

# FASVIG Briefing

26<sup>th</sup> July 2016



# Prestwick Centre Lower Airspace Systemisation (PLAS)

- The PLAS airspace designs, enabled by 3nm separation, will allow aircraft to fly in more fuel efficient ways by creating a more consistent and systemised airspace structure.
- Designs are predicated on an RNAV1 standard, with the additional requirement of enabling network access for those less equipped aircraft.
- The PLAS AoR **includes 11 of the UK's top 17 busiest** airports, which in 2014 together handled c.76 million passengers. (CAA statistics 2014)

## PLAS Scope

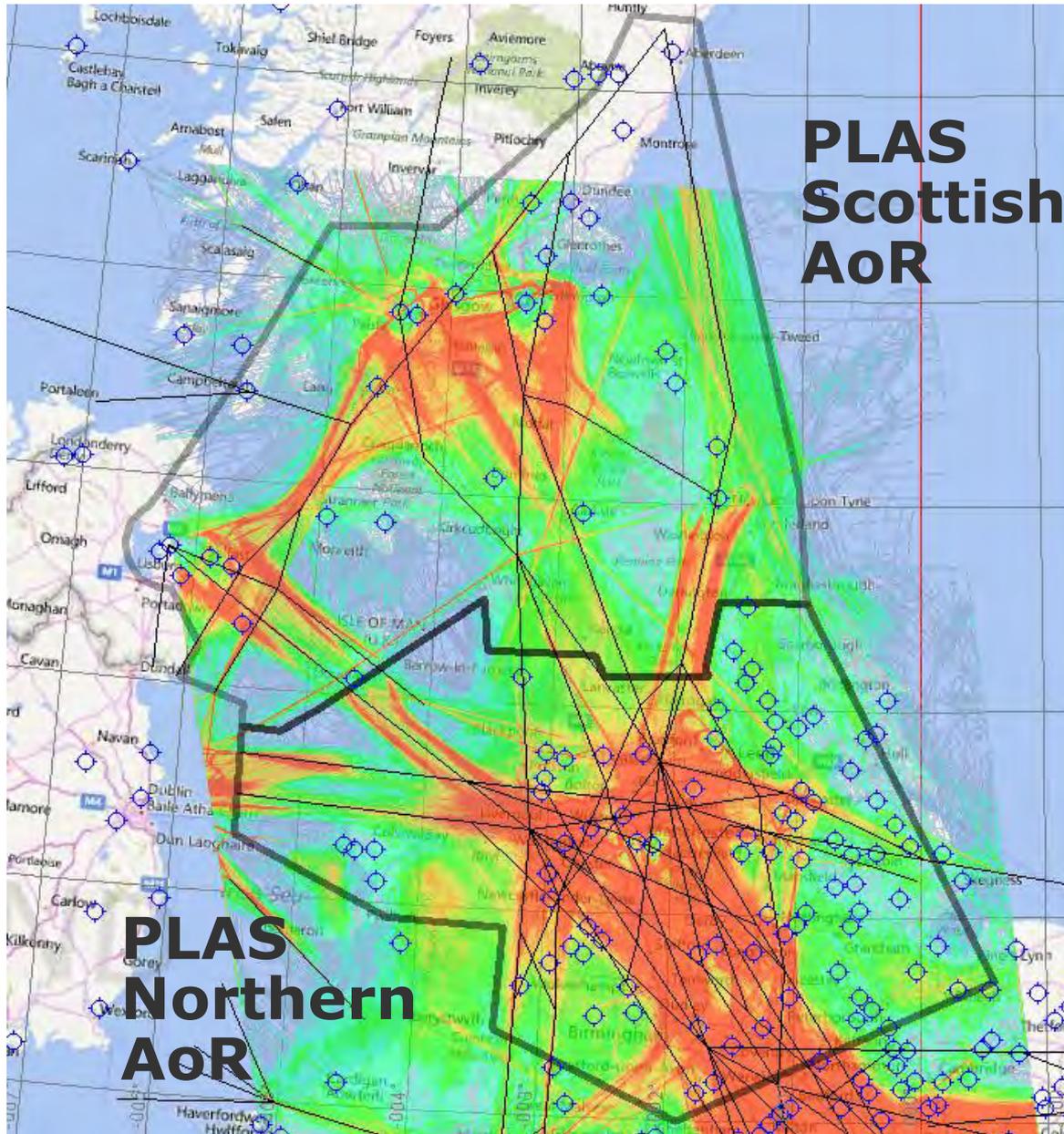
- Providing 3NM separation capability within required regions
- Isle of Man and Antrim sector re-design to improve capacity and reduce complexity
- Route improvements across the North of England and within the Scottish TMA Area of Responsibility to provide safety and environmental benefits
- Manchester TMA re-design – including procedurally deconflicted arrivals and departures for all airfields. This includes Point Merge for Manchester
- Re-designing and upgrading of all STARs in Manchester TMA to RNAV1 and support of SID development to PBN
- Link to Free Route Airspace

