

NOTE: This presentation is a snap-shot in time and was used for discussion with stakeholders (which then influenced the design evolution). As such the designs herein do not represent the final design proposals.

# LD1 (LAMP Deployment 1) West AIRPORT engagement

# Why are we here today?

- Update for network design above 7000ft
- Options that have been looked at over the past six months by the Swanwick Airspace Development Team
- An opportunity for you to see our prototype design concepts and for you to give us feedback
- A chance for our airport partners to update us on your plans for your airspace
- FYEO caveat (pre SIP)!



# The story so far

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- LAMP prototype finished autumn 2019 (see right)
  - Initial LAMP deployment to focus on west of LTMA area called LD1
  - Early 2020 workshops with both EGGD and EGFF at Swanwick and CTC.
  - Visit to stakeholders meeting EGGD
  - Prototype designs have mainly concentrated on the BCN area
  - Several options of systemised route structure in BCN and BHD. Initially just east-west/north-south routes, then connecting routes added
  - A visualisation of the latest network designs available to view Autumn 2020 for West ATCO feedback
  - Analytics assessing various prototype design options to gauge benefit
  - FRA concept added creating more options (not approved by SIP as yet)

REDACTED

# What options have the team looked at so far?

5nm separated RNAV 1 routes (based on TC 3nm separation)

7nm separation RNAV 1 routes (based on AC 5nm separation) includes various network options for EGGD and EGFF arrival & depts

Redesigning inbound and outbound routes at Cardiff and Bristol (Jan & Feb 2020 workshops)

Extensive direct routes within legacy airspace

Extensive direct routes within systemised airspace

Systemised routes with FRA in BCN & BHD

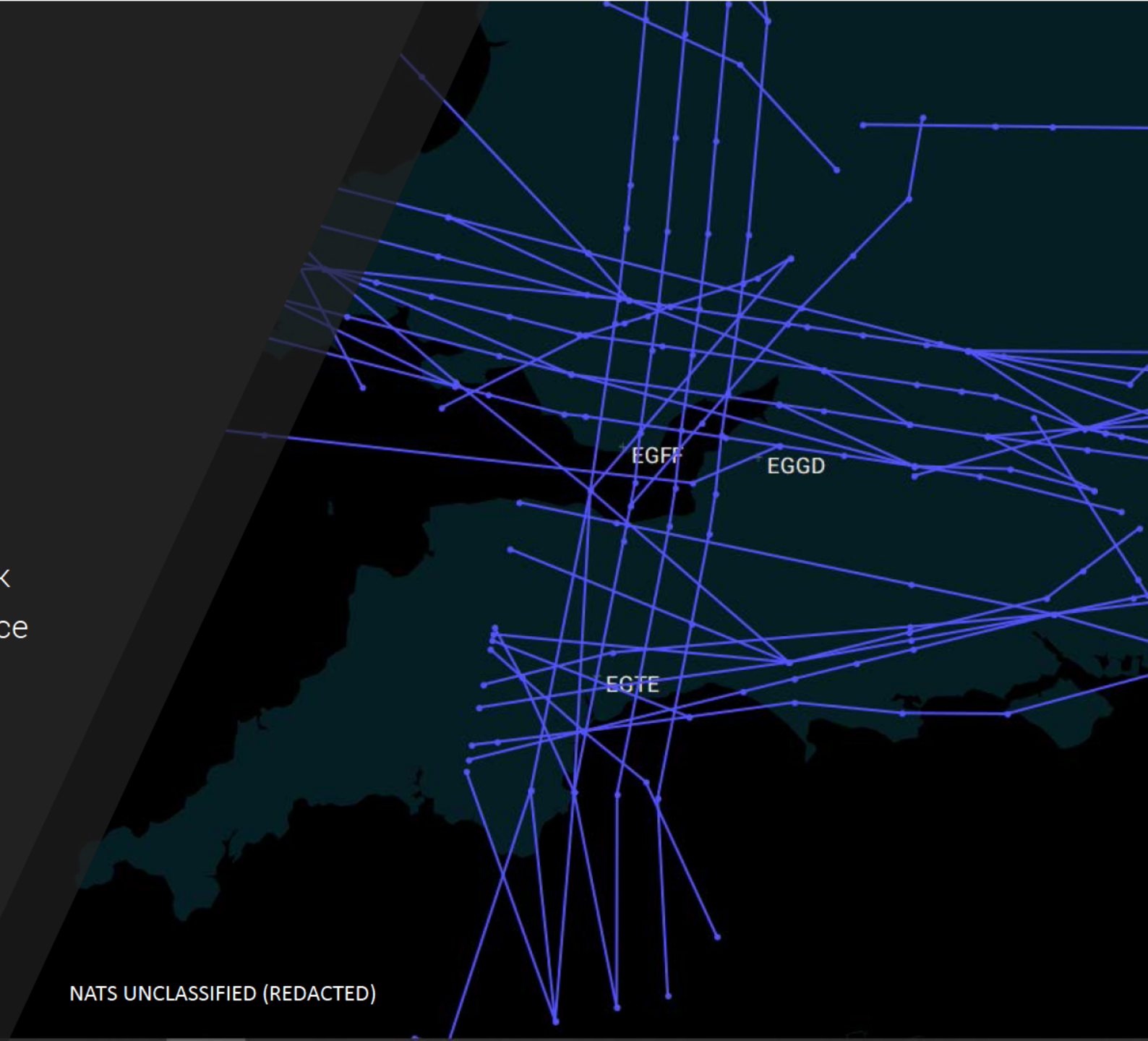
Systemised routes with FRA in BCN, BHD & Central

