NATS

(1) Swanwick Airspace Optimisation and Future Airspace Capability – London

NATS ATC Lead (Airspace), Swanwick

SAOP (Swanwick Airspace Optimisation) and FAC (Future Airspace Capability) F&O

- The Swanwick Airspace Optimisation (SAO) project will comprise a programme of modular changes to the Swanwick operation to enable significant environmental benefits in RP2

- The Future Airspace Capability (FAC) Project will also comprise modular changes to enable capacity and capability benefits.

- Both projects will deliver changes to existing routes structures, standing agreements and level caps between both Swanwick AC and TC sectors and neighbouring ACCs

- The timeline planning has begun and the early modules are currently being put together into implementation packages. SAOP Module 1 will be deployed in April 2017 constitutes move of Heathrow & Gatwick STARS from the South West

- SAOP Module 2 is being developed and involves move of Gatwick STAR from the North out of TMA sectors and into AC flows in service of safety/capacity improvements as well as fuel saving.

- Over 10 FAC Modules are being developed ranging in scale from relaxing a RAD restriction on a CDR (UL10) to moving sectors between TC and AC Operations.

- Both projects aim to introduce systemisation through reduced (RNAV1) route spacing, increased FUA and greater replication of tactical behaviour to narrow gap between flight plan and actuals.
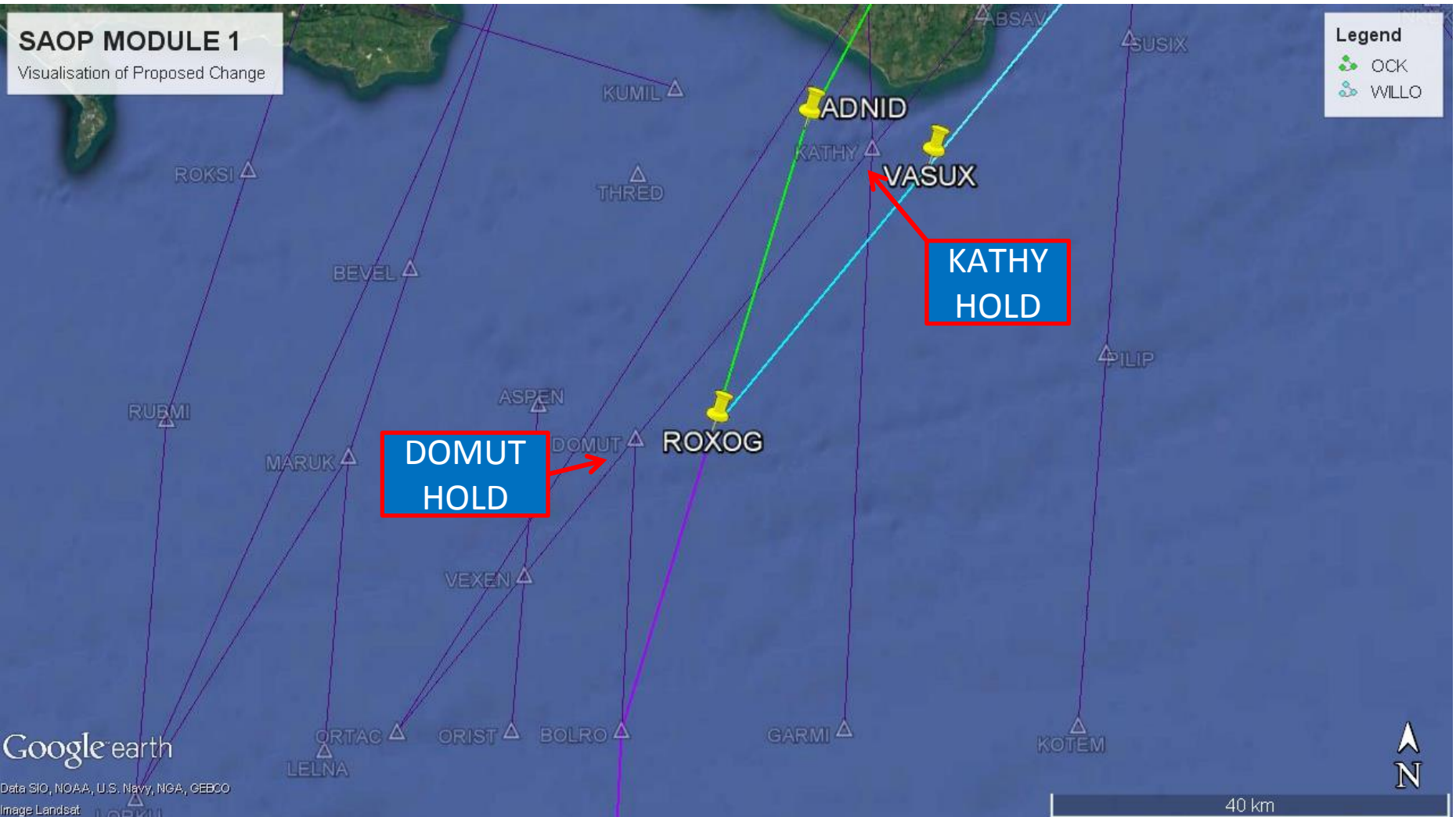
SAOP Module 1
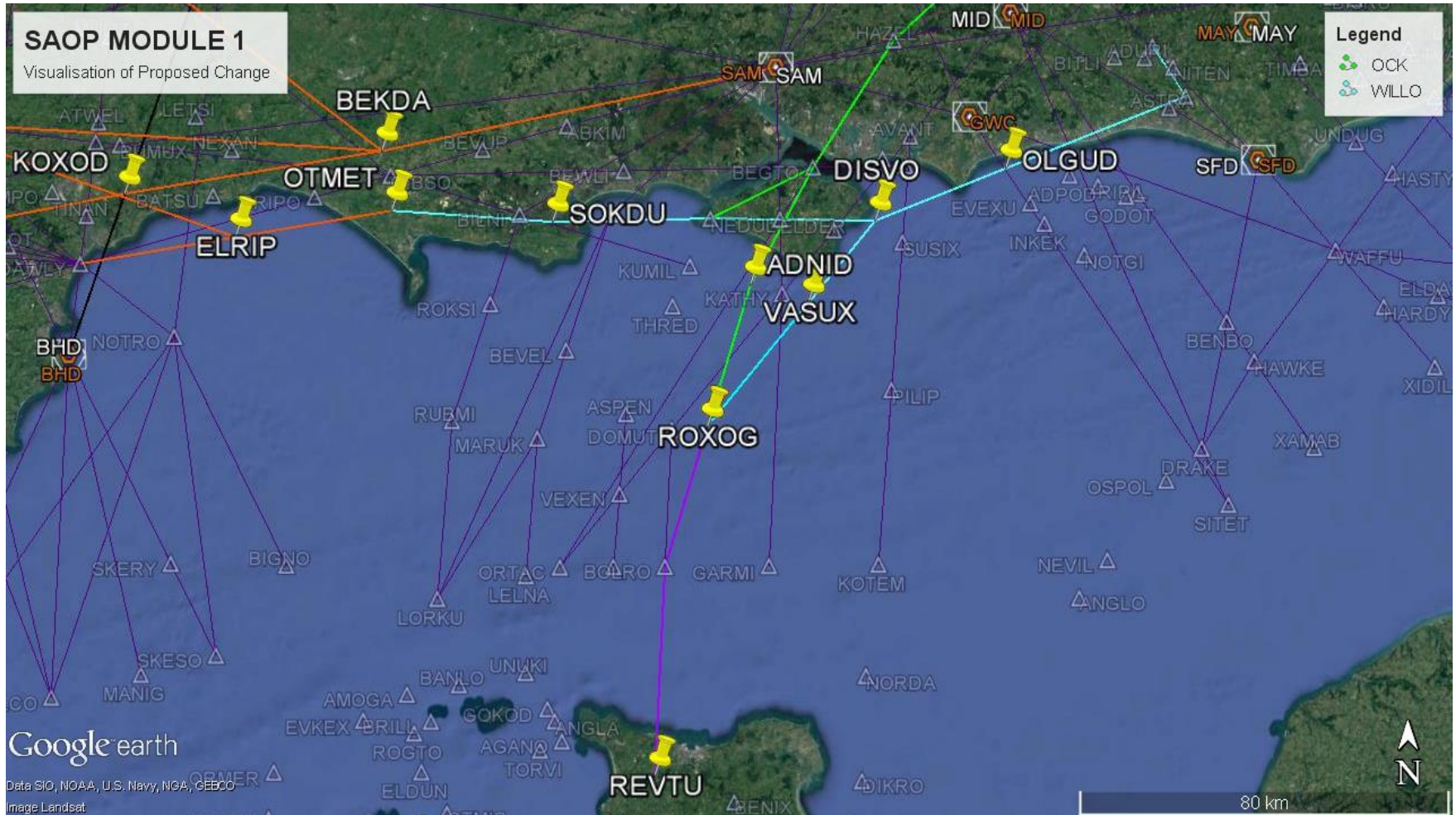
SAOP Module 1