# PLAS

## - Key Principles

- 3nm Capability within CAS.
- PBN routes to RNAV1 capability as a minimum standard.
- Routes closer spaced as per CAA Route Spacing Guidance to support increased capacity.
- Reclassification of airspace where appropriate.
- Implementation of linear holding in preference to conventional holding.

# PLAS Area of Responsibility



# PLAS Planned Deployment Timeline

- **Deployment 3NM [Mar 2<sup>nd</sup> 2017]** – Tactical 3NM capability in the region
  - An early enabler for future changes
- **Deployment IoM/Antrim [Mar 2<sup>nd</sup> 2017]** – IoM/Antrim improvements
  - PBN route structure to deliver increased capacity.
- **Deployment Network [Target Q1 2018]** – redesign of the route network creating improved linkages between airfields in the Midlands, North of England and Scotland.
  - Optimised inbound and outbound routes
- **Deployment MTMA [Target Q1 2019]** MTMA (Liverpool/Manchester/ Hawarden)
  - MTMA re-design including delivery of point merge to deliver safety, environmental and capacity benefits.

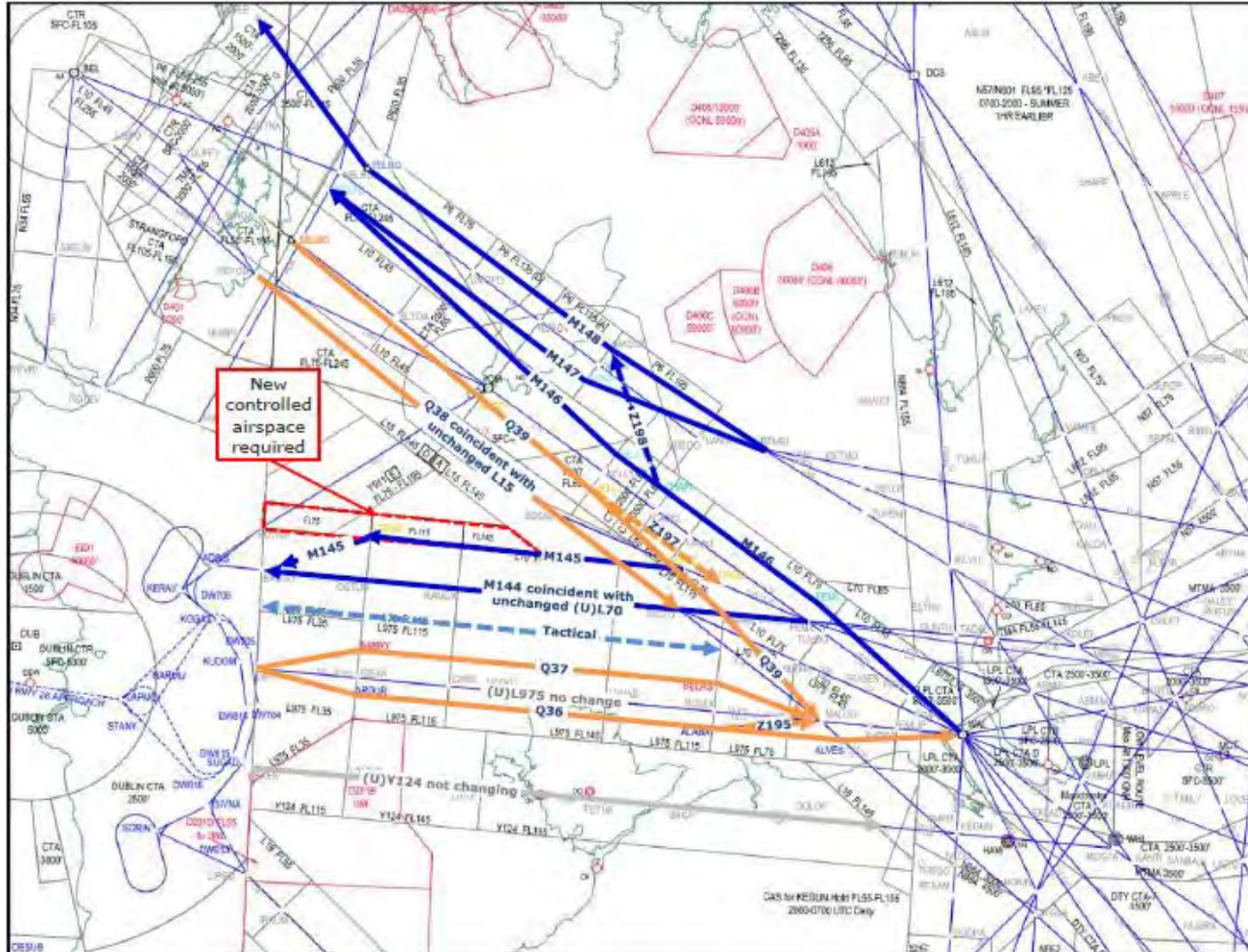
## Deployment 3nm

- 3nm separation minima across PC AoR, below FL285 within London FIR and below FL255 within Scottish FIR within controlled airspace where it will be deliver benefit.
- Delivery aligned with the deployment of the changes within the IOM/Antrim sectors.

## Deployment IOM/Antrim

- Simulations conducted at PC including participants from NATS NERL and NSL, and the IAA to test the proposed systemised structure and the interface between operational units.
- Feedback from the simulations was positive, but some re-design required in trying to integrate a fully systemised volume of airspace into the existing route network.