Legacy airspace with FRA in BCN & BHD (2018/19)



# Design Basics

- All routes designated as RNAV 1
- 5 new east-west routes
- 4 new north-south routes
- Use of new routes determined by traffic demand
- EGGD , EGFF and EGTE connectivity to network
- Connect LTMA and MTMA to network
- Connect legacy ATS routes at interface with revised WEST airspace
- FRA at FL245/FL305
- Cross-border FRA with Shannon
- Limit impact on other airspace users



# One option for traffic orientation flows

FRA

REDACTED

LTMA  
Departures

EGLL  
Arrivals

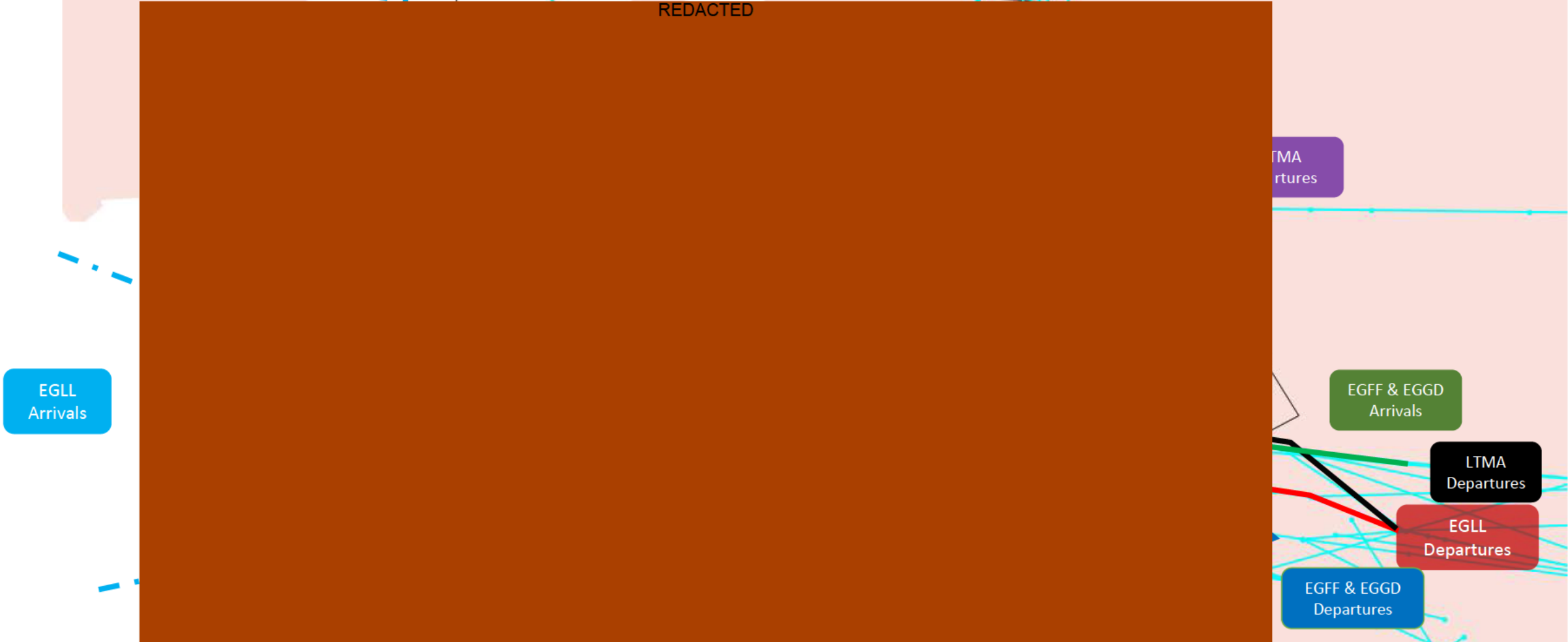
EGFF & EGGD  
Arrivals

LTMA  
Departures

EGLL  
Departures

EGFF & EGGD  
Departures

NATS UNCLASSIFIED (REDACTED)



# Sector 23 Routes

EGBB  
Departures

REDACTED

Solent, West  
EGLF Arrivals

LTMA  
Arrivals

NATS UNCLASSIFIED (REDACTED)

The following slides are one option from our initial workings in order to provide connections between airports and the revised network.

This will help visualise arrival and departures against our initial network design **it is not a final design.**

Your feedback would be appreciated to assist in further design options!





