

NATS

Removal of London Stansted LYD 6R/5S SIDs  
Stage 1A Assessment Meeting

5<sup>th</sup> October 2020

***NATS***

# Agenda



- Statement of Need
- Background
- Potential Change Options
  - Option 0: *Baseline (do nothing)*
  - Option 1: *RNAV replication of EGSS LYD 6R/ 5S SIDs*
  - Option 2 (preferred): *Remove EGSS LYD 6R/ 5S SIDs*
- Engagement and Summary
- Provisional timescales

# Statement of Need



*In order to facilitate the eventual removal and decommissioning of the LYD DVOR, the LYD 6R/ 5S SIDs from Stansted Airport will be removed from the UK AIP and traffic routing via LYD will use the DET 1R/ 1S SIDs which are coincident with the LYD SIDs as far as DET. ATS Route M604 will be extended south from DET to LYD to replace the removed portion of the LYD SIDs. This change will result in no change to the usage of the route nor any change in lateral track or vertical profile of aircraft flight planning via LYD.*

## Background

### Current situation

NATS want to remove the LYD DVOR from service. London City and Stansted Airports have remaining (minimal) dependencies on the LYD DVOR – 2x 2 LYD SIDs

### Issue or opportunity to be addressed, and the cause

NATS have relevant expertise to establish the required ATC Route in the en-route network

### Desired outcome

Remove procedural dependencies from LYD

Ongoing engagement with EGLC on their next steps (timescales/ communication strategy)

### Specific challenges

None identified

# Options

Option 0: *Baseline (do nothing)*

Option 1: *RNAV replication of EGSS LYD 6R/ 5S SIDs*

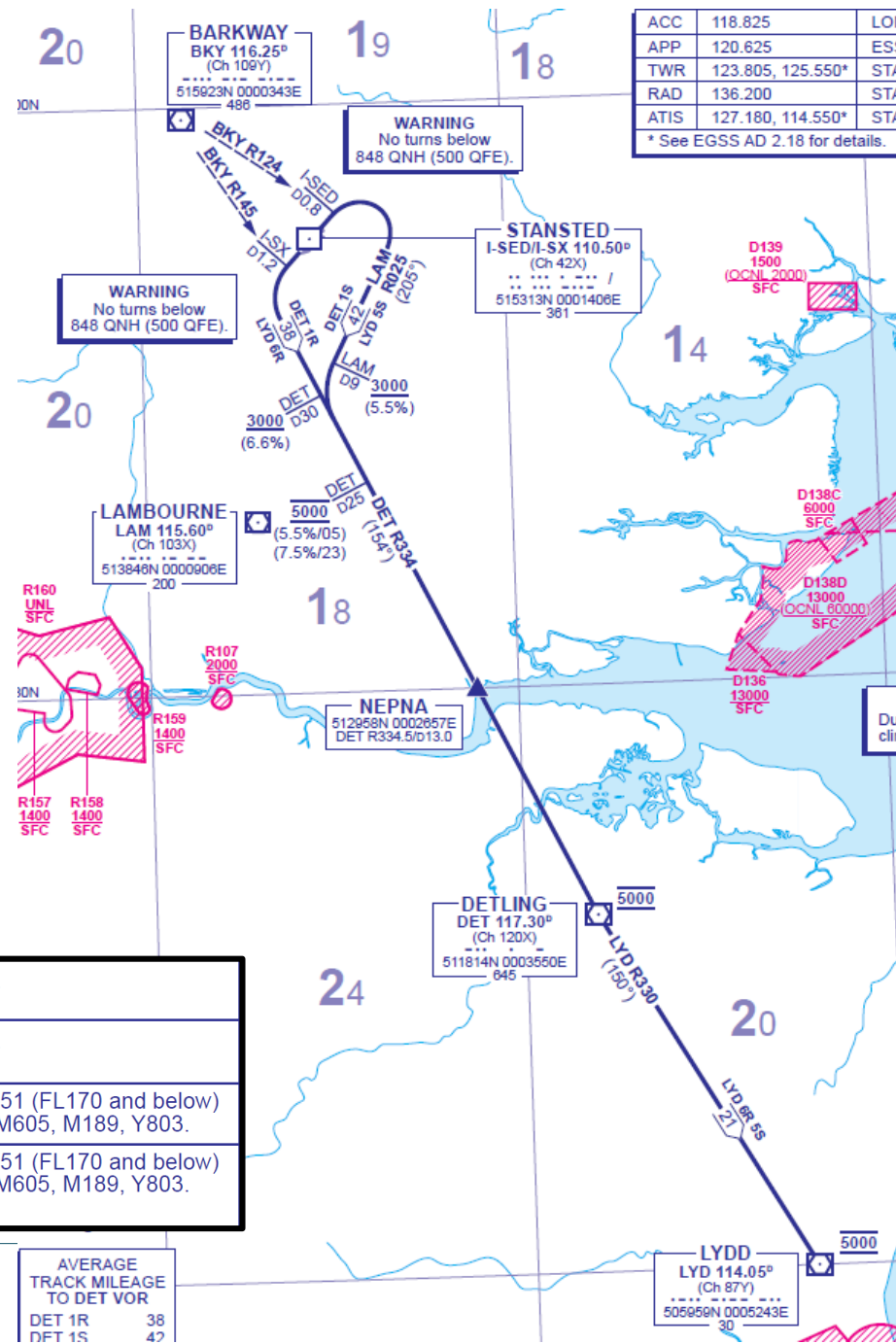
Option 2 (preferred): *Remove EGSS LYD 6R/ 5S SIDs*

