

Brookmans Park (BPK) DVOR ACP – Stage 2 Stakeholder Evidence for Stage 2 – as summarised in Annex E of Stage 2 Documentation

1. Email exchange with Luton Airport

From: [REDACTED]

Sent: 07 July 2020 14:42

To: [REDACTED]

Cc: [REDACTED]

Subject: BPK DVOR Removal

Hi [REDACTED]

I hope you're both well.

You will no doubt be delighted to hear that we are almost at the end of RNAVing your STARs!! We have been assigned CAA resource to progress the removal of the en-route dependency from BPK DVOR which, when done will see all your STARs into LOREL and ABOTT RNAV'd and the ASKEY STAR withdrawn completely. In time as part of AD6 your STARs to LOREL will be separated out to a new hold - so in time their designation will be unnumbered to reflect the change of route to NUHAT. [REDACTED] correct me if I'm wrong but those into ABBIT are staying as is?

The procedures being changed as part of this deployments are:

- ASKEY Hold – to be withdrawn. This Hold is used when BPK is u/s and the LOREL Hold cannot be used.
- BARMI 1A STAR – an existing B-RNAV STAR. This STAR will be made a RNAV5 STAR and re-designates as BARMI 2A.
- IDESI 1A STAR – an existing B-RNAV STAR. This STAR will become three RNAV5 STARs and extended back along existing ATS Routes to become: RINIS 1A, XAMAN 1A and TOSVA 1A (re-designated based on starting waypoints). This will allow existing level restrictions to be incorporated at waypoints RINIS, XAMAN and TOSVA.
- LAPRA Hold – to be RNAV replicated based on the existing conventional Hold.
- BARMI 1Q STAR – to be withdrawn. This STAR is used when BKY is u/s and is dependent on the BPK DVOR.
- IDESI 1Q STAR – to be withdrawn. This STAR is used when BKY is u/s and is dependent on the BPK DVOR

Please can you confirm that you have no objection to these changes and I confirm that there will be change to lateral track or vertical profile as a result of these changes which are targeted for AIRAC02/2021 on 25th February 2021.

Cheers

[REDACTED]


Swanwick Development ATCO

From: [REDACTED]
Sent: 07 July 2020 15:49
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: BPK DVOR Removal

Hi [REDACTED]

Thanks for your email.

I note that there will not be a change to track over the ground, however I need to understand a bit more about how this may impact our capacity. There will be no impact on your capacity or NATS Sector capacity. The STAR's that are going to be withdrawn, how often are they used, and what happens to these aircraft that would have used these? The STARs being withdrawn are the contingency STARs that would only be used if there was a DVOR outage preventing the primary STARs being used. As the primary STARs have no dependency on the DVOR there will be no requirement for the contingency as the primary will always be available so the withdrawal of contingency will have zero impact. Also the ASKEY hold, which can be used today if BKY is u/s, how often do the aircraft use this? Because we will remove the dependency on BKY it won't matter if BKY is u/s and hence there will be no requirement of a contingency hold at ASKEY

As these are the last of the Luton STAR's to be RNAV'd, I want to understand a bit more about the provisions that are in place for those aircraft using Luton which are not RNAV equipped. Although we do have plans to mandate RNAV in the future, this will not be before the implementation of this ACP. Please can you advise? Sure, the UK Route Network is mandated RNAV (RNAV5) – the STARs we are designing as art of the project are also RNAV5 and so if you fly into the UK you will be able to fly the procedures. Some military state aircraft are exempt but the chances of one of these coming into the UK and then going to Luton is very remote and would just need to be handled tactically

Finally, I noticed you have copied [REDACTED] in although I think he is on furlough ([REDACTED] correct me if I am wrong), so I have copied in [REDACTED] from an AD6 point. I just need confirmation that this is all fitting with AD6, as I am unsure where ABBIT is, I've not heard of this before? Sorry, it should be ABBOT (not ABBIT) – is for your arrivals from the east – they don't go to LOREL.

Thanks for involving us at this stage.

Kind regards,



[REDACTED]
Airspace and Noise Performance Manager
London Luton Airport

From: [REDACTED]
Sent: 07 July 2020 17:18
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: BPK DVOR Removal

Hi [REDACTED]

Please see below

[REDACTED]

From: [REDACTED]
Sent: 08 July 2020 08:43
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: BPK DVOR Removal

Thanks [REDACTED], for your quick response.

I just want to check some bits out with our ATC as [REDACTED] is currently on leave.

I'll get back to you as soon as I can.

Kind regards,

[REDACTED]



[REDACTED]
Airspace and Noise Performance Manager
London Luton Airport

2. Email exchange with Stansted Airport

From: [REDACTED]
Sent: 07 July 2020 15:31
To: [REDACTED]
Cc: [REDACTED]
Subject: BPK DVOR Removal - engagement

Hi [REDACTED]

I hope you're both well.

You will be pleased to know that we are getting close to finishing the work on RNAVing your STARs and have been assigned CAA resource for the BPK DVOR Removal.

The procedures being changed as part of this deployment are:

- ASKEY Hold – to be withdrawn. This Hold is used when BPK is u/s and the LOREL Hold cannot be used.
- BARMI 1A STAR – an existing B-RNAV STAR. This STAR will be made a RNAV5 STAR and re-designates as BARMI 2A.
- IDESI 1A STAR – an existing B-RNAV STAR. This STAR will become three RNAV5 STARs and extended back along existing ATS Routes to become: RINIS 1A, XAMAN 1A and TOSVA 1A (re-designated based on starting waypoints). This will allow existing level restrictions to be incorporated at waypoints RINIS, XAMAN and TOSVA.
- LAPRA Hold – to be RNAV replicated based on the existing conventional Hold.
- BARMI 1Q STAR – to be withdrawn. This STAR is used when BKY is u/s and is dependent on the BPK DVOR.
- IDESI 1Q STAR – to be withdrawn. This STAR is used when BKY is u/s and is dependent on the BPK DVOR.
- ABBOT 1F STAR – RNAV replicated and re-designated as BPK 1X.
- CASEY 1F STAR – to be withdrawn. This STAR is used when BKY is u/s and is dependent on the BPK DVOR.

Please can you confirm that you have no objection to these changes and I confirm that there will be change to lateral track or vertical profile as a result of these changes which are targeted for AIRAC02/2021 on 25th February 2021.

Cheers

[REDACTED]



[REDACTED]

Swanwick Development ATCO

From: [REDACTED]
Sent: 08 July 2020 11:24
To: [REDACTED]

Cc: [REDACTED]
Subject: RE: BPK DVOR Removal - engagement

Morning [REDACTED],

Sounds like good work and is progressing well.

Can I just clarify the statement is mean tot read there is 'NO' change to lateral or vertical track??

Thanks,

[REDACTED]



[REDACTED]
GM ATS Stansted

From: [REDACTED]
Sent: 08 July 2020 12:09
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: BPK DVOR Removal - engagement

Hi sorry [REDACTED]

Yes, there is no change to lateral track or vertical profile!!

[REDACTED]

From: [REDACTED]
Sent: 08 July 2020 12:47
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: BPK DVOR Removal - engagement

Excellent thanks.

Given zero impact assessed, please accept this email as confirmation of no objection.

[REDACTED]



[REDACTED]
GM ATS Stansted