# EGGD SIDS

No change to SIDS for traffic to North, West or South

SID truncation of BADIM and WOTAN SIDS to connect to systemized routes

REDACTED

# EGGD STARS

From the North:  
Truncated STARS starting at  
RILES or TALGA

From the East:  
New STAR to connect from  
systemized route

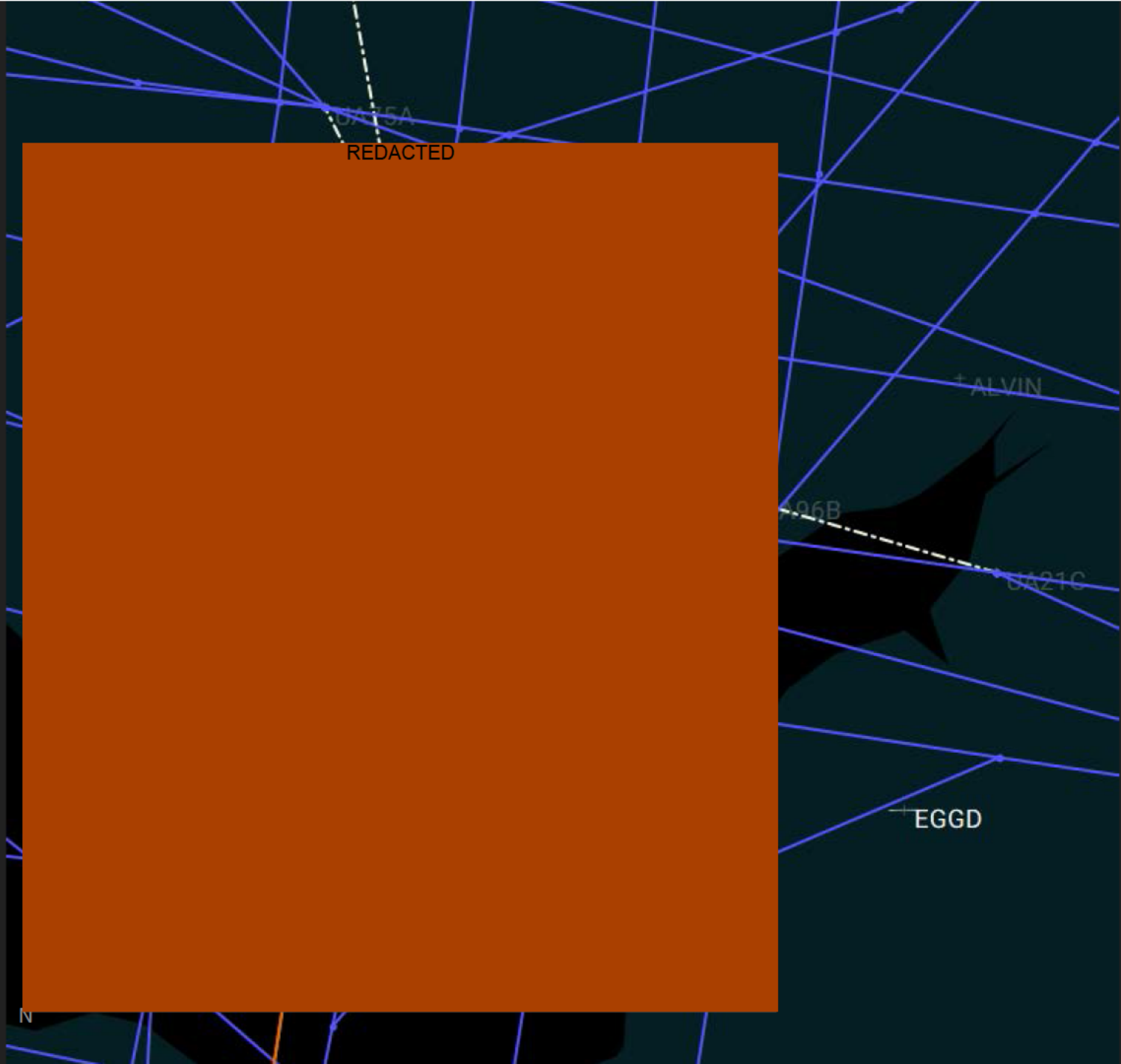
From the South:  
No change

From the West:  
Truncated STAR from  
systemized route then no  
change after BCN

# EGFF SID

No change to SIDS for traffic to North, West or South

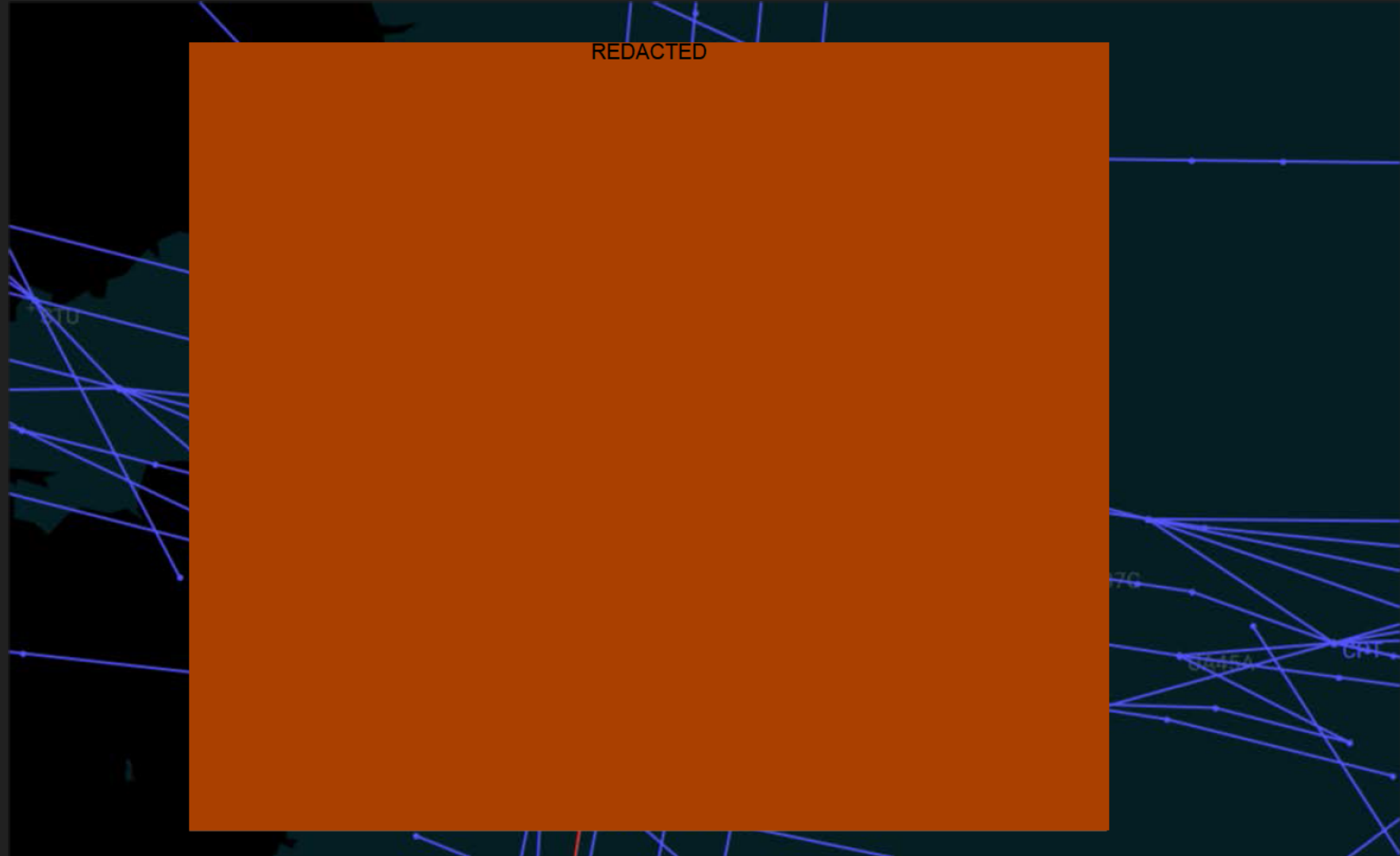
SID truncation of ALVIN  
SID to connect to systemized routes



