

# Network Improvements on the UK Dover (DVR) Interface

## Stage 1 Engagement

ACP-2025-006



***NATS***

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# Introduction to CAP1616



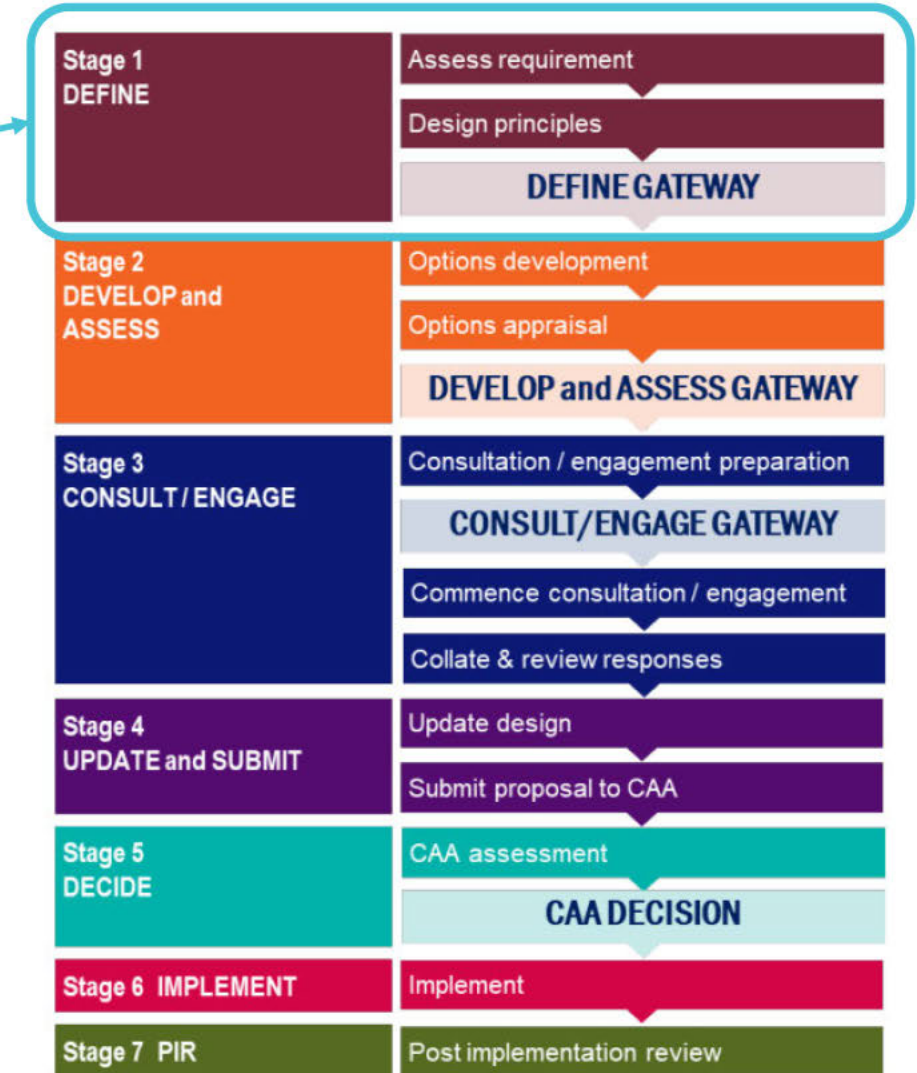
CAP1616 is the UK's Airspace Change Process.

Currently in Stage 1.

Level 2 ACP as it does not alter flight behaviours below 7,000 ft (AMSL) over land.

