

## EGSS LYD SIDs Submission – Stages 1-3 Stakeholder Evidence V1.1

### Email exchanges with Stansted Airport

#### **1. Notes from DVOR Programme Meeting between NATS/ Stansted Airport (24/01/20)**

From: [REDACTED]  
Sent: 07 February 2020 15:24  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: DVOR Meeting 24/1/20

Thanks [REDACTED]

This is really useful info that will back up any SID Truncations that we do. As soon as you are happy let us know and we can submit a Statement of Need to the CAA – I don't want to do this until you are happy that it won't cause any issues with your local community groups.

*[One of the questions that will be asked is what will non RNAV1 aircraft fly ...]*

As for LYD we would just replace the portion DET – LYD with an extended portion of ATS Route M604 making it westbound only and only available between these two points for traffic departing EGSS which we can do via the RAD.

Thanks again for the info – working together I'm sure we can achieve a great deal to help reduce/remove your dependency on the targeted DVORs. Have a good weekend too.



[REDACTED]  
Swanwick Development ATCO

**From:** [REDACTED]  
**Sent:** 07 February 2020 11:52  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: DVOR Meeting 24/1/20

Hi [REDACTED],

Hope all is well,

I've been extracting a bit of data for you. The 2 files attached are from 01/01/2019. These are all aircraft that have flow down the 22DET corridor, either a LYD, LAM or DET departure in 2019.

Speak soon... have a good weekend.

Kind Regards,

[REDACTED]

[REDACTED]

**Flight Performance Manager, Airside Operations**

Stansted Airport, Enterprise House, Bassingbourn Road, Stansted CM24 1QW



**From:** [REDACTED]

**Sent:** 29 January 2020 15:45

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** DVOR Meeting 24/1/20

Dear All

Apologies for not sending these out sooner but have been a bit swamped: great to meet you last Friday and thank you for coming to [REDACTED] for what we thought was a very worthwhile and productive meeting. Please see below my summary of our discussions.

Introductions were followed by [REDACTED] outlining Stansted's mitigations and progress for the removal of the dependency from the DVORs during which we all agreed that the Barkway (BKY) was the DVOR of most significance. [REDACTED] asked what would happen in December 2022 and we confirmed that we would/could not switch off the DVOR without CAA approval and that would require an Impact Assessment.

[REDACTED] confirmed that it was the airport's aspirations to remove their dependency on the DVORS asap and asked on the progress of the CAP which could facilitate approved RNAV overlays being used as an interim measure. Post meeting, I can confirm that the CAA have advised me that it is being progressed and that ab AIV will be published following CAA approval and that it should be published April/May.

I outlined the progress made so far in removing the en-route dependency from the targeted DVORs as well as advising what the plan is for 2020 and confirmed that Stansted were not the only airport with significant DVOR dependency. Acknowledging that Barkway is a big issue we discussed what we could do in the interim to at least reduce some DVOR dependency.

I advised that we believe we could remove the Stansted dependency from Lydd DVOR (LYD) by 'simply' removing the SID. Traffic via LYD would use extant DET SIDs and then an ATS Route (extended M604) to get from DET to LYD. I advised that we would need to amend some systems in NAS to ensure ATC got the appropriate info for which traffic was turning to DVR at DET and which was routing via LYD but we have this sort of set up on other SIDs/Routes from other airports so should be possible. I confirmed to [REDACTED] that this wouldn't need any EFPS changes simply that it wouldn't be issued and that the extant DET SIDs would be used. Effectively the LYS SID would lay 'dormant' in EFPS systems until there was an appropriate time to remove it.

This proposal was largely welcomed and supported by Stansted Airport as it was felt that it would help with track keeping as one of the DET SIDs is a RNAV SID and that this would likely be the only available SID from runway 04 (depending on equipage) – other flight planning options – albeit longer would be available to non-RNP equipped aircraft. We agreed that we would progress this but that we wouldn't/couldn't submit a DAP1916 until it had been put to local stakeholders at a meeting planned for April 2020. That said we can draft up the paperwork and AIP changes and then CAA resource dependent we could make the change as early as September 2020 but more likely December 2020 if all parties could support it.

