

Q36, Q37 Realignment ACP

Stage 1 Assessment Meeting

Date 30th April 2019

JB, CD, SC

The NATS logo is displayed in a white, italicized, sans-serif font. It is positioned on the right side of the slide, above the 'NATS Unclassified' text. The logo consists of the letters 'NATS' in a bold, italicized style.

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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)



5. Statement of Need

Please provide a brief 'Statement of Need' expressing explicitly what airspace issue or opportunity you are seeking to address. Your Statement of Need should clearly articulate the current situation, the issue (and the cause of it) to be resolved or the opportunity to be addressed along with any other factors or requirements. *

In order to meet the interface requirements for new SIDs proposed by the IAA from the new Dublin Runway 2 (EIDW 28R/10L) routes Q36 & Q37 will need to be realigned to new points on the FIR boundary (instead of LIFFY).

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

- ☐ Surface to below 4,000 feet
- ☒ 4,000 feet to below 7,000 feet
- ☒ 7,000 feet to below 20,000 feet
- ☒ 20,000 feet and above

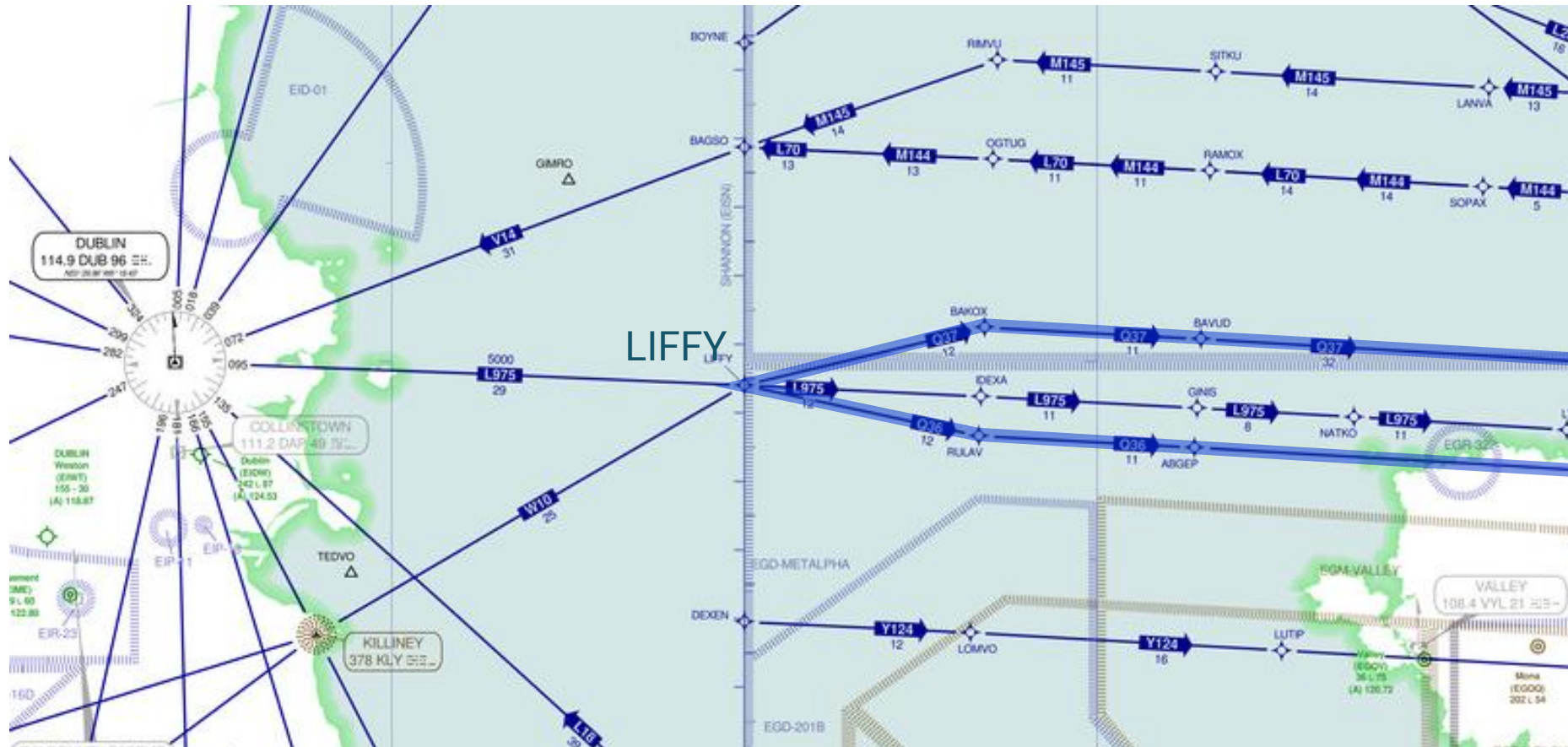
Introduction



The purpose of this briefing is to inform the CAA regarding the planned Airspace Change Proposal to realign Q36 and Q37 in accordance with the CAP1616 process.

