

Removal of Oceanic TANGO Routes T16, T13, T213

Assessment Meeting for ACP-2024-011

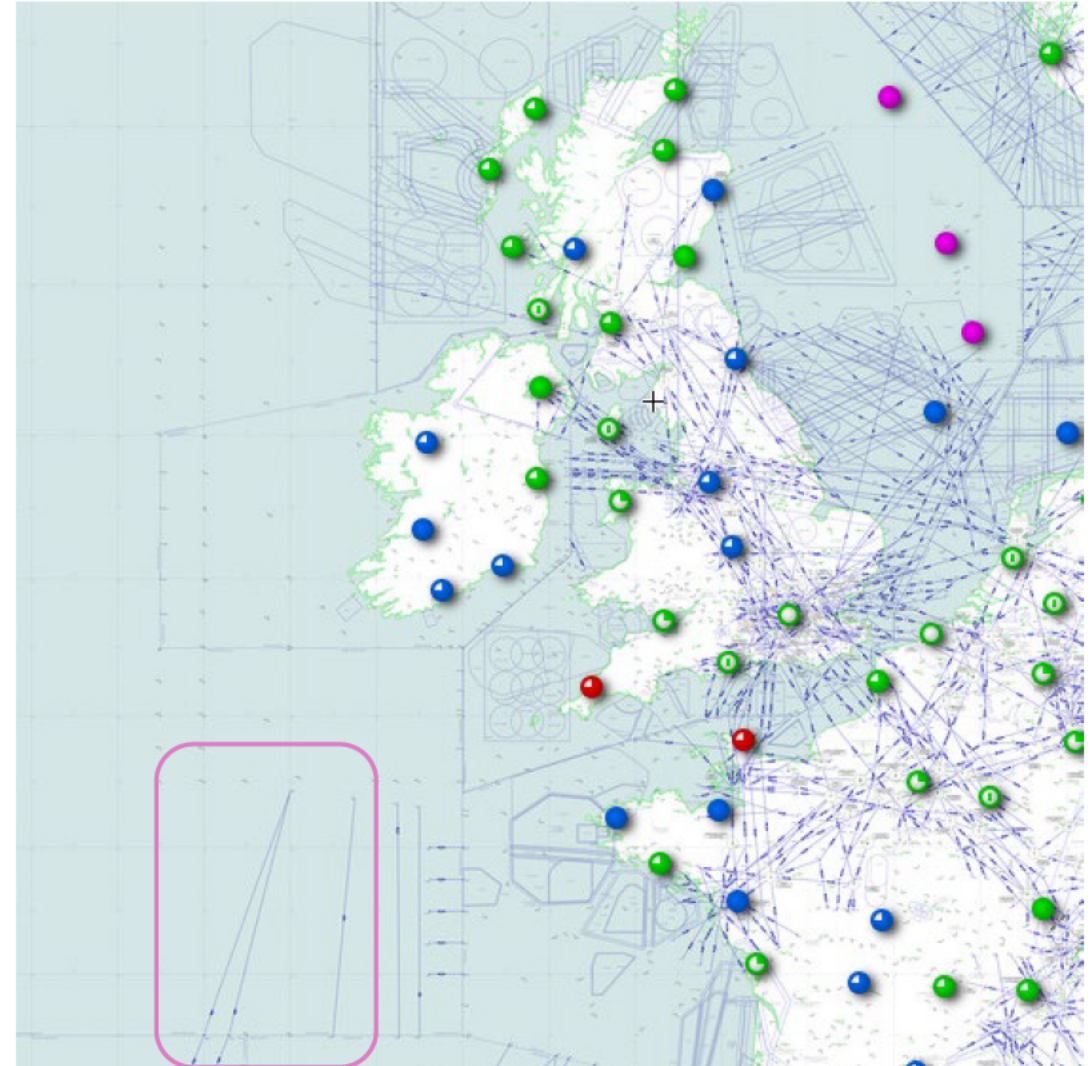
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Background

- T16, T13 and T213 are Oceanic routes off the coast of France.
- They appear in the UK AIP as there is no Oceanic AIP.
- They are not within the London or Scottish FIRs.
- The image shows the portion in the UK AIP.
- T16 and T13 continue into the Portuguese AIP.



Background Continued...

- Legacy routes that are no longer required.
 - They are RNAV10 which has a LORAN C Nav requirement which is no longer supported by ICAO.
- Aircraft must be FANS 1A compliant which allows for User Preferred Routings.
 - FANS 1A has been a required standard for all aircraft since 2020.
- Proposal is to **remove the routes not the points**.
 - Aircraft will continue to be able to route between the points, but not via the out-of-date routes.
- Requirement to move away from RNAV 10 (LORAN C navigation) is set by ICAO.