*[We then discussed the Stansted dependency on Lambourne DVOR (LAM) ... ]*

*[Whilst not wholly dependent on DVORs planned for removal we discussed the truncation of the CLN SIDs ... ]*

*[We confirmed that some DVOR sites are under 'threat/pressure' from developers ...]*

*[We understand the issue facing Stansted with regard to the NATS letter of 2018 giving a deadline of 2022 ...]*

*[Post the discussion we continued the meeting with MAG perspective ... ]*

We agreed to keep in regular communication to update on progress of the removals/dependencies. Thanks again for coming to see us – it was really useful and we will proceed as agreed.

Kind regards

[REDACTED]  


[REDACTED]  
Swanwick Development ATCO

2. Discussion on engagement with EGSS stakeholders (18/08/20)

**From:** [REDACTED]  
**Sent:** 19 August 2020 11:29  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: LYD DVOR Removal

Cheers,

Just waiting for [REDACTED] then I'll get the comms sent out today.

Kind Regards,

[REDACTED]  
Flight Performance Manager, Airside Operations  
Stansted Airport | East Midlands Airport | Manchester Airport



**From:** [REDACTED]  
**Sent:** 19 August 2020 11:28  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: LYD DVOR Removal

Thanks [REDACTED]

Looks good to me – nothing else to add.

[REDACTED]



[REDACTED]  
Swanwick Development ATCO

**From:** [REDACTED]  
**Sent:** 19 August 2020 09:25  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: LYD DVOR Removal

Hi [REDACTED]

I've put the attached together by way of an explanation, which I will embellish with some text.

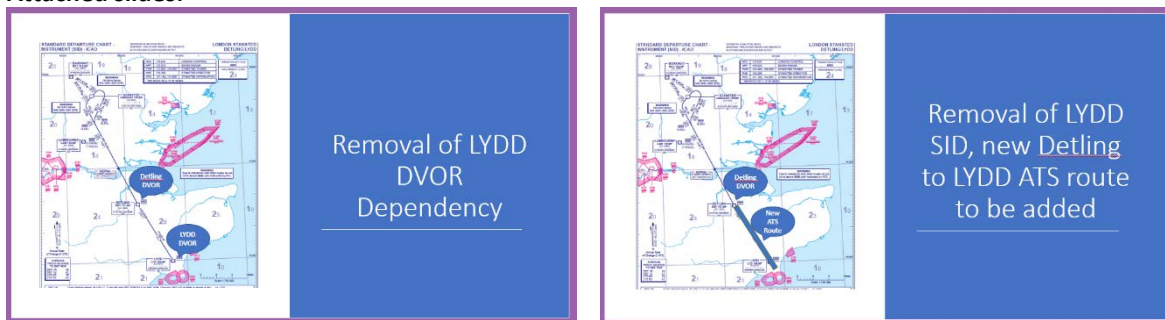
Anything to add?

Kind Regards,

[REDACTED]  
Flight Performance Manager, Airside Operations  
Stansted Airport | East Midlands Airport | Manchester Airport



Attached slides:



From: [REDACTED]  
Sent: 19 August 2020 09:03  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: LYD DVOR Removal

Morning [REDACTED]

I hope you and your family are keeping safe and well.

[REDACTED]  
Ref your email below.

YES, I'm certain this is something we still wish to progress, I see no reason not to. So, my plan is this.

I'll write to [REDACTED] in a minute and get his ok for this plan. [REDACTED] for all things airspace and although he is fully aware of our previous meeting and intentions from a while back, would be prudent to remind him, especially as we are progressing our ACP for FASI-S;

1. I'll write to our Noise and Track Working Group outlining the intention today, show them there is absolutely no change and the reasons why
2. I'll do the same with all my airline contacts
3. I'll give them all a week to raise any objections
4. All things being well, we should be good to go in a weeks' time

Kind Regards,

[REDACTED]  
Flight Performance Manager, Airside Operations  
Stansted Airport | East Midlands Airport | Manchester Airport



**From:** [REDACTED]  
**Sent:** 18 August 2020 15:51  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** LYD DVOR Removal

Hi [REDACTED]

Good to have you back!

Pre the lockdown you may recall we were hoping to remove your LYD SIDs but held back on submitting a SoN as you wanted to inform your local noise groups of the change [REDACTED]. Obviously with lockdown this has slipped down the agenda but I assume this is something you still wish to progress and do you have a plan to communicate this to the groups such that we can initiate the Process with the CAA?