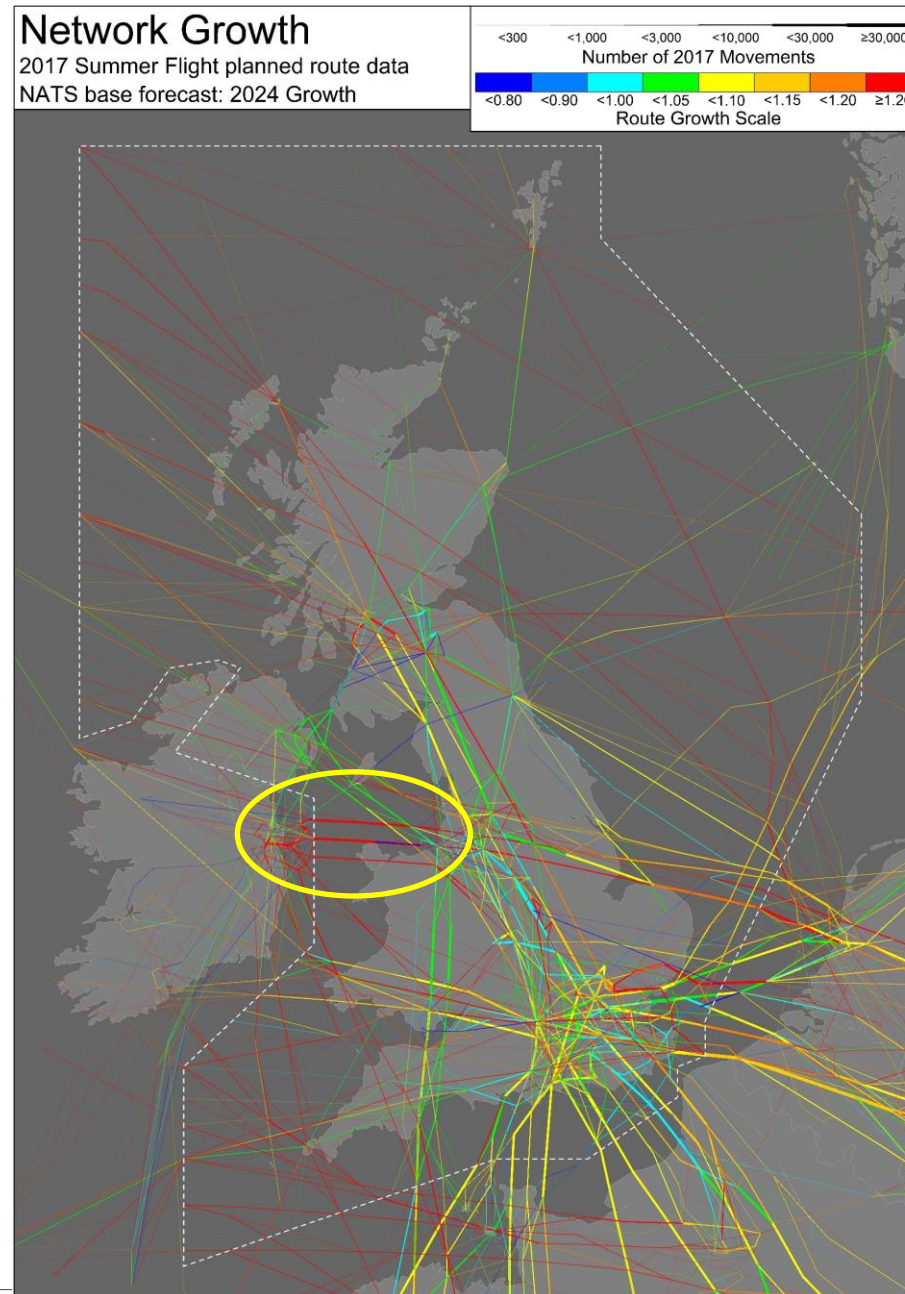
Background

- Q36 & Q37 were introduced in Nov 2017 as part of the PLAS IOM ACP.
- The IAA requested that the existing COP (LIFFY) was utilised prior to the Dublin R2 development coming into operation. (the routes were designed to accommodate dual runway operations with only minor modification)



Traffic Growth

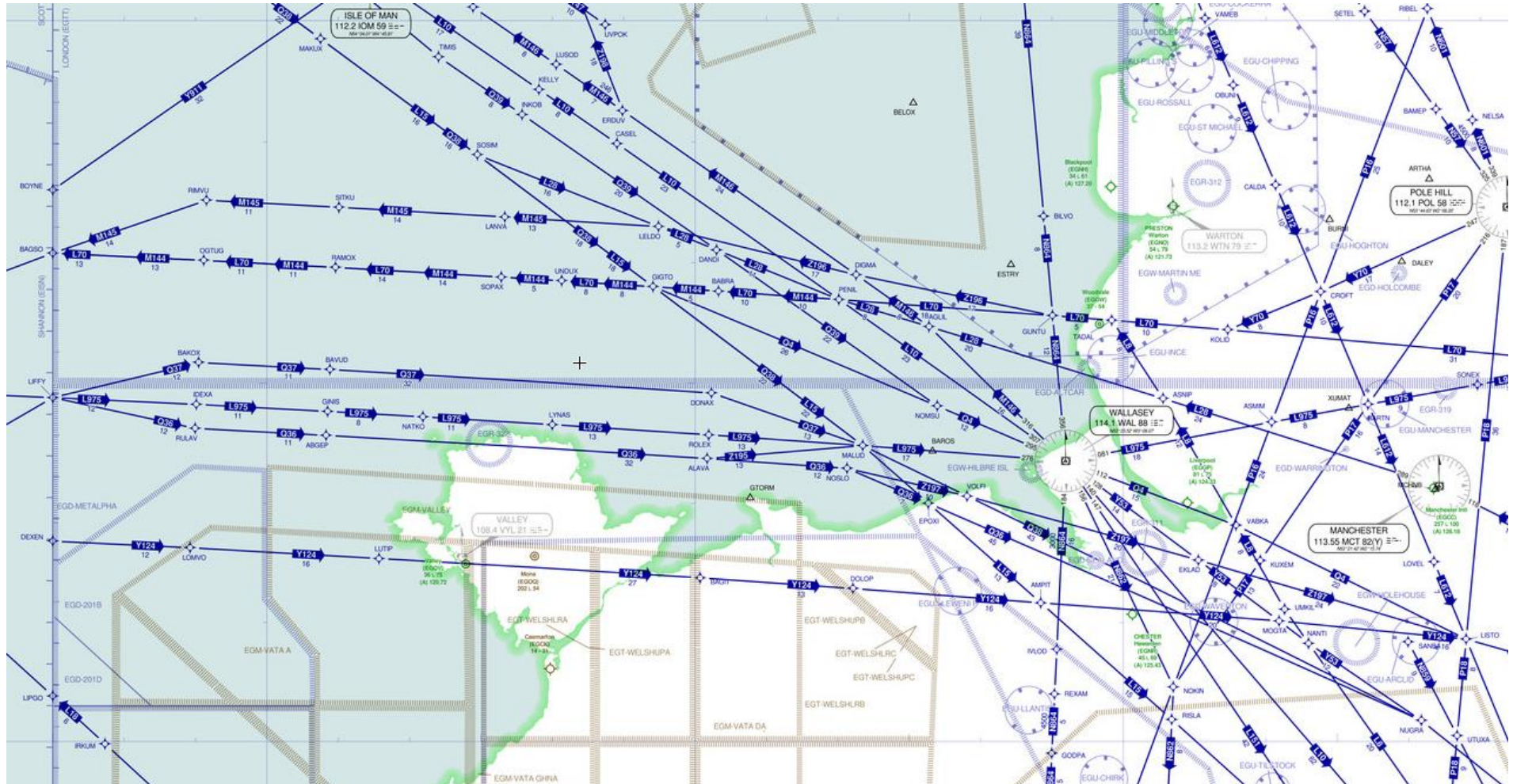
- 30% increase expected by 2030
- Dublin- new runway operational October 2021
- New runway will result in increased demand in
 - ❖ IOM Sector (PC)
 - ❖ Sector 7 & Sector 4 (SWN)



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Baseline (do nothing)

