

# Framework Briefing

November 2016

## Swanwick Airspace Optimisation Project (SAOP) WP1

# Framework Brief: SAOP WP1&2

- **Background**
- **Design Principles & Benefits**
- **Existing Airspace/routes**
- **Proposed Airspace/routes**
- **Route Systemisation**
- **Environmental Impact**
- **Consultation**
- **Timeline**

# Background

NATS intends to use the hiatus in the London Airspace Management Project (LAMP) to introduce several change packages to benefit both TC and AC operations.

**Work Package 1:** will create new RNAV1 STARS for Gatwick & Heathrow Airports from the South & South West.

# Design Principles

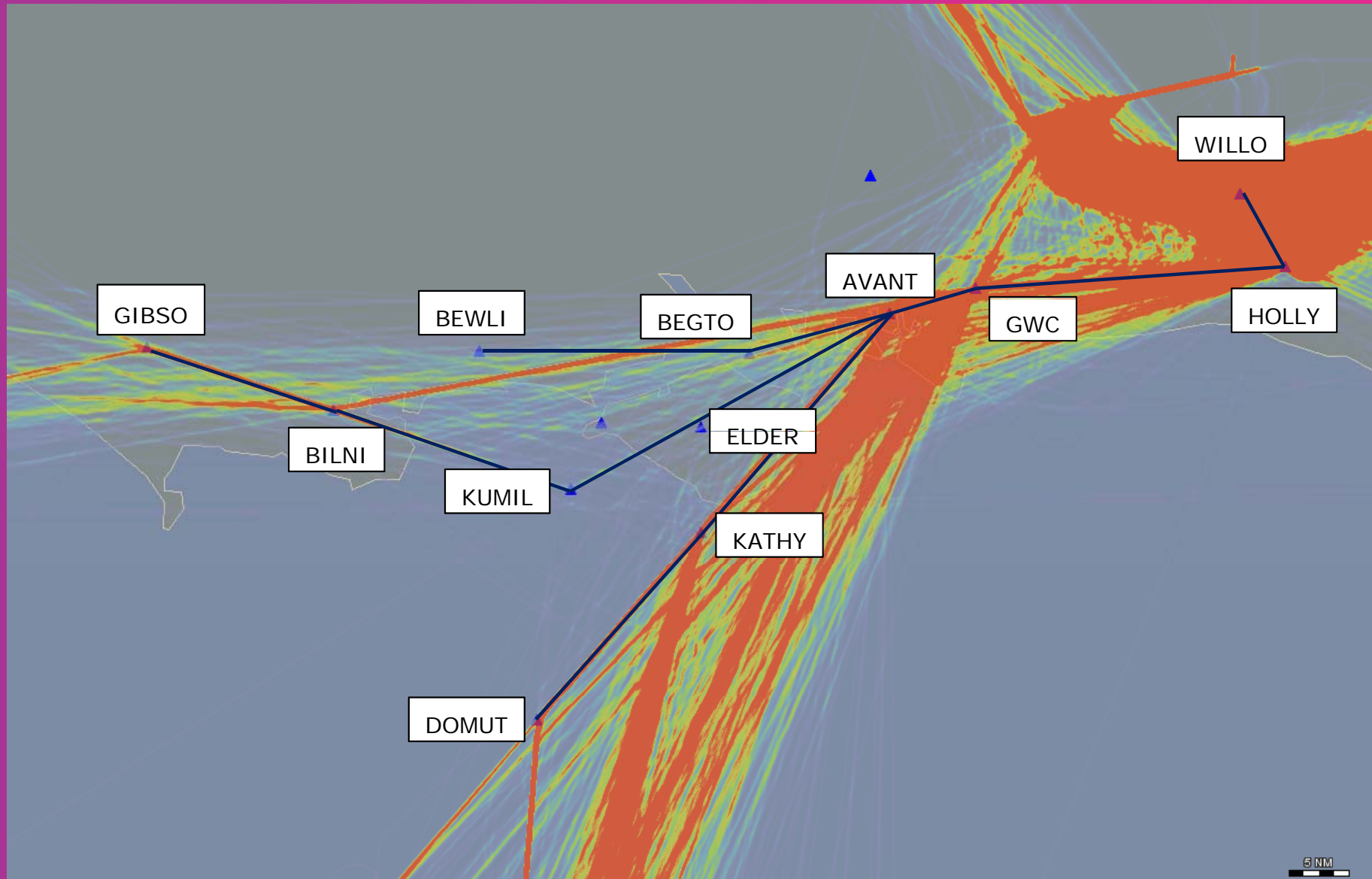
- Produce a separated route structure using RNAV
- Improve flight profiles (height and length)
- No changes to routes or tracks at or below 7000ft

## Benefits

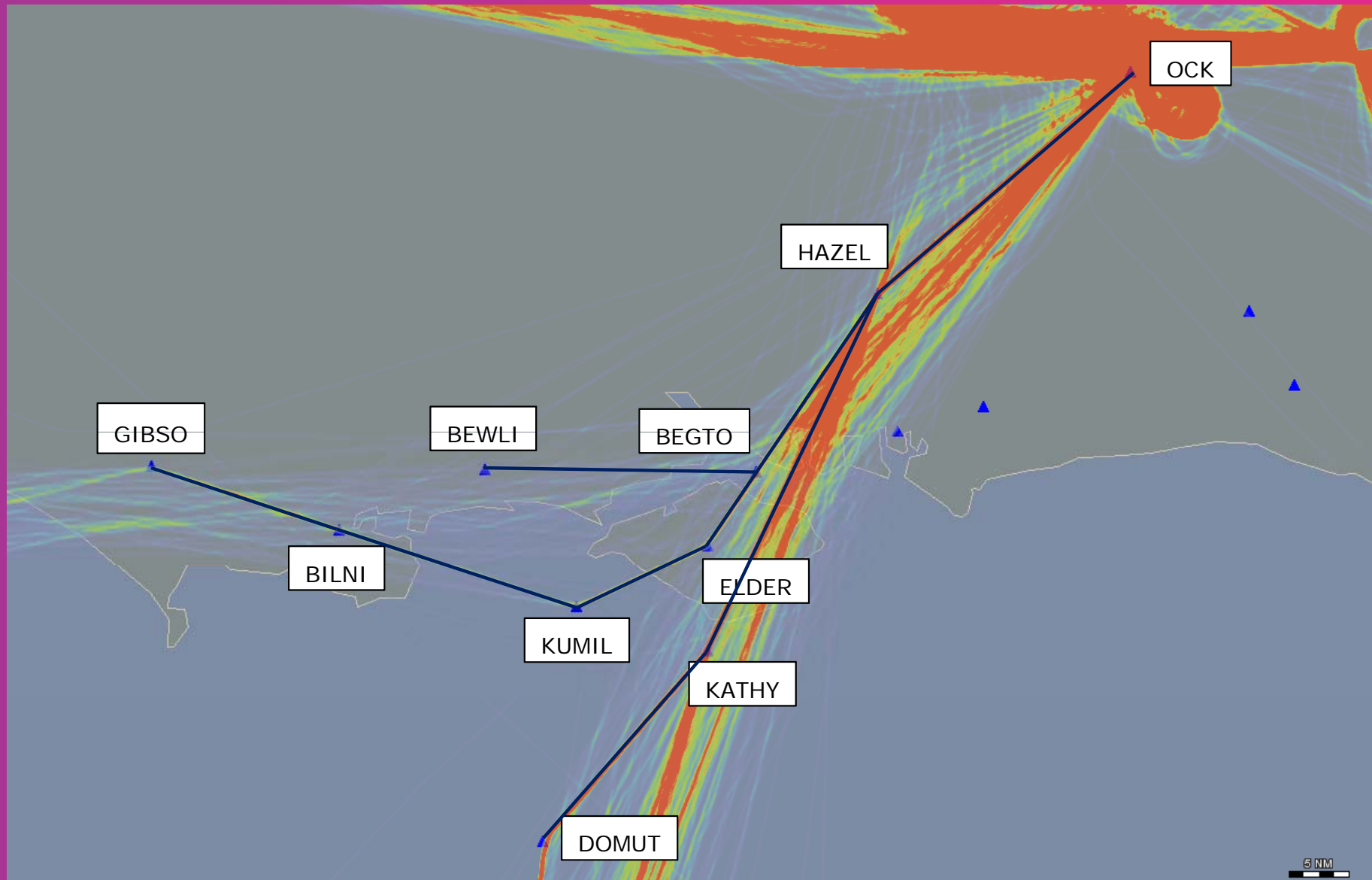
- Reduce CO2 (contribute to the RP2 fuel saving target)
- Introduce systemisation
- Reduce controller workload