- This is a proposal to introduce RNAV 1 STARs and RNAV 1 associated ATS link routes for Heathrow and Gatwick traffic to/from the west and south and south west.

- Target O Date is 27/4/16

SAOP Module 1

SAOP Module 1

Vertical Profile Changes below (no Speed changes)

New STAR Name	Level Requirement	Navigation Specification	Airway Connectivity	Route	Expected Level Restriction	AMAN Impact (Y/N)
WILLO 1M	n/a	RNAV1	n/a	AMDUT – SFD – WILLO	n/a	Y
WILLO 1N	n/a	RNAV1	n/a	ARNUN – HASTY – SFD – WILLO	n/a	Y
WILLO 1Z	FPL105+	RNAV1	L982	VASUX – DISVO – OLGUD – HOLLY – WILLO	FL140 level OLGUD	Y
WILLO 1Y	FPL195+	RNAV1	N17	OTMET – SOKDU – NEDUL – DISVO – OLGUD – HOLLY – WILLO	FL270 level OTMET FL180 level NEDUL FL140 level OLGUD	Y
TIMBA 1E	n/a	RNAV1	n/a	OLGUD – SFD – TIMBA	n/a	Y
OCK 1Z	FPL105+	RNAV1	P86, L982	ROXOG – ADNID – BEGTO – HAZEL – OCK	FL130 level HAZEL	Y
OCK 1Y	FPL195+	RNAV1	N17	OTMET – SOKDU – NEDUL – BEGTO – HAZEL – OCK	FL270 level OTMET FL180 level NEDUL FL130 level HAZEL	Y

OCK, WILLO and TIMBA stacks to be RNAV5

SAOP Module 1

Outstanding Questions:

- If the Hold is not part of the STAR, will the FMS data base be able to accommodate it?

- What assurance does NATS have that all aircraft can facilitate this function, especially when the hold is floating?

- ACP requires evidence of on airline support, or at least no objection, can we use this forum as part of the aviation stakeholder consultation, along with the MOD and airports ?
  - As the changes are all above FL70 (the DfT threshold for consideration of noise being 7000ft and below) no 'public' consultation was considered necessary
  - As the changes are within CAS no NATMAC consultation was considered necessary