

Airspace Change Proposal: SAIP AD2.2

Amendment to East Anglia Military Training (EAMTA) Area A



Ministry
of Defence

NATS

Prepared by:



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Table of contents

1. Introduction	3
1.1. About This Proposal	3
2. Justification and Objectives	5
2.1. Justification	5
2.2. Objectives	5
3. Current Airspace Arrangements	6
3.1. Description	6
3.2. Traffic Figures for the year 2016	8
3.3. Traffic Forecast	9
3.4. Operational Efficiency, Complexity, Delays and Choke Points	9
3.5. Environmental Issues to be Resolved	9
3.6. Safety Issues to be Resolved	9
3.7. Other Airspace Users	9
4. Proposed Airspace Description	10
4.1. What would not change under this proposal	10
4.2. What would change under this proposal	10
4.3. How would it operate?	11
4.4. Letter of Agreement	11
5. Consultation overview	12
5.1. Consultation	12
6. Design Principles	13
6.1. Safety	13
6.2. Environmental	13
7. Impacts Summary	14
7.1. Net impacts summary	14
8. Draft AIP Amendments	15

1. Introduction

1.1. About This Proposal

This proposal concerns the East Anglia Military Training Area (EAMTA) Area A, its hours of operation and its utilisation by military (OAT) and civil (GAT) traffic.

The proposal would see the existing EAMTA-A (see Figure 1) vertically split to form EAMTA High (FL285 to FL660) and EAMTA Low (FL245 to FL285) as illustrated in Figure 5.

The current processes for managing the EAMTA, whilst providing flexibility for military use, do not easily facilitate access for other airspace users when not required by the military.

This was raised by NATS at the Airspace Management Steering Group (AMSG). Following this, the MOD conducted an internal review of the EAMTA, which in turn led to the AMSG requesting that the MOD implement changes to improve airspace management of the area.

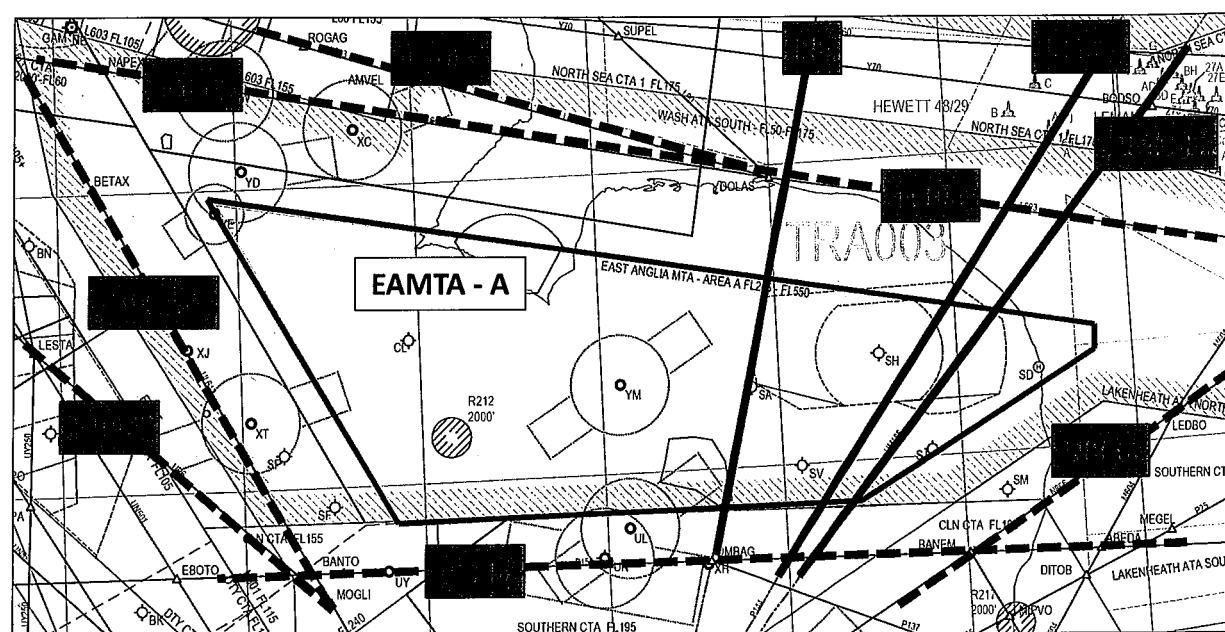
The Joint Future Airspace Design Team (JFADT), comprising Defence Airspace & Air Traffic Management (DAATM) and NATS, developed a joint plan, which now requires an ACP to be submitted to the CAA for approval.

The proposed amendments to the published hours of CDRs P5, P144 and UM185 (see solid Blue routes, Figure 1) should lead to improved availability of these routes for airspace users however this will still be subject to activation of Danger Area D323. The AIP will be updated accordingly.

Adjacent RNAV5 routes (dashed Blue, Figure 1) L603, M16, UL613, UP6, P155 & N866 will be unaffected by this change.

The changes will be reflected in the appropriate AMC Letter of Agreement (LOA) between LAC (Swanwick), LTC (Swanwick) & UK AMC, Annex A, Page 10.

The changes are proposed for implementation in AIRAC 02/2018 (1st February 2018).



2. Justification and Objectives

2.1. Justification

The EAMTA is an important volume of airspace for military activities and it is a key requirement to maintain flexibility for its use. However, it is recognised that the current procedures do not provide the ability to take greater advantage of periods when the area could otherwise be access by other airspace users.

CDRs which currently route through the airspace could be greater utilised if the airspace were less restricted. Additionally, controllers could tactically route aircraft across the airspace if it were available more of the time.

2.2. Objectives

- Reduced complexity with regards to the booking and operating procedure.
- Increased use of the three CDRs that transit the EAMTA: P5, P144 and UM185.
- Greater scope for GAT traffic to receive tactical direct routes.

