

## **Cyrrus & Egis Avia appointed to redesign Channel Islands airspace**

Friday 14 January 2011

**Jersey Airport has appointed Cyrrus Ltd – teamed with Egis Avia – to undertake a complete redesign of the airspace around the Channel Islands. The project will also modernise the procedures used by arriving and departing aircraft.**

This wide-ranging project is intended to reduce the environmental impact of Channel Islands flights through increased efficiency, to improve safety by bringing procedures into line with international best practice, and provide additional capacity should it be needed in the future. The benefits are planned to cover both commercial and private flying at airports throughout Channel Islands airspace (known as the Channel Islands Control Zone – CICZ), not just for Jersey.

The project covers:

- A re-classification of airspace at lower levels.
- Improved route structures, especially the introduction of a dual route structure at the boundary of Channel Islands and UK airspace.
- Review and rationalisation of Standard Arrival Routes and Instrument Departures, including the introduction of Precision Area Navigation procedures.
- A review of the airport holding and missed approach procedures.
- An investigation into increased airspace responsibilities in order to simplify coordination and give a more efficient and improved service to customers.

To undertake the work, Cyrrus has set up a partnership with Egis Avia, a French aviation consulting company. The object of this exercise was to:

- Provide the right blend of expertise for the project;
- Facilitate the consultation processes with the UK and French stakeholders.

Jersey Airport Director, Julian Green, said, "It has been a considerable number of years since the Channel Islands airspace was last reviewed and in this time the aircraft types and practices it was designed for are no longer acceptable. Modern aircraft are now capable of much more efficient operations and we have an obligation to our airline partners to ensure that we have compliant and effective procedures in place".

Cyrrus Director and Project Manager for this task, Barry Hawkins, commented:  
“Cyrrus Ltd has an outstanding track record in designing and delivering airspace procedures and we are delighted that our experience has been recognised by the States of Jersey authorities.”

The Deputy Project Manager, Fabrice Tussau from Egis Avia, added: “Our fast-time simulation capability enables us to provide a detailed evaluation covering a range of options for the redesign, whilst our on-going work with the French air navigation service provider puts us in the best place to liaise with them on routes to and from the airspace they control.”

Cyrrus Ltd has previously conducted airspace designs for:

- Manston, UK (2010) - establish TMZ over off-shore wind farms (ongoing).
- Norwich, UK (2009) - establish revised instrument approach procedures and a stand-alone CTR and CTA (ongoing);
- Robin Hood Airport Doncaster Sheffield, UK (2008) - establish a CTR and CTA with connectivity to the en-route airways system;
- Newcastle, UK (2005) - establish a CTR and CTA with connectivity to the en-route airways system;
- Glasgow Prestwick, UK (2003) – establish a CTR and CTA with connectivity to the TMA;
- Nigeria (2002) – develop a revised national airways structure

Egis Avia has also conducted numerous projects for the French air navigation service provider, DSNA, since 2002. These studies have included airspace/procedures design for Paris, Lyon, Toulouse, Nice and Notre-Dame-des-Landes Terminal Manoeuvring Areas. Capacity, fuel consumption, flight efficiency and environmental issues were evaluated through fast time simulations:

- Toulouse, France - Evaluation of flight duration that conducts to a change of airspace design from military to civil; Statistical evaluation of the number of conflicts by flight level for an opposite direction airway;
- Nice, France - Evaluate capacity growth of Nice airport, by changing P-RNAV SID/STAR procedures of Nice and surrounding airports (Cannes, Saint-Tropez);
- Paris Terminal Area - Flight efficiency and capacity evaluation due to a rise of ILS interception height;
- Lyon TMA - Noise contour modelling due to P -RNAV procedures modification

**- END OF PRESS RELEASE -**

**NOTES TO EDITORS****The Channel Islands Control Zone (CICZ)**

The Channel Islands Control Zone is made up of airspace delegated by France and the United Kingdom, where Jersey Air Traffic Control provides the service, under contract to the European ATC agency EUROCONTROL.

**About Cyrrus Limited**

Cyrrus provides innovative solutions to aviation challenges that demand operational experience, engineering expertise and project management excellence. Cyrrus provides expert advice on single issues or complete end-to-end project-managed solutions. Its skilled and experienced team includes air traffic control officers (ATCOs), engineers and designers, supported by hard-to-source skills via the group's trusted partner network. Services include:

- Air Traffic Management (ATM)
- Air Traffic Control  
Communication, Navigation & Surveillance (ATC CNS)
- System Engineering and Design
- Technical Safeguarding and Simulation
- ICAO PANS-OPS Instrument Flight Procedure Design
- Advice on the effects of wind energy development on CNS/ATM
- Regulatory and Technical advice on CNS/ATM
- Due diligence and audit of airport CNS and ATM
- ATM Safety Management Systems
- Airport Certification and Regulation of Airports and ATM facilities
- Airspace Design and Development
- ATM Project Management

**About Egis Avia**

Egis Avia is a French company fully dedicated to the air transport industry. Formed in 1969, the company offers a wide range of services, products and assistance in the airport, air operations and air traffic management sectors. Egis Avia is a subsidiary of Egis, an engineering and consultancy group specialising in transport infrastructure and systems, urban development, water and the environment, and project development, as well as roa and airport operations.

Egis Avia is deeply involved in the French (and other) ANSP programmes, from the operational and technical perspectives, including airspace and procedures design, performance assessment, engineering support for the operational systems (from the operational requirements definition down to the entry into service). Egis Avia therefore have all the required expertise and experience to analyse the requirements, support the definition of the preferred solution. Furthermore, Egis Avia can evaluate capacity, flight efficiency and conflict locations associated to the new airspace scenario, or alternative scenarios regarding new airspace/procedures, design through fast time simulations



**Media enquiries**

To arrange interviews or for any other information on the project, please contact:

Richard Wright  
Media Relations  
Cyrrus Ltd  
Mobile: +44 (0) 7866 685066  
Email: [richard.wright@parkcourt.org.uk](mailto:richard.wright@parkcourt.org.uk)

**Contact details:**

Cyrrus Ltd Head Office  
Cyrrus House  
Concept Court  
Allendale Road  
Thirsk  
North Yorkshire YO7 3NY  
United Kingdom

Tel: +44 (0) 1845 522 585

Email: [info@cyrrus.co.uk](mailto:info@cyrrus.co.uk)  
Web: [www.cyrrus.co.uk](http://www.cyrrus.co.uk)

Egis Avia (head office)  
195 rue Jean-Jacques Rousseau  
92130 Issy-les-Moulineaux  
France

Tel: +33 (0) 1 4123 4600  
Email: [contact.egis-avia@egis.fr](mailto:contact.egis-avia@egis.fr)  
Web: [www.egis-avia.com](http://www.egis-avia.com) or [www.egis-group.com](http://www.egis-group.com)

Regional Office (Stansted Airport)  
Thremhall House  
Thremhall Park  
Start Hill  
Bishop's Stortford  
Hertfordshire CM22 7WE  
United Kingdom

Tel: +44 (0) 1279 874 461

Email: [info@cyrrus.co.uk](mailto:info@cyrrus.co.uk)  
Web: [www.cyrrus.co.uk](http://www.cyrrus.co.uk)