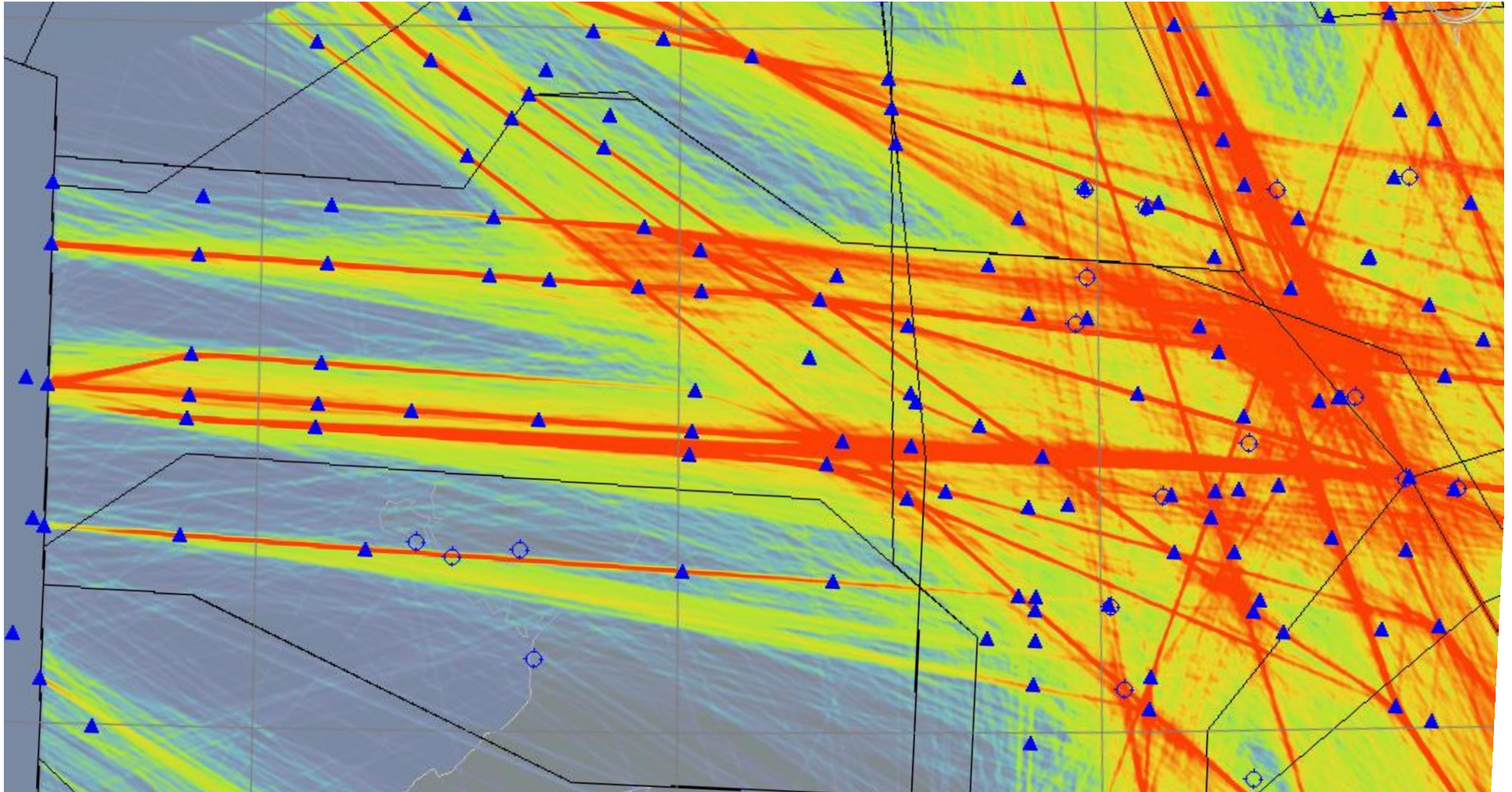
Current ATS route network



Baseline (do nothing)

Current traffic Density

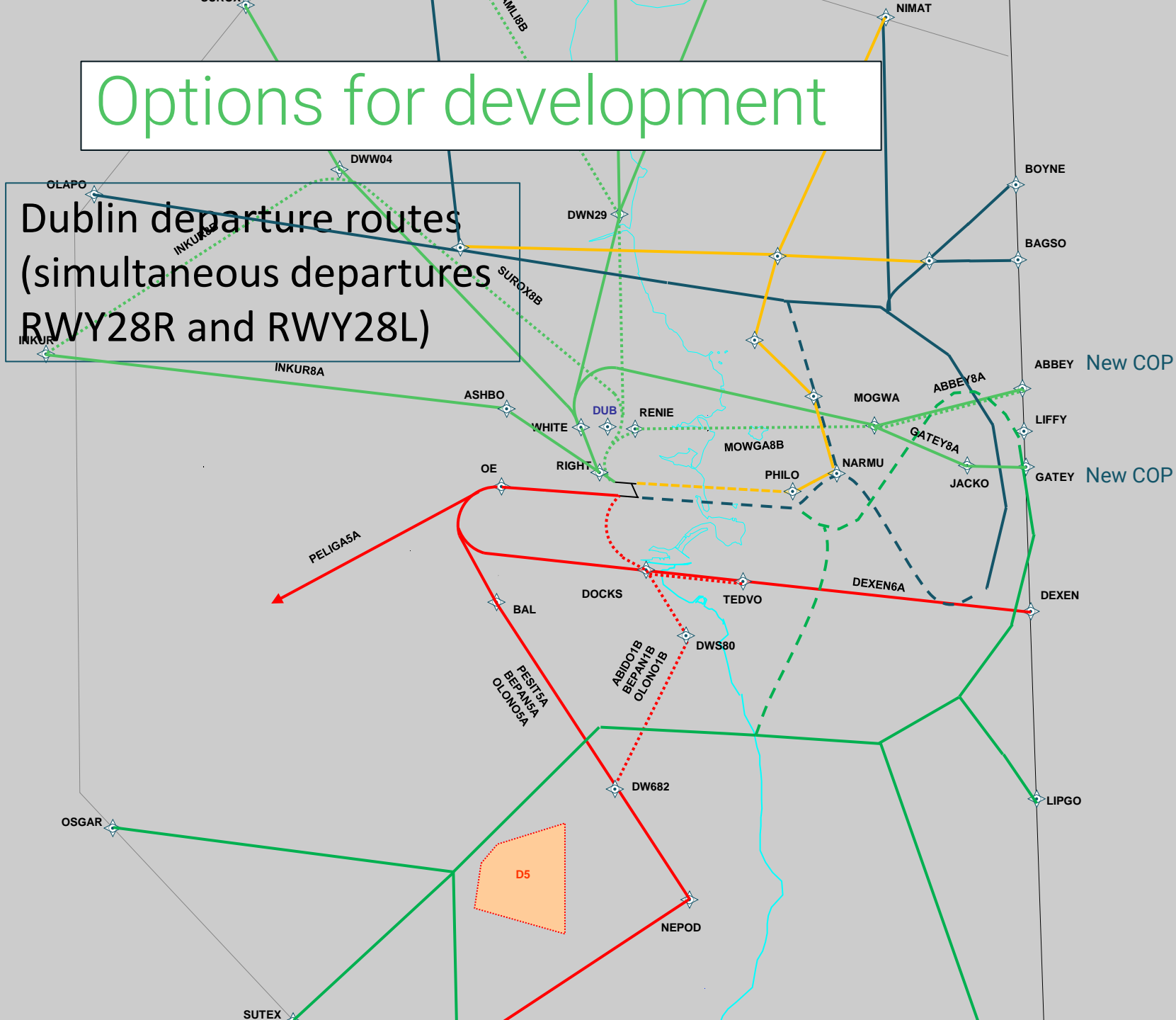
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Options for development