# Gatwick: From the South & West

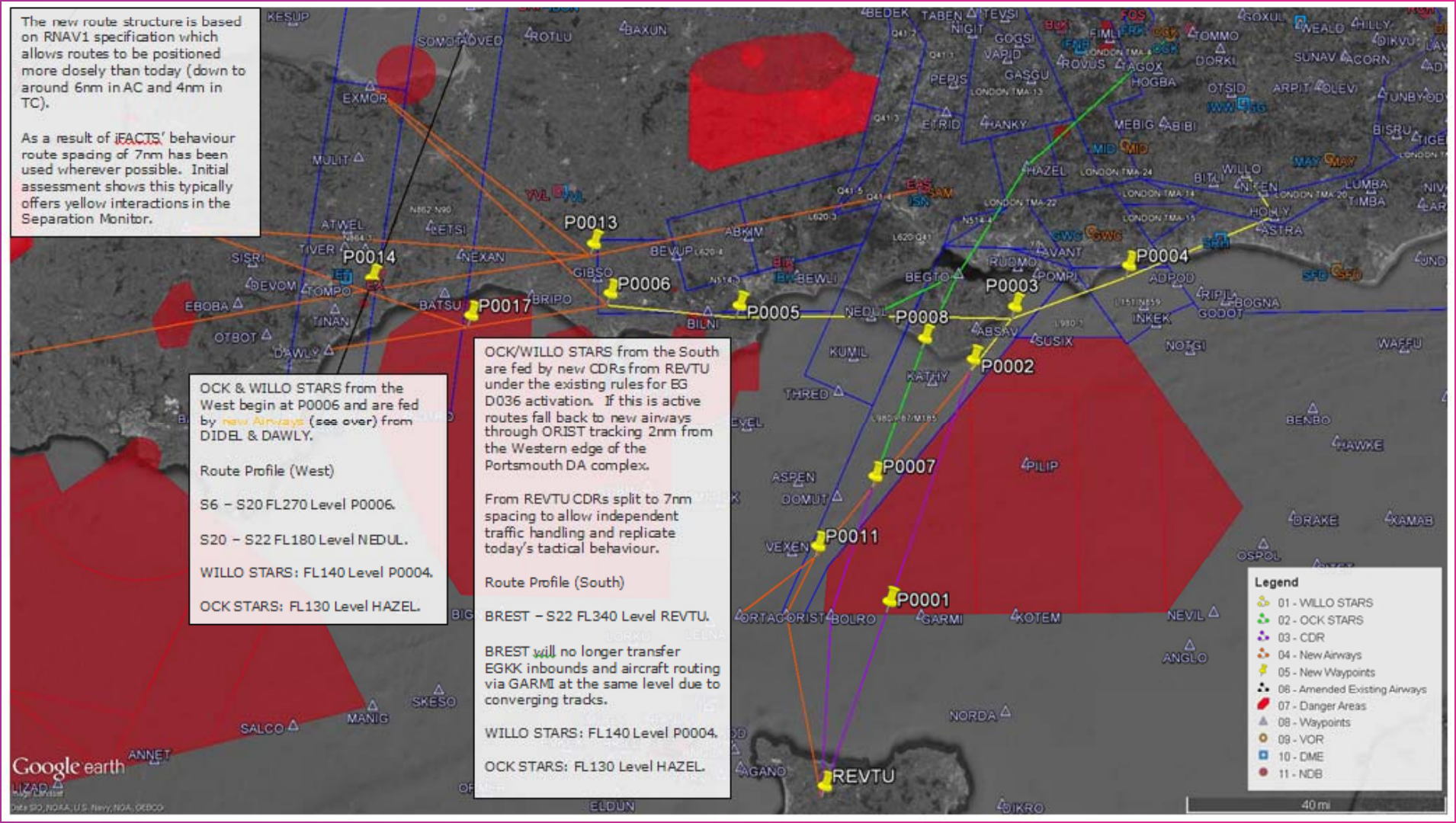
# Gatwick Inbound: Current



# Heathrow Inbound: Current

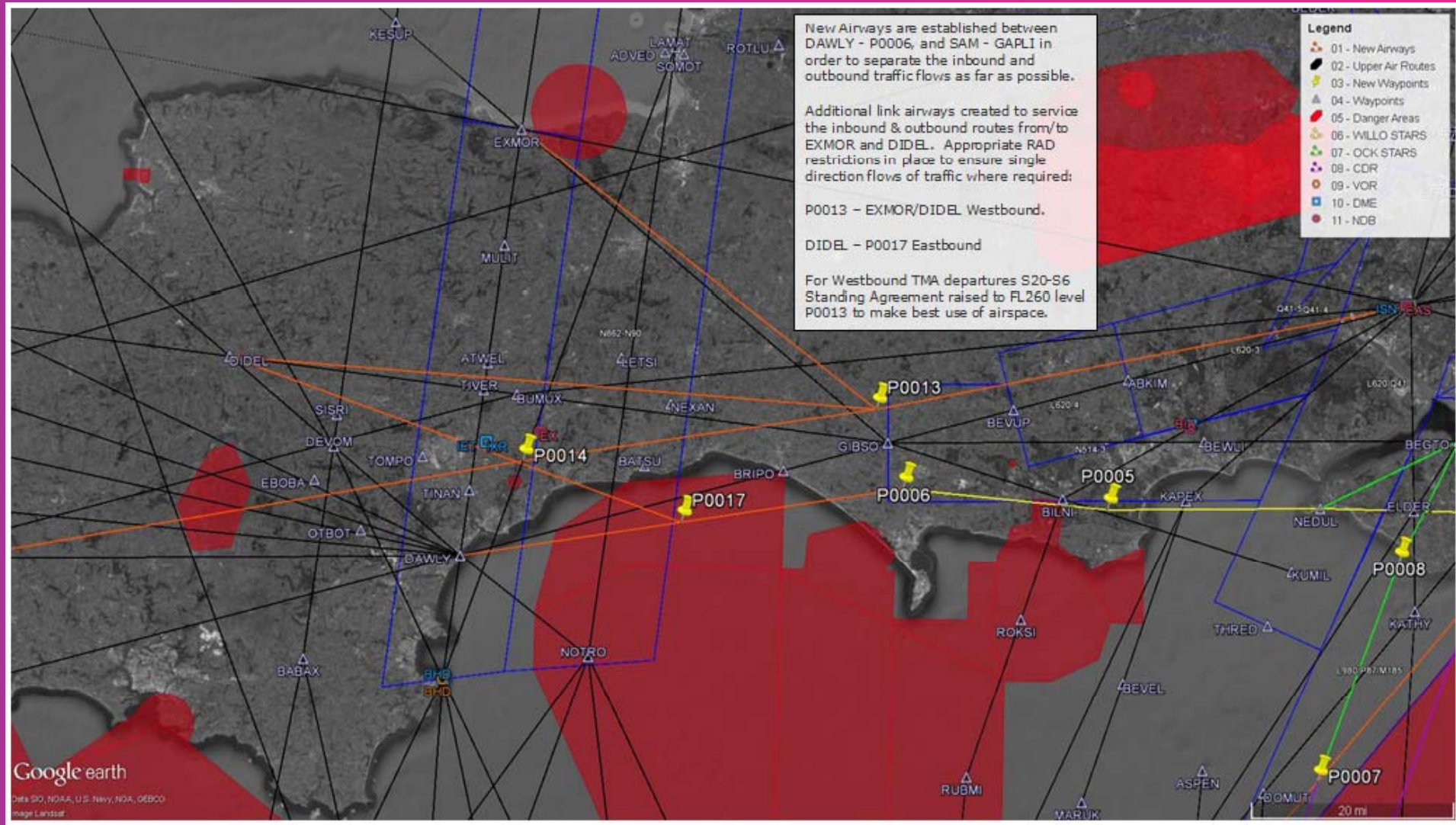