The NATS logo is located in the bottom right corner of the slide. It consists of the word "NATS" in a bold, italicized, white sans-serif font. The background of the slide features a large, abstract, light blue graphic that resembles a stylized swoosh or a series of overlapping curved lines, extending from the top right towards the bottom left.

# Option 0: Baseline (do nothing)

Doing nothing would retain the Stansted LYD 6R/ 5S SIDs as they exist today; thus, leaving the existing dependency on the LYD DVOR.

There would also be no change to ATS Route M604.



DET 1R RWY 22	Climb straight ahead. At <b>I-SX</b> D1.2 turn left onto <b>DET VOR</b> R334 to <b>DET VOR</b> . Crossing <b>DET</b> D30 at 3000 or above (6.6%). Crossing <b>DET</b> D25 at 5000.	L6, Q70.
DET 1S RWY 04	Climb straight ahead to <b>I-SED</b> D0.8 ( <b>BKY VOR</b> R124), then turn right onto <b>LAM VOR</b> R025 to <b>LAM</b> D9, crossing <b>LAM</b> D9 at 3000 or above (5.5%). Then turn left onto <b>DET VOR</b> R334 to <b>DET VOR</b> . Crossing <b>DET</b> D25 at 5000.	L6, Q70.
LYD 6R RWY 22	Climb straight ahead. At <b>I-SX</b> D1.2 turn left onto <b>DET VOR</b> R334 to <b>DET VOR</b> . Crossing <b>DET</b> D30 at 3000 or above (6.6%). Crossing <b>DET</b> D25 at 5000. At <b>DET VOR</b> establish on <b>LYD VOR</b> R330 to <b>LYD VOR</b> .	N615/L151 (FL170 and below) UM605/M605, M189, Y803.
LYD 5S RWY 04	Climb straight ahead to <b>I-SED</b> D0.8 ( <b>BKY VOR</b> R124), then turn right onto <b>LAM VOR</b> R025 to <b>LAM</b> D9, crossing <b>LAM</b> D9 at 3000 or above (5.5%). Then turn left onto <b>DET VOR</b> R334 to <b>DET VOR</b> . Crossing <b>DET</b> D25 at 5000. At <b>DET VOR</b> establish on <b>LYD VOR</b> R330 to <b>LYD VOR</b> .	N615/L151 (FL170 and below) UM605/M605, M189, Y803.