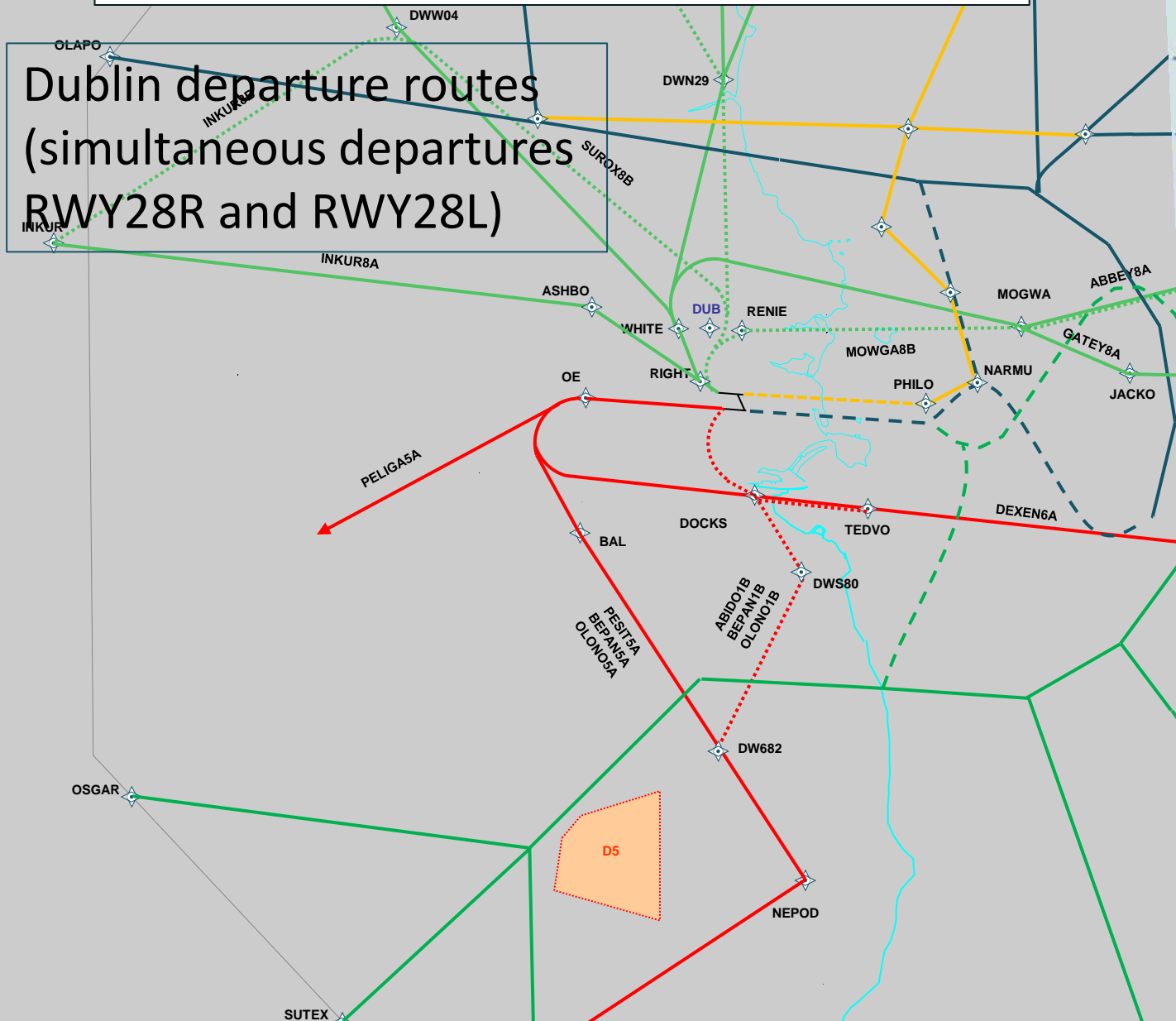
Dublin departure routes
(simultaneous departures
RWY28R and RWY28L)

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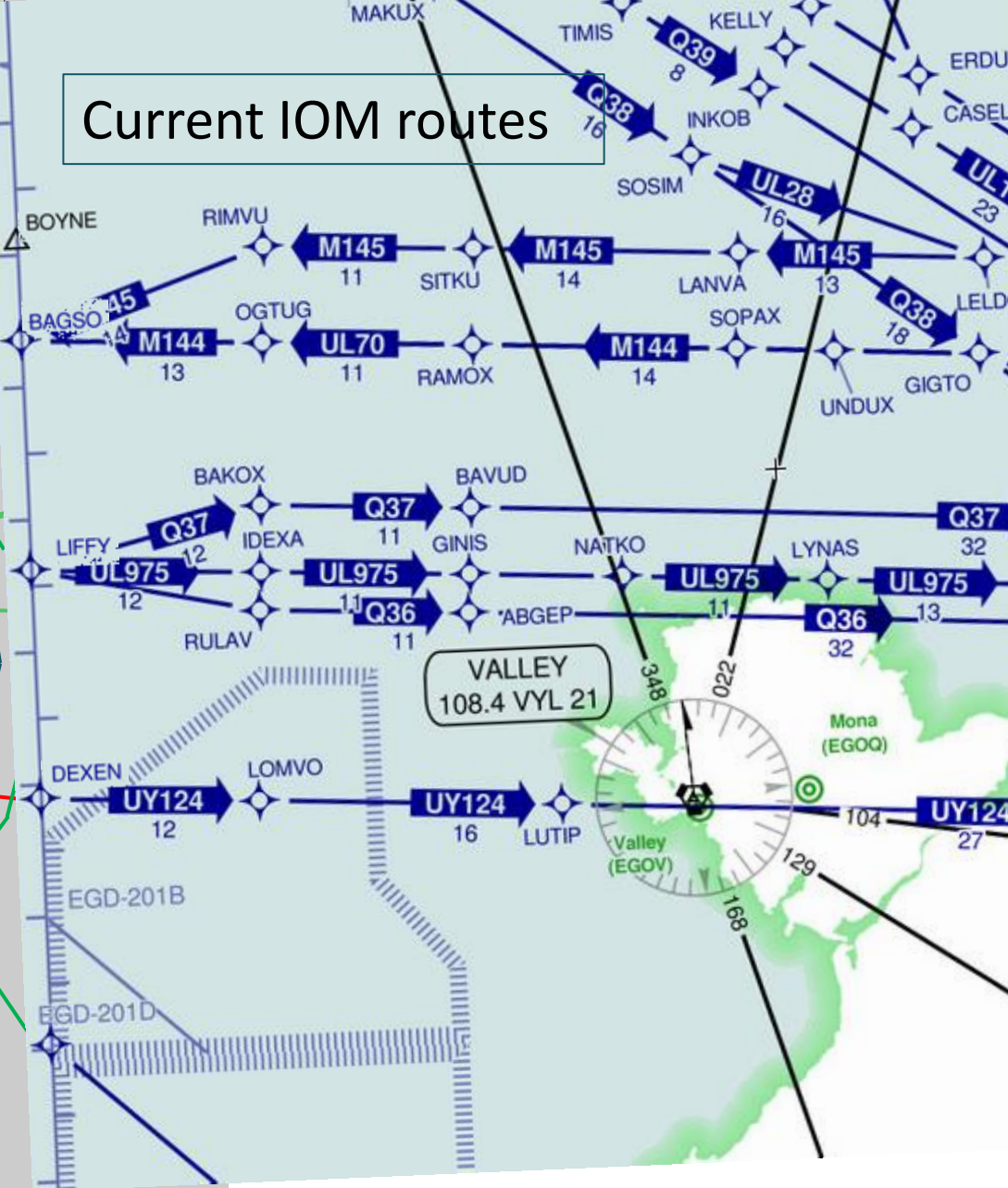