# Proposed (STARs)

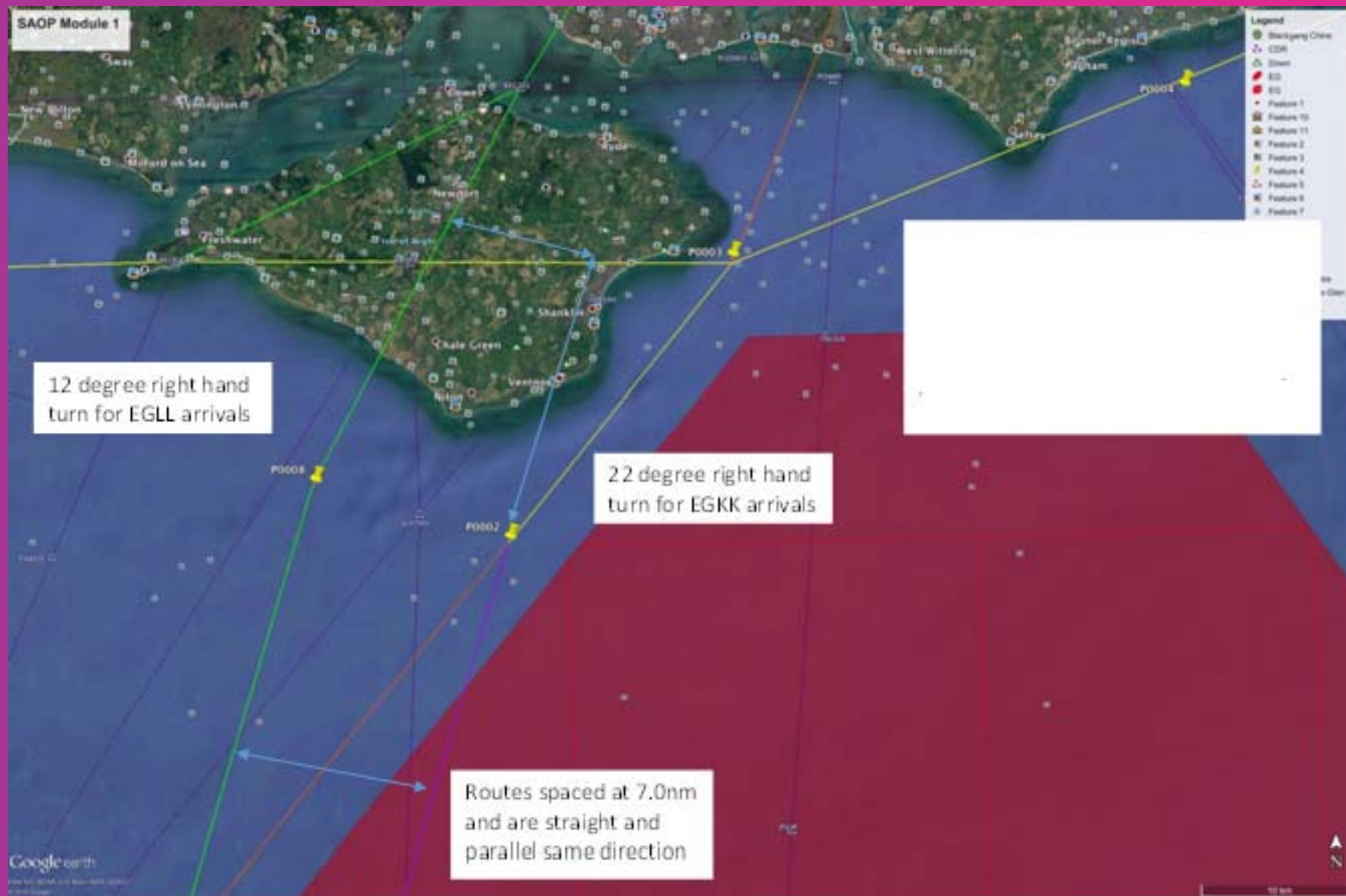




# Proposed (Routes)



# Systemisation: Parallel Tracks & Turns

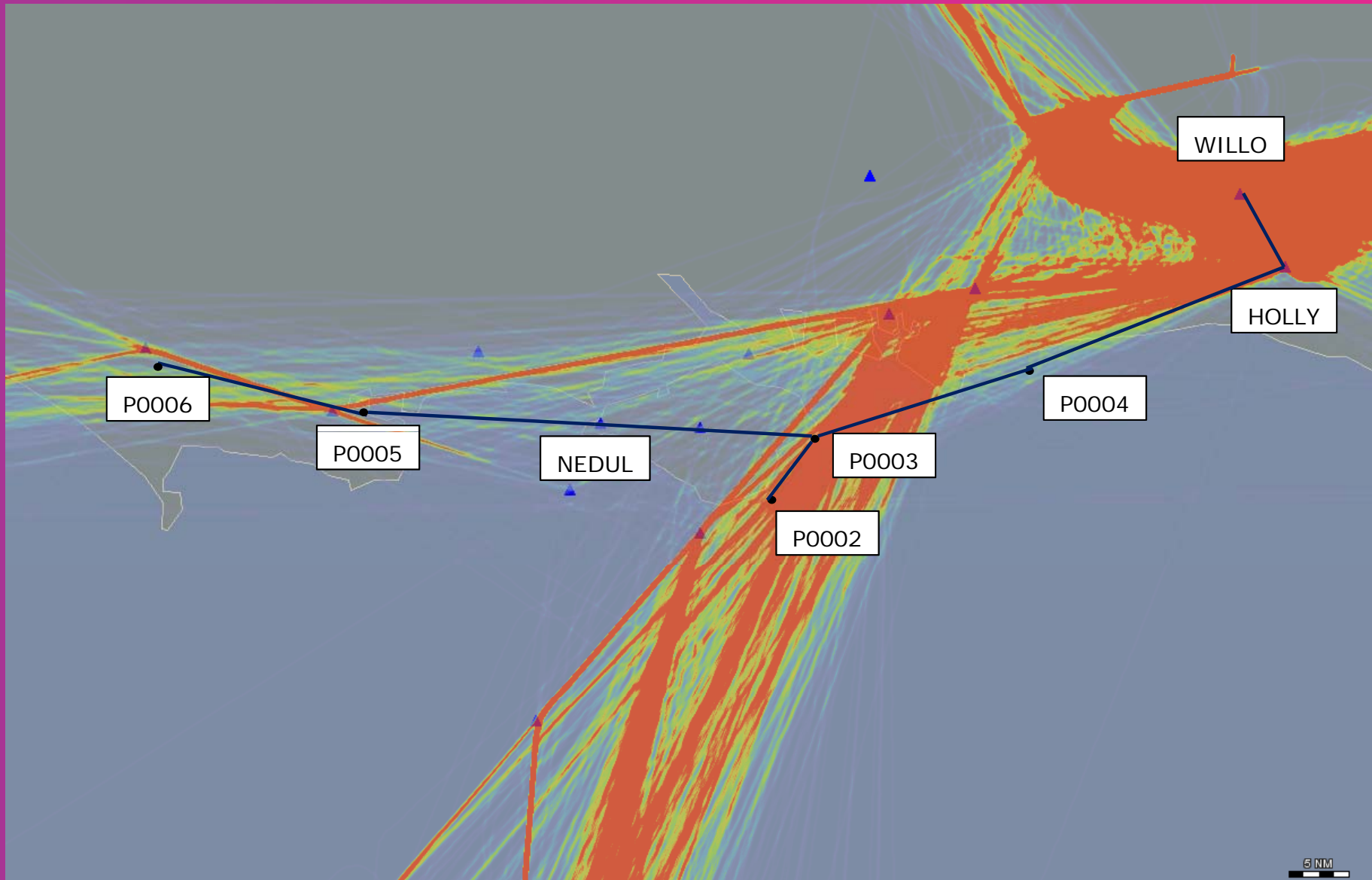


➤ RNAV WILLO and OCKHAM

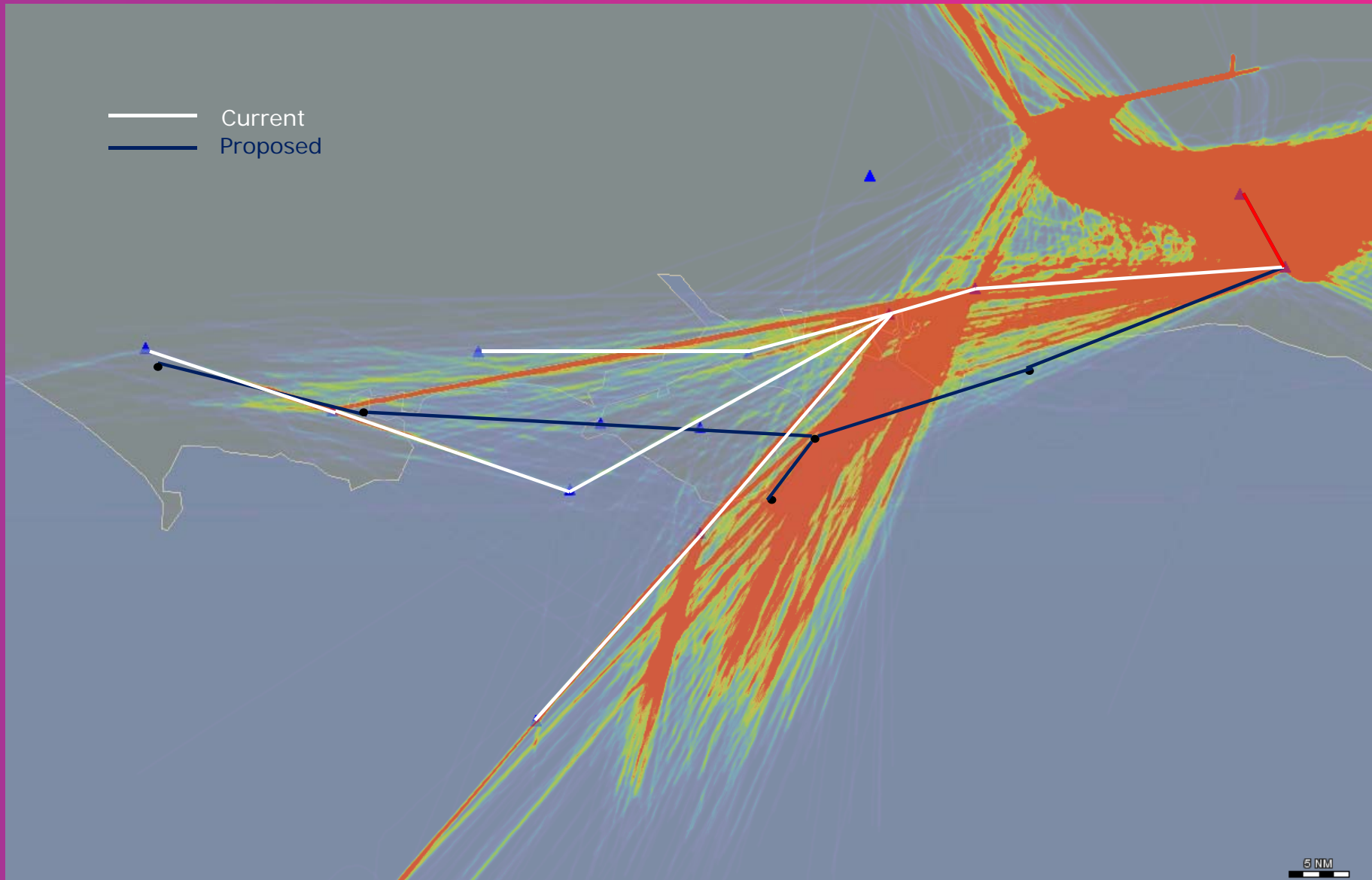
# Environmental Impact

- > Fuel/CO2 savings
- > No impact on flight paths at or below 7000ft
- > Minimal change below FL100 for Gatwick inbounds
- > No change for Heathrow inbounds below FL140 (HAZEL)