During this engagement period we are seeking your views on our:

- Current day scenario
- Draft design principles



# Introduction to this ACP

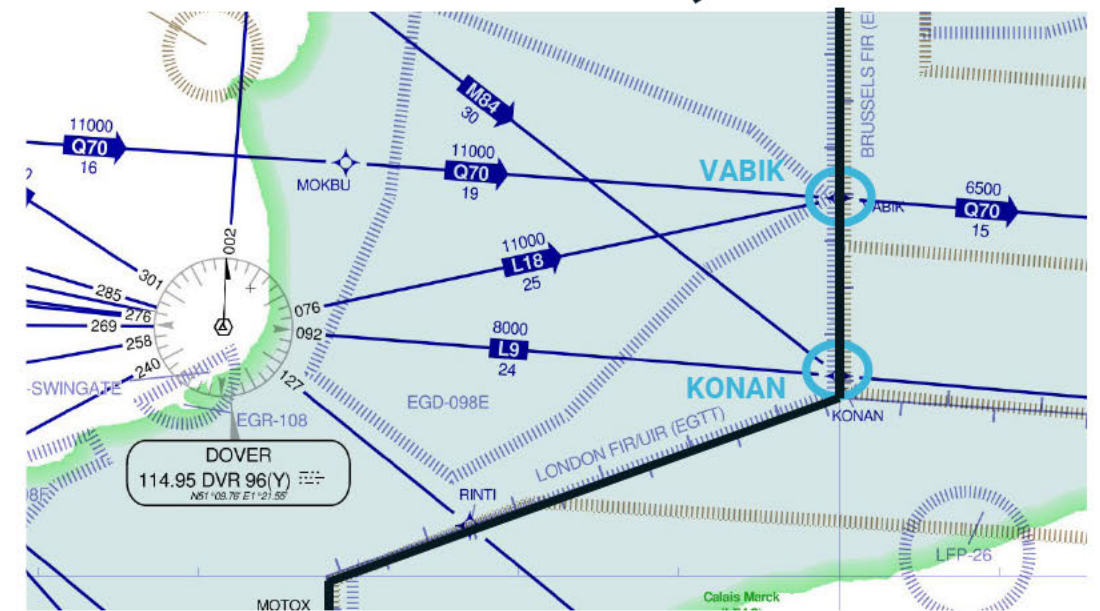
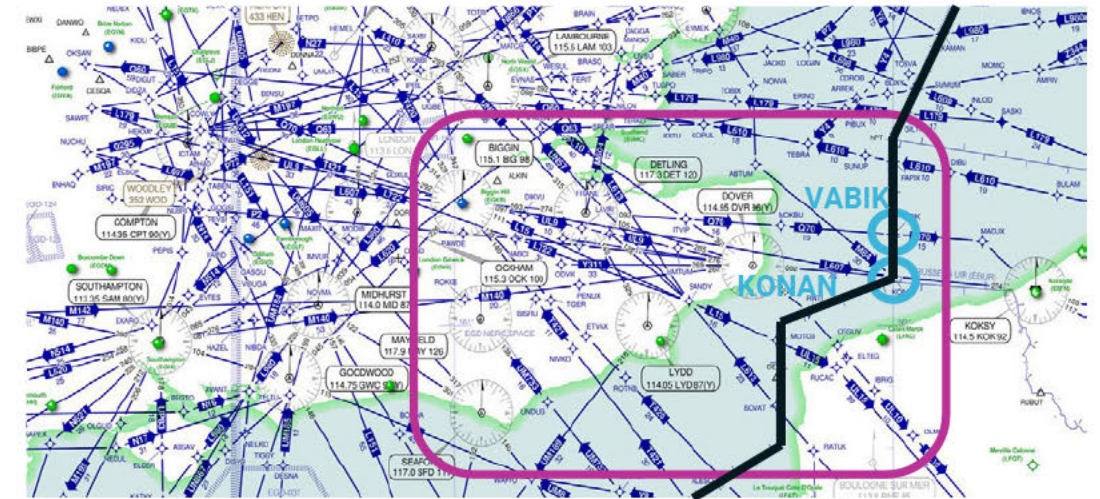
The KONAN and VABIK COPs (exit points) on the London FIR/UIR boundary have been identified by European Network Manager (NM) as a network hotspot.

All overflying traffic from the London FIR, overflying Belgian airspace, flight plans via KONAN.

All London TMA departing traffic overflying Belgian airspace also flight plans via KONAN, resulting in extensive tactical intervention and frequent late-transfer of traffic to Maastricht.

All traffic inbound to Brussels, both descending overflights and LTMA departures flightplan via VABIK.

