Y124 Realignment ACP

Stage 1 Assessment Meeting

Date 30th April 2019

JB, CD, SC

Agenda

- Statement of need
- Background
- Issues and benefits arising from proposed change
- Options to exploit opportunities or address issues identified
- Provisional indication of the appropriate scaling level and notes re Process Requirements
- Draft Process Timescales and First Three Planned Gateway Assessments
- Next steps
- AOB

Statement of Need (DAP1916)

Current Situation
(U)Y124 RNAV5 ATS route between DEXEN and MOGTA is currently classified as CDR 1, 2 & 3 with limited standard operational hours usually 1800 - 0800. This allows the MOD access to the NWMTA and to conduct activities within D201B (managed by Qinetiq). From an ATM perspective this limits the effectiveness of the route to the first rotation from Dublin and all further departures are positioned within the confines of L975, Q36 & Q37.
Traffic over the Irish Sea has continued to experience high demand throughout the day. The implementation of parallel RNAV1 ATS routes in November 2017 has assisted in reducing controller workload (by removing complexity) and raising capacity. However, the Dublin Airport Authority has embarked on the Dublin Airspace Project to develop and implement a 2nd parallel runway which will create additional demand from 2021 onwards. This demand will place additional pressure on PC IoM and Swanwick S7 sectors in addition to further demands on the wider network .

Issue to be addressed
The forecast growth and additional runway at Dublin presents an opportunity to review and further modernise the airspace in the North Wales and Irish Sea areas that interface with Irish airspace as part of the CAA Airspace Modernisation Strategy. This should include the airspace sharing arrangements with the MoD, to ensure that the airspace design is optimised and able to accommodate the forecast demand in the region.

Associated Factors
The impact on MOD/Qinetiq operations is dependent on the requirements of Special Use Airspace.
The current CAA Safety Buffer Policy for Airspace Design is undergoing review; however, this along with the CAA CAS Containment Policy is used to determine route positioning as part of airspace design process.
Changes may be required to the COP on the UK/Ireland FIR boundary. A separate Statement of Need captures this requirement for Q36 & Q37.
TRAG Welsh Gliding Area will also be a consideration.

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

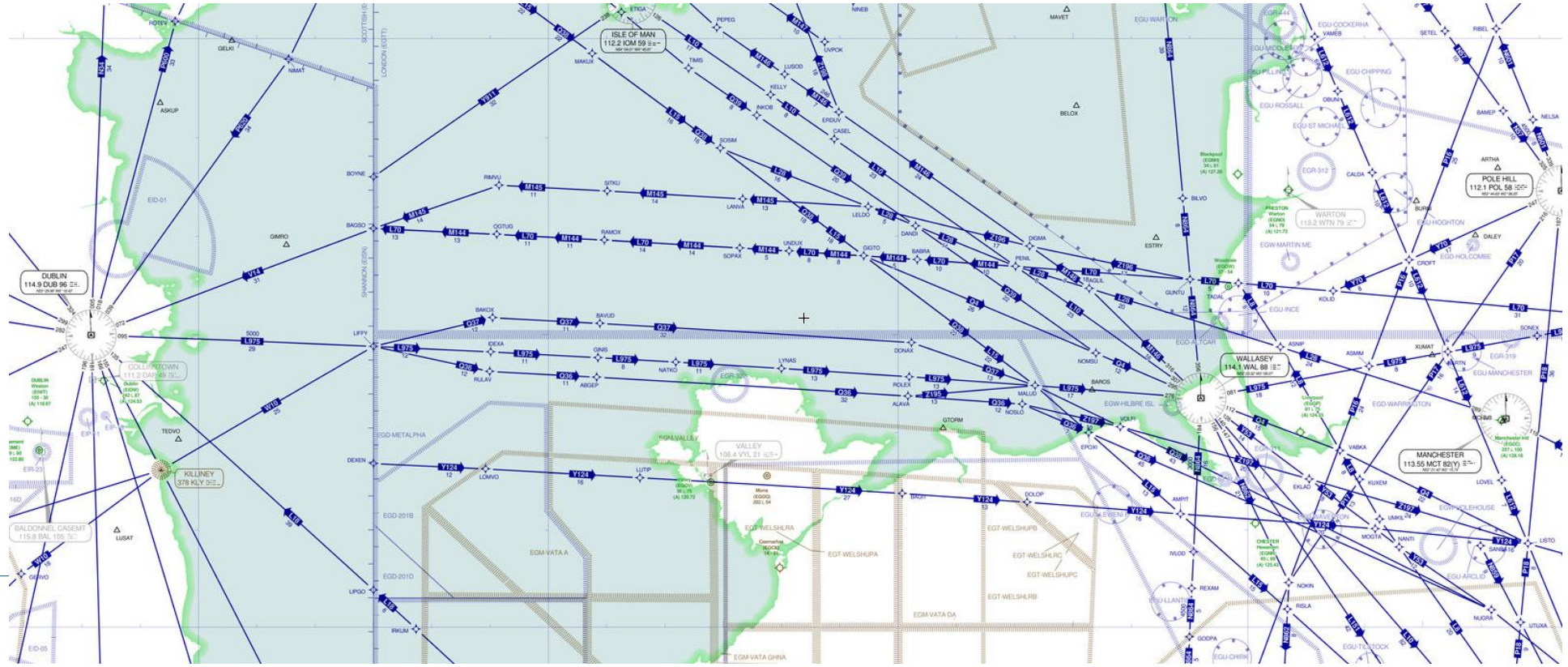
- [x] 7,000 feet to below 20,000 feet
- [x] 20,000 feet and above

Introduction

The purpose of this briefing is to inform the CAA regarding the planned Airspace Change Proposal to realign Y124 in accordance with the CAP1616 process.

