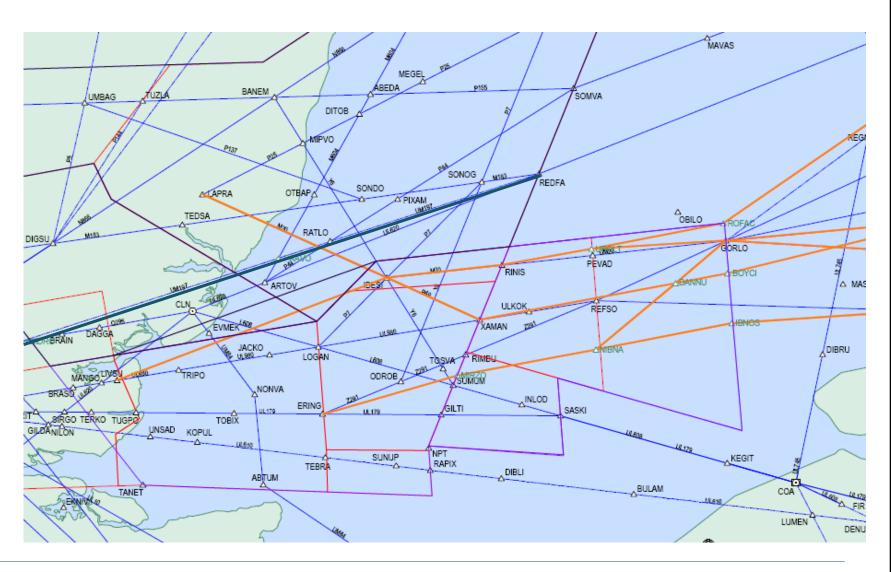
Summary

- Systemisation of westbound x border route structure through revision of existing route network.
- Upgrading navigational specification from RNAV5 to RNAV1.
- Change to Eastbound route connectivity to allow LTMA departures to route via M197



Summary

- Most changes over the sea.
- No changes below FL100
- No changes to UK SIDs or STARs
- No new CAS
- No change to REFSO Box area of ATS delegation
- We suggest this is a Tier 1a Level 2 change under new CAP 1520 process



SAIP AD4 Proposed Implementation Timetable (Key Dates)



21st November 2017

CAA FWB/Assessment Meeting

30th November 2017

 Formal request – NATS to Dutch Airspace Regulator (via LVNL) for revised routes to be promulgated in Dutch FIR

22nd February 2018

Commence NATMAC consultation



14th June 2018

Finalise ACP Submit to CAA



30th August 2018

CAA decision

7th September 2018

 AIS submission cut off for AIRAC 13/18

6th December 2018

 Overnight implementation AIRAC 13/18





