

Detling (DET) and Lambourne (LAM) DVOR ACP – Stage 4 Stakeholder Evidence for Stage 4 – as summarised in Section 15.6 of the Stage 4 ACP

1. Email exchange with Gatwick Airport

From: [REDACTED]
Sent: 27 April 2020 10:53
To: [REDACTED]
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] Gatwick DET/ LAM DVOR Rationalisation - Proposed Changes

CYBER AWARE - Caution, this is an external email. Unless you recognise the sender and know the content is safe, do not click links or open attachments

Dear [REDACTED]

In the absence of my colleague [REDACTED] – I wanted to inform you of the next DVOR Rationalisation ACP, encompassing the DET (Detling)/ LAM (Lambourne) DVOR en-route dependencies.

Under this ACP, we are proposing the following new RNAV5 STAR serving London Gatwick airport which is based on the existing TEBRA 1G RNAV5 STAR:

- BARM1 1G will extend the TEBRA 1G STAR back to BARM1 to ensure that the FL260 level restriction is captured at BARM1
 - This is crucial for sector sequencing and reducing complexity, despite not currently being part of a coded procedure.
 - The Descent Planning Level could not be added to TEBRA 1G as it starts at TEBRA.
 - Proposed routing: *BARM1 - SONOG - ODROB - TEBRA* (then as per TEBRA 1G)

Please can you confirm your acceptance/approval of this change to your section of the AIP – [REDACTED] will in time provide you with a full draft of AIP changes and new STAR Charts. This ACP is targeting an implementation of AIRAC 13 (December 2020).

Similarly, please let me know if you require any further information on the above information.

Kind regards,
[REDACTED]



[REDACTED]
Airspace Change Specialist

From: [REDACTED]
Sent: 30 April 2020 19:20
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Gatwick DET/ LAM DVOR Rationalisation - Proposed Changes

Evening [REDACTED]

The change requested below (TEBRA 1G STAR becomes BARM1 1G) is endorsed. Please see below the schedule of changes for Gatwick procedures by NATS. Can you confirm that this is correct?

I am away [REDACTED] from tomorrow so would be grateful if you could include [REDACTED] in any response.

Many thanks

[REDACTED]

[REDACTED]

Head Airspace Strategy & Engagement

Planned IFP Changes 2020			Dates (Submission=>Prom=>Effect)
AIRAC	01/2020	No changes scheduled	4/10/2019=>21/11/2019=>2/1/2020
AIRAC	02/2020	No changes scheduled	1/11/2019=>19/12/2019=>30/1/2020
AIRAC	03/2020	No changes scheduled	29/11/2019=>16/1/2020=>27/2/2020
AIRAC	04/2020	No changes scheduled	27/12/2019=>13/2/2020=>26/3/2020
AIRAC	05/2020	No changes scheduled	24/1/2020=>12/3/2020=>23/4/2020
AIRAC	06/2020	TIMBA 1D STAR becomes MID 1X + RNAV5 (planned) WILLO 3B STAR to be split and become KIDL1 1G (traffic via HON) and DISIT 1G (traffic via DISIT) (planned) ASTRA 2 B removed	21/2/2020=>9/4/2020=>21/5/2020
AIRAC	07/2020	No changes scheduled	20/3/2020=>7/5/2020=>18/6/2020
AIRAC	08/2020	No changes scheduled	17/4/2020=>4/6/2020=>16/7/2020
AIRAC	09/2020	No changes scheduled	15/5/2020=>2/7/2020=>13/8/2020
AIRAC	10/2020	No changes scheduled	12/6/2020=>30/7/2020=>10/9/2020
AIRAC	11/2020	No changes scheduled	10/7/2020=>27/8/2020=>8/10/2020
AIRAC	12/2020	No changes scheduled	7/8/2020=>24/9/2020=>5/11/2020
AIRAC	13/2020	TEBRA 1G STAR becomes BARM1 1G (planned)	4/9/2020=>22/10/2020=>3/12/2020

From: [REDACTED]

Sent: 01 May 2020 09:54

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Gatwick DET/ LAM DVOR Rationalisation - Proposed Changes

Hi [REDACTED]

Thank you very much for getting back to me.

