

Network Improvements on the UK Dover (DVR) Interface

Assessment Meeting

ACP-2025-006

21st March 2025

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Objective of the proposed change

This ACP seeks to improve connectivity between the UK ATS route network and adjacent FIR / UIR boundaries by introducing new / revised ATS route, waypoints and / or COPs.

This will enhance connectivity, whilst improving fuel efficiency and reducing greenhouse gas emissions.

This ACP will also seek to reduce controller workload by improving flight plan predictability.

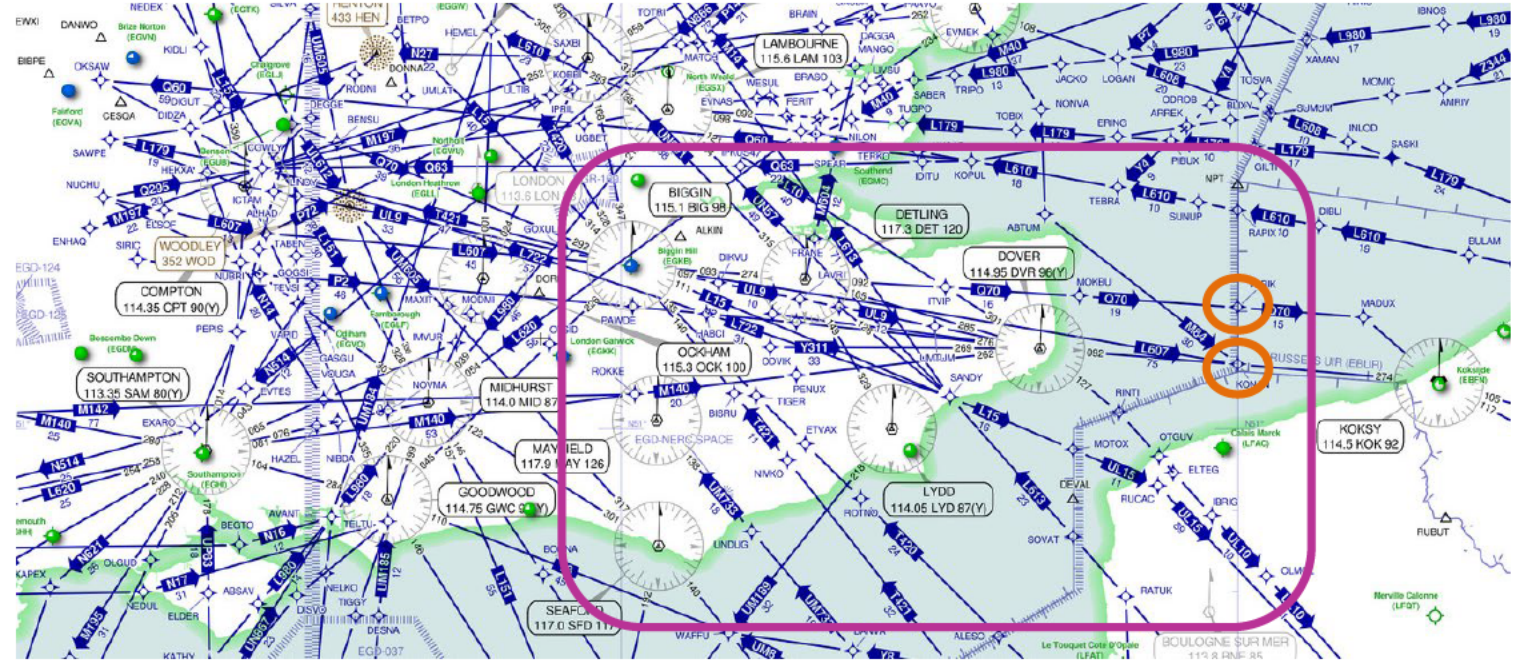
Area of Scope and Background

Focusing on traffic departing the UK via KONAN (COP) and VABIK (COP) (circled) on the UK FIR / UIR boundary with France, Belgium and EUROCONTROL Maastricht.

European Network Manager (NM) has identified the region as a network hotspot, and it is creating inefficiencies within the network.

The network bottleneck is currently managed dynamically, leading to high controller workload and inefficient flight profiles for a high volume of traffic.

A revised route structure and associated ATC procedures across the boundary would enable controller workload reduction, improved traffic presentation to adjacent ANSPs, enable more efficient flight planning and increased throughput, whilst remaining compatible with current and future London FIR / UIR routings.



Primary area of scope, but flows could change across the map area

Image: SkyVector

Current Day Scenario

All traffic via KONAN or VABIK will be impacted.

