

Network Improvements on the UK Dover (DVR) Interface

Stage 2 Engagement

ACP-2025-006

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Introduction to CAP1616 and this ACP

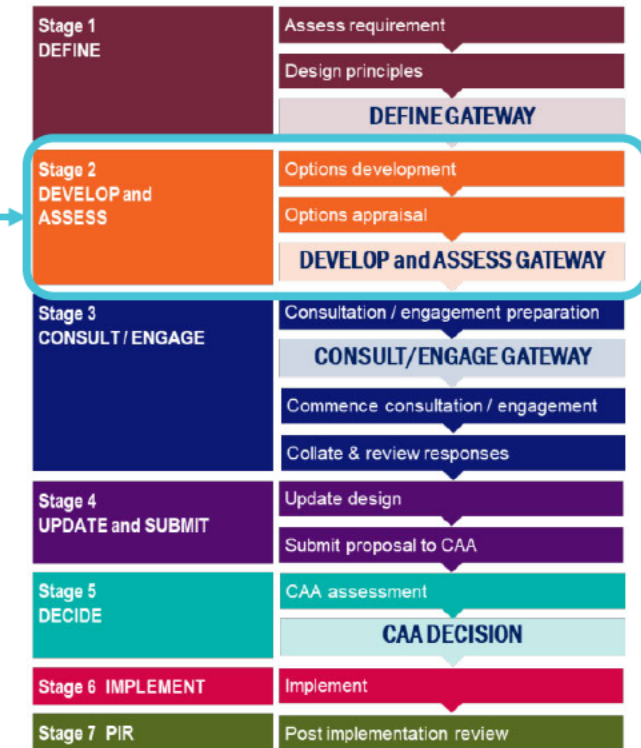
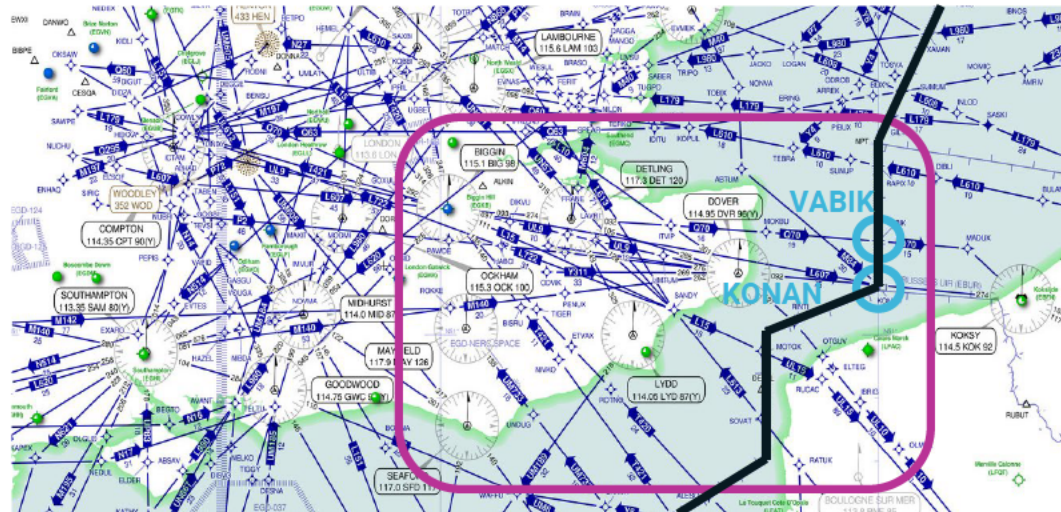
CAP1616 is the UK's Airspace Change Process.

The DVR interface ACP is currently in Stage 2.

This ACP will impact all traffic that currently routes via VABIK or KONAN.

KONAK – KOK is the busiest ATS route segment in Europe.

The European Network Manager has identified the area as a network hotspot.



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

- The Baseline Scenario, the “Do Nothing” option and two design options

Baseline Scenario and “Do Nothing”



Baseline Scenario

This is the current day scenario (as per Stage 1) reflected to take account of other changes which are independent of this ACP (for example housing developments and fleet mix changes) that will occur prior to implementation.

“Do Nothing”

A design option, where no airspace change occurs.

This is the baseline scenario portrayed for the year of implementation (2027) and 10-years post-implantation (2036).