All the best

[REDACTED]

# NATS

[REDACTED]  
Swanwick Development ATCO

**3. Evidence of engagement with EGSS stakeholders (19/08/20)**

From: [REDACTED]  
Sent: 19 August 2020 16:26  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: Removal of dependency on the LYDD DVOR

I'll be able to co-ordinate any comments early next week and send them across to you.

Kind Regards,

[REDACTED]  
Flight Performance Manager, Airside Operations  
Stansted Airport | East Midlands Airport | Manchester Airport



From: [REDACTED]  
Sent: 19 August 2020 16:24  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: Removal of dependency on the LYDD DVOR

Many thanks [REDACTED]

I will now conform with London City and subject to their response will submit a SoN – will keep you advised.

Cheers

[REDACTED]



[REDACTED]  
Swanwick Development ATCO

From: [REDACTED]  
Sent: 19 August 2020 16:16  
To: [REDACTED]

[REDACTED]

**Subject:** Removal of dependency on the LYDD DVOR

Hi All,

I hope you are all keeping safe and well.

NATS are progressing with removal of ground navigational aids (DVOR) and are proposing the removal of the LYDD DVOR.

In the attached you will see the current SID plate, that shows the LYDD and Detling departure routes.

As you will see on image 1, the LYDD DVOR is slightly below the Detling DVOR and both have a minimum 6,000ft requirement.

The ground track to LYDD is identical to Detling, but just extends further. Aircraft currently using the LYDD SID are to Paris and northern France only.

As a result of this proposal, on image 2, the DVOR will be removed from the SID plate so only the Detling SID remains.

To link where the LYDD route was, an New Air Traffic route will be implemented between the Detling DVOR and where the LYDD DVOR was, thus removing the need for it on the SID plate.

There will be no changes to ground tracks or climb profiles etc.

We have previously undertaken SID truncation such as BUZAD and Compton becoming NUGBO and UTAVA, but in this case there won't be any name changes.

If you have any comments or concerns, please can you let me know by early next week.

**Kind Regards,**

[REDACTED]  
**Flight Performance Manager, Airside Operations**

Stansted Airport | East Midlands Airport | Manchester Airport





## 4. Agreement with EGSS on SoN wording (26/08/20)

From: [REDACTED]

Sent: 26 August 2020 15:56

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: LAM, DET & MAY DVOR Removal - Approval

Works for me,

Thanks [REDACTED]

Kind Regards,

[REDACTED]

Flight Performance Manager, Airside Operations

Stansted Airport | East Midlands Airport | Manchester Airport



From: [REDACTED]

Sent: 26 August 2020 15:51

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: LAM, DET & MAY DVOR Removal - Approval

Thanks [REDACTED]

The proposed Son will say this:

Title: Removal of Stansted 6R/5S SIDs

SoN: *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 routeing 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.*

Planned implementation date will be 20<sup>th</sup> May 2021

Please confirm you are content with the wording?

Cheers

[REDACTED]



[Redacted]  
Swanwick Development ATCO

**From:** [Redacted]  
**Sent:** 26 August 2020 15:05  
**To:** [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: LAM, DET & MAY DVOR Removal - Approval

[Redacted]

We are a green light.

Info for our EIG is attached and will be sent out immediately.

Kind Regards,

[Redacted]

Flight Performance Manager, Airside Operations  
Stansted Airport | East Midlands Airport | Manchester Airport



**From:** [Redacted]  
**Sent:** 26 August 2020 12:38  
**To:** [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: LAM, DET & MAY DVOR Removal - Approval

Thanks [Redacted]

In which case are you content that I submit a Son to truncate/remove your LYD SYD to DET such that it appears in the public domain on the CAA website?

[Redacted]



[Redacted]  
Swanwick Development ATCO

**From:** [Redacted]  
**Sent:** 26 August 2020 12:26

To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: LAM, DET & MAY DVOR Removal - Approval

Hi [REDACTED]

If it's OK with [REDACTED] it's OK by me.

Also, I've had no adverse reaction from any Airline or our Noise Working group from last week ref the LYDD plan.

I am writing to the Consultative Committee today to inform them of the no impact technical change, not consult them.  
It will be as per the briefing note I sent last week.