# EGFF STARS

From the North,  
West & South:  
No change

From the East:  
New STAR to connect  
from systemized  
route



# EGTE Current day

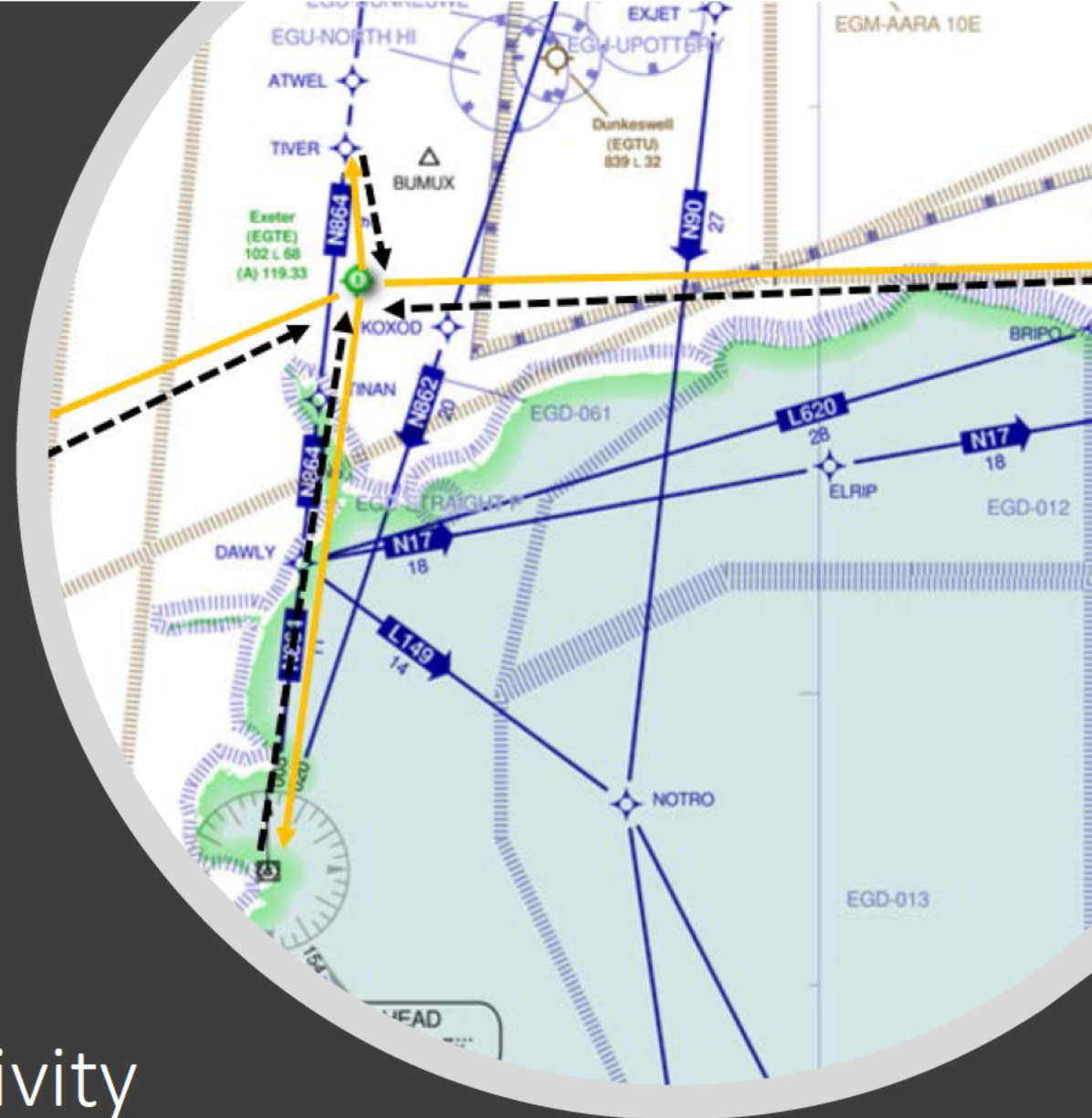
## Arrivals:

