

As you may already be aware, the implementation of free route changes to London West's airspace, known as the West Airspace Deployment (WAD), has brought significant changes to the airspace over the South West of the UK. To ensure that we can continue to fly as close as possible to our historical routes while adhering to the new airspace procedures, I wanted to share some recommended routes for our flights to and from the Tracks system over the North Atlantic (Tracks Sierra Mike and Sierra November).

When leaving the UK for the US Eastern Seaboard and Caribbean, the new recommended routing is:

CPT Q63 CONKO N5124W00350 LESLU

Please note that this route does not conform to the Standard Route Document and associated UK Controller Plugin SRD for controllers. If questioned by controller, kindly inform them on your standard routing, acceleration and aircraft limitations which require you to follow this set routing out of the UK. No other routing or rerouting should be accepted as the fuel and performance penalty significantly affect the operation of the service.

However, it has been approved by VATSIM UK Operations for use on the VATSIM Network and with AIRAC 2303.

For your flight plan, you can use this example:

CPT Q63 CONKO C/N5124W00350/N0764F450 C/LESLU/N1164F450F600

This route then joins track SM towards the Eastern Seaboard.

On the other hand, when entering the UK from the US Eastern Seaboard, it is recommended to use the following entering London Airspace and the London TMA.

LULOX DCT TACQI DCT BAPHU DCT OCTIZ DCT SIRIC

If you are entering from the Caribbean, the routing into the London TMA should route:

TAKAS DCT ORTAC DCT DOMUT DCT KATHY DCT HAZEL

It's worth noting that the Lat/Long position 'N5124W00350' relates to the former position of UPGAS within the Bristol Channel used up until 2003 where Concorde would be cleared to begin its Transonic Climb. As VATSIM will not be adding a pseudo-waypoint to the Sector File to cover this, London West controllers may simply refer to this point as "Concorde Acceleration Point" or "The Accel." Directs from ATC beyond this point should not be accepted. Directs after departure should only be accept to this, the Concorde Acceleration Point.

For flights to the UK, controllers will give either a "when ready" descent clearance with a suggested initial level of FL390-FL350 (subject to traffic) to be given. It is then our responsibility of the pilot to ensure the Sonic boom is not laid over land, giving sufficient time to controllers in Shannon or Brest to be given a descent clearance. It also the responsibility of the controller to ensure that we are subsonic prior to reaching landfall.

Additionally, for our "Round the Bay" flights departing from Manchester/Liverpool to London Heathrow, the recommended routing to mirror historical flight plans is KUXEM P17 NOKIN N862

DOBEM L180 ZIPWE DCT PEWBI DCT 5110N00645W DCT LULOX 4915N00600W DCT ORTAC DCT
DOMUT DCT KATHY DCT HAZEL.

For this route, there is no specified waypoint/coordinate that gives a suitable acceleration point as it falls between ZIPWE and 5110N00645W. As such, ensure London West controllers are informed to your acceleration point and if able offer a suitable direction on an appropriate climb instruction.