Options for development

Dublin departure routes
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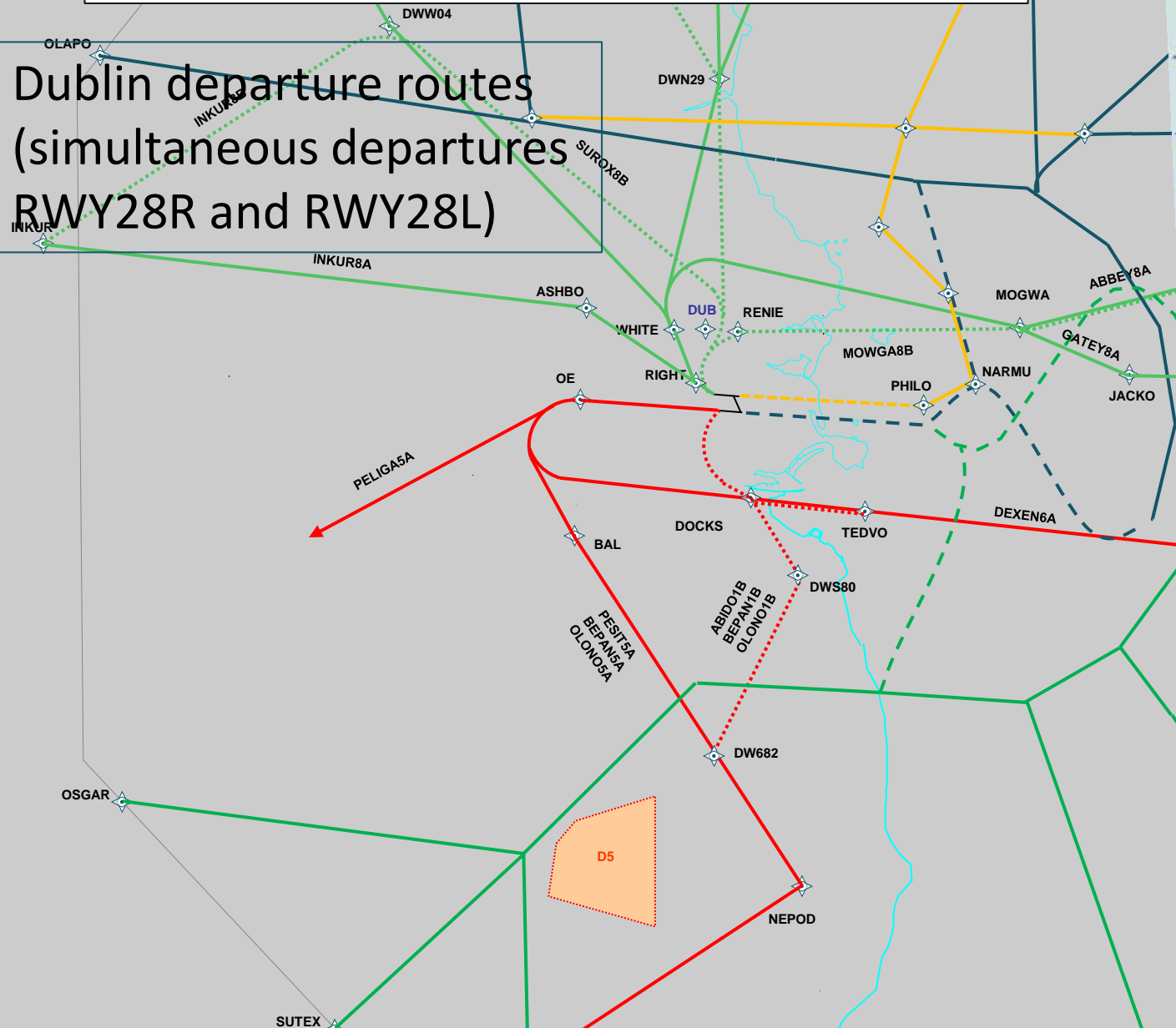