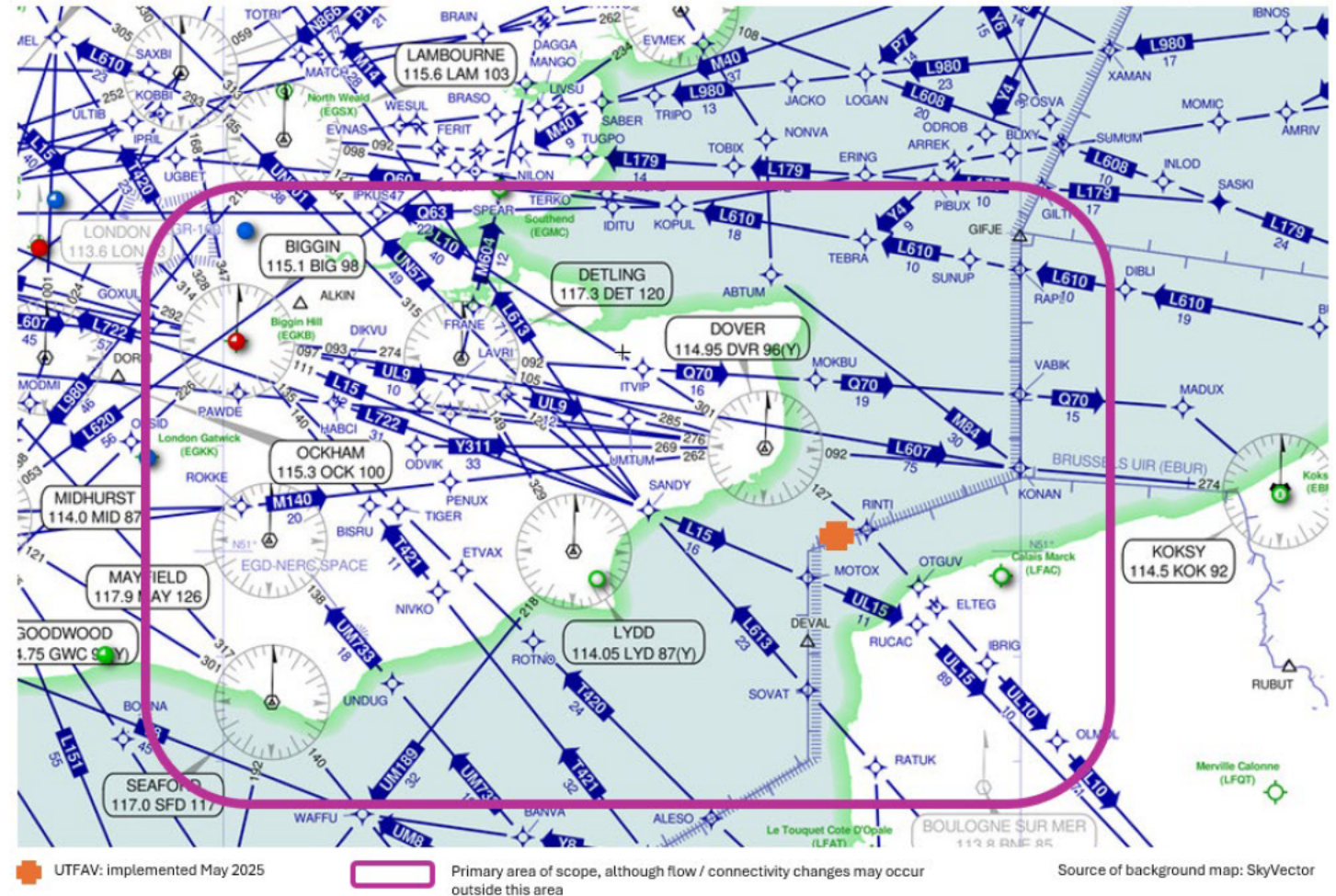
Used for comparison to assess the design options against.

Baseline Scenario

UTFAV* was introduced in May 2025.

There are no other changes to the current day scenario (as per Stage 1).

There are changes proposed to neighbouring airspace, but this does not impact the baseline scenario.



* UTFAV was introduced as a separate ACP. It has resulted in a change of traffic flows between RINTI and the new UTFAV COP. There are no changes to RINTI or UTFAV COPs as part of this ACP. However, there could be changes to the distribution of traffic (method of operation) which is why they are noted here.