Kind Regards,

[REDACTED]  
Flight Performance Manager, Airside Operations  
Stansted Airport | East Midlands Airport | Manchester Airport



From: [REDACTED]  
Sent: 25 August 2020 19:24  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: LAM, DET & MAY DVOR Removal - Approval

Hi [REDACTED]

I hope you're both well

Further to my email of 18/8/20 I am pleased now to advise that the UK CAA have now also approved the ACPs for the removal of the en-route dependency from LAM, DET & MAY DVORs for implementation on 3<sup>rd</sup> December 2020.

Please see attached the AIP Changes affecting Stansted Airport in support of this change for your review and approval. I will forward draft STAR Charts once I have them back from AIS. I confirm that I am approved by AIS and the UK CAA to make changes on your behalf with your approval.

Cheers

[REDACTED]



[REDACTED]  
Swanwick Development ATCO

## 5. Confirmation of SoN submission (26/08/20)

From: [REDACTED]  
Sent: 26 August 2020 18:19  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: FW: DAP1916V2-117 - Statement of Need ltd co application

Hi [REDACTED]

Please see attached the SoN for the Removal of the Stansted 6R/5S LYD SIDs. [REDACTED] if you could do the usual redaction stuff please?

I initially stated that we would target May 21 but having just sized up the AIP changes there are just two amendments to be done and the Aeronautical Data Spreadsheet for the extension of M604 which is now 90% complete.

Cheers

[REDACTED]



[REDACTED]  
Swanwick Development ATCO

From: [REDACTED]  
Sent: 26 August 2020 16:19  
To: [REDACTED]  
Subject: DAP1916V2-117 - Statement of Need ltd co application

Thank you for your Statement of Need submission to the Civil Aviation Authority. Attached is a copy of your submission.

### Submission Details

Date/Time sent:	26 Aug 2020 4:12:46 PM
Organisation Name:	NATS Ltd.
Organisation Number:	
Application Submission Number:	DAP1916V2-117
Email Address:	[REDACTED]

**6. Confirmation of Assessment Meeting completion (05/10/20)**

From: [REDACTED]  
Sent: 05 October 2020 15:57  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: LYD SID Removal - Assessment Meeting

Thanks [REDACTED]

Many thanks

**Kind Regards,**

[REDACTED]  
**Flight Evaluation Unit Manager**  
Stansted Airport | East Midlands Airport | Manchester Airport



From: [REDACTED]  
Sent: 05 October 2020 15:26  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: LYD SID Removal - Assessment Meeting

Thanks [REDACTED]

Fingers crossed.



[REDACTED]  
GM ATS Stansted

From: [REDACTED]  
Sent: 05 October 2020 15:08  
To: [REDACTED]  
Subject: LYD SID Removal - Assessment Meeting

Hi [REDACTED]

Just to let you know that we have completed the Assessment Meeting this afternoon for the removal of the LYD 5S/6R SIDs with no difficult questions; we will write up the minutes and put them on the CAA Portal in the next couple of weeks – our planned timeline is for an implementation (removal) on AIRAC05/21 (20/5/21).

Will keep you updated.

Cheers



Swanwick Development ATCO

## 7. NATS/ Stansted Airport's Consultation and Engagement Plan (15/10/20)

From: [REDACTED]

Sent: 15 October 2020 15:37

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: NATS/ EGSS LYD SIDs - Consultation and Next Steps

Thanks [REDACTED]

It's now an agenda item by way of an update for net Thursdays NTKWG meeting. I've also asked our Head of Airside when the next Flight ops Meeting is.

Following the NTKWG meeting next week, I will then advise our STACC via their secretary, which will cover the EIG as well.

Kind Regards,

[REDACTED]

**Flight Evaluation Unit Manager**

Stansted Airport | East Midlands Airport | Manchester Airport



From: [REDACTED]

Sent: 15 October 2020 10:47

To: [REDACTED]

Cc: [REDACTED]

Subject: NATS/ EGSS LYD SIDs - Consultation and Next Steps

Hi All,

Thank you for your time this morning; it was really helpful to discuss next steps of this ACP.

