

Swanwick Airspace Improvements Programme - Airspace Development 3 (SAIP AD3)

Airspace Change Decision

CAP 1707

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Chapter 1

Executive summary

Objective of the Proposal

1. Under Airspace Development 3 (AD3), part of the modular Swanwick Airspace Improvements Programme (SAIP), NATS is proposing a partial re-alignment of some ATS routes within existing Controlled Airspace in the London FIR, over the English Channel. This will align with a simultaneous, coordinated change to the Channel Islands Control Zone (CICZ) which will introduce new SIDs and facilitate new STARS, serving Jersey and Guernsey Airports. The proposed changes as part of SAIP AD3 will also improve connectivity between Solent Airports and the CICZ, by altering five traffic flows in both directions and realigning traffic through existing waypoints.
2. A diagram of the existing airspace structure and traffic flow is at Appendix A and diagram of proposed traffic flow is at Appendix B.

Summary of the decision made

3. The CAA has decided to approve the proposed changes to alter traffic flows in the airspace between the Solent Group Airports and the Channel Islands; including routes between these Airports. The implementation of these changes will alter the distribution to three flows southbound through LELNA; three southbound through ORTAC; two northbound through ORTAC and three northbound through ORIST, thus better distributing the traffic.
4. The new alignment of Z171 will route southbound RNAV1 departures and Channel Islands arrivals via LELNA, rather than ORTAC as today. Similarly, the proposed realignment of Y110 will route northbound RNAV5 departures via ORIST, instead of ORTAC as today. Other traffic flows will continue to flight plan as today.
5. The ORTAC bidirectional interface will now be available up to FL135, raised from FL95; traffic will switch from Z171 to Q41 at FL105 (previously FL95) and Q41 will be published