- Solution has been generated which will deliver the required capacity growth and enable integration between systemised structure and existing airspace, this will be simulated 23<sup>rd</sup>/24<sup>th</sup> August 2016.
- Consultation on the airspace change commenced on the 4<sup>th</sup> July 2016, with feedback requested by the consultation closure date of the 30<sup>th</sup> August.
- Validation simulations planned for September 2016 to facilitate go live date of March 2<sup>nd</sup> 2017.

# IOM/Antrim Proposed Airspace Change



## Deployment Network

- Solution to efficiently integrate airports into the network delivering reduced fuel burn for the Airlines and increased capacity for the Airfields.
- Design work to support network integration with the Airports is ongoing.
- Simulations planned for October 2016 to look at the network connectivity of proposed airfield designs, based on the agreement of interface points.
- Overarching Goal Plan is being maintained by NERL following request from the NDDG/SDDG to ensure alignment of all deployments and DVOR rationalisation.
- Planned deliver of Network changes March 2018.

## Deployment MTMA

- Introduction of new arrival structures, Point Merge, for Manchester Airport traffic.
- Point Merge arcs to N & S of airfield with symmetrical geometry, with contingency holds at each arrival fix.
- Connectivity of revised SIDs to procedurally deconflict from arrivals for EGCC & EGGP.
- Reduces the requirements for controller interaction and increase capacity within the region.
- Enables CCO/CDO therefore improving overall fuel burn.
- Additional CAS may be required within the region.
- Resectorisation for PC W2 sectors to optimise sector capacity.
- Planned Delivery of MTMA changes March 2019.