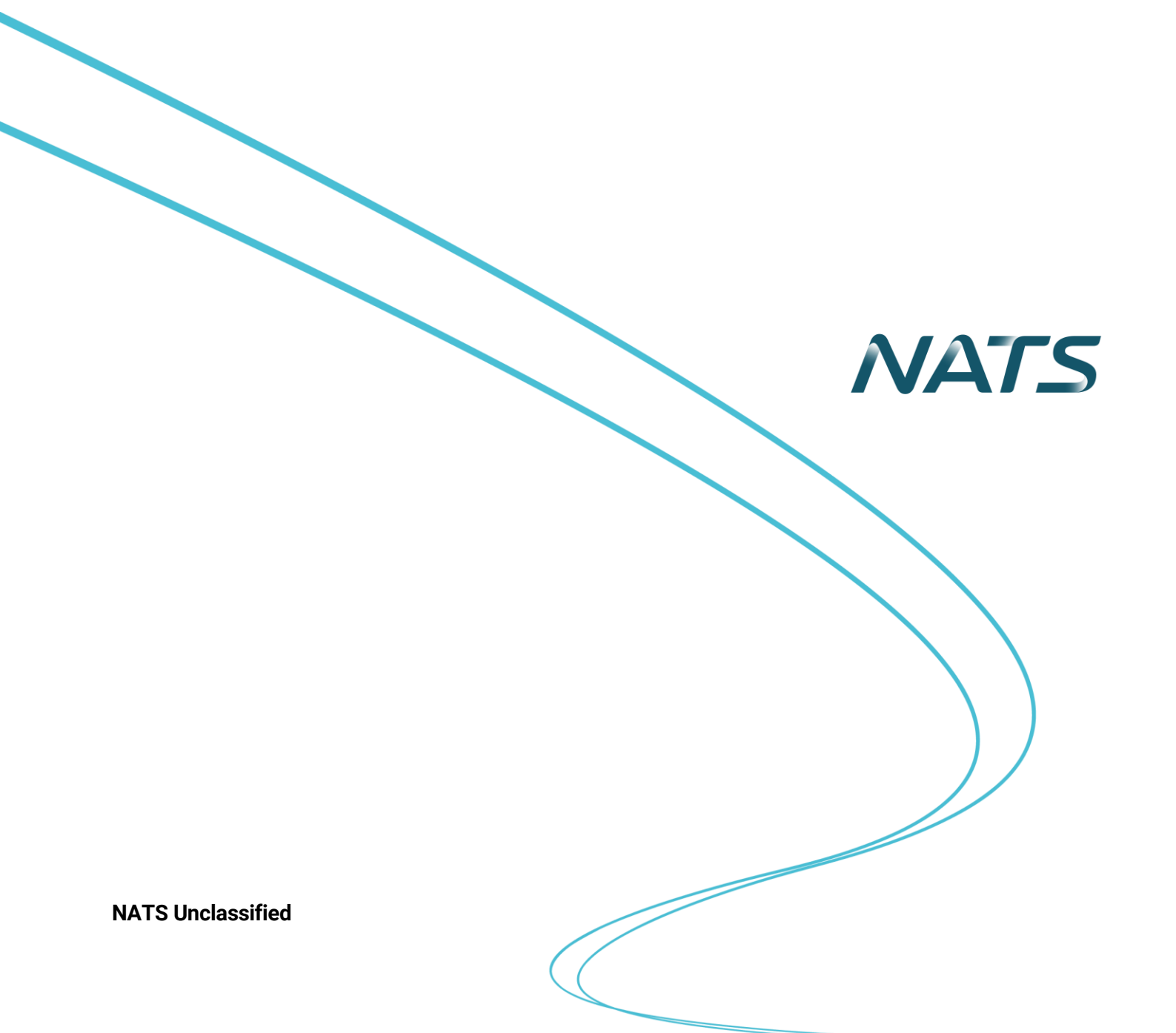


Future Airspace Strategy
Implementation North (FASI-N)

PLAS ScTMA
Gateway documentation:
Stage 2 Develop and Assess

2A: Airspace Change Design Options



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1. Introduction

- 1.1 This document forms part of the document set required in accordance with the requirements of the CAP1616 airspace change process.
- 1.2 This document aims to provide adequate evidence to satisfy Stage 2 Develop and Assess Gateway, Step 2A Airspace Change Design Options.

2. Options development – brief history

- 2.1 This document evaluates the options considered against the design principles and hence presents the basis upon which decisions to proceed or reject options has been made. The following six proposals for changes to the route structure in the ScTMA were considered (as presented in the Assess Briefing).
 - 1. Change to EGPF hold (LANAK) to accommodate proposed routes.
 - 2. EGPB/PF arrivals and departures from/to east (SAB/NATEB).
 - 3. Additional Class D CAS to the east of the EGPB CTA & Scottish TMA to facilitate new route(s) to the east of the EDIBO hold.
 - 4. Dual track structure on Y96
 - 5. Three track inbound route structure from the south serving EGPB/PF,
 - 6. Three track structure going southbound from EGPF
- 2.2 The design principles used to evaluate these options are as described in detail in the [Design Principles document](#) (approved during Stage 1 Gateway Assessment).