I can confirm that the below changes are correct although your changes for AIRAC 06/2020 should also include the RNAV5 replication of the conventional DELBO Hold. The DELBO Hold has no current ATS Route Connectivity and is effectively a 'floating Hold' and only used tactically during periods of congestion within the London TMA. This will continue to be the case once the Hold is RNAV and as such, there will be no foreseeable change to flight behaviour.

The AIRAC 06 changes are under the scope of the WCO/ BNN DVOR ACP.

Thank you again for confirming the below and best wishes for your furlough leave.

Kind regards,

[REDACTED]



[REDACTED]

Airspace Change Specialist

From: [REDACTED]
Sent: 01 May 2020 11:59
To: [REDACTED]
Cc: [REDACTED]
Subject: [EXTERNAL SENDER] RE: Gatwick DET/ LAM DVOR Rationalisation - Proposed Changes

Hi [REDACTED]

Apologies for sending another email but I just wanted to confirm that the BARM1 1G STAR will actually be in addition to the current TEBRA 1G STAR; the former for traffic from the north-east and the latter for traffic from the east.

Please let me know if you have any further questions.

Kind regards,

[REDACTED]

From: [REDACTED]
Sent: 01 May 2020 14:32
To: [REDACTED]
Cc: [REDACTED] >
Subject: RE: Gatwick DET/ LAM DVOR Rationalisation - Proposed Changes

Thanks [REDACTED]. Have a good weekend.

2. Email exchange with Heathrow Airport

From: [REDACTED]
Sent: 23 April 2020 11:11
To: [REDACTED]
Cc: [REDACTED]
Subject: Heathrow DET/ LAM DVOR Rationalisation - Proposed Changes

Hi [REDACTED]

In the absence of my colleague [REDACTED] – I wanted to inform you of the next DVOR Rationalisation ACP, encompassing the DET (Detling)/ LAM (Lambourne) DVOR en-route dependencies.

[REDACTED] has identified the following relevant Holds and STARs used by Heathrow, next to which I have summarised our proposed changes:

- 4 replicated Holds (**BRASO, LAM, LOGAN, SABER**) - RNAV5 replications based on the currently published conventional Holds
- 1 removed Hold (**TAWNY**) – contingency Hold for when LAM is OOS
- 1 replicated STAR (**LOGAN 1H**) – the routing will be the same except for the removal of TRIPO (not required) and the addition of existing waypoint WESUL (situated between BRASO and LAM) to replace the Speed Limit Point at LAM. There will be no change to flight behaviour. This will be up-numbered as LOGAN 2H.
- 1 removed STAR (**LOGAN 1Z**) - this is not currently published anywhere and is a contingency procedure for when LAM is OOS
- 2 new STARs (**BARMI 1G, BARMI 1H**)
 - BARMI 1G will extend the TEBRA 1G STAR back to BARMI to ensure that the FL260 level restriction is captured at BARMI
 - BARMI 1H will extend the LOGAN 2H STAR back to BARMI to ensure that the FL300 level restriction is captured at BARMI

Please can you confirm your acceptance/approval of these changes to your section of the AIP – [REDACTED] will in time provide you with a full draft of AIP changes and new STAR Charts. This ACP is targeting an implementation of AIRAC 13 (December 2020).

Similarly, please let me know if you require any further information on the above information.

Kind regards,

[REDACTED]



[REDACTED]

Airspace Change Specialist

From: [REDACTED]
Sent: 28 April 2020 14:54
To: [REDACTED]

Cc: [REDACTED]
Subject: RE: Heathrow DET/ LAM DVOR Rationalisation - Proposed Changes

Classification: Internal

Hi [REDACTED]

Hope you are well?

Thanks for the info. We are going through a large reorganisation at the moment and as such, it may be difficult for me to get a quick approval on this whilst the structure is working itself out. It would be good to understand the timescales for this change so we can plan accordingly. I understand that you are working towards December AIRAC but if there are any other milestones before that, please let me know.