Current IOM routes

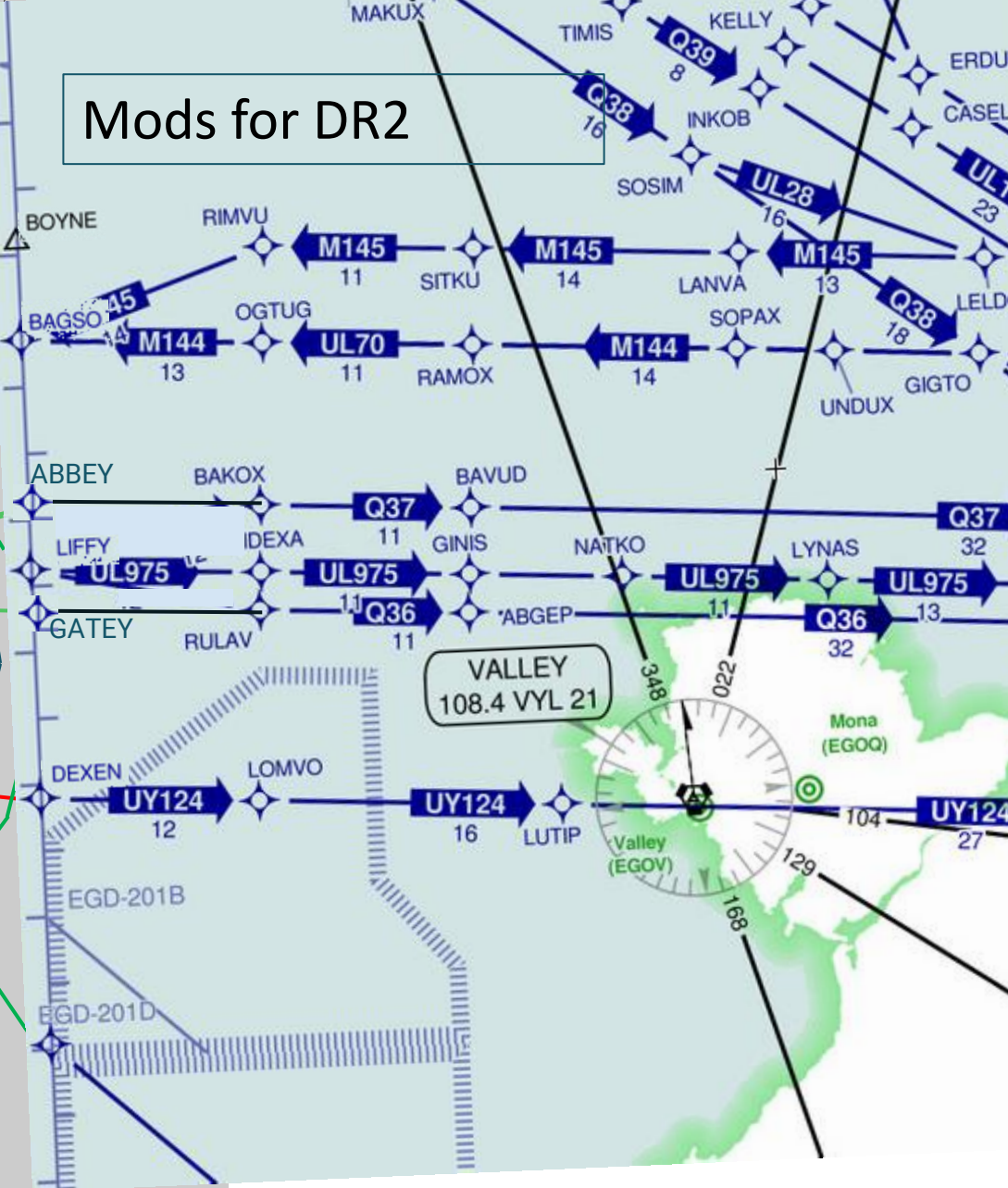


Options for development

Dublin departure routes
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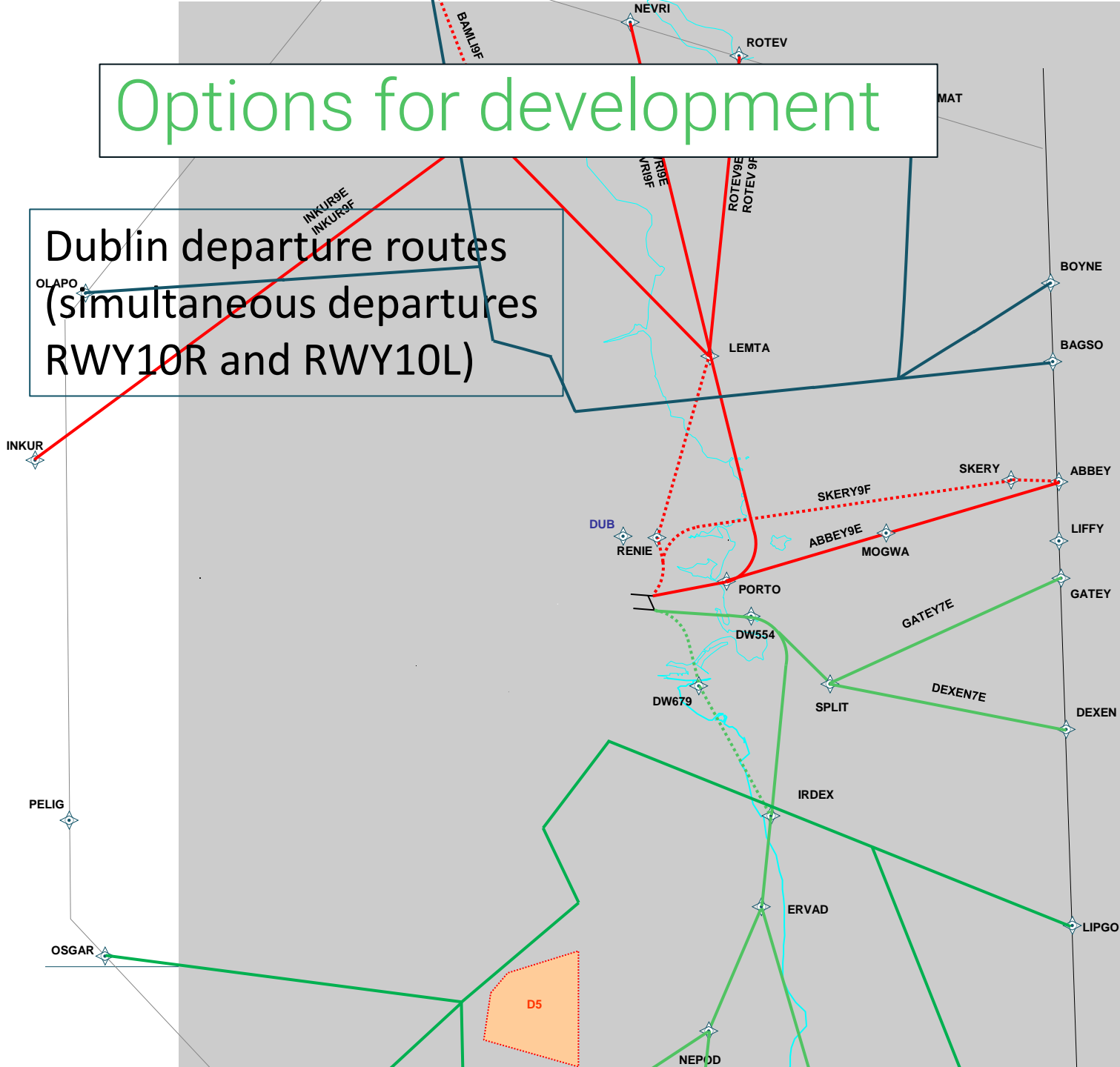