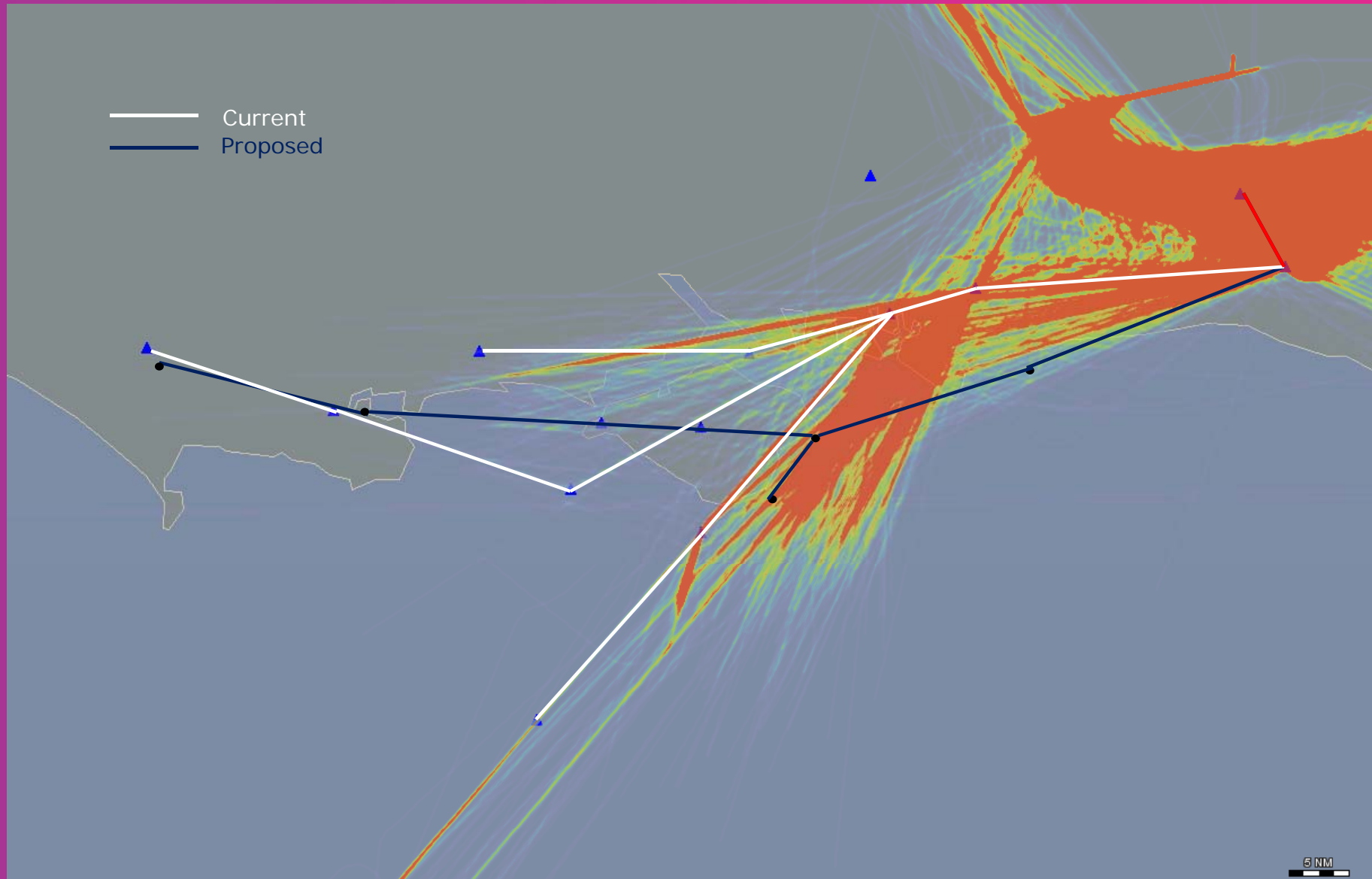
# Gatwick Inbound: Proposed



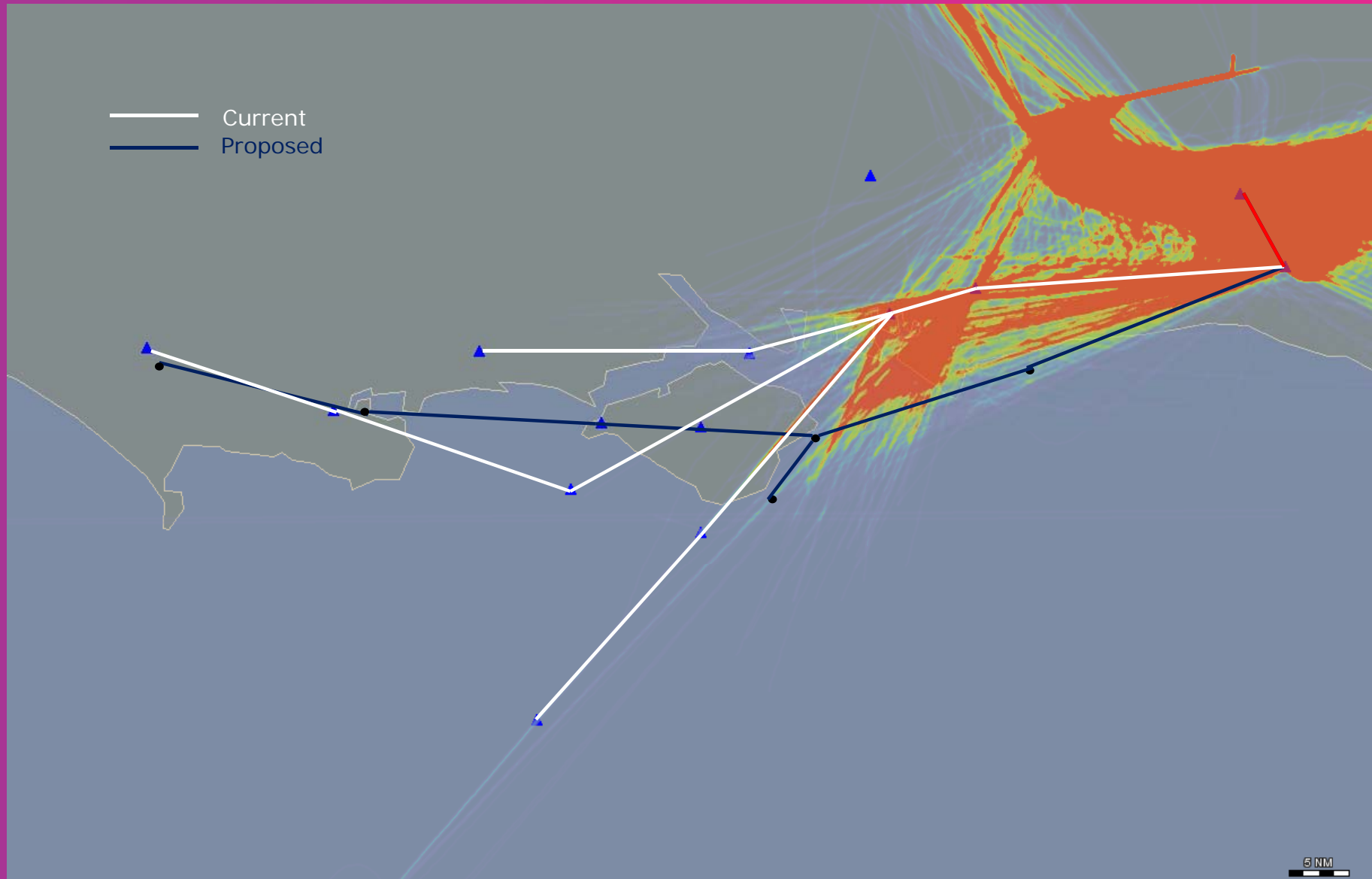
# Gatwick Inbound Tracks (up to FL250)



