

Engagement Evidence: Screenshots from NATS Customers Gateway website

NATS Meetings Investment Safety Operational Info Airspace Licence & Charges News

OCIG Go

Pre-tactical brief Go

Airfield status map Go

Shanwick maps & briefs Go

Tactical information & advice
Situational information/advice
Network delays/disruption
Potential issues/resolutions

Airspace and route information
UK Sector Information
UK RAD AIRAC Changes
Newsletter
UK Standing Agreement Database

ATICCC is inactive
ATICCC (Air Traffic Co-ordination and Communication Cell) is activated in times of significant network disruption.

Operational performance
Condition 11 Report 23/10/20
Pre-tactical Brief 10/01/21

Customer News
FRA D2.1 consultation underway (PEMAK Triangle & TAKAS Box)
13 January 2021
SAIP AD6 consultation: Eight weeks left for public to have their say on flight path changes
16 December 2020

NATS Corporate News
Just two weeks left to respond to consultation on arrival routes into London Luton Airport
18 January 2021
Eight weeks left for public to have their say on flight path changes
9 December 2020

NATS Blog Posts
An Intelligent Approach to maximising runway efficiency
4 February 2021
Is it time to disband the Organised Track Structure?
3 February 2021
New Year, New Decade, New Challenge

https://www.customer.nats.co.uk/fas/airspace-change/free-route-airspace/

Airspace Modernisation Strategy
ICAMS Meetings (previously FASIG)
FAS Facilitation Fund
FAS Implementation Plan Previous Drafts
AMS Newsletters
Airspace Change
PBN Research Project
FASI-South Overview
FASI-North (Overview)
SAIP
Free Route Airspace
Route Free Workshop
DVOR Rationalisation

Home > Airspace Modernisation Strategy > Airspace Change

Free Route Airspace

Free Route Airspace (FRA) is well established and NATS has been involved in developing the FRA concept over the last 5 years. FRA is a major initiative of the UK CAA's Airspace Modernisation Strategy (AMS) (CAP 1711). The implementation of FRA by European Union (EU) member states was mandated in European Law under the EU Implementing Regulation EU716/204 and has been recommended as a part of the Eurocontrol Single European Sky ATM Research (SESAR) programme. Aligned to the UK AMS, NATS is proposing to introduce Free Route Airspace (FRA) across UK airspace in four deployments. The first (Deployment 1), across Scottish Sectors (blue shaded area in Figure 1 below) will allow aircraft in upper airspace to flight plan and fly between existing points and not be constrained to follow the current network of routes. The concept will also enable the opportunity to flight plan across the airspace managed by Borealis Alliance member ANSPs unconstrained by the route network in each ANSP's airspace with free crossing at boundaries not limited to fixed entry/exit points.

- FRA Deployment 1 – The first deployment of FRA (in the UK) will be across the majority of the Scottish Upper Information Region (UIR), FL255 and above. This area of airspace was chosen due to its lower traffic complexity (compared to elsewhere in the UK), the lack of dependency on simultaneous airspace modernisation projects (e.g. LAMP), Borealis Alliance commitments and the requirements of neighbouring ANSPs. Targeted to be introduced in December 2021
- FRA Deployment 2.1 – This deployment is specifically concerned with



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DVOR Rationalisation

Archive (pre 2018) +

GBAS

Industry Resilience Group

Airspace4All

neighbouring ANSPs. Targeted to be introduced in December 2021

- › FRA Deployment 2.1 – This deployment is specifically concerned with the introduction of FRA in airspace where the provision of ATS has been delegated to the IAA Shannon ACC and the DSNA Brest ACC in the far south west corner of the UK UIR (known as the PEMAK Triangle and the TAKAS Box). Targeted to be introduced in December 2021
- › FRA Deployment 2 – This deployment of FRA will be across the Swanwick West Sector Group (which covers most of Wales and southwest England). Optimum delivery window: 2023

CAP1616 Process

FRA Deployment 1

Stage 3 consultation phase closed on 18th December 2019. An overview of project and the consultation can be found here: <https://consultations.airspacechange.co.uk/nats/fra-d1/>

FRA Deployment 2.1

Stage 3 consultation currently underway (11th January 2021 – 8th February 2021)

FRA Deployment 2

Stage 2 engagement on Design Principles for Deployment 2 (are the same as for Deployment 1) completed. NATS have not engaged all the airlines in this individually, but done this via the NATMAC representative organisations.

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Progress can be tracked on the CAA portal:

- › Deployment 1: <https://airspacechange.caa.co.uk/PublicProposalArea?plD=37>
- › Deployment 2.1: <https://consultations.airspacechange.co.uk/nats/fra-d2-1/>
- › Deployment 2: <https://airspacechange.caa.co.uk/PublicProposalArea?plD=126>

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NATS is the UK's leading provider of air traffic control services. Each year we handle 2.5 million flights and 250 million passengers in UK airspace.

More at: <http://nats.aero>

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- › Customer Report
- › Responsible Business Report 2018-19
- › Safety Strategy for 2020
- › Single European Sky (SES)
- › NATS Blog
- › NATS Discover

Related websites

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- › UK/Ireland FAB
- › A6 Alliance
- › FerroNATS

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