# Benefits

- No immediate change required (administrative, operational or technical)

# Issues

- Does nothing to remove the outstanding EGSS SID dependencies on the LYD DVOR
- Does not support the wider NERL DVOR Programme (remove DVOR dependencies)
- A change would still be required at some point in the future

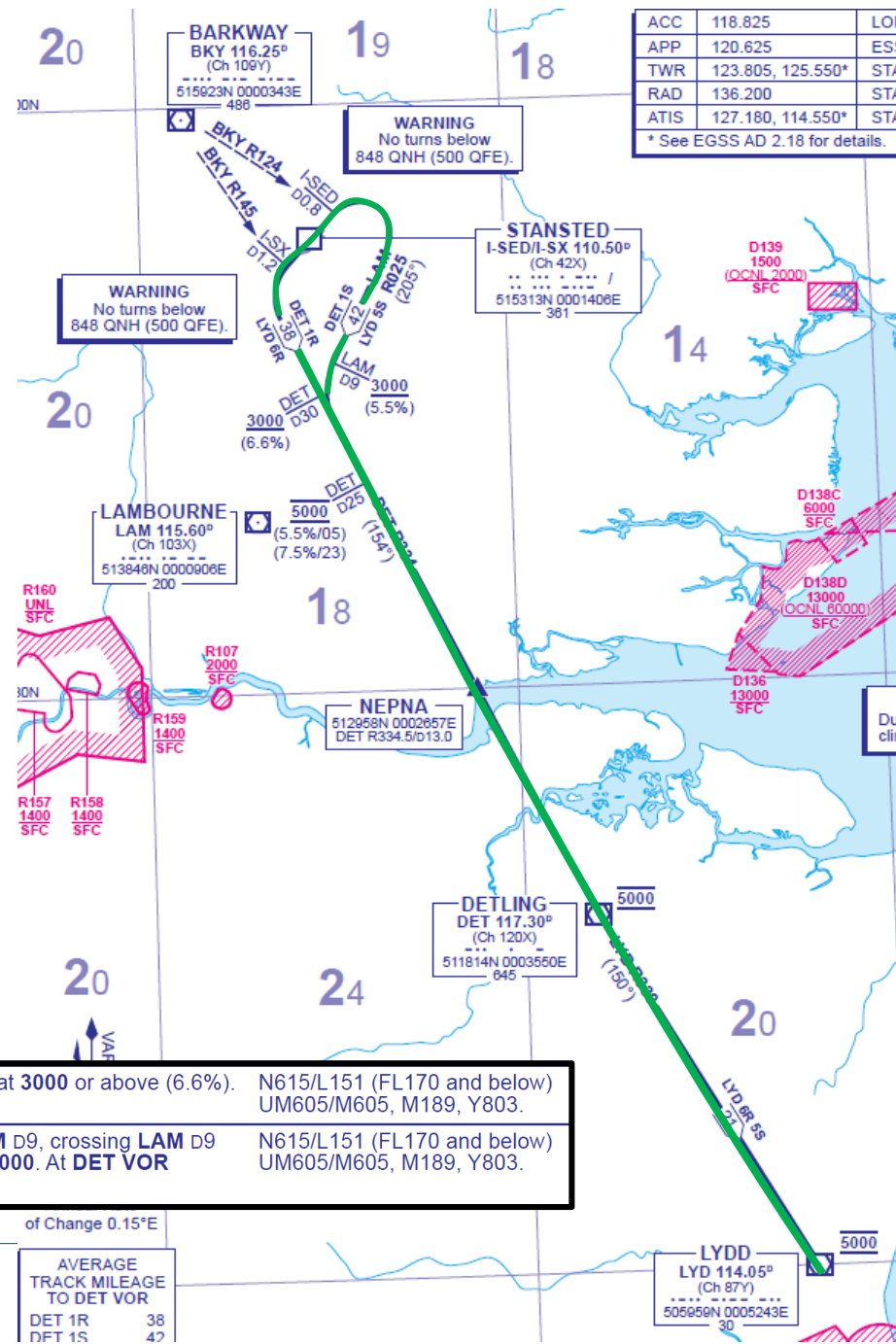


# Option 1: RNAV replication of EGSS LYD 6R/ 5S SIDs

This option would RNAV replicate the Stansted LYD 6R/ 5S SIDs; thus, removing the existing dependencies on the LYD DVOR.