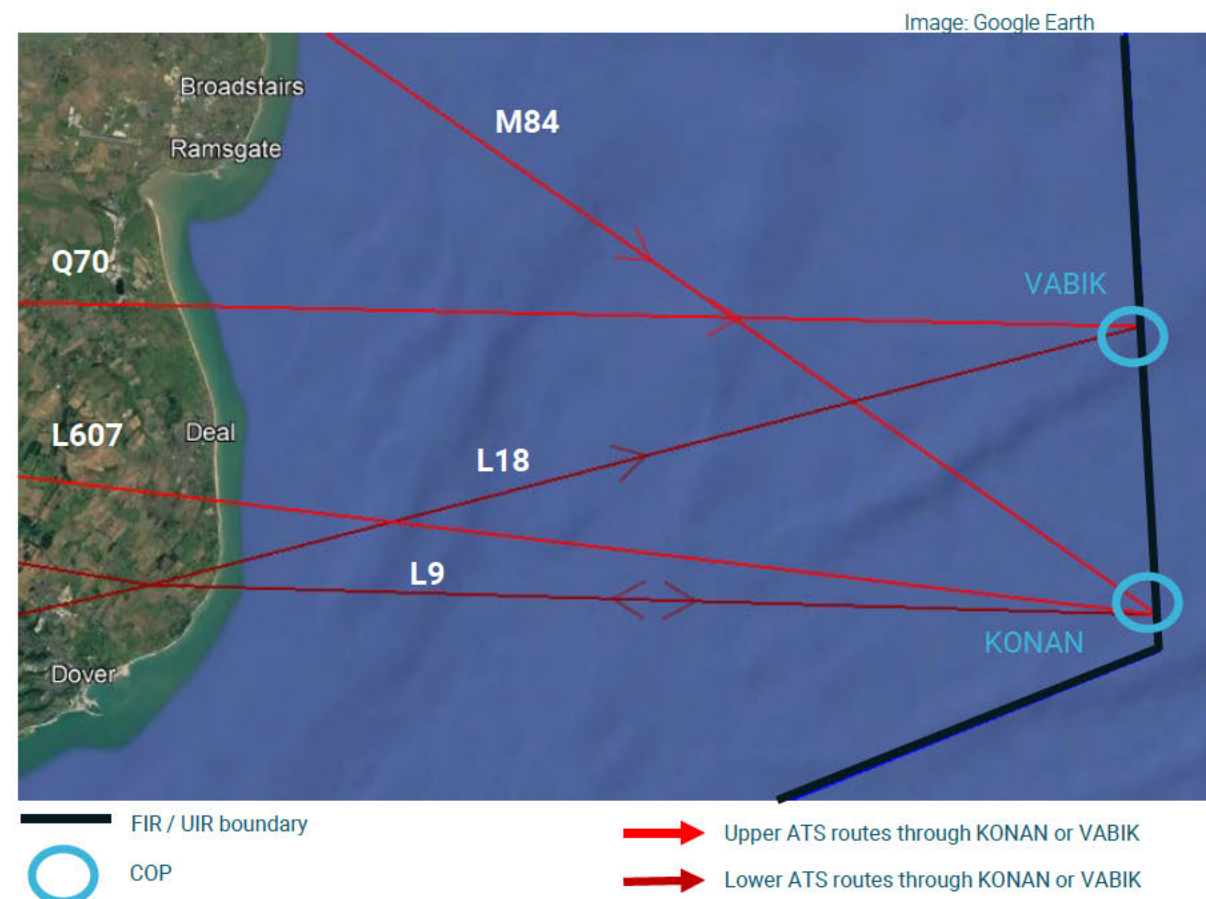
KONAK – KOK is the busiest ATS route in Europe.



# Current Day Scenario

| COP   | ATS Route | Lower Limit | Upper Limit | Direction                                 |
|-------|-----------|-------------|-------------|-------------------------------------------|
| VABIK | Q70       | FL105       | FL460       | Eastbound only                            |
|       | L18       | FL105       | FL245       | Eastbound only<br>(between DVR and VABIK) |
| KONAN | M84       | FL105       | FL460       | Eastbound only                            |
|       | L607      | FL245       | FL460       | Eastbound only                            |
|       | L9        | FL75        | FL245       | Multi-directional                         |

FL75 to FL195 is Class A, FL195+ is Class C.