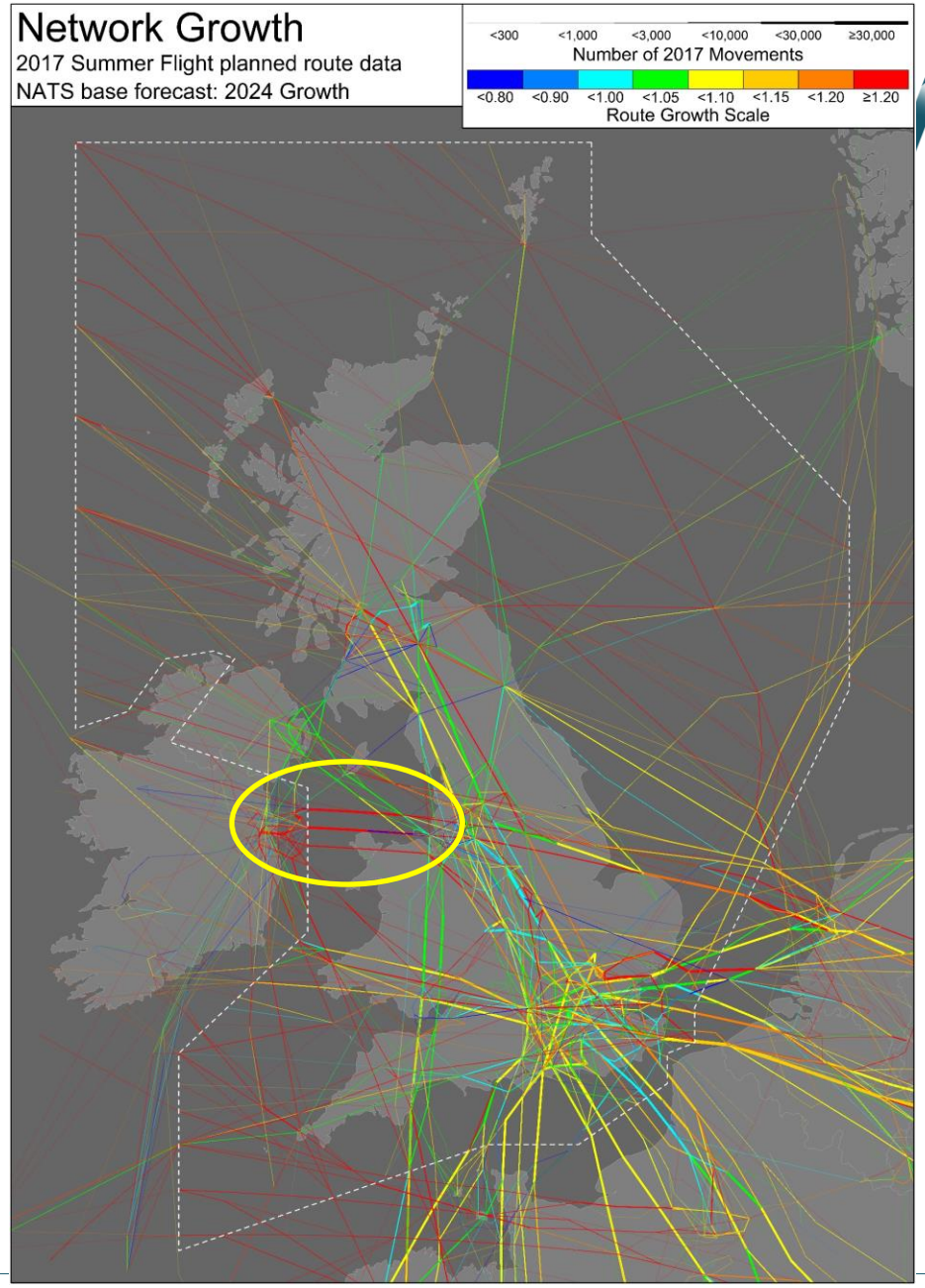
Background

- Introduced closely spaced RNAV1 routes in IOM sector in Nov 2017
- Reduced minimum radar separation to 3nm in IOM sector
- Both initiatives designed to reduce controller workload
- Delivering increased sector capacity/reduction in flow regulation application
- This has proved successful thus far but will not be enough to cope with forecast increase in Dublin traffic



Traffic Growth

- 30% increase expected by 2030
- Dublin- new runway operational October 2021
- New runway will result in increased demand in
  - ❖ IOM Sector (PC)
  - ❖ Sector 7 & Sector 4 (SWN)