Just a reminder on the timeline for everyone:

- NATS to submit the multi-gateway Stages 1-3 document to the CAA tomorrow (16/10/20)
- CAA decision on Stages 1-3 submission (30/10/20)
- NATS/ EGSS Airport to run targeted consultation – 02/11/20 – 16/11/20
  - o NATS to produce consultation material/ citizen space website

- EGSS Airport to contact stakeholders (list below)
- As noted in the consultation document, this will technically be anyone as the CAA portal is public. However, we will only target and specifically seek feedback off the below stakeholders
- NATS to submit Stage 4 ACP to the CAA (01/12/20)
- Target implementation date – presuming approval of ACP by early Feb 21 - May AIRAC 2021 (20/05/21)

Asides from NATS/ EGSS Airport, I have the following list of stakeholders who will be contacted next month (EGSS Airport to lead on communication/ NATS to supply consultation materials):

- Stansted ACC (Airport Consultative Committee)
- Stansted Noise & Track Keeping Working group
- Stansted EIG (Environmental Issues Group)
- Stansted FLOPSC (Flight Operations Performance & Safety Committee)
- NATMAC (National Air Traffic Management Advisory Committee)

██████████ – are there any additional stakeholders missing from the above list?

We have an up to date NATMAC list I can send you next week if that would be helpful? It might be worth having a quick review of this as there are some stakeholders we can probably omit e.g. military/ other ANSPs.

As mentioned, I'll copy you into my formal submission email to the CAA tomorrow and I'll send over some up to date visuals for you before your working group next Thursday.

Please let me know if I've missed anything and if you're happy with the stakeholder list above. Otherwise, thanks again for your time!

Kind regards,

██████████



██████████

Airspace Change Specialist



## 8. NATS/ Stansted Airport confirmation on preferred option and RAD restrictions (22/10/20)

From: [REDACTED]  
Sent: 22 October 2020 07:54  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: RAD Restrictions for traffic via LYD

Thanks [REDACTED]

Agreed....

Kind Regards,

[REDACTED]  
**Flight Evaluation Unit Manager**  
Stansted Airport | East Midlands Airport | Manchester Airport



From: [REDACTED]  
Sent: 21 October 2020 17:41  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RAD Restrictions for traffic via LYD

Hi [REDACTED]

Just to confirm in a writing the situation re the availability of M604 DET – LYD following the removal of the LYD 6R/5S SIDs and the various conversations we have had at meetings this year regarding this proposal.

The UK RAD which feeds into the European RAD is maintained, controlled and updated by NATS (NERL) Route Management and is designed to ensure the correct/appropriate routing and sector sequence is followed for safety and capacity reasons (sometimes environmental too).

Any RAD restrictions in force now by the UK and other European States in relation to traffic departing EGSS and routing via LYD M189 will be applied to the portion of M604 between DET & LYD such that only the traffic that currently departs EGSS via LYD will be able to use it. This will ensure there will be

no additional usage/noise/environmental impact from what would have occurred if the 'do-nothing' Option had been taken. From a network perspective it will also block any other traffic trying to take advantage of the extension of M604 thereby ensuring that between DET & LYD the same traffic that currently utilises that airspace will remain unchanged from what would have used it with the Do-Nothing Option.

I think in the past you have confirmed that is acceptable but if you able to confirm by responding to this email as [REDACTED].

Cheers

[REDACTED]



[REDACTED]

Swanwick Development ATCO

## 9. Stansted Airport – example engagement with airport stakeholders prior to consultation (22/10/20)

From: [REDACTED]

Sent: 22 October 2020 16:49

To: [REDACTED]

Subject: NTKWG and other stuff



Hi,

We had the NTKWG meeting today and the slides are attached, I used the images I had previously sent in the end, but reminded them of the briefing note that I had drafted

Kind Regards,

[REDACTED]