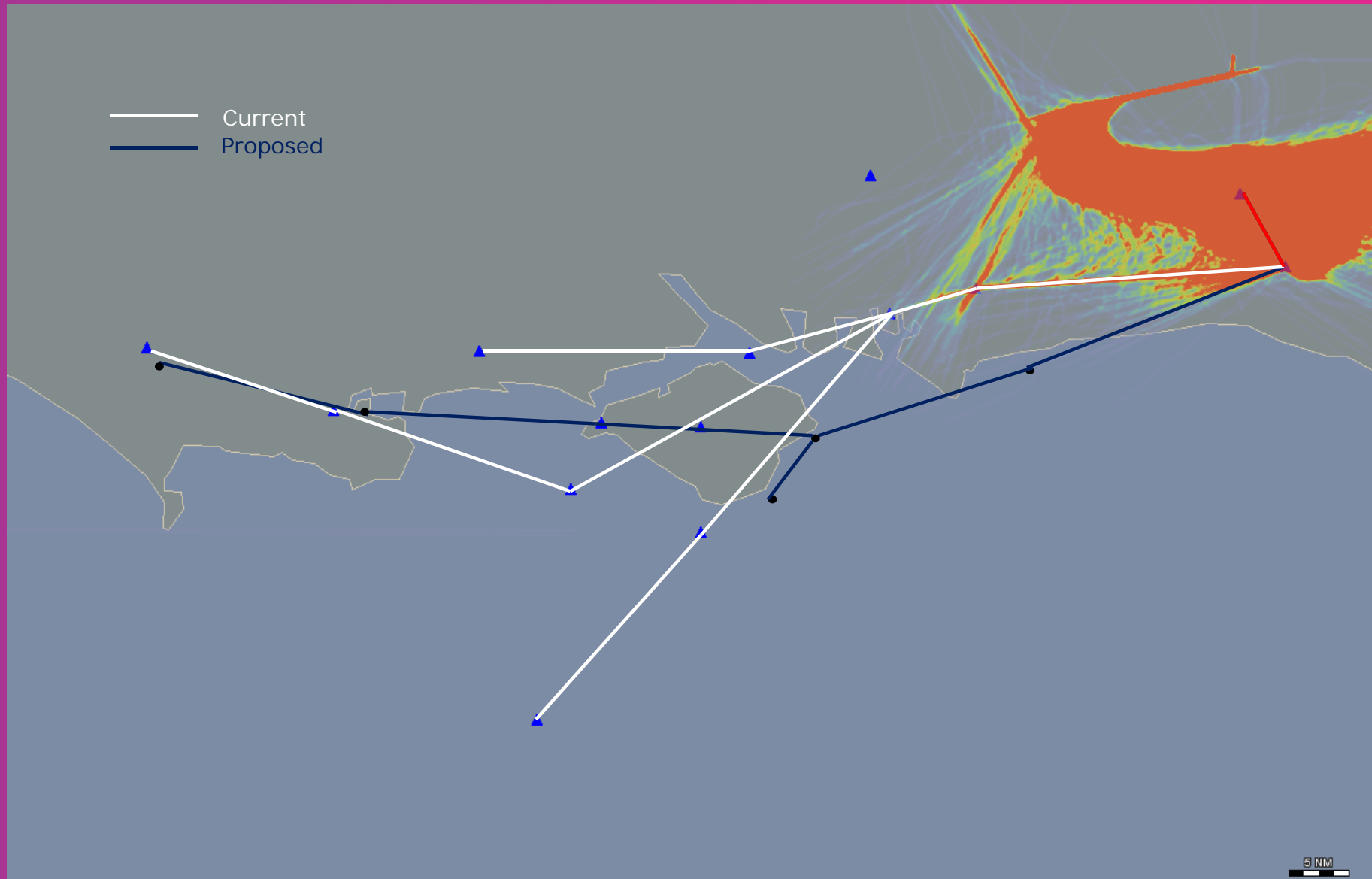
# Gatwick Inbound Tracks (up to FL200)