Includes three traffic groups:

- Departures from Biggin Hill, Gatwick, Heathrow, London City, Luton, Stansted routing via VABIK / KONAN
- Arrivals into Brussels TMA
- Network overflights

Current traffic density means aircraft do not achieve their planned flight profiles.

Traffic sample	Number of flights (per annum)
All traffic via KONAN or VABIK	c. 213,000
LTMA traffic via KONAN or VABIK	c. 148,000
Heathrow* departures via KONAN or VABIK	c. 68,000
Gatwick* departures via KONAN or VABIK	c. 30,000

* Likely to increase with planned expansion at Heathrow and Gatwick.

Based on CFMU planned data,
full year 2024

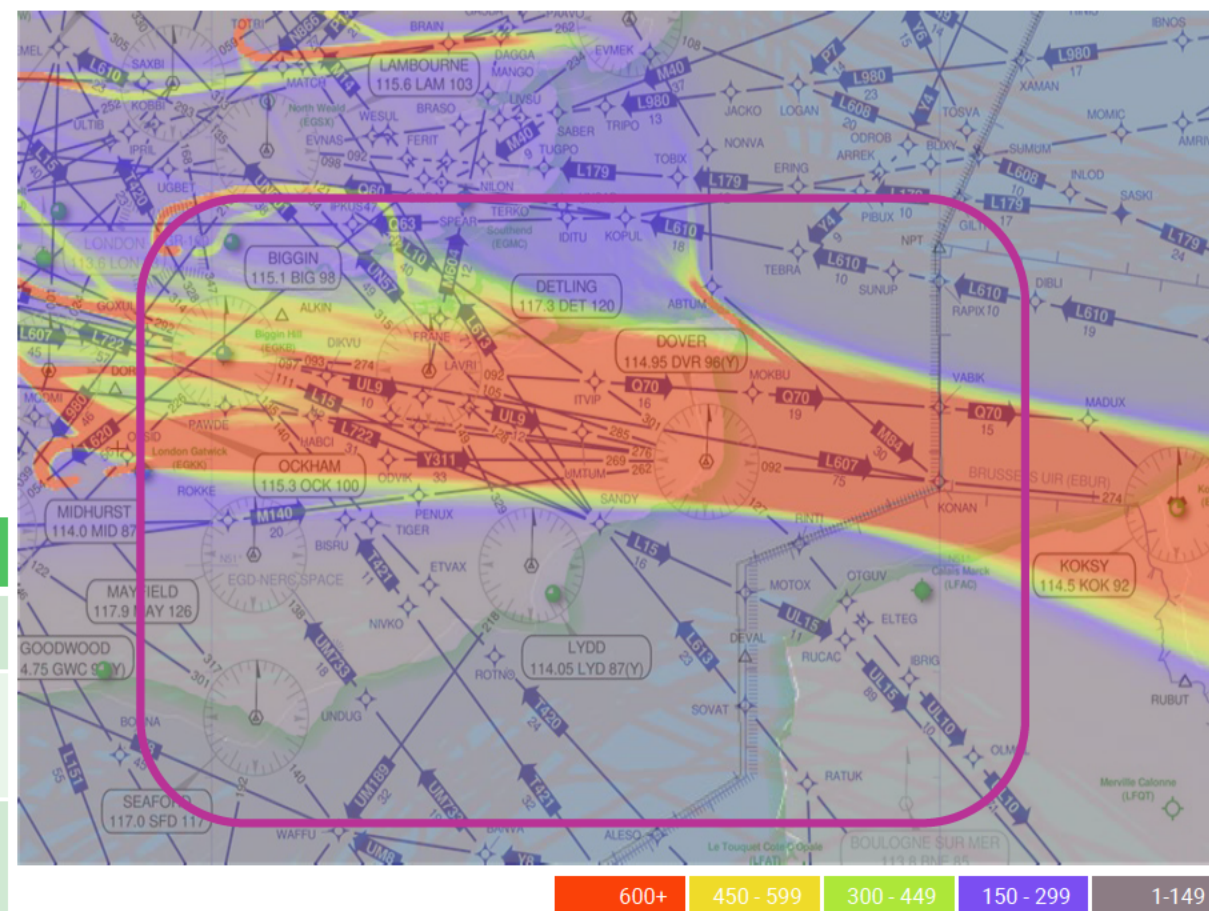


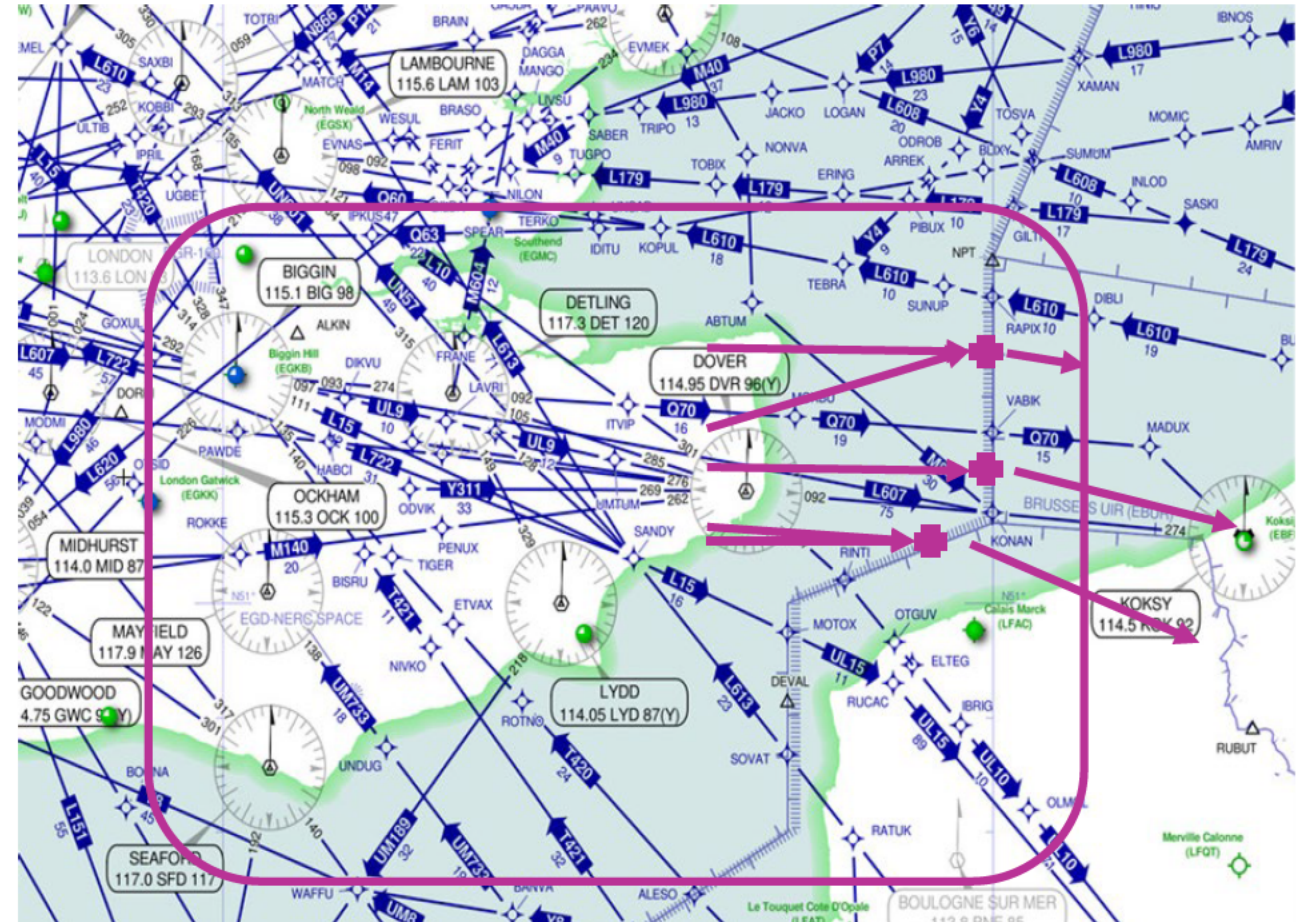
Image: SkyVector and CFMU actual data for Aug 2024

Proposed Change

Replacing one COP (KONAN) with multiple COPs.

Traffic allocated to COPs by departure airport / destination (EB** traffic)

Assumes other current day COPs remain unchanged



- Indicative new COPs
- Indicative new routes

Opportunities and Issues Arising from the Proposed Change

Opportunities

Systemisation of outbound flows

- Reduce ATCO workload
- Improved flight routings
- Increase potential sector throughput

Enabling future LTMA changes

- Free Route Airspace
- Complimentary with departure concepts for LTMA ACPs

Issues

Ensuring compatibility with existing departure routes

- No intent to change tactical management of traffic below 7,000ft

Coordination with adjacent ANSPs

- ANSPs are actively engaged and happy to align due to long-term benefit to the change for all involved ANSPs

Level, Process Requirements and Provisional Timelines



Expected Level 2 ACP

- Alters flight behaviours above 7,000ft (amsl)
- Does not alter flights below 7,000ft (amsl) over land