FANS 1A Requirements



- HF radio
- ADS-B
- FANS-compliant Inmarsat or Iridium satcom
- FANS-capable FMS
- ADS-C and CPDLC (either in the FMS or CMU)
- RNP-4 approved navigational capabilities (within +/- 4 nm of assigned lateral separation for at least 95 percent of the flight) a communications management unit
- a data-capturing cockpit voice recorder

Statement of Need



“Oceanic Tango Routes T16, T13, T213 to be removed from UK AIP ENR 3.3 (Other Routes)

Within the Shanwick Oceanic Control Area, ‘Tango Routes’, T213, T13 and T16 provided an exemption from the North Atlantic Region Datalink Mandate during Phase 2b of the transition. This allowed short / medium haul non FANS1/A equipped aircraft, continued access to the North Atlantic Region at optimal levels for cost-efficiency and contingency reasons, ensuring regional connectivity and interoperability.

This exemption concluded in January 2020 when the North Atlantic Region completed its transition to a FANS1/A environment, whereby all aircraft operating in the North Atlantic high-level area are required to be FANS1/A equipped when operating outside of Surveillance and VHF radio coverage.

As a consequence, T16, T13, T213 are no longer required to be published within the UK AIP as Shanwick Oceanic Control Area permits operators to flight plan their user-preferred routes. The removal of these routes is being co-ordinated with Santa Maria Oceanic Control in accordance with the requirements of the ICAO North Atlantic Safety Performance Steering Group.”

Objectives of this ACP

- Removal of RNAV10 T16, T13, T213 routes in co-ordination with Santa Maria Oceanic Control.
- Align with ICAO mandate to remove RNAV10 operations and use FANS 1A standards.
- “Tidy up” the UK AIP.

Issues and Opportunities Arising from the Proposed Change

Issues

- Removal would ideally be at the same time as Santa Maria, so timing would need coordinated.

Opportunities

- Removal of routes has been requested by Santa Maria in line with FANS1A requirement and removal of RNAV10.
- Remove outdated routes from AIP and provide alignment with already instigated Oceanic FANS1A flight planning requirements.
- Continue good relations with other ANSPs by coordinating changes.

Current Day Scenario



- Airlines flight plan them because they are available.
 - The routes are no longer required, as the RNAV 10 infrastructure no longer exists.
- 99.8% are at / above FL290.
 - This is the height mandated in FANS 1A operations.

Current Day Scenario – T16



UK AIP

- OMOKO – GONAN (Southbound)
- FL55 – FL660
- 244.7NM

Full route (UK and Portugal AIPs)

- OMOKO – GONAN – EKROL – NAVIX – IDREL (Southbound)
- IDREL – EXODO – OTZIL (Bi-directional)

OMOKO to GONAN

Data Reference	Answer / Count
Number of flights	1,989
Most common height	FL370 – 1,224
Flights below FL290	FL280 – 1
Most common airlines	EXS – 1,264 RJR – 275 TOM – 205

Data set: CFMU Planned between OMOKO and GONAN.
Full year 2023.

Current Day Scenario – T13



UK AIP

- NILVA – OMOKO (Northbound)
- FL55 – FL660
- 237.7NM

Full route (UK and Portugal AIPs)

- IDREL – RUPEP – MANOX – LUPOV – NILAV – OMOKO

NILVA to OMOKO

Data Reference	Answer / Count
Number of flights	2,574
Most common height	FL370 – 1,459
Flights below FL290	FL270 – 1 FL250 – 2
Most common airlines	EXS – 1,828 RZR – 224 TOM – 221

Data set: CFMU Planned between NILAV and OMOKO.
Full year 2023.

Current Day Scenario – T213



UK AIP

- TAMEL – BERUX (Bi-directional)
- FL55 – FL660
- 224.8NM

BERUX to TAMEL and TAMEL to BERUX

Data Reference	Answer / Count (Northbound)	Answer / Count (Southbound)
Number of flights	234	199
Most common height	FL370 – 105	FL370 – 79
Flights below FL290	FL280 – 1 FL80 – 1	FL280 – 1 FL230 – 1
Most common airlines	EXS – 86 RYR – 60 TAP – 28	RYR – 45 EXS – 40 VKG – 33

Data set: CFMU Planned between BERUX and TAMEL (Northbound) and TAMEL and BERUX (Southbound).
Full year 2023.

Current Day Scenario - Combined



- There was a **total of 4,996 flights** in 2023.
- That's an **average of 14 flights per day**.
- Jet 2 was the most frequent operator with 3,218 flights. Ryanair was the second most frequent with 604 flights.
- Only 8 aircraft filed below FL290 in 2023.

Safety Case



- No safety implications.
- FANS1A User Preferred Routings are already in place throughout the Oceanic environment.

ACP Scaling - Applicability of Policy Alignment Check

- “A change in airspace design that will not alter air flight behaviours” (CAP Para. 2.8).
- The ACP is outside of the London or Scottish FIRs and will not change flight behaviours within the UK boundary.
- RNAV10 infrastructure no longer exists, so airlines are not using it for navigation / reporting even when filing these routes.
 - Airlines already mandated to be FANS 1A compliant.

Target Dates and Next Steps



Timelines

- Needs co-ordinated with Santa Maria so no proposed AIRAC date at this point.
- Not before September 2024.

Next Steps

- Co-ordinate timelines with Santa Maria.
- Inform airlines of change.
- Submit AIP changes in advance of AIRAC update.

Thank you!

Are there any questions or
further comments?

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