

**MINUTES OF EGSS LYD SIDs ASSESSMENT MEETING
HELD OVER TEAMS ON 06/10/2020**

Present	Appointment	Representing
	Airspace Regulator (IFP)	CAA
	Airspace Regulator (Senior Economist)	CAA
	Manager Airspace Compliance & Delivery	NATS
	Airspace Change Specialist	NATS
	Airspace Regulator (technical)	CAA
	Swanwick ATC Development	NATS
	Airspace Regulator (Military Secondee)	CAA
	Principal Airspace Regulator	CAA
	Airspace Regulator (Engagement & Consultation)	CAA
	Airspace Data Regulator	CAA

Distribution List

As above.

CAA Assessment Meeting Opening Statement

CAA noted that the Assessment Meeting Agenda was received in advance of the Assessment Meeting and confirmed that the documents would be published together with minutes of the meeting on the CAA website. CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA's CAP 1616 requirements, but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA's process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:

- for the Sponsor to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process,
- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stage of the airspace change process.

	ACTION
<p>Item 1 – Introduction</p> <p>NATS provided an agenda for the Assessment Meeting.</p>	

<p>Item 2 – Statement of Need (discussion and review)</p> <p>The current SoN was provided and talked through by NATS.</p>	
<p>Item 3 – Issues or opportunities arising from proposed change</p> <p>NATS explained that - although the changes impact procedures only at Stansted Airport - they are well placed as the change sponsor for this ACP, having completed similar changes in the past (DVOR/ SID truncations). This change is also in support of the wider NERL-led DVOR programme of work.</p> <p>NATS has already started to engage with Stansted Airport about the proposed changes under this ACP.</p> <p>The LYD DVOR is planned to be removed from service to reduce costs and the dependency on ground-based navigation aids.</p> <p>Aside from 2 SIDs at London City Airport, this submission will complete the removal of en-route dependencies from the LYD DVOR. NATS is working closely with London City Airport to remove their final dependencies.</p>	
<p>Item 4 – Options to exploit opportunities or address issues identified</p> <p>NATS have the relevant expertise to be the change sponsor for this change and establish the required ATC route in the en-route network.</p> <p>No specific challenges identified nor any dependent ACPs – the NERL ACP to remove the en-route dependencies from LYD (and DVOR) was approved in October 2018.</p> <p>NATS presented 3 potential design options for this change: do nothing (baseline); RNAV replicate the EGSS LYD SIDs; or remove the EGSS LYD SIDs and extend existing ATS Route M604 (preferred option).</p> <p>CAA raised a question on NATS' preferred option and whether there could be any potential interface issues between the DET SIDs which end at 5,000ft and the extension of ATS route M604 which it is proposed will have a Lower Limit of FL85. NATS confirmed that this is normal throughout the UK with many SID altitudes being well below the minimum published Lower Limits of the ATS routes they 'feed'. Given that that the SIDs would end inside Controlled Airspace and because the Controlled Airspace is continuous to the ATS route there would be no issues either both from a flight planning acceptance or from an ATC perspective.</p> <p>NATS' preferred option (Option 2) was further supported through current traffic figures (shown in the assessment meeting slides) which demonstrate a very low amount of traffic which currently actually fly the EGSS LYD SIDs. The ACP will include further details of this traffic, specific city pairings and how these will be maintained via the</p>	

<p>RAD; and the preferred option is therefore considered proportional to these low traffic levels. Whilst Option 1 (RNAV Replication) is a valid option which would readily meet the objective, due to the very little usage of the SID combined with numbers of aircraft that actually fly over LYD and the level they cross abeam the DVOR, it would be disproportionate to trigger a Level 1 change for this proposal.</p>	
<p>Item 5 – Provisional indication of the scale level and process requirements</p> <p>NATS noted an expectation of a Level 2C ACP (TBC based on CAA response), based on previous/ similar ACPs.</p> <p>Proposal to submit a multi-gateway document for Stage 1-3 and complete a targeted 2-week consultation, limited to key stakeholders (Stansted Airport, Stansted ACC, relevant airlines, NATMAC representatives).</p>	
<p>Item 6 – Provisional process timescales*</p> <p>NATS presented the following proposed timeline, with a target implementation date of AIRAC 05/2021:</p> <p><i>Assessment Meeting – 05/10/2020</i> <i>Stage 1 Define – 30/10/2020 (doc deadline 16/10/2020)</i> <i>Stage 2 Develop – 30/10/2020 (doc deadline 16/10/2020)</i> <i>Stage 3 Consult – 30/10/2020 (doc deadline 16/10/2020)</i> <i>Targeted 2-week consultation – 23/10/2020 – 06/11/2020</i> <i>Stage 4 Update & Submit – 01/12/2020</i> <i>Stage 5 Decide – 01/02/2020</i> <i>Stage 6 Implement – AIRAC 05/2021 (20/05/21)</i></p> <p>NATS' preferred option for this change does not require any IFP work (NATS procedural design or CAA regulation) and the AIP changes are minor.</p> <p>CAA action to review the proposed timeline and revert back to NATS with a decision. The decision is dependent on the CAA's other commitments in the upcoming Gateway Assessment Meetings.</p> <p><i>* The provisional timeline put forward at this assessment meeting will be subject to change by the CAA. This will currently mainly be for two reasons;</i></p> <ol style="list-style-type: none"> <i>1. The SoS has directed us to prioritise GNSS applications which may have an impact on your ACP if we need to direct resource accordingly</i> <i>2. The FASI(S) masterplan requires proposals within that plan to be progressed in a coordinated way, in accordance with a programme plan. Once this masterplan has been accepted by us, it may require us to rearrange Gateway bookings to achieve coordination which may include changing a gateway slot that you have previously been targeting.</i> 	CAA
<p>Item 7 – Next steps</p>	

<p>NATS to await CAA decision on proposed timeline. NATS currently targeting October Gateway Assessment Meeting for Stages 1-3 submission.</p> <p>Engagement with Stansted Airport will continue in Stage 2 (presuming approval of Stage 1) and targeted consultation afterwards.</p>	
<p>Item 8 – Any other business</p> <p>N/A</p>	

ACTIONS ARISING FROM NATS EGSS LYD SIDs ASSESSMENT MEETING

Subject	Name	Action	Deadline
Timelines	CAA	CAA to review NATS' proposed timeline and respond with agreed timescales	15/10/20

NATS

ACP Sponsor