Directorate of Airspace Policy

December 2008

Policy Statement

Policy for Route Network Interface with Neighboring States

1. Scope and Definition

1.1 The development of and changes to the UK route network will be undertaken in accordance with the provision detailed in the Airspace Change Process (CAP 724 and CAP 725). The purpose of the document is to detail the policy, which specifically relates to the route network where it interfaces with neighbouring states.

2. Policy

2.1 Route Network Interface Policy

2.1.1 The Route Network in the UK will be developed in accordance with the policies, principles and procedures outlined in this policy document, together with the documents referenced herein identified as A – I

2.2 Development of ATS Route Network with Neighbouring States

2.2.1 The planning and development of the UK ATS route network should be such as to safely manage ATM, provide flexibility within the airspace to enable maximum capacity whilst accommodating as far as possible, the expectations of airspace users. As such, consideration should be given to the application of Flexible Use of Airspace (FUA) as detailed in references G and I, where changes and/or additions to the ATS route network are to be made.

2.2.2 The provision of the ATS in the UK for the Civil En-Route ATS network, which interfaces with adjacent states, rests with NATS. Where the ATS route network interfaces with adjacent states(s), it will be necessary for the ATS provider as the airspace change sponsor, to develop such changes in conjunction with the adjacent states(s) ANSP(s). To assist in the strategic planning of such changes, the Route Network Development Sub-group (RNDSG) has been established as a sub-group of the Airspace Navigation Team (ANT) within Eurocontrol.

2.2.3 The RNDSG has been established with the purpose of providing technical expertise to the ANT on activities relating to the design, development, planning and implementation of ATS routes with the aim of improving the European ATS route network. Furthermore, the RNDSG look to optimise the airspace structures and sectors. The work undertaken by the RNDSG is that tasked through ANT, but also covers areas within both SESAR and DMEAN with the aim of meeting the Eurocontrol Provisional Council strategic objectives.

2.3 Airspace Route Network (ARN)

2.3.1 The Eurocontrol Agency develops a catalogue of routes and proposed timeline, details of which are contained in the Airspace Route Network (ARN). The ARN Version 6 Catalogue includes the airspace projects envisaged for deployment over the period 2008-2010 and represents effective means for the implementation of the actions agreed by the Eurocontrol Provisional Council in the Airspace Action Plan (AAP). The ARN Version 6 Catalogue was developed through a co-operative and partnership approach by the RNDSG. The RNDSG is the coordination forum for a European planned airspace design and development, planning and implementation of improved European ATS route network, with the overall aim of optimising civil and military airspace structures and ATC

sectors. The members of the RNDSG work in a partnership approach and are civil and military experts in airspace design from Eurocontrol, the ECAC member States and their Regulators and ANS providers, airspace users through international organisations, flight planning organisations and other relevant international organisations. The UK member of the RNDSG which is invested within DAP Controlled Airspace Section, shall ensure that the appropriate UK ANSPs are fully engaged in any route network development being proposed by an adjacent State(s) and that the UK ANSP is fully aware of its requirements in the development of any ACP to meet the proposed changes.

2.4 **Delegation of ATS and Letters of Agreement (LoAs)**

2.4.1 The proposed development of, or changes to any routes that interface with an adjacent States(s), will result in the requirement for a LoA between the respective ANSPs to be amended or where a new route is proposed, developed. The LoA should follow the current Eurocontrol Common LoA format:

Click here for the current Eurocontrol Common LoA format

Where a delegation of ATS arrangements is to be established, this should be in accordance with the Delegation of ATS arrangements as detailed in the DAP Directorate Manual. In such cases, arrangements will also be required between the respective National Supervisory Authorities (NSAs). The UK RNDSG representative and ANSP airspace change sponsor should be cognisant that adequate time is to be allocated for such arrangements to be established, prior to implementation of any new of change to routes, particularly where delegation of ATS arrangements are to be considered as part of the proposal.

3. Compliance Monitoring

3.1 Compliance with this policy will be through the overall efficiency of the UK ATS route network, periodic review of LoAs and where appropriate, delegated ATS arrangements.

3. DAP Point of Contact

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References:

A. ICAO Annex 2 – Rules of the Air
B. ICAO Annex 11 – Air Traffic Services
C. ICAO Doc 4444 PANS ATM
D. ICAO Doc 9426 ATS Planning Manual
E. Eurocontrol ECAC Airspace Concept and Strategy 2015
F. Directorate Manual – Process A1/5 Delegation of Air Traffic Services
G. EC Regulation 2150/2005 – Common Rules for Flexible Use of Airspace
H. ATS Route Network (ARN) present version
I. CAP 740 UK Airspace Management Policy