Baseline Scenario



Traffic Figures

Year	Annual Traffic Figure KONAN	Annual Traffic Figure VABIK	Annual Traffic Figure RINTI	Annual Traffic Figure UTFAV
2024	196,000	17,000	7,000	N/A
2027	207,000	22,000	1,000	6,000
2036	223,000	24,000	2,000	7,000

Table: Actual Traffic Figures for 2024 and Forecast Traffic Figures for 2027 and 2036.
Note: As UTFAV was only implemented in 2025, there is no 2024 data.

MDIs

Airport	Count	Sum of Duration (Minutes)	Average Duration (Minutes)
EGGW	1	30	30
EGKK	61	2,380	250
EGLL	90	3,162	81
EGSS	3	95	70
Total	155	5,667	37

Table: Relevant minimum departure interval (MDI) delay for 2024

Delay is used as a mechanism to depict capacity constraints (a key driver for this change).

In this case there were no sector restrictions in 2024, but minimum departure intervals (MDIs) were applied.

- MDIs are initiated when likely demand within a sector may exceed capacity, and an increased interval (restriction) is required between outbound aircraft. Therefore, ATCO workload is managed by delaying the aircrafts arrival into the sector.

“Do Nothing” Option

This involves no changes to airspace design or operating procedures. However, an increase in traffic from 213,000 (2024) to 247,000 (2036).

Considerations:

- Expected increase in sector regulations / MDI delays or both
- Aircraft will increasingly not achieve their profiled flight plans
- Increase in ATCO workload

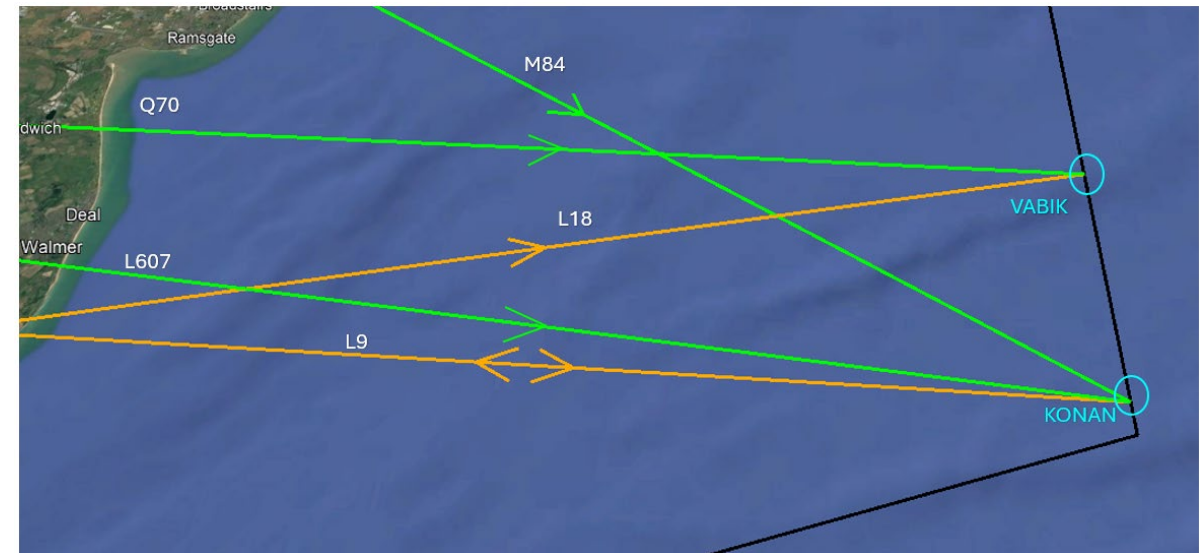


Figure: Existing ATS Routes via KONAN or VABIK. Upper ATS routes (green), lower ATS routes (orange), COPs (pale blue), and FIR / UIR boundary (black). Background map: Google Earth

Design Considerations

Changes below 7,000ft are out of scope of this ACP.

- No changes to low-level routes / airspace structures.
- No changes to SID end points.

Changes beyond the London FIR / UIR are out of scope of this ACP*.

* Neighbouring ANSPs are also doing airspace changes to support changes in proximity to KONAN / VABIK, but we cannot enforce changes on them based on our design.