# Current Day Scenario

Traffic includes three groups:

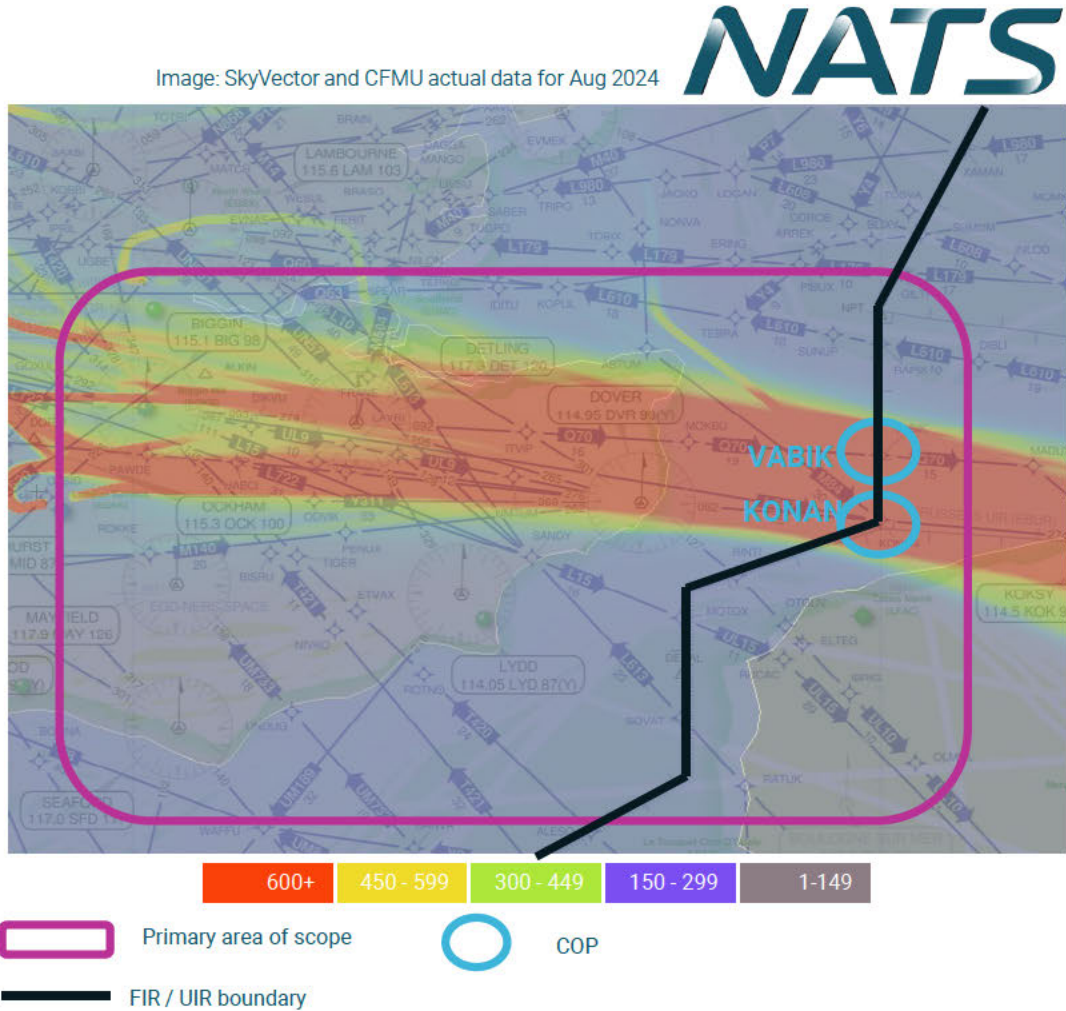
- LTMA departures
- Arrivals into Brussels TMA
- Network overflights

Majority of traffic is medium range airliners such as the B737 and A320 families, crossing the FIR / UIR boundary at FL245+.

| Traffic sample                           | KONAN flights (per annum) | VABIK flights (per annum) |
|------------------------------------------|---------------------------|---------------------------|
| All traffic via KONAN or VABIK           | c. 196,000                | c. 17,000                 |
| LTMA* traffic via KONAN or VABIK         | c. 144,000                | c. 4,000                  |
| Heathrow** departures via KONAN or VABIK | c. 65,000                 | c. 3,000                  |
| Gatwick** departures via KONAN or VABIK  | c. 30,000                 | c. 100                    |

\* EGSS, EGGW, EGLC, EGLL, EGKK, EGKB  
\*\* Likely to increase with planned expansion at Heathrow and Gatwick.