This option may be necessary if DET SIDs were not available.

Requires changes below 7,000ft.



# Benefits

- Removes the outstanding EGSS SID dependencies on the LYD DVOR
- In support of the wider NERL DVOR Programme (remove DVOR dependencies/ maintain or enhance safety)
- RNAV replication provides maximum safety and efficiency benefits
- No change to the existing procedures (lateral/ vertical)
- NERL well placed as the change sponsor for this change – previously completed similar changes

# Issues

- Likely to fall under the airspace change process as a Level 1 change (<7,000ft)
- Low-level tracks would become more concentrated
- IFP resource required; both CAA regulation and NATS procedural design



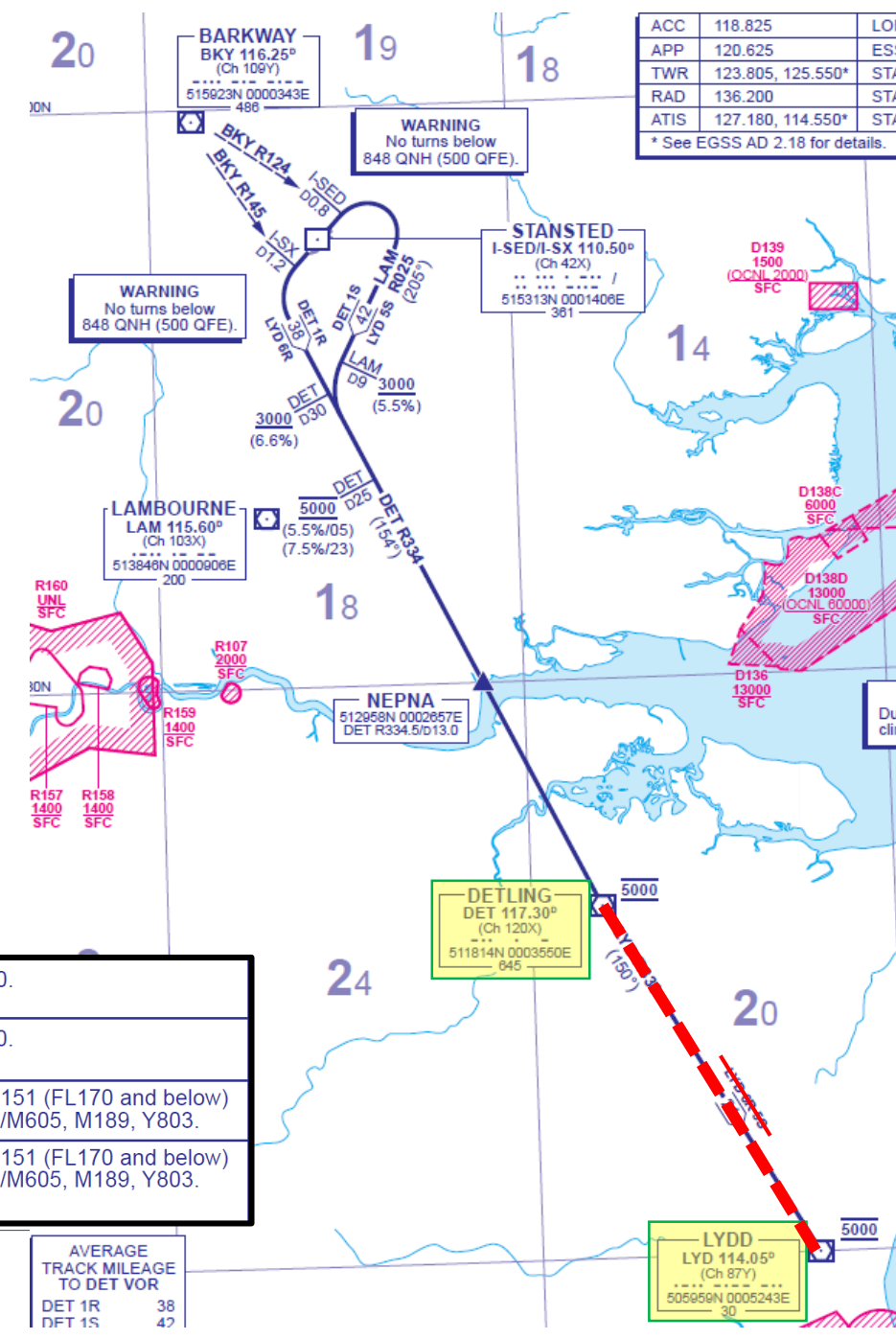


# Option 2: Remove EGSS LYD 6R/ 5S SIDs (NATS Preferred Option)

This option would remove the EGSS LYD 6R/ 5S SIDs; use DET SIDs and extend ATS Route M604 south from DET to LYD, to replace the removed portion of the LYD SIDs.

This extended portion of M604 would be RAD restricted to EGSS departures which currently use the LYD SIDs.

The traffic mix, usage and profiles will therefore remain the same as today; introducing no change to lateral or vertical tracks.



ACC	118.825	LOI
APP	120.625	ES:
TWR	123.805, 125.550*	STA
RAD	136.200	STA
ATIS	127.180, 114.550*	STA

\* See EGSS AD 2.18 for details.

DET 1R RWY 22	Climb straight ahead. At <b>I-SX</b> D1.2 turn left onto <b>DET VOR</b> R334 to <b>DET VOR</b> . Crossing <b>DET</b> D30 at <b>3000</b> or above (6.6%). Crossing <b>DET</b> D25 at <b>5000</b> .	L6, Q70.
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LYD 5S RWY 04	Climb straight ahead to <b>I-SED</b> D0.8 ( <b>BKY VOR</b> R124), then turn right onto <b>LAM VOR</b> R025 to <b>LAM</b> D9, crossing <b>LAM</b> D9 at <b>3000</b> or above (5.5%). Then turn left onto <b>DET VOR</b> R334 to <b>DET VOR</b> . Crossing <b>DET</b> D25 at <b>5000</b> . At <b>DET VOR</b> establish on <b>LYD VOR</b> R330 to <b>LYD VOR</b> .	N615/L151 (FL170 and below) UM605/M605, M189, Y803.