Mods for DR2



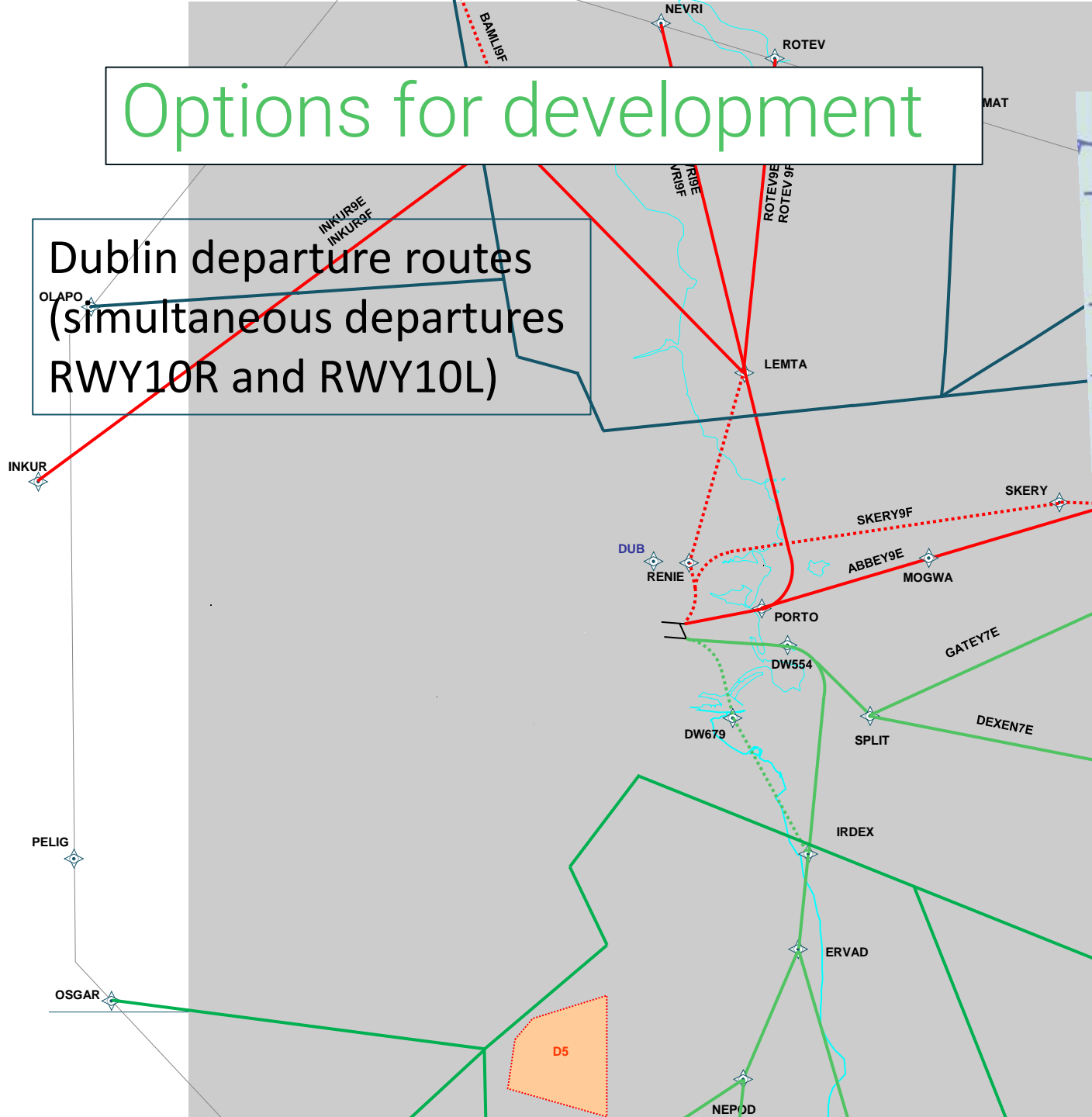
Options for development

Dublin departure routes
(simultaneous departures
RWY10R and RWY10L)

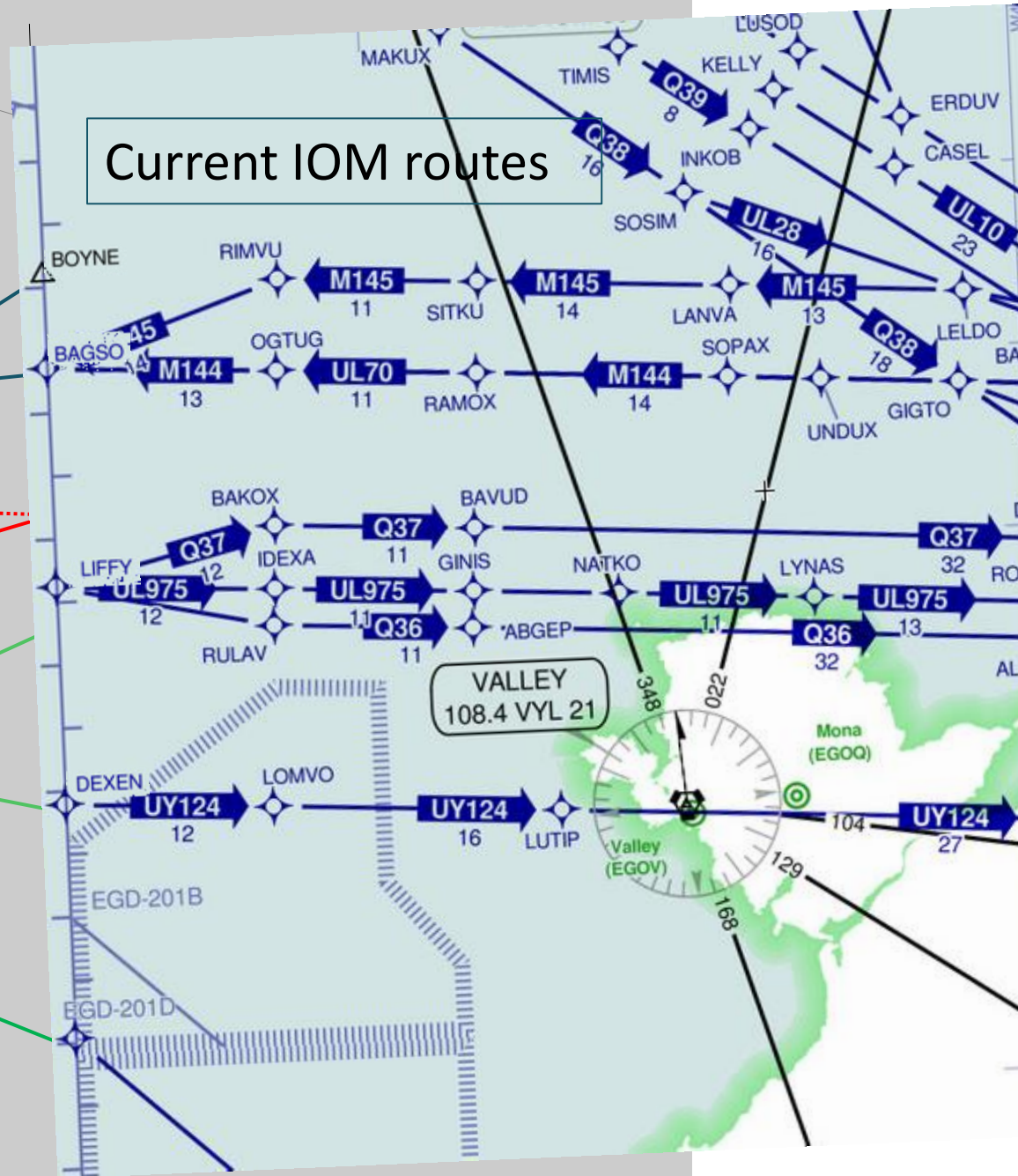


Options for development

Dublin departure routes
(simultaneous departures
RWY10R and RWY10L)