Cheers

[REDACTED]

From: [REDACTED]
Sent: 28 April 2020 16:13
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Heathrow DET/ LAM DVOR Rationalisation - Proposed Changes

Hi [REDACTED],

Thanks for getting back to me. All good thanks – despite the strange new working routine – I hope you're doing well too.

I'll be submitting the ACP to the CAA on the 12th June, so a response before then would be ideal such that I can include your response in my submission. However, I completely appreciate that priorities have changed and that this may not be possible.

Apologies for hassling you further but I believe that [REDACTED] is also still awaiting a response on the BNN STAR changes which are due to be implemented in September. Again, please let us know if you are unable to review this in the current environment.

Kind regards,

[REDACTED]



[REDACTED]
Airspace Change Specialist

From: [REDACTED]
Sent: 30 April 2020 15:54
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Heathrow DET/ LAM DVOR Rationalisation - Proposed Changes

Classification: Internal

Hi [REDACTED]

I think that any change will be a challenge at the moment. I am being furloughed as of 1630 so we won't be able to review anything until the end of June. We are literally running on skeleton staff so we will not have the structure in place to review, escalate and approve. I am sorry that this will cause a level of inconvenience and delays.

Stay safe and speak soon.

Thanks

█

From: █
Sent: 04 May 2020 07:18
To: █
Cc: █
Subject: Re: Heathrow DET/ LAM DVOR Rationalisation - Proposed Changes

Thanks █

I'm not sure if you will see this now █

I appreciate that these changes have in the past been presented to the now defunct AGG for 'approval' or ratification as you need to inform your local noise/environmental groups of the changes from conventional STARs to RNAV STARs albeit RNAV5.

Nevertheless, the STARs in the UK do belong to NERL albeit they are located in a given aerodrome's section of the AIP. We do need the changes to the BNN STARs to occur in the September AIRAC which means submitting the AIP changes by 12th June 2020.

In the past I have presented the changes to the AGG by way of a short presentation in order that HAL can communicate onwards both internally and externally the changes to the name of the STARs and the fact that they will become RNAV5. The other key factor is that none of these changes have affected vertical profile or lateral track of aircraft inbound to the holds and all the changes are above 7000ft. This will also be the case with the BNN changes in September and the proposed LAM change in December.

I will put forward a similar presentation for both these deployments and send out to the addressees above and hope that this will be sufficient for HAL to acknowledge the changes and 'approve' our submission to AIS and that it will allow HAL time to brief the required parties before the planned 'O' date of 10th September 2020.

█

Kind regards

█

From: █
Sent: 04 May 2020 08:04
To: █

Cc: [REDACTED]
Subject: Re: Heathrow DET/ LAM DVOR Rationalisation - Proposed Changes

Many thanks [REDACTED]

Once received I will review and distribute accordingly with a view to get a decision as soon as possible.

Stay well.

[REDACTED]

From: [REDACTED]
Sent: 04 May 2020 07:23
To: [REDACTED]
Subject: Re: Heathrow DET/ LAM DVOR Rationalisation - Proposed Changes

[REDACTED]

Hope you are well? I think it would be beneficial for us to have a chat about this. Things have changed significantly at HAL since you've been on furlough and I've picked up a lot of work on behalf of HAL [REDACTED].

Can I ask that we have a conversation before anything else is discussed with HAL at the moment please?

Happy to set up a teams meeting today or today?

Many thanks

[REDACTED]

[REDACTED]

Head of Future ATM Heathrow, NATS

[REDACTED]

From: [REDACTED]
Sent: 04 May 2020 13:25
To: [REDACTED]
Subject: RE: Heathrow DET/ LAM DVOR Rationalisation - Proposed Changes

Hi [REDACTED]

Happy to chat tomorrow on Teams or phone however in the meantime please see attached a short presentation I was planning on sending to [REDACTED] re the proposed BNN/LAM STAR name changes and what I would have presented to the AGG if it was still together.

Given the level of this change what would be the best way to get HAL endorsement/'approval' of the change? And can this be done before 12th June 2020?