Options to exploit opportunities / address issues identified

- Move (U)Y124 north
- Move NWMTA (northern) boundary south
- Move D201B (northern) boundary south
- (U)Y124 availability independent of NWMTA & D201B activation
- (U)Y124 becomes H24 RNAV1 ATS route complementing existing RNAV1 ATS route structure
- Provides an H24 solution for managing Dublin departure traffic

Considerations

The IOM Deployment route spacing was based on CAP1385

Minimum spacing between Q36 and ‘revised Y124’ could be 5.8nm

However, due to current Swanwick MOPS constraint (IFACTS based) 7nm spacing will be required

Aircraft to be radar monitored on routes and less controller intervention

Northerly extent of NWMTA will be dependant on the requirements of SUA

Current CAA Buffer Policy requires descriptors in AIP ENR 5.1 to apply lateral and vertical buffer

However , NWMTA & Valley ATA definitions appear in AIP ENR 5.2

What is the minimum lateral separation from the centreline?

- 3 nm in accordance with CAA CAS Containment Policy
- 5nm (or 10nm)in accordance with SUA Buffer Policy ?
- 6nm in accordance with draft SUA Buffer Policy ?

It is recognised that the limiting factor could be D201B as this would fall within SUA

Additional Considerations

What is the lowest level that could feasibly be accommodated on the revised route ?

- Lower levels will open up options for operators and offer environmental benefits
- However, AMPIT triangle may restrict some levels below FL190 when active or additional LOA agreement reached

NW TRA G (LOA) amendment would need to be reflected

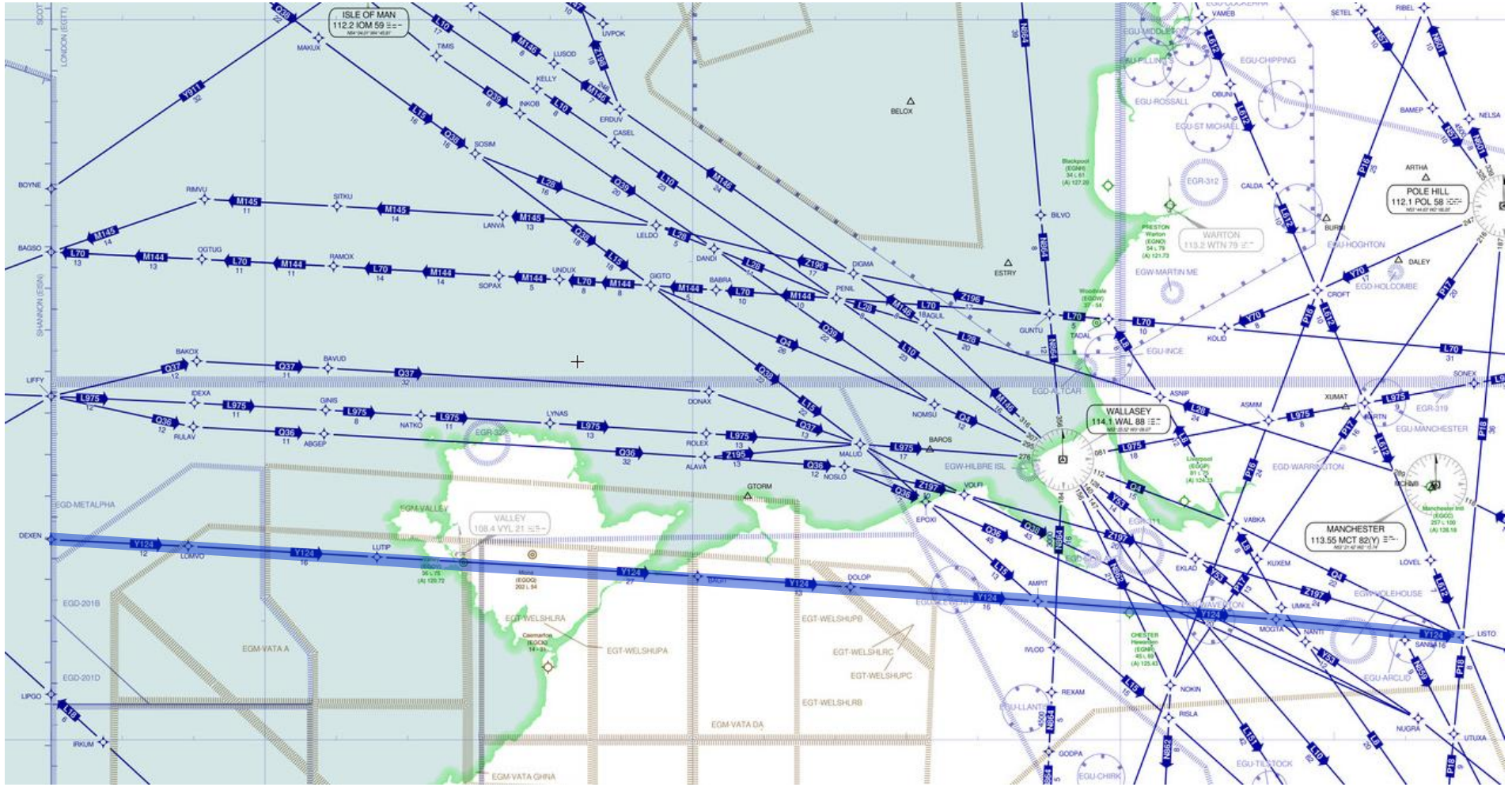
IAA will need to amend DEXEN SID to align with ‘revised Y124’, however, recent airspace simulations have been based on extant airspace. However. need to extend Q36 & Q37 to FIR boundary has been simulated