NATS Unclassified

AVERAGE TRACK MILEAGE TO DET VOR	
DET 1R	38
DET 1S	42



# Option 1: RNAV replication of EGSS LYD 6R/ 5S SIDs



Figure 1: EGSS Departures, June 2019, 0-FL200

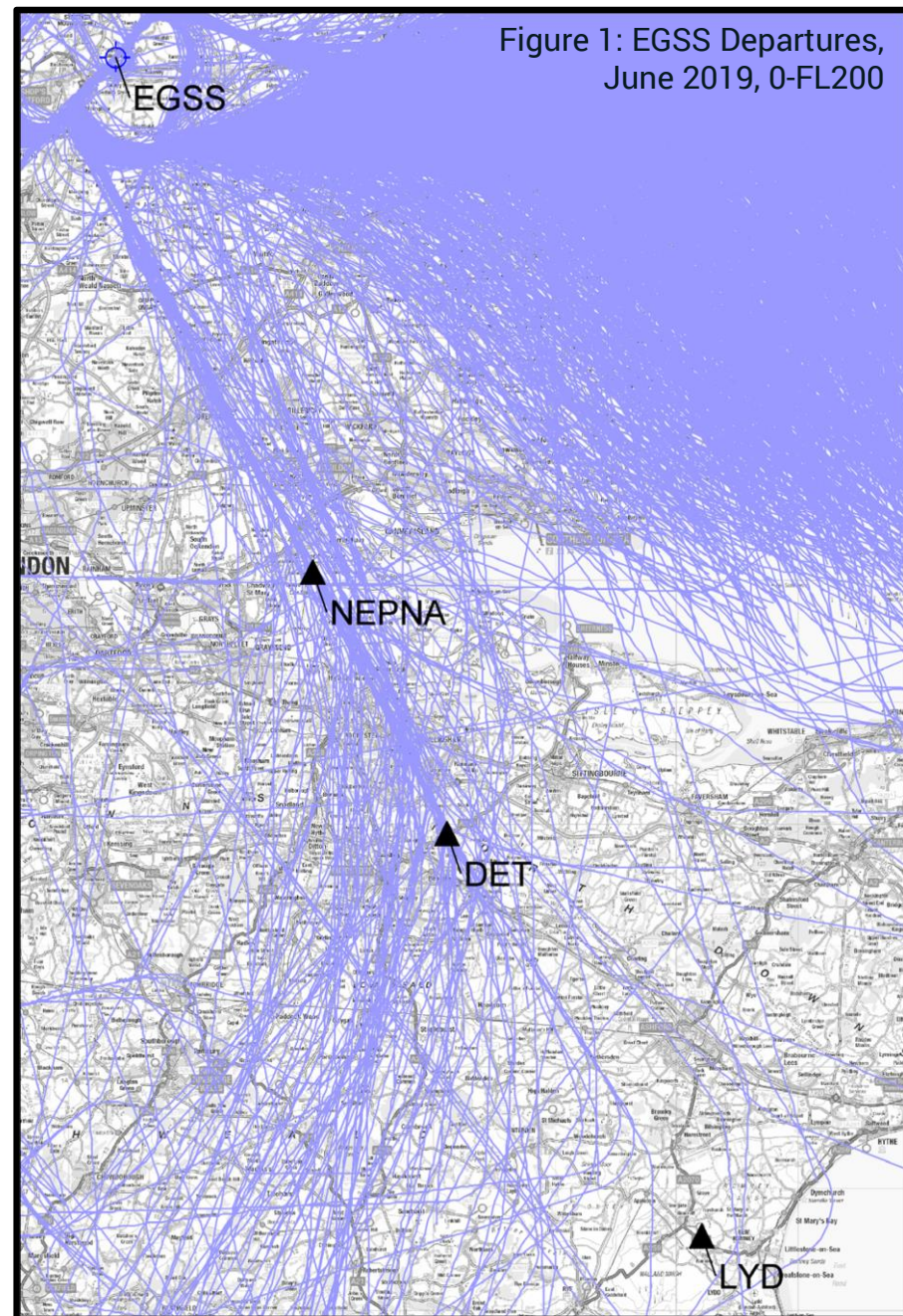
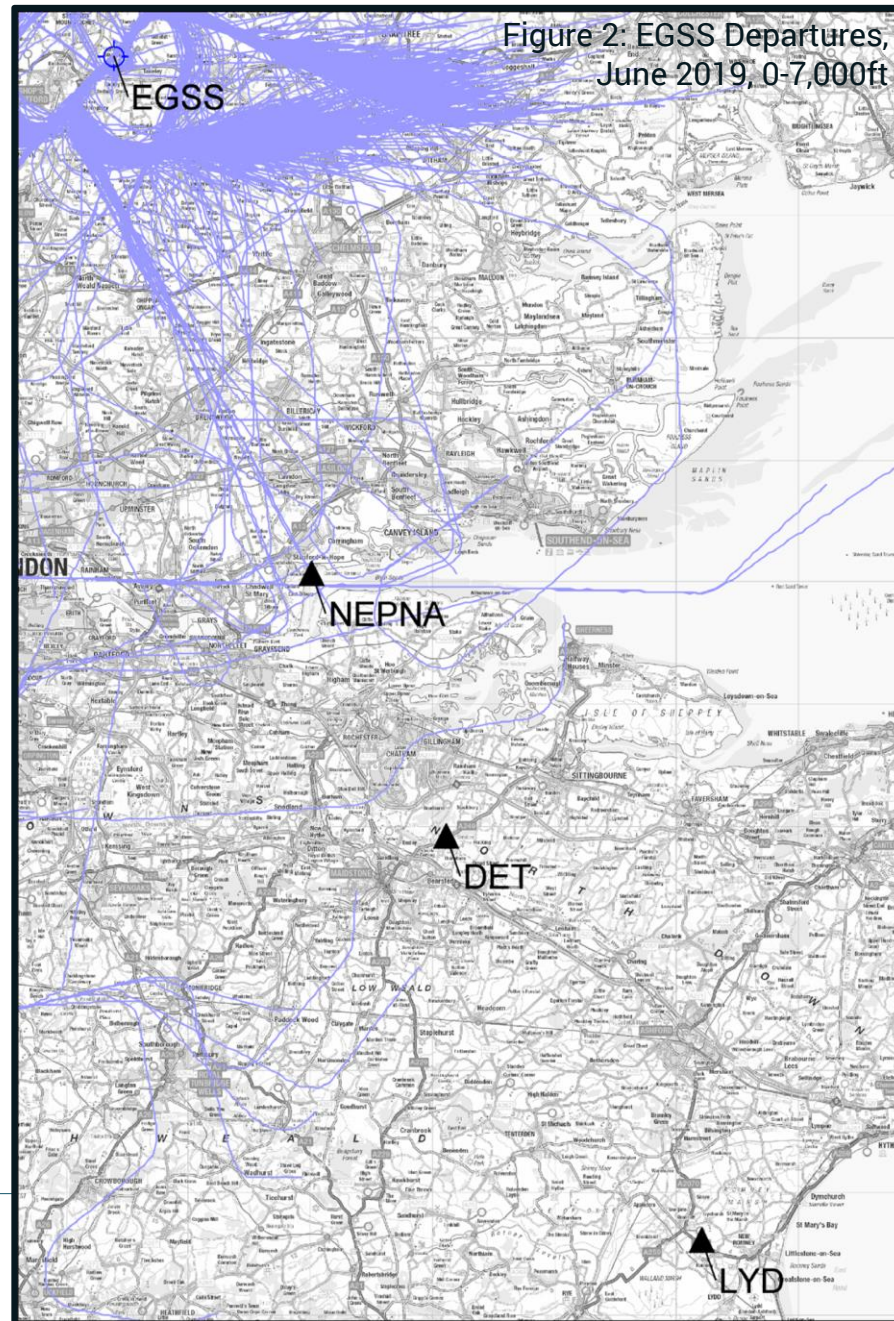