From: [REDACTED]
Sent: 03 June 2020 14:51
To: [REDACTED]
Subject: RE: Heathrow DET/ LAM DVOR Rationalisation - Proposed Changes

Hi [REDACTED]

I can confirm that NATS have formally moved the implementation date from September to December (AIRAC 13/20). This is due to COVID-19 restrictions impacting the usual planning and testing we would be able to carry out; primarily down to a [REDACTED].

Kind regards,

[REDACTED]



[REDACTED]
Airspace Change Specialist

From: [REDACTED]
Sent: 03 June 2020 14:52
To: [REDACTED]
Subject: RE: Heathrow DET/ LAM DVOR Rationalisation - Proposed Changes

Thanks for the confirmation. I'm looking at obtaining endorsement and as soon as I get that back from HAL I'll let you know.

Kind regards

[REDACTED]

[REDACTED]
Head of Future Heathrow ATM – NATS

From: [REDACTED]
Sent: 03 June 2020 21:00
To: [REDACTED]
Subject: Re: Heathrow DET/ LAM DVOR Rationalisation - Proposed Changes

Hi,

I can confirm Heathrow endorse the proposed changes.

Many thanks

[REDACTED]

[REDACTED]
Head of Future ATM Heathrow, NATS

3. Email exchange with Luton Airport

From: [REDACTED]
Sent: 23 April 2020 11:12
To: [REDACTED]
Cc: [REDACTED]
Subject: Luton DET/ LAM and MAY DVOR Rationalisation - Proposed Changes

Dear [REDACTED]

In the absence of my colleague [REDACTED] – I wanted to inform you of the next two DVOR Rationalisation ACPs which include proposed changes to procedures used by Luton Airport:

- DET (Detling)/ LAM (Lambourne) DVOR en-route dependencies
- Mayfield (MAY) DVOR en-route dependencies

[REDACTED] has identified the following relevant Holds and STARs used by Luton, next to which I have summarised our proposed changes:

DET/ LAM DVOR ACP - Proposed Changes

- 1 replicated Hold (**LOGAN**) – RNAV5 replication based on the currently published conventional Hold
- 2 replicated STARs (**LOGAN 1A, DET 1A**)
 - DET 1A route unchanged except for new waypoint LOFFO added to replace the existing Speed Limit Point at DET. Up-numbered to DET 2A.
 - LOGAN 1A unchanged; up-numbered to LOGAN 2A.
- 2 removed STARs (**LOGAN 1Q, DET 1Q**) – contingency procedures for when BKY is OOS

MAY DVOR ACP - Proposed Changes

- 2 replicated STARs (**LOREL 1R, LOREL 4Q**)
 - LOREL 1R unchanged route and renamed as ABBOT 1L to represent the starting waypoint
 - LOREL 4Q unchanged route and renamed as BANVA 1L to represent the starting waypoint
- 2 replicated Holds (**ABBOT, UNDUG**) - RNAV5 replication based on the currently published conventional Holds
- 2 removed STARs (**ASKEY 1R, ASKEY 4Q**) – not required once the LOREL STARs have been RNAV replicated

Please can you confirm your acceptance/approval of these changes to your section of the AIP – [REDACTED] will in time provide you with a full draft of AIP changes and new STAR Charts. These ACPs are both targeting an implementation of AIRAC 13 (December 2020).

Similarly, please let me know if you require any further information on the above information.

Kind regards,

[REDACTED]



[REDACTED]
Airspace Change Specialist

From: [REDACTED]
Sent: 13 May 2020 09:42
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Luton DET/ LAM and MAY DVOR Rationalisation - Proposed Changes

Hi [REDACTED]

Sorry to hassle you but I just wanted to follow-up the below email and check whether you had any comments on the proposed changes for the DET/LAM and MAY DVOR submissions?

I will be submitting the Stages 2 and 3 documentation to the CAA for these proposals this Friday.

Kind regards,

[REDACTED]

NATS

[REDACTED]

Airspace Change Specialist

From: [REDACTED]
Sent: 13 May 2020 09:52
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Luton DET/ LAM and MAY DVOR Rationalisation - Proposed Changes

Hi [REDACTED]

Thanks for your email, I do apologise for the delay in responding, as you can imagine its very busy for us at the moment.