Based on CFMU planned data, full year 2024



# Current Day Scenario – Airspace Usage



## Top 10 Airlines for KONAN

| Airline          | Flight per annum  | Percentage of KONAN Traffic |
|------------------|-------------------|-----------------------------|
| British Airways  | c. 29,900         | 15.8%                       |
| Ryanair          | c. 25,600         | 13.5%                       |
| easyJet          | c. 17,600         | 9.3%                        |
| Lufthansa        | c. 14,500         | 7.6%                        |
| Wizz Air         | c. 9,300          | 4.9%                        |
| Emirates         | c. 4,400          | 2.3%                        |
| Turkish Airlines | c. 4,200          | 2.2%                        |
| Swiss            | c. 4,000          | 2.1%                        |
| Qatar Airways    | c. 3,700          | 2.0%                        |
| TUI Airways      | c. 3,500          | 1.9%                        |
| <b>Total</b>     | <b>c. 116,700</b> | <b>c. 61.6%</b>             |

## Top 10 Airlines for VABIK

| Airline          | Flight per annum | Percentage of VABIK Traffic |
|------------------|------------------|-----------------------------|
| Brussels Airline | c. 2,600         | 16.8%                       |
| Ryanair          | c. 2,400         | 15.3%                       |
| DHL Air          | c. 2,000         | 12.5%                       |
| United           | c. 1,200         | 7.5%                        |
| British Airways  | c. 800           | 7.4%                        |
| Aer Lingus       | c. 700           | 4.4%                        |
| Fed Ex           | c. 700           | 4.4%                        |
| Qatar Airways    | c. 500           | 3.2%                        |
| Air Canada       | c. 500           | 3.0%                        |
| Delta Air Lines  | c. 300           | 2.2%                        |
| <b>Total</b>     | <b>c. 11,700</b> | <b>c. 76.7%</b>             |

# Proposed Concept for Development

Three ATS routes is the maximum number that can be accommodated within the airspace.