3. Proposal 1 – Move LANAK Hold

Description

- 3.1 Figure 1 below shows the proposed new position of the hold compared to the existing LANAK hold.
- 3.2 The proposed hold will be FL90–FL140, right hand turns. Arrival STARS will change to terminate at the new hold (but otherwise will replicate the extant STARS).

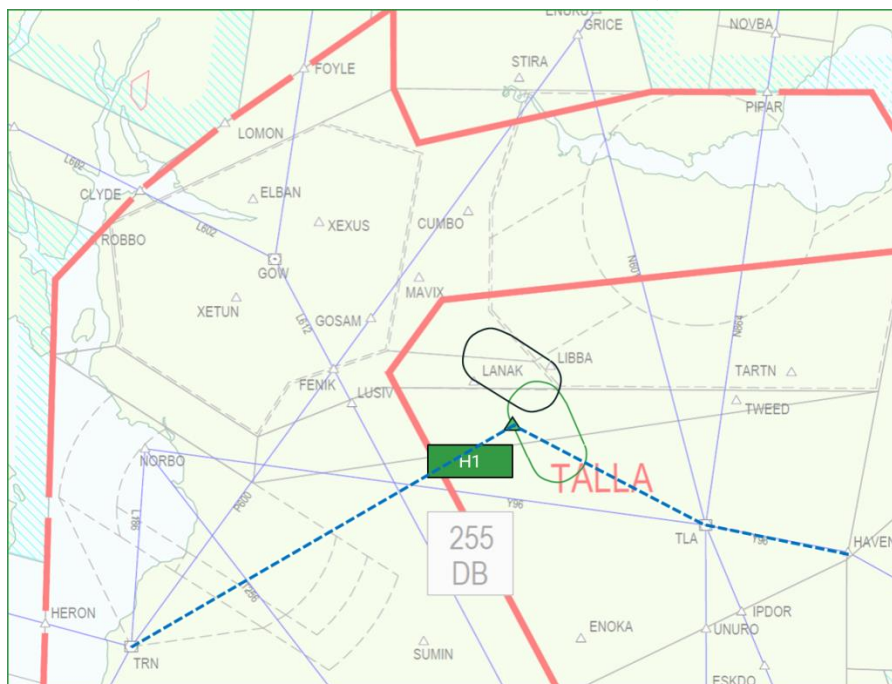


Figure 1 Proposal to move the LANAK hold

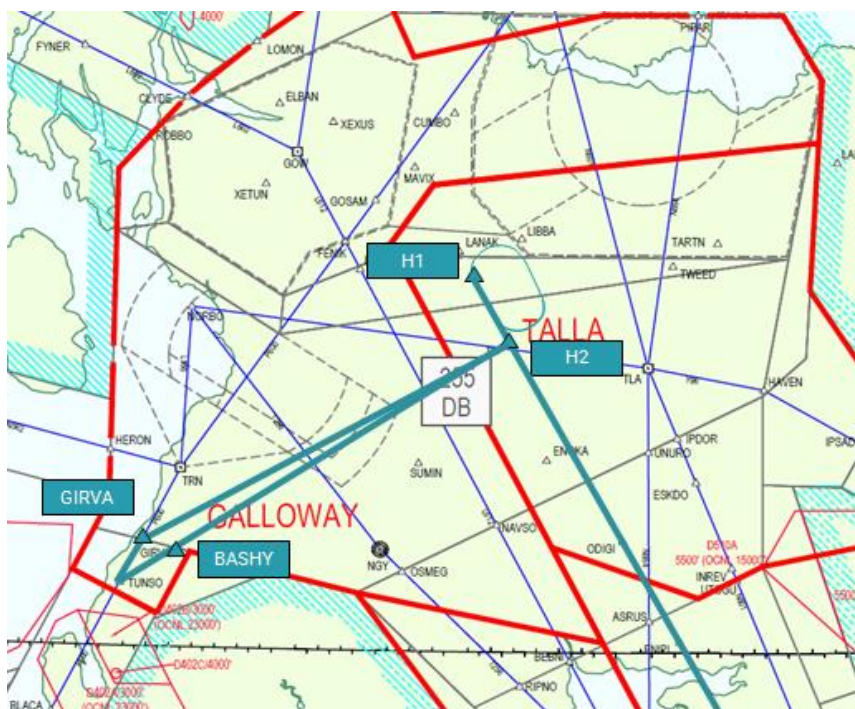


Figure 2 Proposal to move the LANAK hold with entry via H2