I am assuming these changes would not impact our capacity, are you able to confirm please?

Also, are the changes to the STAR's compatible with AD6, I assume you have been speaking with the NATS AD6 design team similar to previous changes?

Kind regards,

[REDACTED]



[REDACTED]
Airspace and Noise Performance Manager
London Luton Airport

From: [REDACTED]
Sent: 13 May 2020 10:01
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Luton DET/ LAM and MAY DVOR Rationalisation - Proposed Changes

Thanks [REDACTED]

Yes we have been engaging with the SAIP AD6 team on a regular basis – we were collocated on adjacent desks before CV19. They have no issues with EGGW STARs commencing at/routeing via SILVA and FINMA as part of this DVOR work and I confirm it will have nil impact on the capacity of Luton Airport or the sectors above and therefore that they are compatible with AD6.

Keep safe, kind regards

[REDACTED]

From: [REDACTED]
Sent: 13 May 2020 10:03
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Luton DET/ LAM and MAY DVOR Rationalisation - Proposed Changes

Great thanks [REDACTED]

As long as [REDACTED] doesn't have any further comments, I am happy to accept this from a Luton perspective.

Kind regards,

[REDACTED]



[REDACTED]
Airspace and Noise Performance Manager
London Luton Airport

From: [REDACTED]
Sent: 13 May 2020 13:09
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Luton DET/ LAM and MAY DVOR Rationalisation - Proposed Changes

Nothing from me thanks

4. Email exchange with Stansted Airport

From: [REDACTED]
Sent: 23 April 2020 11:16
To: [REDACTED]
Cc: [REDACTED]
Subject: Stansted DET/ LAM and MAY DVOR Rationalisation - Proposed Changes

Dear [REDACTED]

In the absence of my colleague [REDACTED] – I wanted to inform you of the next two DVOR Rationalisation ACPs which include proposed changes to procedures used by Stansted Airport:

- DET (Detling)/ LAM (Lambourne) DVOR en-route dependencies
- Mayfield (MAY) DVOR en-route dependencies

[REDACTED] has identified the following relevant Holds and STARs used by Stansted, next to which I have summarised our proposed changes:

DET/ LAM DVOR ACP - Proposed Changes

- 1 replicated Hold (**LOGAN**) – RNAV5 replication based on the currently published conventional Hold
- 2 replicated STARs (**LOGAN 1A, DET 1A**)
 - DET 1A route unchanged except for new waypoint LOFFO added to replace the existing Speed Limit Point at DET. Up-numbered to DET 2A.
 - LOGAN 1A unchanged; up-numbered to LOGAN 2A.
- 2 removed STARs (**LOGAN 1Q, DET 1Q**) – contingency procedures for when BKY is OOS

MAY DVOR ACP - Proposed Changes

- 2 replicated STARs (**LOREL 1R, LOREL 4Q**)
 - LOREL 1R unchanged route and renamed as ABBOT 1L to represent the starting waypoint
 - LOREL 4Q unchanged route and renamed as BANVA 1L to represent the starting waypoint
- 2 replicated Holds (**ABBOT, UNDUG**) - RNAV5 replication based on the currently published conventional Holds
- 2 removed STARs (**ASKEY 1R, ASKEY 4Q**) – not required once the LOREL STARs have been RNAV replicated

Please can you confirm your acceptance/approval of these changes to your section of the AIP – [REDACTED] will in time provide you with a full draft of AIP changes and new STAR Charts. These ACPs are both targeting an implementation of AIRAC 13 (December 2020).

Similarly, please let me know if you require any further information on the above information.

Kind regards,

[REDACTED]



[REDACTED]
Airspace Change Specialist

From: [REDACTED]
Sent: 23 April 2020 14:22
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Stansted DET/ LAM and MAY DVOR Rationalisation - Proposed Changes

Hi [REDACTED]

I have highlighted to the TC ops team and consulted [REDACTED] in STAL who gives his support to the change process.

We do not have any issues on this matter and look forward to the changes happening.

[REDACTED]



[REDACTED]
GM ATS Stansted