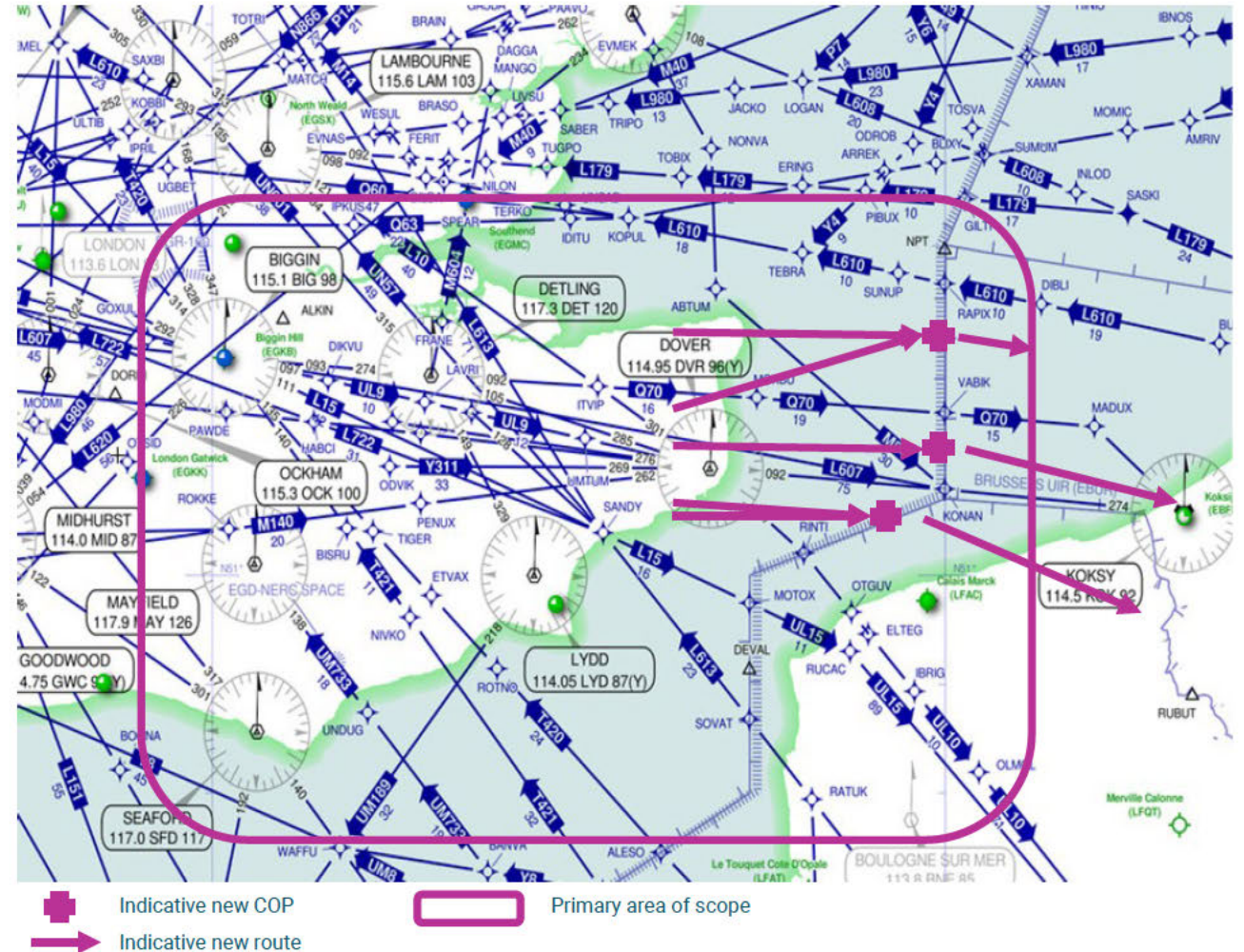
Proposing a revised route structure and associated ATC procedures across the boundary would enable:

- Controller and pilot workload reduction
- Improved presentation to adjacent ANSPs
- More representative flight planning
- Increased capacity

Potential to incorporate FRA within this change.

Design details are unknown at this point, with the design being developed throughout Stages 2 – 4.

Image: SkyVector



# Draft Design Principles

CAP1616 includes:

- Mandatory Design Principles (MDPs).
- Discretionary Design Principles (DDPs).

Sponsors can also create Bespoke Design Principles (BDPs).

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This ACP proposes 3 DDPs alongside the 3 MDPs.

Currently no BDPs are proposed.

DPs have been prioritised A-C:

- A = Top priority, must meet
- B = Second priority after “A” is achieved
- C = To be considered

MDPs are mandatory, so we cannot change these.

We are seeking feedback on the selected DDPs and if you wish to propose any others.

# Draft Design Principles



| Design Principle                             | Proposed Priority | Description                                                                                                                                                                           | Rationale for Inclusion                                                                                             |
|----------------------------------------------|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------|
| MDP Safety                                   | A                 | The airspace change proposal must maintain a high standard of safety and should seek to enhance current levels of safety.                                                             | Mandatory design principle.                                                                                         |
| MDP Environment                              | B                 | The airspace change proposal should deliver the Government's key environmental objectives with respect to air navigation as set out in the Government's Air Navigation Guidance 2017. | Mandatory design principle.                                                                                         |
| MDP Policy                                   | C                 | The airspace change proposal should not be inconsistent with relevant legislation, the CAA's airspace modernisation strategy or Secretary of State and CAA's policy and guidance.     | Mandatory design principle.                                                                                         |
| DDP Operational (Capacity)                   | A                 | The airspace change proposal should provide the greatest capacity benefits.                                                                                                           | ACP aims to increase potential sector throughput by reducing ATCO workload.                                         |
| DDP Environmental (Greenhouse Gas Emissions) | B                 | The airspace change proposal should minimise greenhouse gas emissions at or above 7,000 ft.                                                                                           | Increasing the number of COPs and FIR / UIR interface should improve flight routings (height and / or track miles). |
| DDP Technical (Other Aviation Stakeholders)  | C                 | The airspace change proposal should consider the impacts on air navigation service providers and other aviation stakeholders such as nearby airport operators.                        | Coordination is required with adjacent ANSPs.                                                                       |

## How to Respond...



We are seeking your feedback on the **current day scenario** and the proposed **Design Principles**.