A DAP1916 Statement of Need has been submitted to capture above Q36/37 requirement but would need to be amended to capture this within the ACP

Of note M146 is only 2.5nm from edge of CAS and TRA 4!

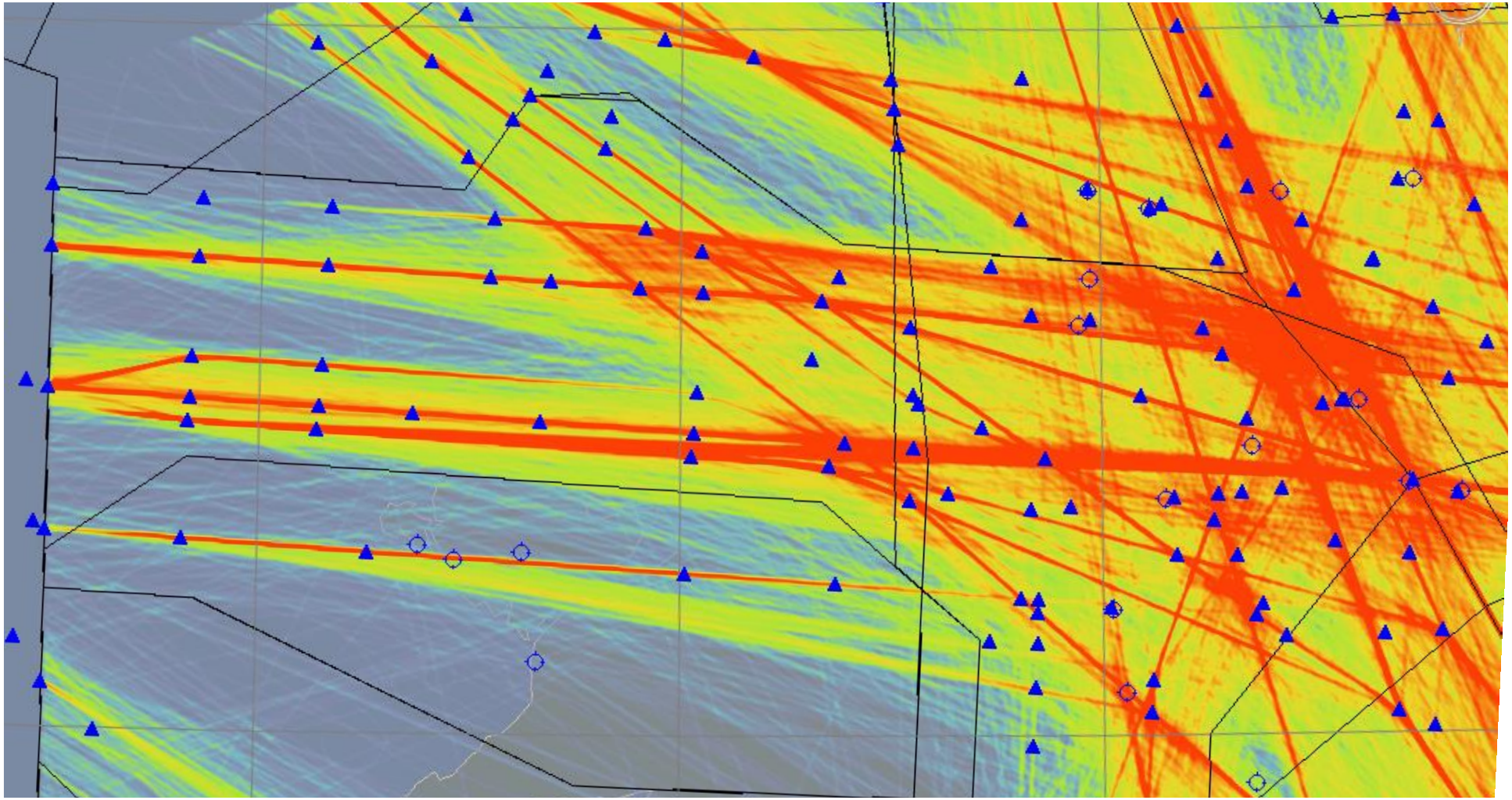
Baseline (do nothing)