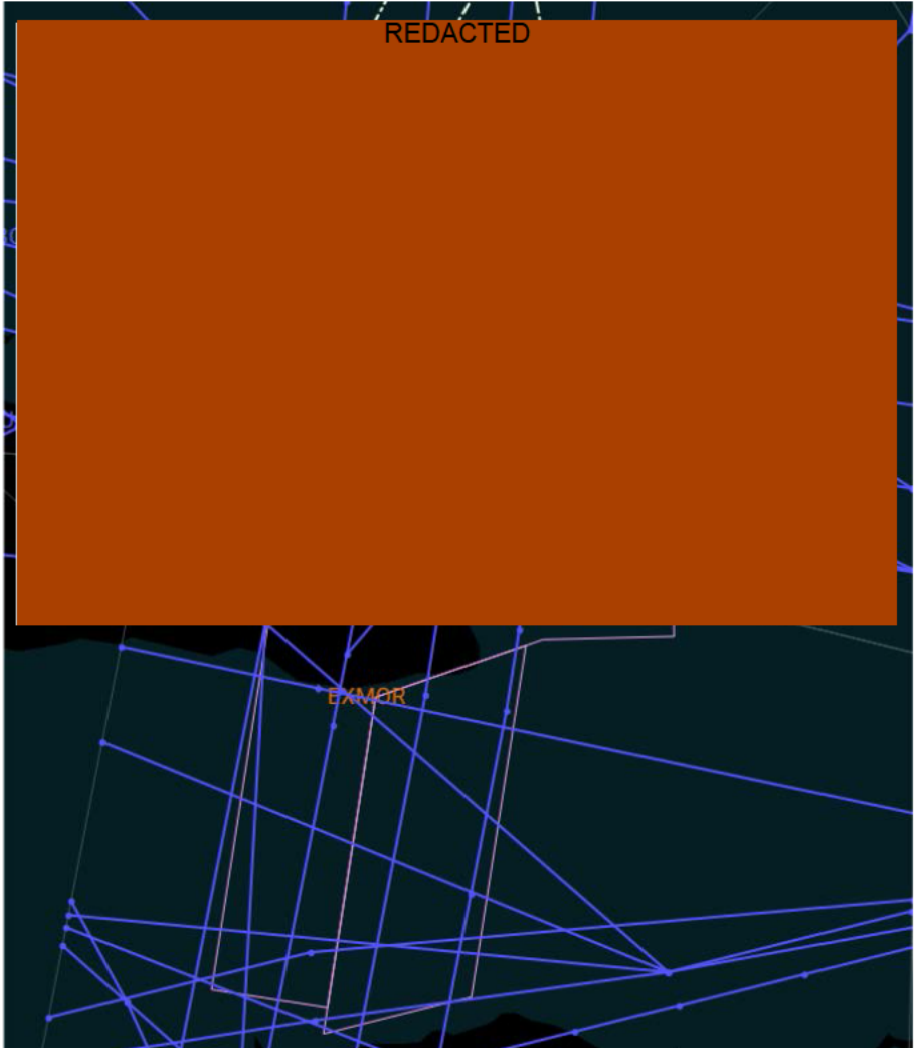
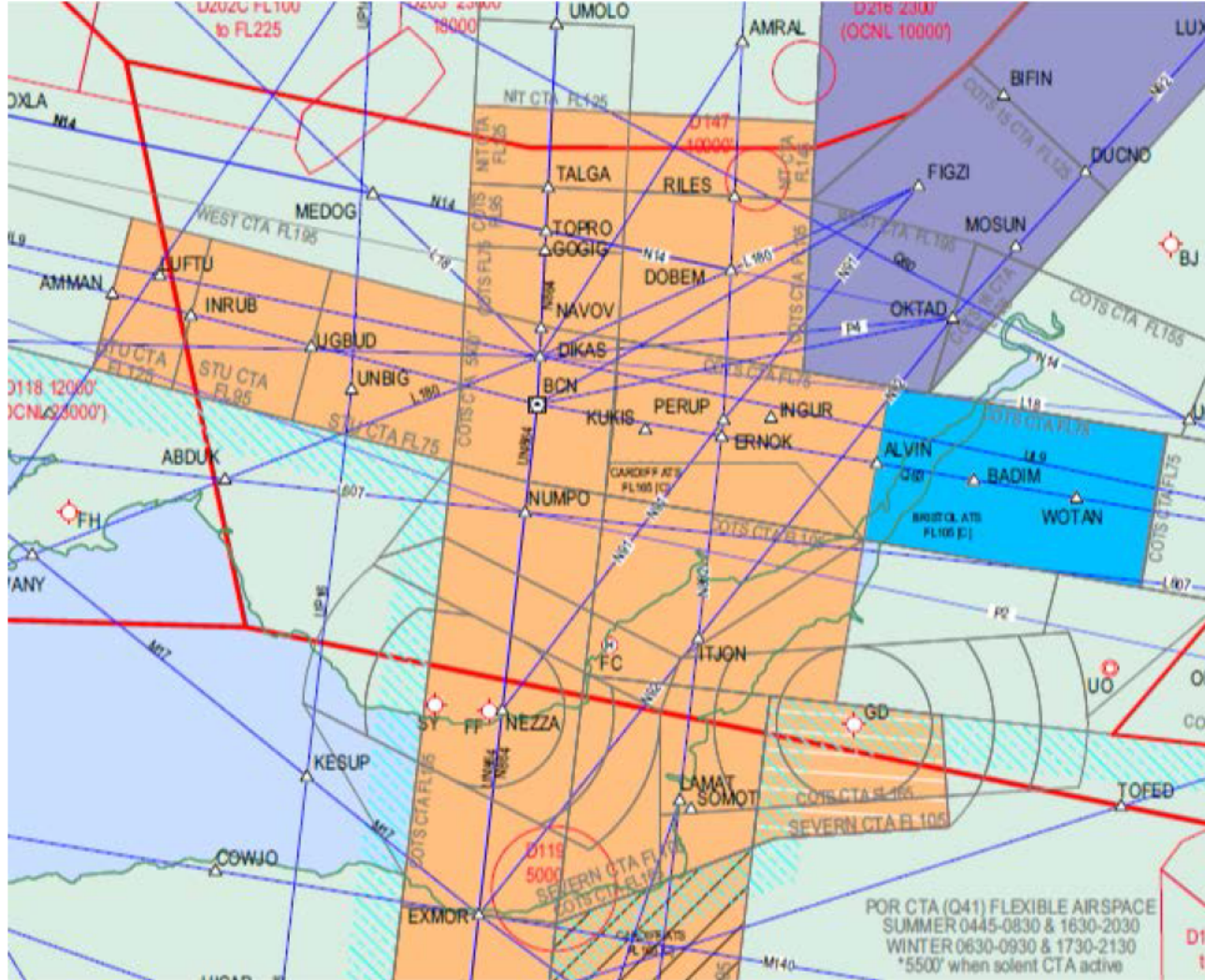
- From the North: TIVER
- From the West: DAWLY
- From the South: BHD
- From the East: GIBSO

## Deps:

- To the North: EXMOR
- To the West: LND
- To the South: BHD
- To the East: GIBSO/SAM

Future EGTE network connectivity  
to be workshopped





# Delegated airspace ideas?

# Next steps

- Visualisation sims taking place in Swanwick during Oct & Nov 2020
- SIP Nov 2020 decision
- After the sims update the design options
- Ongoing engagements with airports, MOD, other ANSPs, PC and other stakeholders such as the GA community
- Submit our Stage 2B design options to the CAA Jan/Feb 2021
- Run full scale development SIMs in Apr/May 2021
- Proposed "O" date May 2023