Option 1 - 3 COPs

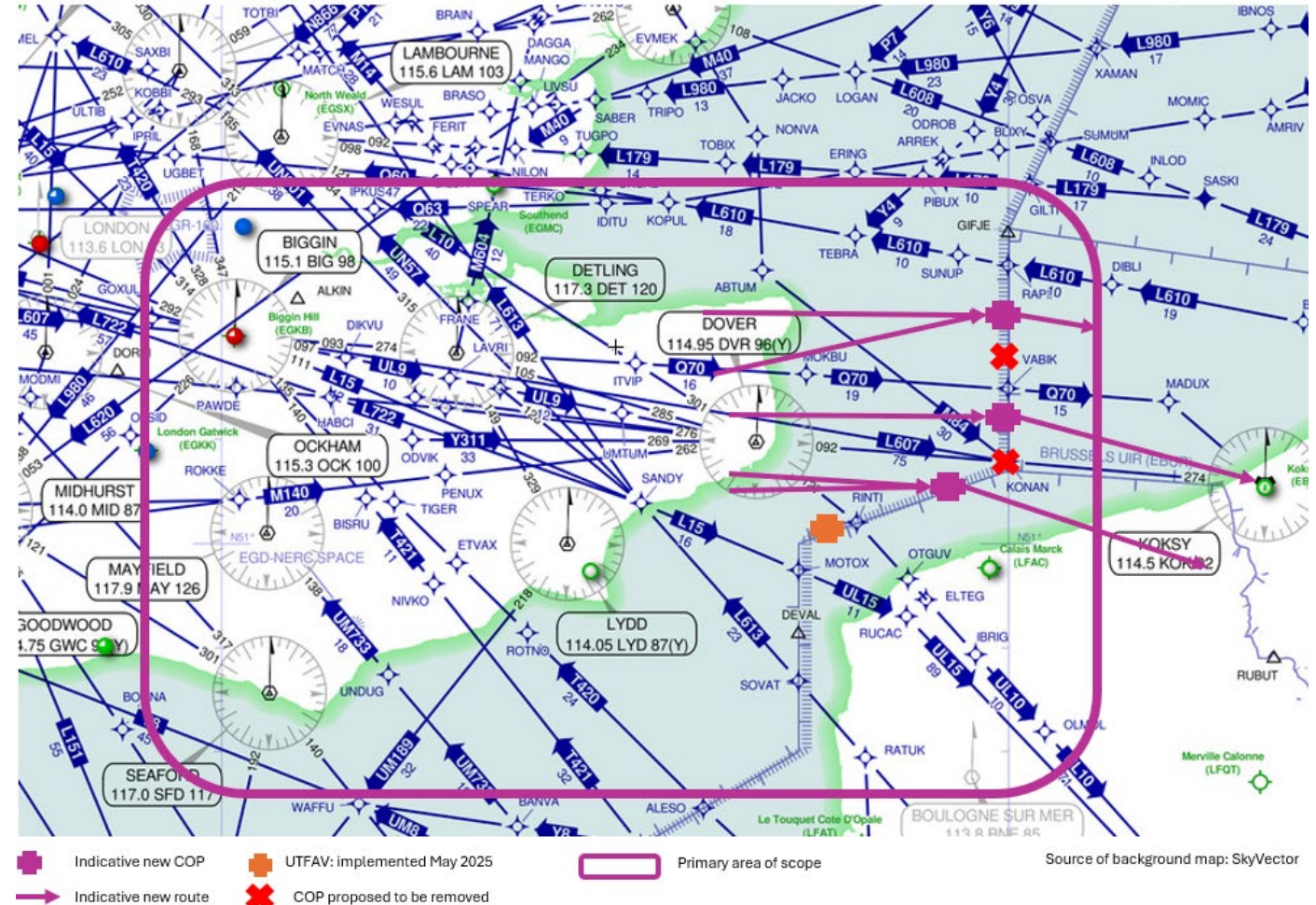
All traffic via KONAN and VABIK would be distributed onto 3 new COPs*.

KONAN and VABIK would be removed.

Considerations:

- Increase from 2 to 3 COPs
- Reduced ATCO workload
- Increased effective capacity
- Environmental efficiencies
- Reduced delay

Currently NERL's preferred option.



* Traffic distribution forms part of the method of operation not this ACP.