Current ATS route network

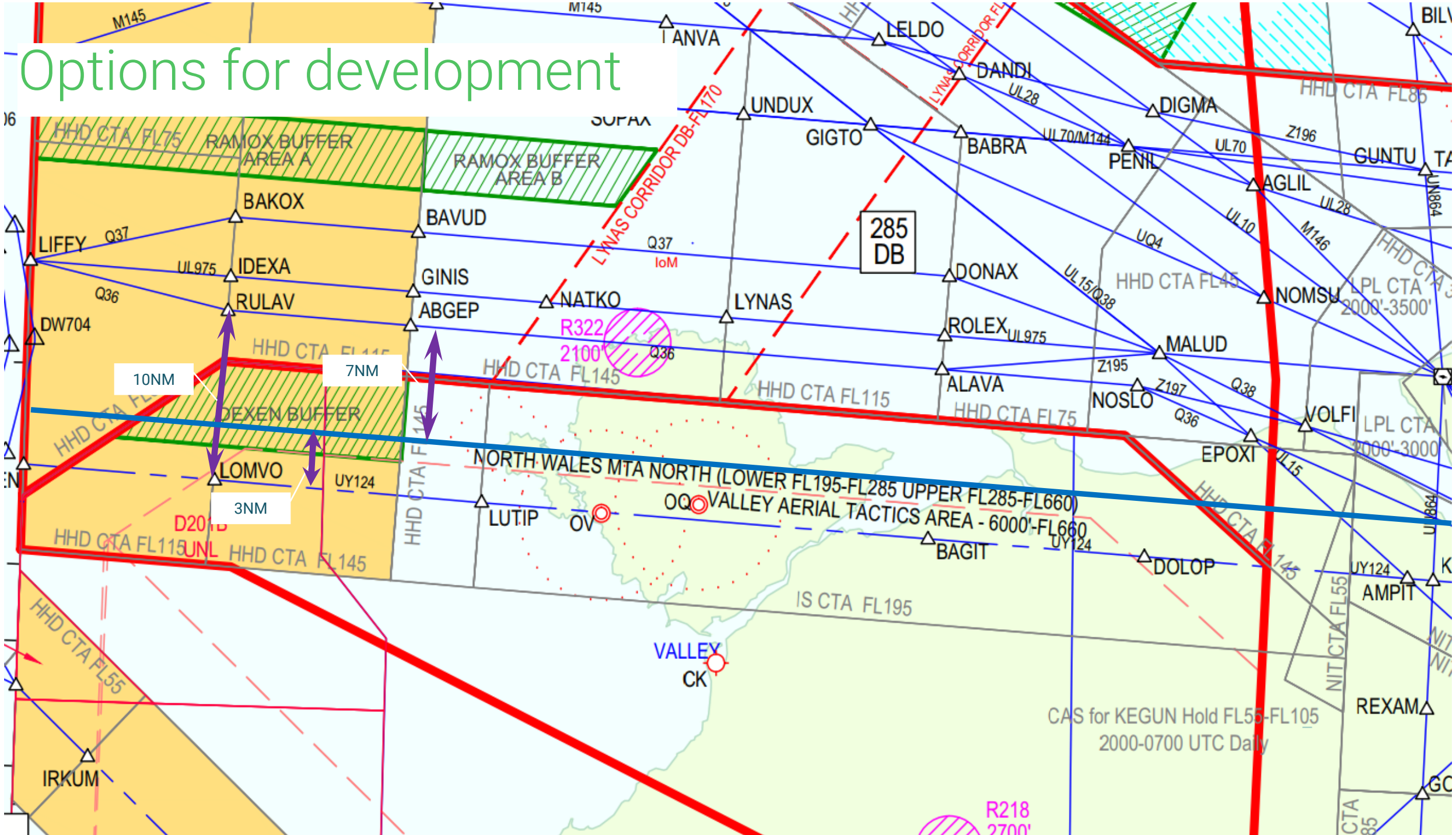


Baseline (do nothing)