Our engagement period is 6<sup>th</sup> May to 23:45 on 19<sup>th</sup> May 2025.

- You will not be able to respond after this point.

Responses are being collated via Microsoft Forms: [here](#)

Any questions should be sent to: [airspaceengagement@nats.co.uk](mailto:airspaceengagement@nats.co.uk)

## Next Steps...



### Remainder of Stage 1:

1. Engagement feedback will be reviewed: the current day scenario and design principles updated if appropriate.
2. Stage 1 documentation published ahead of the June 2025 gateway.

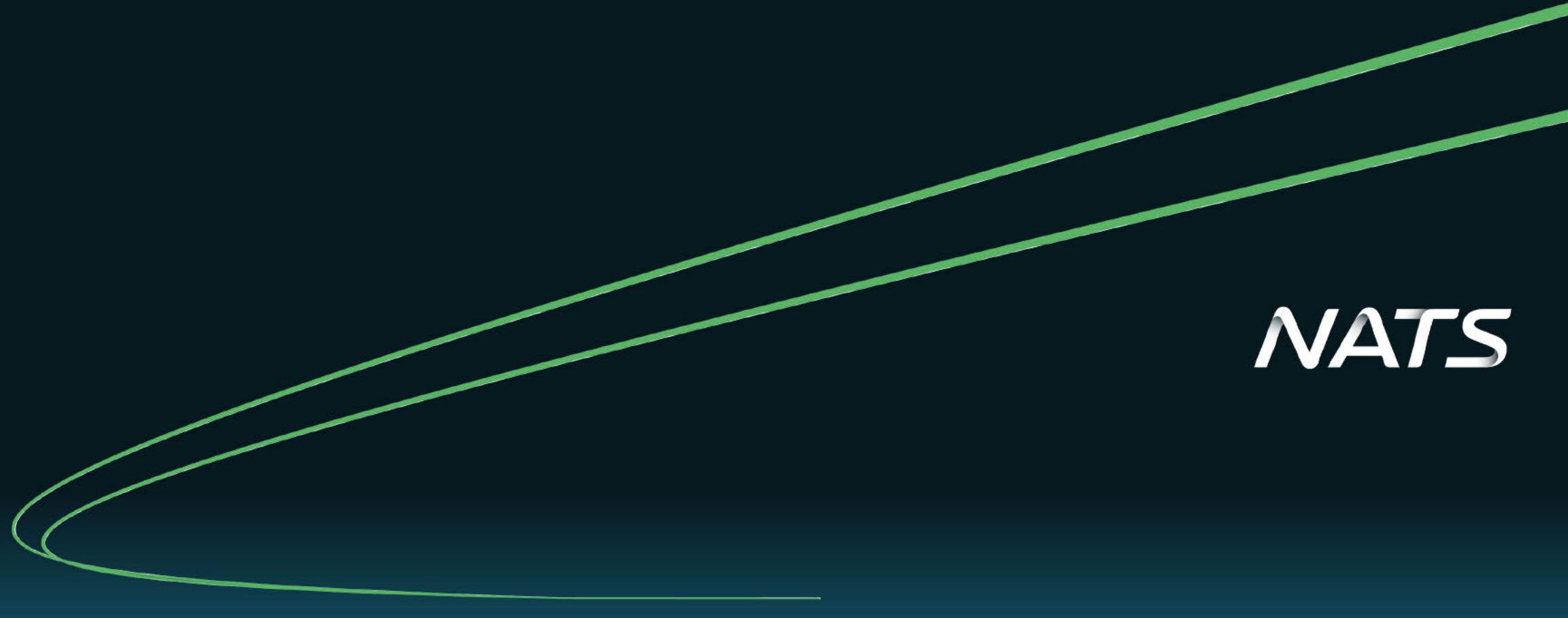
### In Stage 2:

1. The finalised design principles and subject matter expert's (SME) input will be used to inform and critique design options.

Target implementation March 2027.

Thank you

***NATS***

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