High-level traffic currently via KONAN would be distributed onto 3 new COPs*.

Considerations:

-

* Traffic distribution forms part of the method of operation not this ACP.

How to Respond...



We are seeking your feedback on the Baseline scenario, the “Do Nothing” option and our two design options.

Our engagement period is 24th September to 23:45 on 7th October 2025.

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

Responses are being collated via Microsoft Forms:

<https://forms.office.com/e/350s5ENbK2>

Any questions should be sent to: airspaceengagement@nats.co.uk

Next Steps...

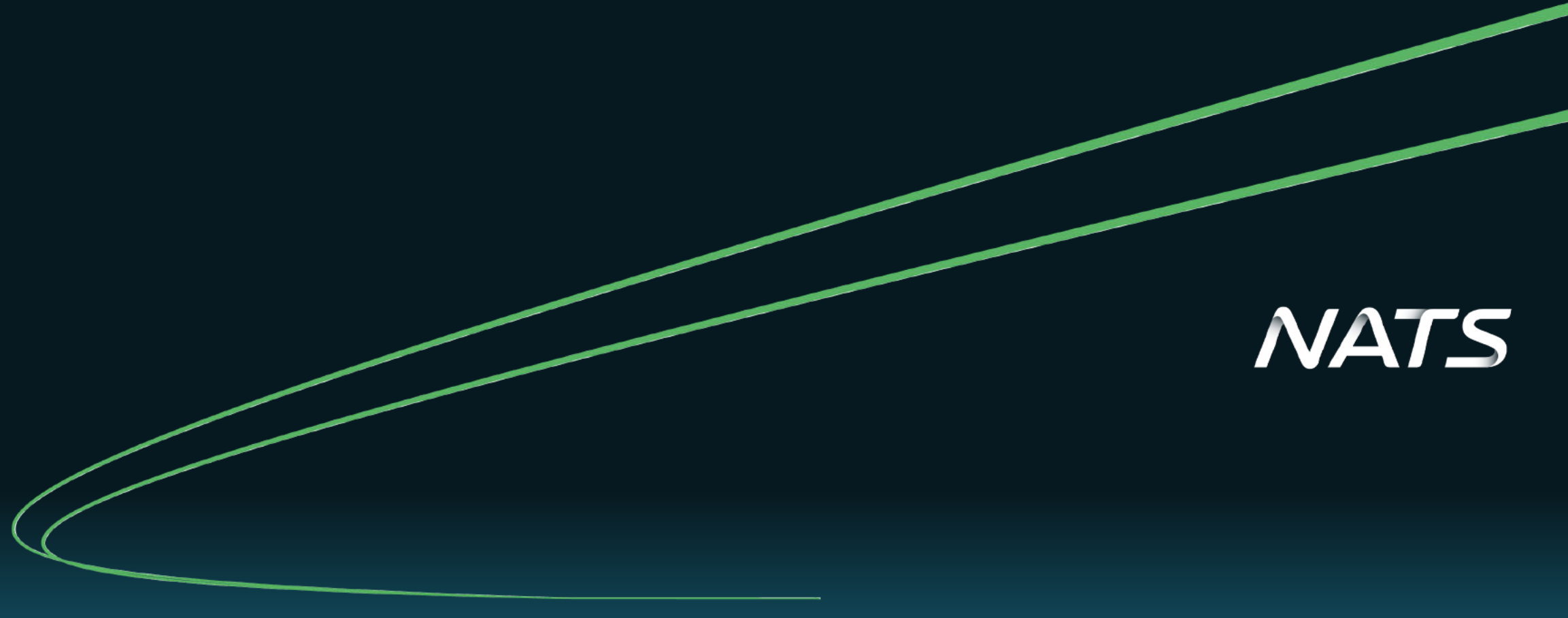


Remainder of Stage 2:

1. Engagement feedback will be reviewed and options updated if appropriate.
2. Options will undergo a design principle evaluation, to see how well the options meet the design principles set during Stage 1.
3. The initial options appraisal will then be completed assess the costs / benefits of each option against the baseline.
4. Stage 2 documentation published ahead of the December 2025 gateway.

Target implementation March 2027.

Thank you

The NATS logo is a stylized, light green graphic consisting of two curved lines that sweep upwards and to the right, resembling a swoosh or a stylized 'N'.

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