Current traffic Density



Options for development



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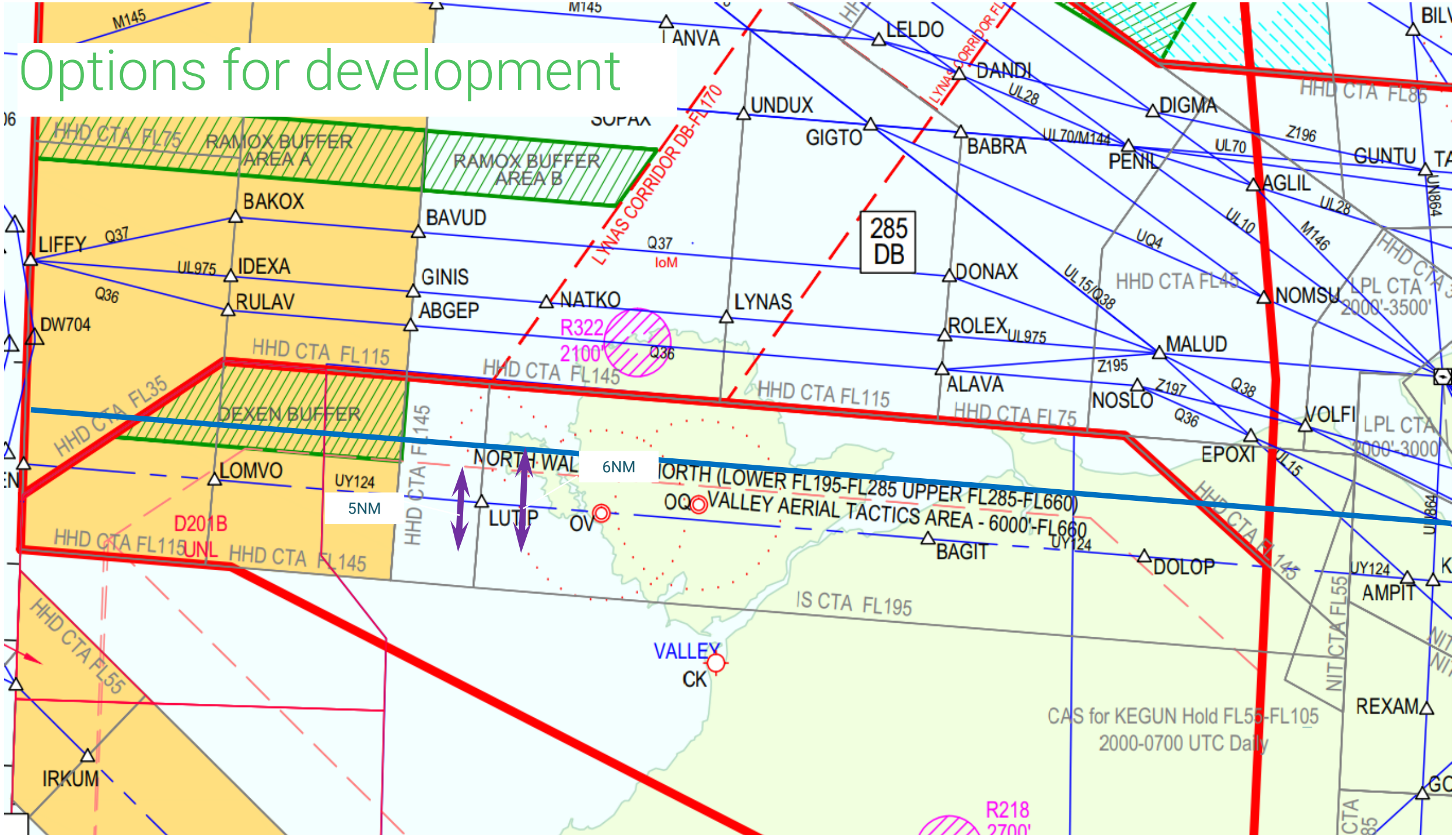
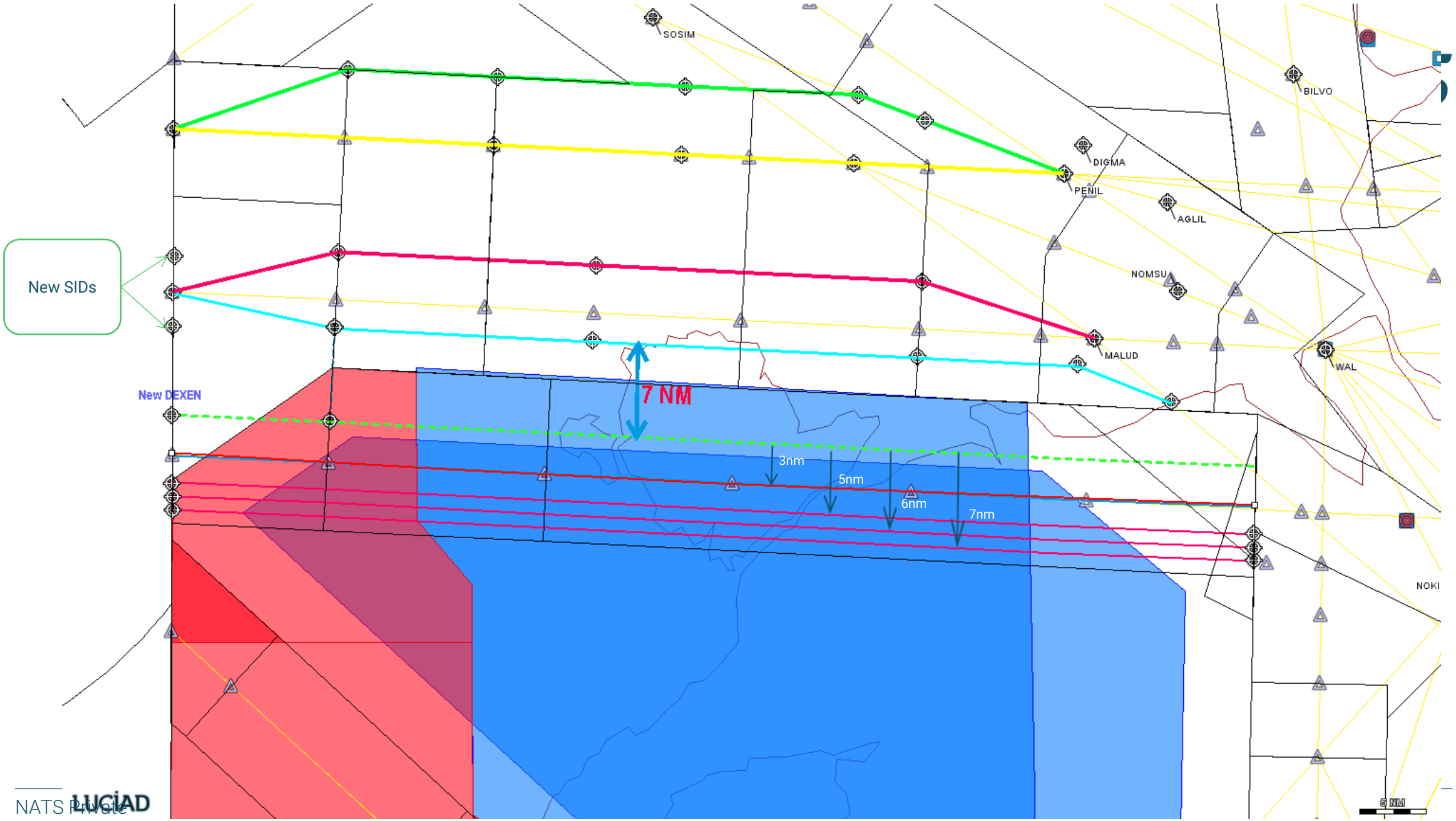