# Gatwick Inbound Tracks (up to FL150)

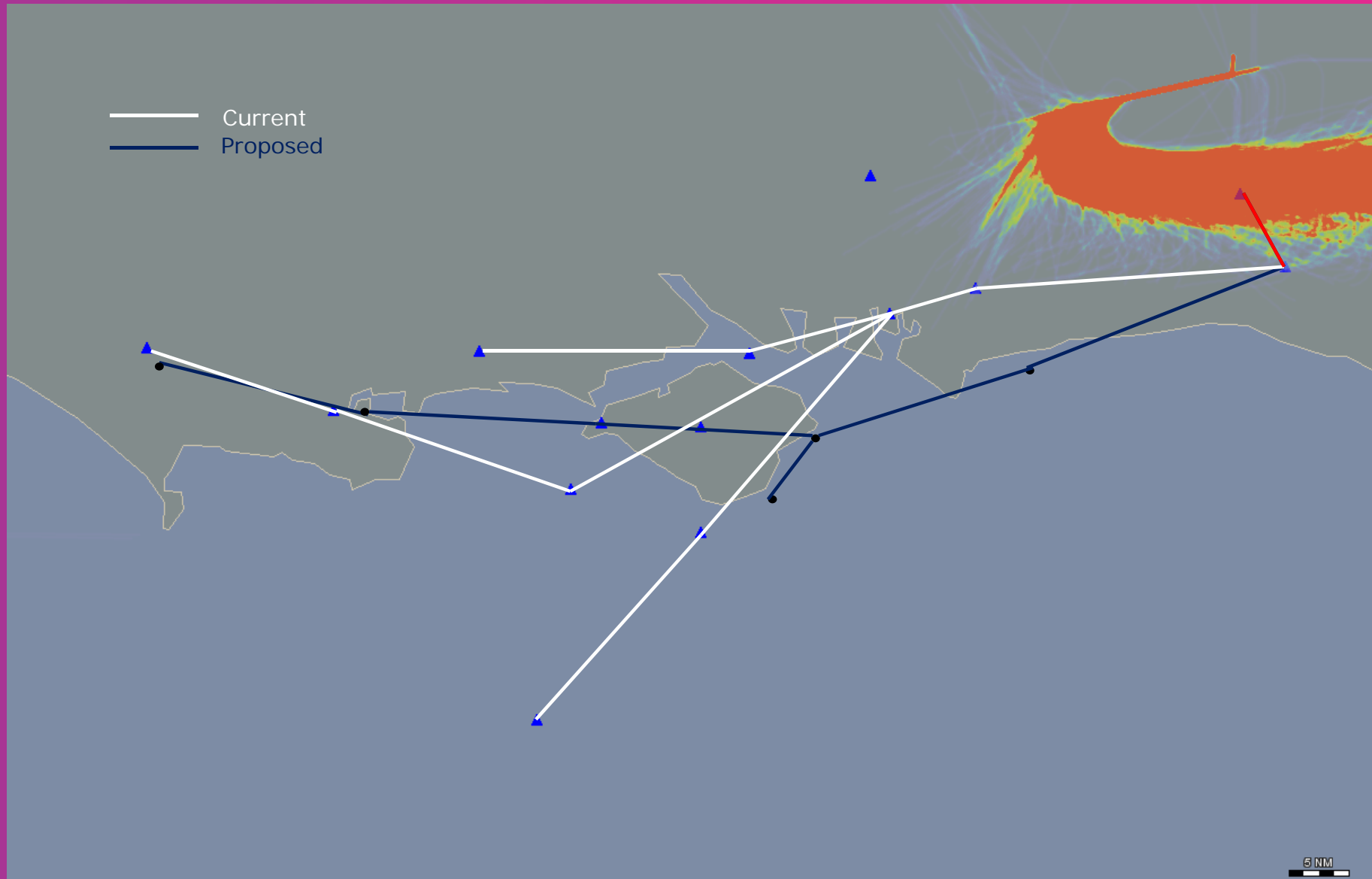


# Gatwick Inbound Tracks (up to FL100)

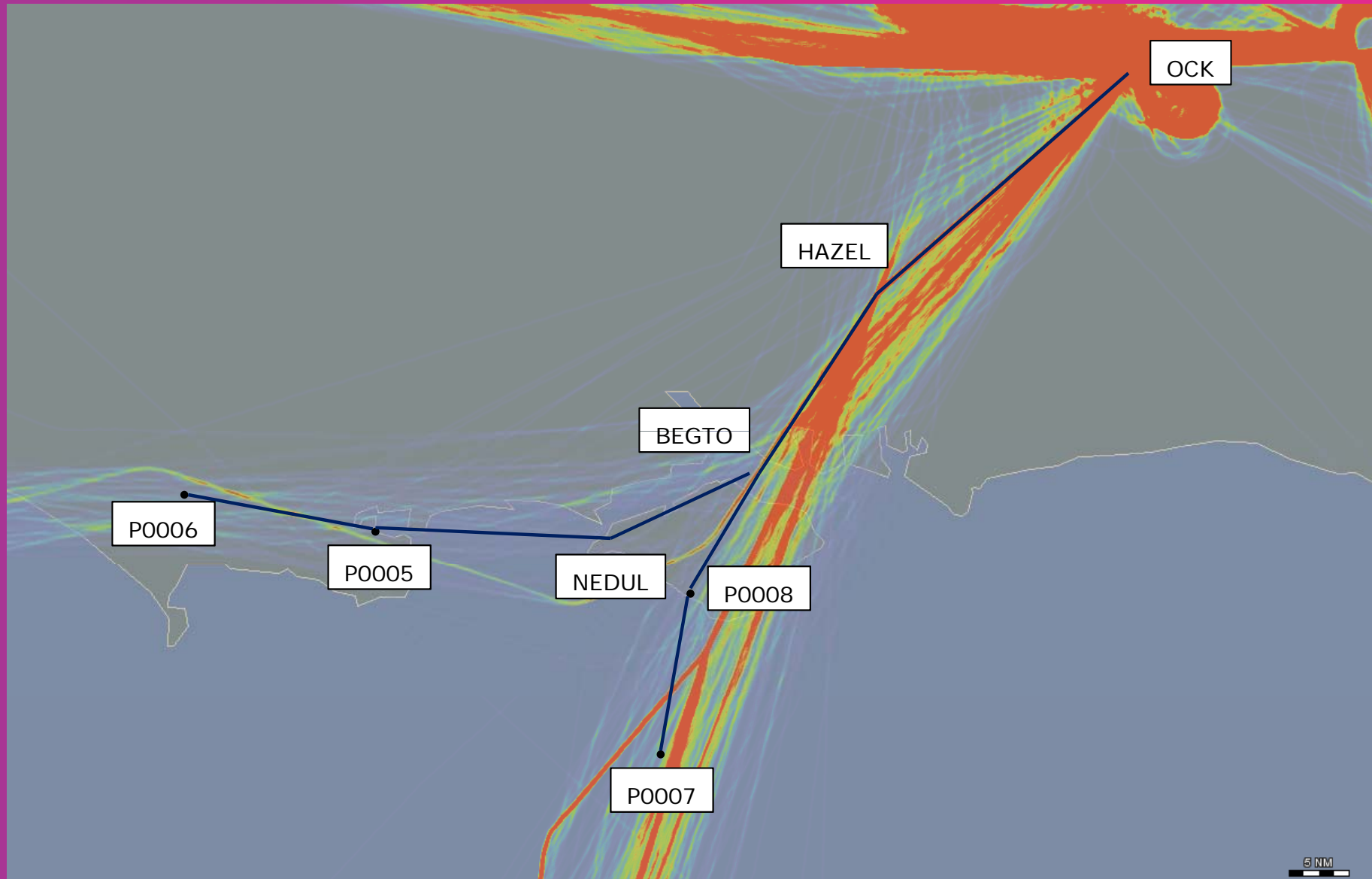




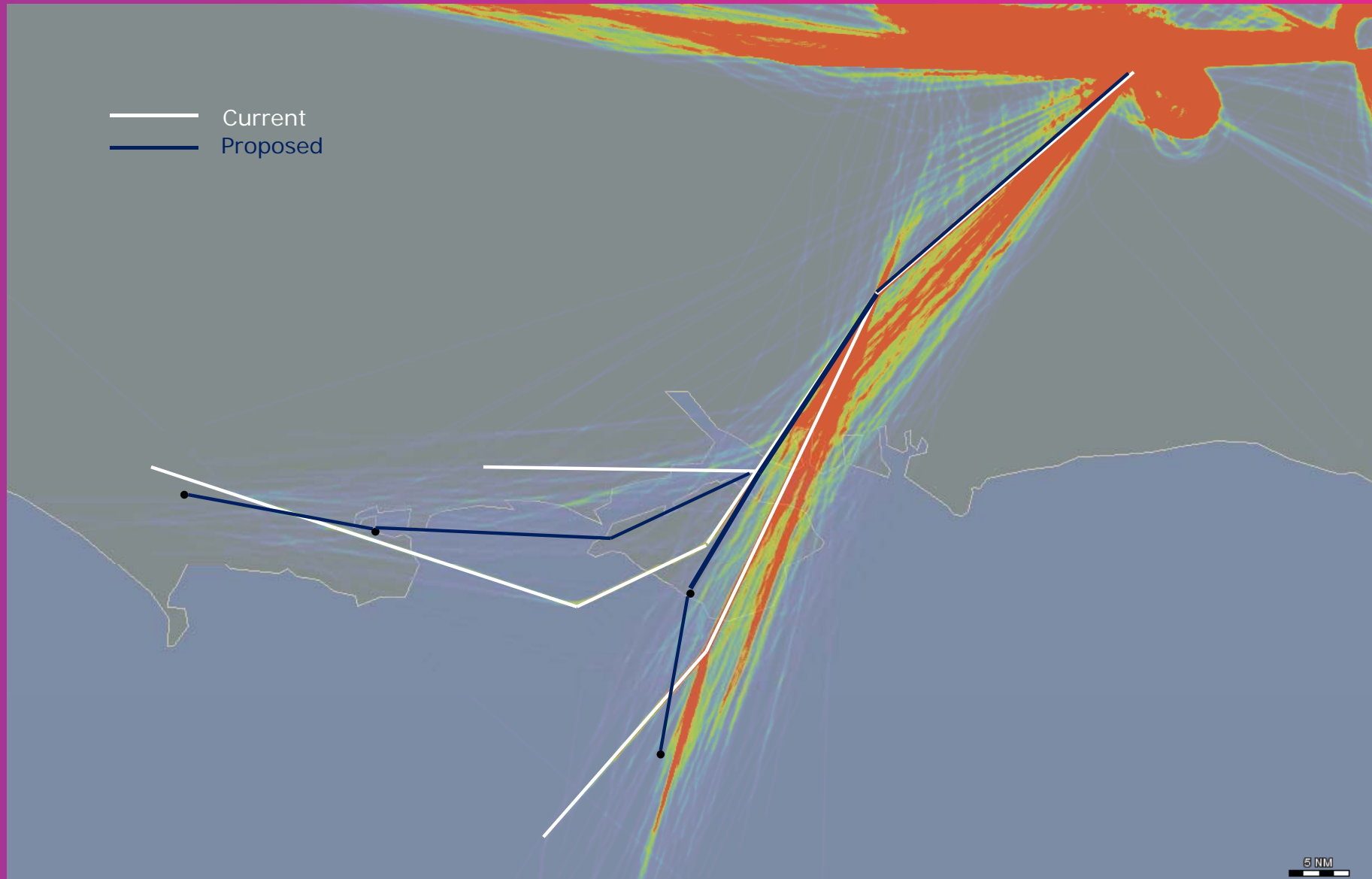
# Gatwick Inbound Tracks (up to FL70)