Figure 2: EGSS Departures, June 2019, 0-7,000ft



Year	Flight Planned via LYD	Actually flew over LYD
2019	1,076	96
2020 (so far)	504	15



# Benefits

- Removes the outstanding EGSS SID dependencies on the LYD DVOR
- In support of the wider NERL DVOR Programme (remove DVOR dependencies/ maintain or enhance safety)
- Fuel uplift benefit for traffic routeing via LYD
- No EFPS changes required at EGSS since DET SIDs already exist
- No IFP resource required
- No change to flight paths (lateral/ vertical)
- NERL well placed as the change sponsor for this change – previously completed similar changes
- Operational staff support this option

# Issues

- None identified



# Engagement and Summary



- NATS began engagement with Stansted Airport prior to submission of the Statement of Need
- Engagement with Stansted Airport will continue through to submission of the ACP (administrative changes to SS AIP)
- Targeted 2 week consultation, limited to key stakeholders - Stansted Airport, Stansted ACC, relevant airlines, NATMAC
- No predicted operational impact
- Plan of work is submission for a CAP1616 Stage 1-2 Multi-Gateway Assessment on 30<sup>th</sup> October 2020; the document deadline for this gateway is 16<sup>th</sup> October 2020
- Expectation of a Level 2C Change

## Provisional timescales for this ACP

<b>Stage</b>	<b>Date</b>	<b>Doc Deadline</b>
Assessment meeting	05/10/20	
Stage 1 – Define	30/10/20	16/10/20
Stage 2 – Develop	30/10/20	16/10/20
Stage 3 – Consult	30/10/20	16/10/20
<i>Targeted 2 week Consultation</i>	<i>02/11/20</i>	<i>14/11/20</i>
Stage 4 – Update and Submit	01/12/20	
Stage 5 – Decide	01/02/21	
Stage 6 – Implement	AIRAC 05 (20/05/21)	
No IFP work, minor AIP changes		



# Questions?

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