New SIDs
New DEXEN
7 NM
3nm
5nm
6nm
7nm
SOSIM
BILVO
DIGMA
PENIL
AGLIL
NOMSU
MALUD
WAL
NOKI
6 NM

Revised Y124

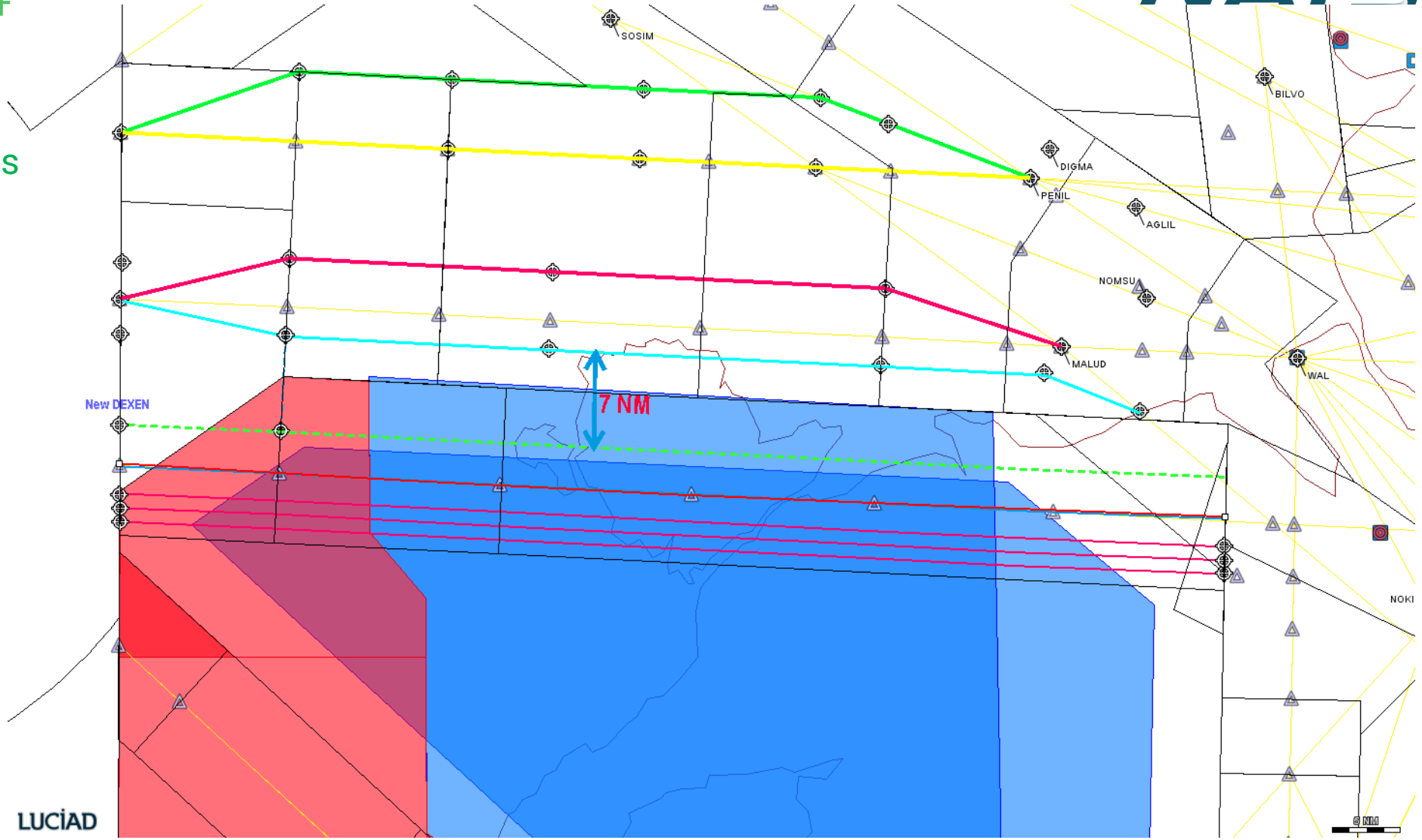
New Y124 Green Dots

Revised CAS boundaries at :

3nm

5nm

6nm



Benefits

- Y124 available H24
- Simplifies flight planning
- Improves network management in UK FIR
- Reduction in flight planned fuel uplift
- Increases sector capacity
- Increased predictability of SID allocation for Dublin.