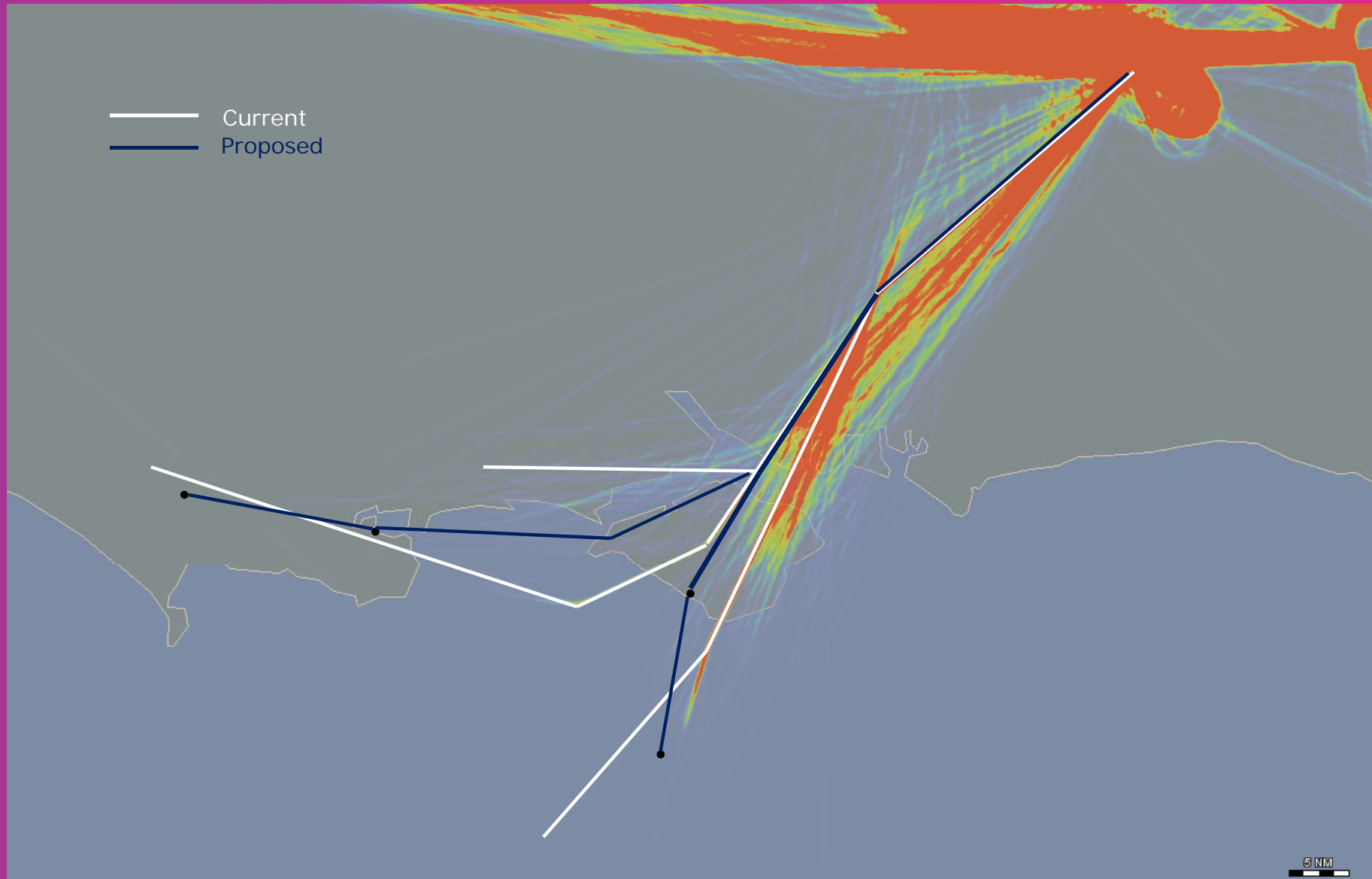
# Heathrow Inbound: Proposed



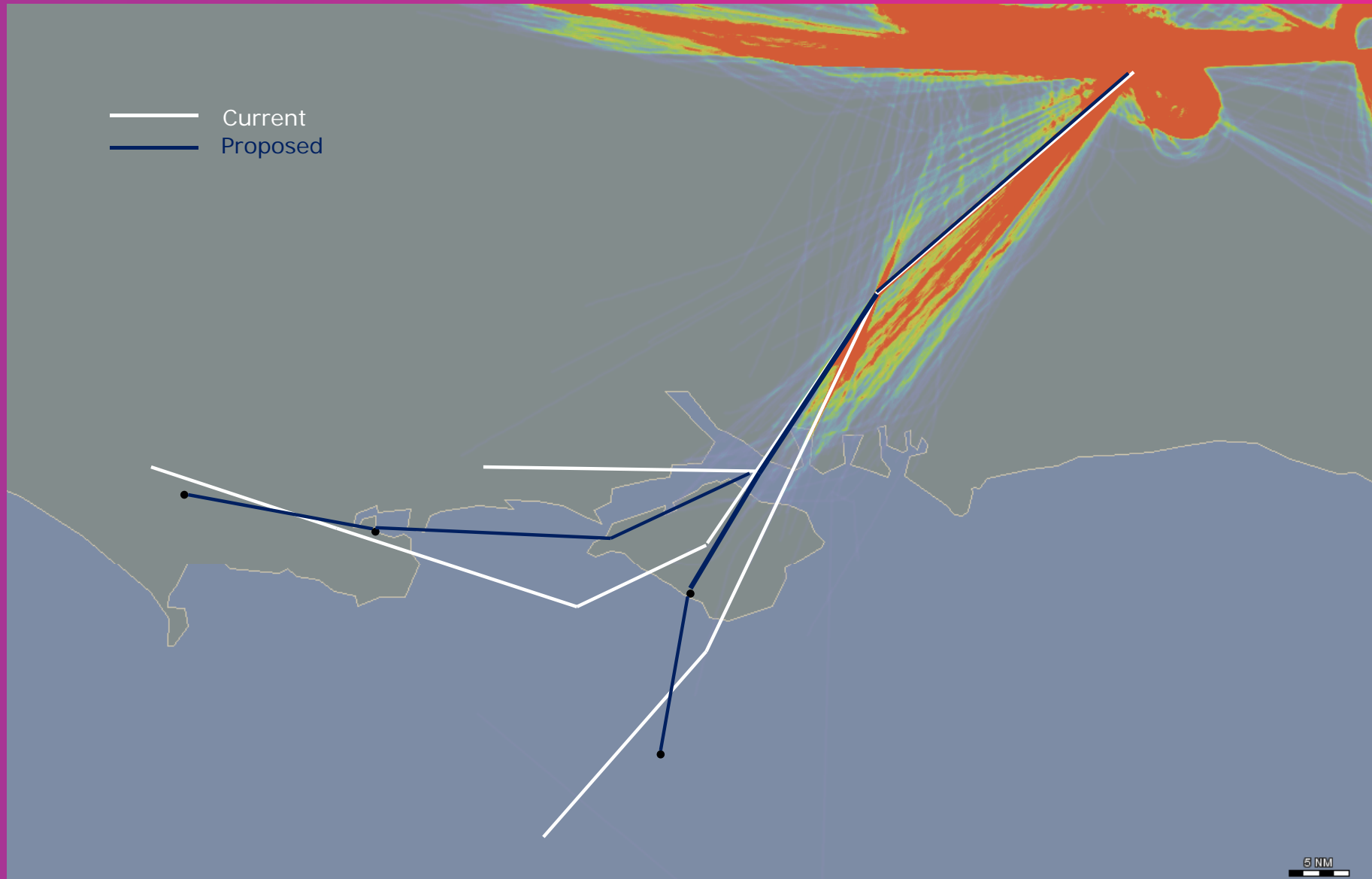
# Heathrow Inbound(FL250)



# Heathrow Inbound Tracks (up to FL200)



# Heathrow Inbound Tracks (up to FL150)



# Heathrow Inbound Tracks (up to FL100)



# Heathrow Inbound Tracks (up to FL70)



# Environmental Consultation

- No change at or below 7000ft
- Negligible below FL100



# Aviation Consultation

- No new CAS
- Existing access to Danger Areas with AMC agreement that they can accommodate management of new CDRs (no MOD show stoppers)
- No objection from HAL or GAL
- Support from operators

- Timeline and proposed engagement:
  - Nov 17<sup>th</sup>: CAA Framework Briefing
  - End of Nov: Submit ACP – CAA to publish on their site
  - Jan 2017: CAA approval
  - Jan 27<sup>th</sup> 2017: AIS Submission
  - April 27th 2017: Implementation
  - April 2018: Post Implementation Review commences
  - June 2018: Post Implementation Review delivered



**NATS**