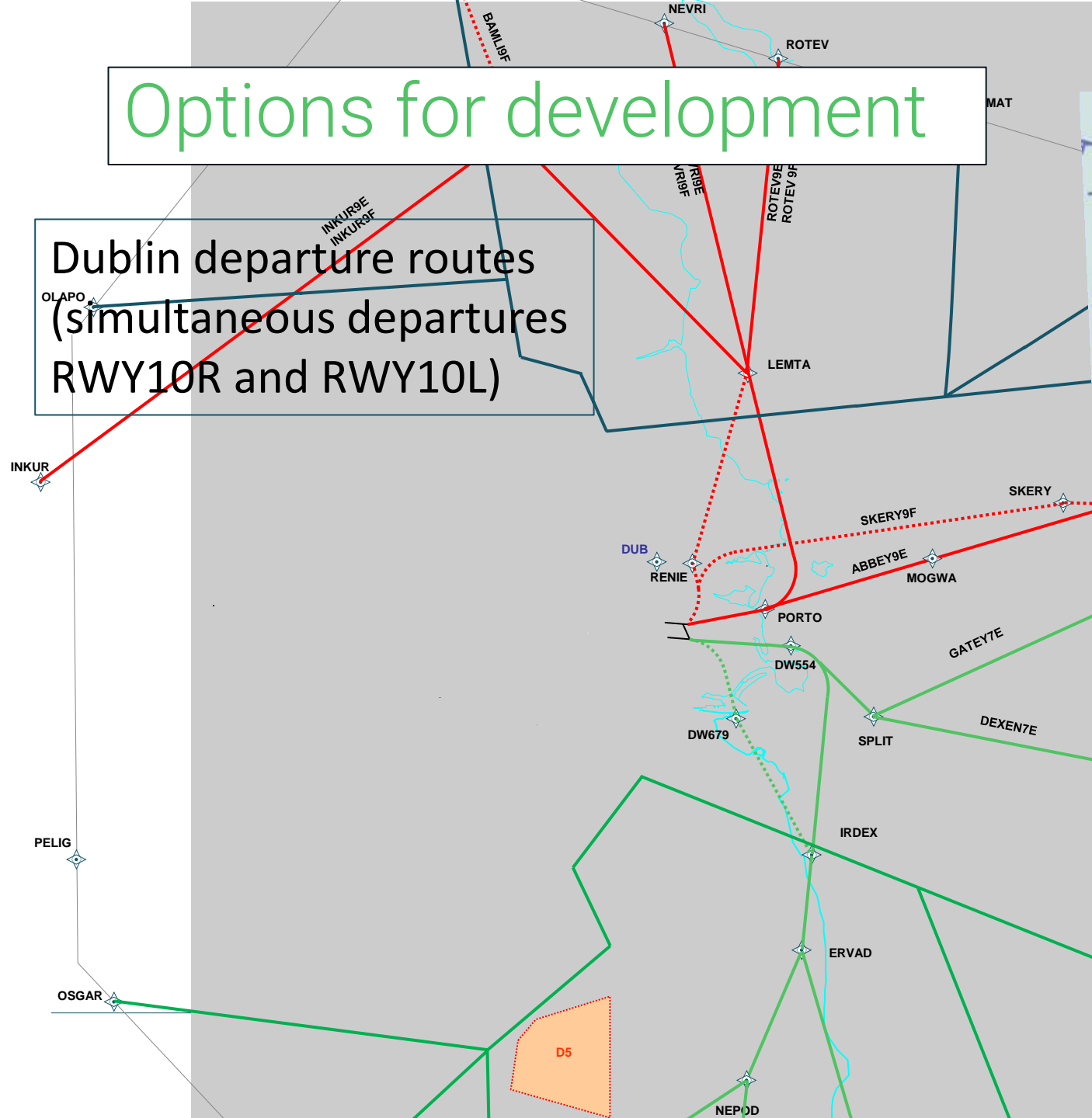


Current IOM routes

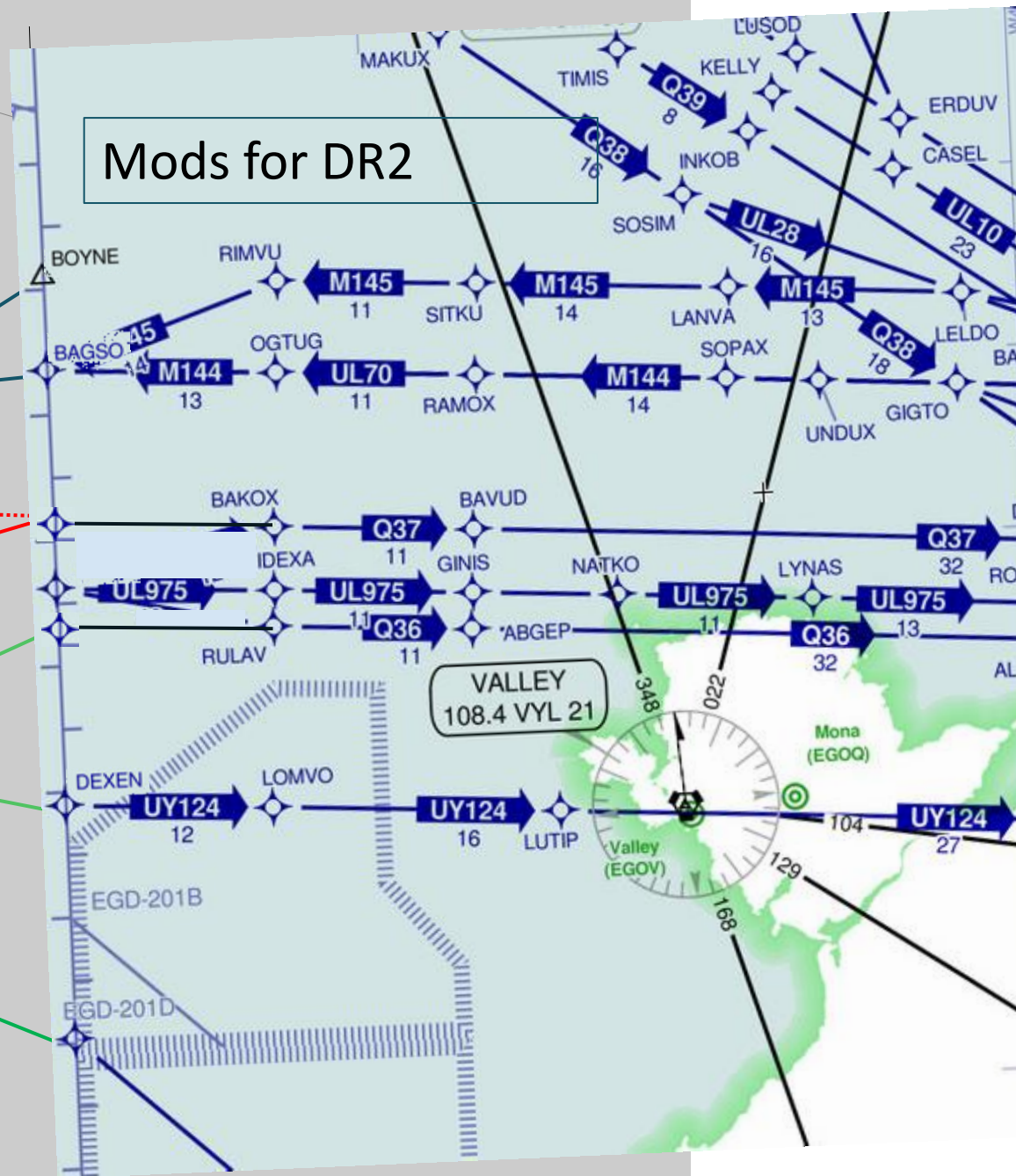


Options for development

Dublin departure routes
(simultaneous departures
RWY10R and RWY10L)



Mods for DR2



Benefits

- Seamless interface between Q36, Q37 and new SIDs from Dublin
- Reduction in flight planned fuel uplift
- Increases sector capacity
- Increased predictability of SID allocation for Dublin.

Issues

- None

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Addressing the identified issues



Buffer policy needs to be clarified.

This will assist with the optimal position of the route Q36 wrt Y124.

Provisional Scaling and Process Discussion



- Expectation that the ACP will be categorised as Level 2C
Proposed changes in UK FIR are above 7000ft and over the high seas.

Stakeholder Engagement



- Preliminary discussions with principle stakeholders have taken place:
 - IAA
 - 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) (Full Dublin R2 Ops Q4 2021)	25/02/2021 (Dual AIRAC)

Engagement, and Next Steps



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

- Development work continues, to explore options, refine the designs and coordinate the timescales.
- Work continues, in order to engage effectively with the IAA, airlines and MoD.
- Engagement with stakeholders regarding design principles planned.

Questions?

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