Issues

- Current CAA buffer policy
- Buffer zone for Danger Area 201B
- Realignment of NWMTA training area
- Coordination with IAA wrt new DEXEN SID.

Addressing the identified issues

Buffer policy needs to be clarified.
This will determine the optimal position of the route wrt the edge of CAS.

Provisional Scaling and Process Discussion

- Expectation that the ACP will be categorised as Level 2C
  Proposed changes are above FL200.

Stakeholder Engagement

- Preliminary discussions with principle stakeholders have taken place:
  - MoD, (DAATM)
  - Qinetiq,
  - RAF Valley,
  - RAF Air Command

Draft Gateway Timescale

Note these timelines coordinate implementation with Dublin R2

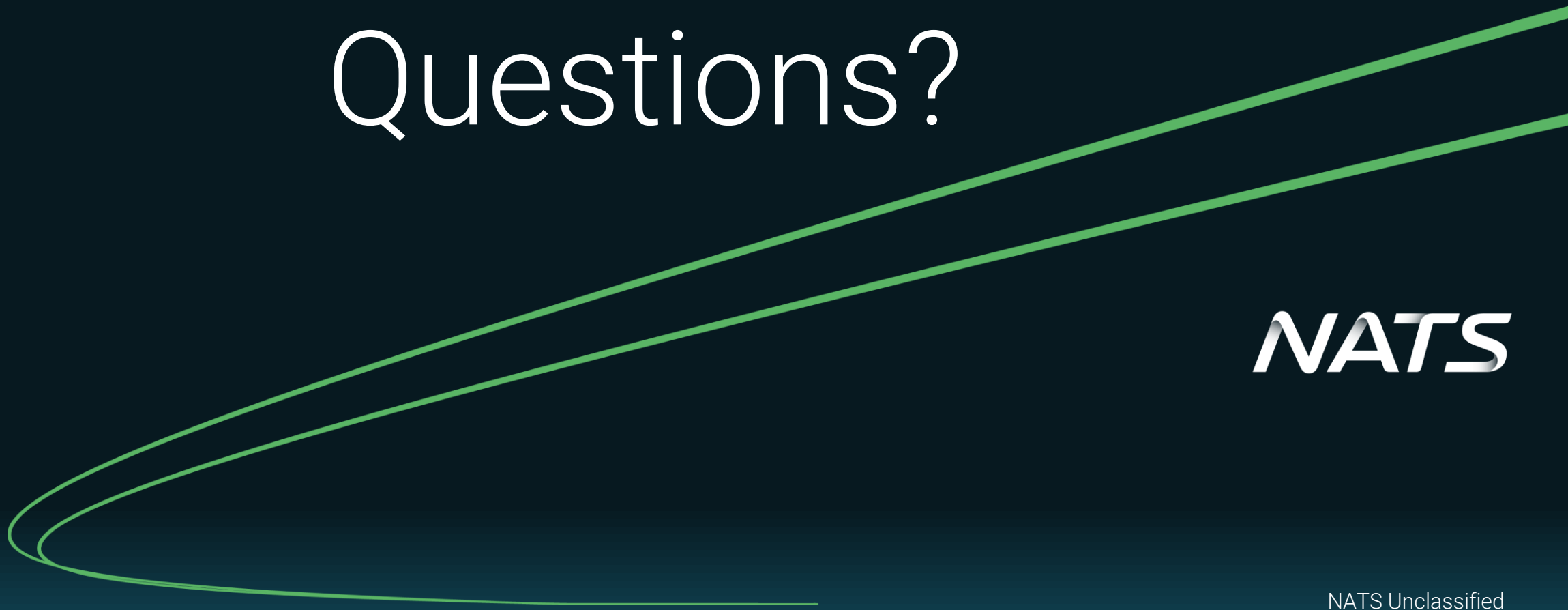
Stage	Date
Stage 1a – Assessment meeting	30/04/2019
Stage 1b – Define	25/10/2019
Stage 2 – Develop	29/11/2019
Stage 3 – Consult	28/02/2020
Stage 4 – Update and Submit	18/06/2020
Stage 5 – Decide	15/10/2020
Stage 6 – Implement (COPs)	25/02/2021 (Dual AIRAC)
(Full Dublin R2 Ops Q4 2021)	

Engagement, and Next Steps

Engagement with the MoD has already started and has received positive feedback.
Engagement with all NATMAC stakeholders will be necessary before proceeding.

- Engagement with stakeholders regarding design principles planned.
- Work continues, in order to engage effectively with airlines, IAA and MoD.

Questions?



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