Stage 1

- Mandatory design principles
- Minimal discretionary design principles
- 2-weeks stakeholder engagement
- Limited to relevant aviation stakeholders

Stage 2

- Stakeholder engagement to aid design
- Qualitative initial appraisal

Stage 3

- 6-weeks consultation
- Technical consultation

Stage 4

- Assumes no re-consultation

Stage 5

- 10-week decision period
- Potential SoS Call-in (not accounted for in timelines)

Activity	Proposed Date
Submit Stage 1	13 th June 2025
Stage 1 Decision	27 th June 2025
Submit Stage 2	28 th November 2025
Stage 2 Decision	12 th December 2025
Submit Stage 3	2 nd April 2026
Stage 3 Decision	24 th April 2026
Consultation	May / June 2026
Submit Stage 4	18 th September 2026
Stage 5 Decision	27 th November 2026
AIRAC Submission	18 th December 2026
Target AIRAC	March 2027

Safety Case Requirements

Usual safety activities will take place throughout the ACP lifecycle.

- At this point, no new or novel procedures are expected resulting in extensive safety work.

Activities and implementation will be aligned with neighbouring ANSPs.

This ACP will at least maintain the current safety levels in the affected area.

Next Steps

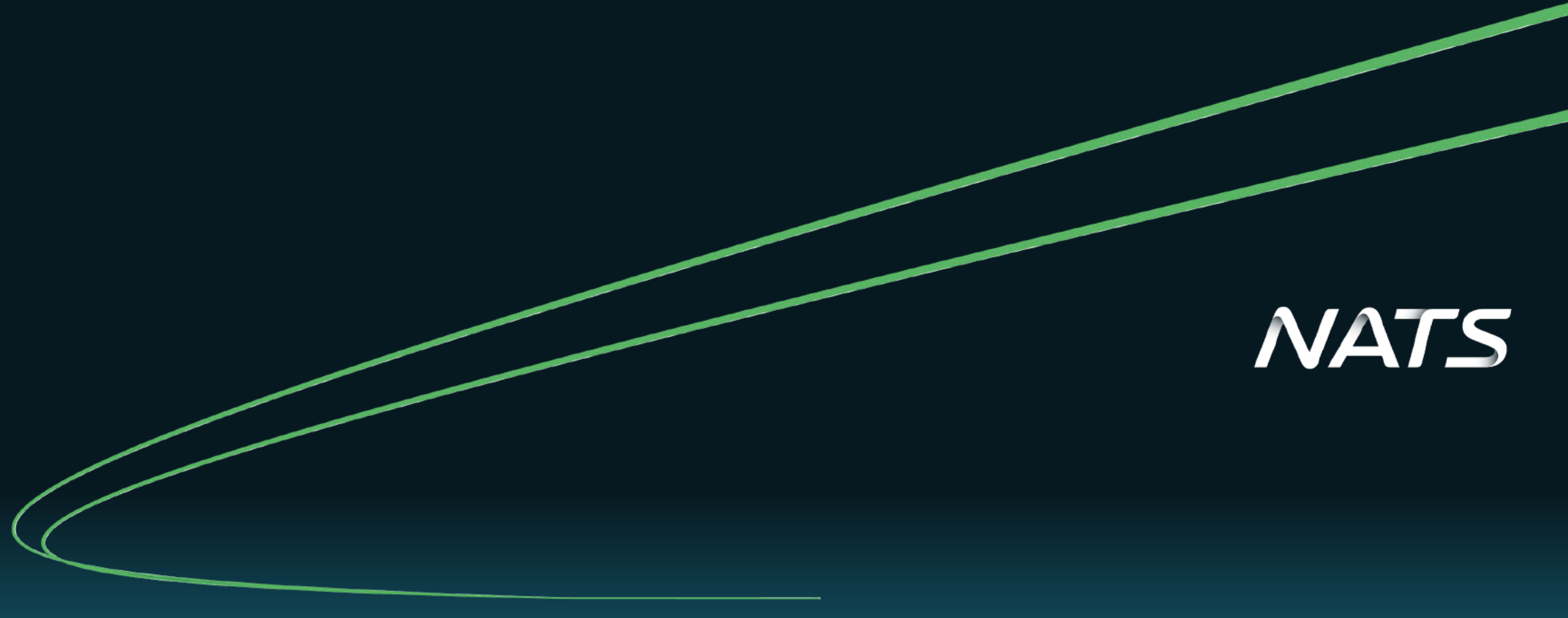
Progress ACP in line with CAP1616f.

Ongoing design discussions with neighbouring ANSPs.

Any Other Business or Questions...

Thank you

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