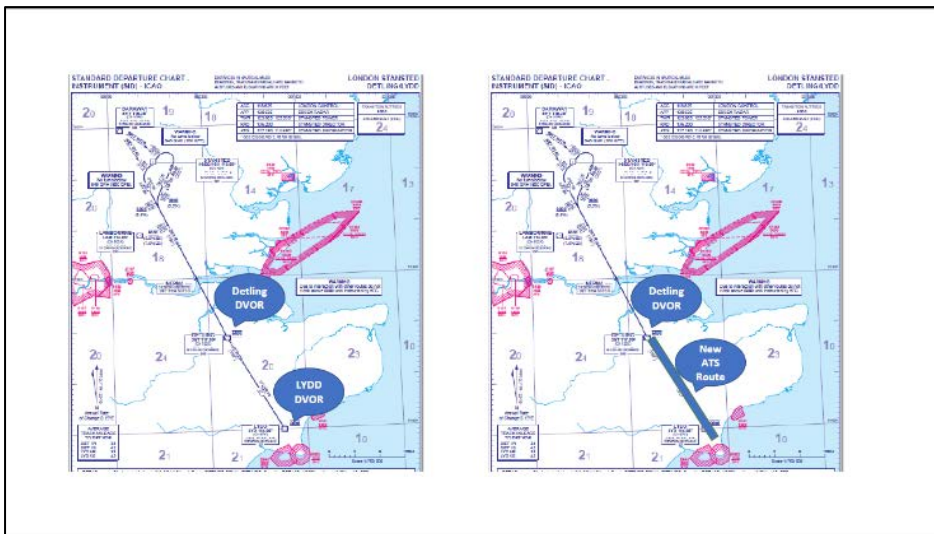
**Flight Evaluation Unit Manager**

Stansted Airport | East Midlands Airport | Manchester Airport



*Relevant extract from attached slides presented to stakeholders:*





## LYDD SID Removal ACP

NATS have submitted a CAP1616 proposal to cover stages 1 – 3 in the process

The airspace change design options considered are limited to the following (STAGE 2):

- Option 0 – do nothing (baseline) A visual representation of the current SIDs as shown earlier
- Option 1 – RNAV replication of the Stansted LYD 6R/ 5S SIDs
- Option 2 (preferred) – remove the Stansted LYD 6R/ 5S SIDs

### Stage 3

- NATS' proposed consultation strategy – as presented in the Assessment Meeting– is to complete a targeted 2-week consultation: *Monday 2nd November 2020 – Monday 16th November 2020*. This will be targeted at key stakeholders: Stansted Airport, Stansted ACC (Airport Consultative Committee), Stansted Airport EIG (Environmental Issues Group) and Stansted Airport FLOPSC (Flight Operations Performance & Safety Committee). These groups cover Stansted Airport's main stakeholders including local community representatives and airlines who operate from Stansted.

## 10. Stansted Airport assurance relating to DET 1D use

From: [REDACTED]

Sent: 09 November 2020 10:04

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Use of DET 1D

Hi [REDACTED]

The DET1D SID will be used only as per the current AIP.

We do not propose to revert back to pre LAMP phase 1 days of February 2016 and thus we do not anticipate an increase in traffic using the Detling / LYDD SIDs 24/7.

Daytime traffic, except those destinations in the RAD will still be routed via Clacton.

Those daytime departures to the RAD restricted airports , such as CDG and Dinard , we would expect the aircraft to have the option to fly the DET1D only if it is suitably equipped.  
As you state, these numbers would be extremely low

**Kind Regards,**

[REDACTED]

**Flight Evaluation Unit Manager**

Stansted Airport | East Midlands Airport | Manchester Airport

[REDACTED]



From [REDACTED]

Sent: 05 November 2020 14:17

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Use of DET 1D

Dear [REDACTED]

Following our meeting on the 3<sup>rd</sup> November regarding the use of DET1D for departures from Stansted airport we spoke to [REDACTED] at the CAA and presented him with the information that following the change it is expected that on average it will be less than 2 aircraft a day flying the DET1D. He has raised our solution with his supervisors at the CAA.

I have spoken to [REDACTED] this morning and he has informed us that following the email they received on the 30 Oct 20 relating to Stansted's planned use of the DET1D SID they have had to revise their Gateway decision regarding this ACP as they feel there is a contradiction between the email evidence and the details contained within the ACP. Should noise complaints be received as a result of aircraft on the DET 1D this would become an issue as there is prior knowledge to the planned use of this SID. As such the gateway cannot be passed as this runs the risk of circumventing the CAP1616 process.

The CAA are happy for us to resubmit the ACP documentation for the November Gateway and target a 2-week Consultation in December, 1 month later than originally planned. To pass this gateway they will need assurance from yourself that the DET 1D SID will be used as described in the AIP and not issued tactically 24/7. As detailed in the ACP Aircraft currently flying the LYD 5S will be able to fly the DET 1S to route to DET. We will include the DET1D SID within the documentation as discussed but the CAA will need assurance that the use of this route will not increase by, on average, more than 2 a day.

I will be grateful if you could provide the required assurances by COP 6 November so that we can proceed with this ACP.

Kind regards



# NATS



Airspace Change Specialist



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