

Removal of London Stansted LYD 6R/5S SIDS

Gateway documentation: Stage 3 Consult

Step 3D Collate and Review Responses (Incorporating Step 4A Update Design)



NATS

NATS Unclassified

Action	Position	Date
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Publication history

Issue	Month/Year	Change Requests in this issue
Issue 1.0		Submitted to CAA

References

Ref No	Description	Hyperlinks
1	Removal of London Stansted LYD 6R/5S SIDS CAA web page – progress through CAP1616	Link
2	Stage 1 Assessment Meeting Presentation	Link
3	Stage 1 Assessment Meeting Minutes	Link
4	Stages 1-3 Multi-Gateway Documentation	Link
5	Stage 3, Consultation Document	Link

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1. Introduction

- 1.1 This document forms part of the document set required in accordance with the requirements of the CAP1616 airspace change process. It summarises all consultation responses in accordance with the “you said” stage of “We asked, you said, we did”.
- 1.2 This document aims to provide adequate evidence to satisfy:
Stage 3, Step 3D Categorisation of responses
Stage 4, Step 4A Update Design

2. Consultation

- 2.1 NATS has completed a focused consultation on the proposed removal of London Stansted LYD 6R/5S SIDs. Aircraft currently flying these SIDs will be able to fly the coincident DET 1R/1S SIDs to DET and then use the Route Availability Document (RAD) restricted new portion of M604 to LYD. This will remove the remaining London Stansted dependency on the LYD Doppler Very High Frequency Omnidirectional Range (DVOR) Navigation Aid (NavAid).
- 2.2 The timeline for this proposal is fixed by an agreed target implementation date of 9th September 2021. This fits in with the overall NATS change program including NATS Area System (NAS) build, target AIP and AIRAC Dates.
- 2.3 The multi-gateway documentation (Ref [4](#)) contained a consultation strategy section which describes the focus of the consultation including previous engagement activities completed and justification behind the consultation strategy.
- 2.4 A consultation document (Ref [5](#)) was written for the proposed airspace change and provided to stakeholders. This includes a description of the current airspace, the proposed changes and the impacts of the proposal.
- 2.5 A targeted group of stakeholders were specifically engaged for this consultation. These included 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. Relevant members of the National Air Traffic Management Advisory Committee (NATMAC) were also contacted. These are all listed in Annex A - List of Stakeholders. A description of engagement activities and reasoning behind why these specific stakeholders were targeted can be found in Section 6 of the Multi-Gateway Document (Ref [4](#)).
- 2.6 The consultation targeted the stakeholders listed in Annex A – List of Stakeholders but was not exclusive to this list. Any individual or organisation could submit a response; however, we only specifically targeted the organisations listed.
- 2.7 NATS contacted the NATMAC stakeholders by email to inform them when the consultation was launched. This included information on how to respond via the online portal and that the consultation document was available to download from the portal.
- 2.8 Stansted Airport included details of the airspace change during their October Noise and Track Keeping Working Group (NTKWG), part of the Stansted ACC meeting on 22nd October 2020 and informed them of the planned consultation.
- 2.9 Stansted airport contacted their main stakeholders on NATS’ behalf: Stansted ACC, Stansted Airport EIG (Environmental Issues Group) and Stansted Airport FLOPSC (Flight Operations Performance & Safety Committee), by email to inform them when the consultation was launched. This included information on

how to respond via the online portal and that the consultation document was available to download from the portal.

- 2.10 The consultation has been conducted via the CAA portal which included an overview into the proposed changes, the consultation document available for download and a survey which allowed users to submit feedback.
- 2.11 A list of questions used in the online portal can be found in Annex C – Online Portal Questions.
- 2.12 We included a link to the consultation portal on www.nats.aero website.
- 2.13 The consultation commenced on the 30th November 2020 and ended on the 14th December 2020, a period of 2 weeks.
- 2.14 Responses have been managed and uploaded to the portal by the CAA.
- 2.15 During the consultation there were no responses requiring further information.
- 2.16 A reminder email was sent to the NATMAC stakeholders on 7th December 2020 requesting responses from stakeholders who had not done so already. Stansted forwarded this email to their stakeholders on the 8th December 2020. This was to ensure all stakeholders wishing to respond were aware of the imminent closure of the consultation to maximise the number of responses received from stakeholders.

3. Summary of Consultation Deadline Responses

- 3.1 Two responses were received in the 2-week consultation period. Both were submitted via the online portal.
- 3.2 Both were analysed and themed. Neither were deemed to have any impact on the final proposal and this is summarised in Section 4 of this document.
- 3.3 It is considered that the low rate of response is attributable to the proposed airspace change having negligible impact on stakeholders.
- 3.4 Only one design option is being considered in this consultation. Stakeholders were asked if they supported the Airspace Change being proposed.
- 3.5 Overall, the airspace change is supported. The response has been summarised below in Table 1:

Response ID	Organisation	Position Title	Do you support the airspace changes in this proposal?
LYD SID 1	MAG - Stansted Airport	Programme Lead - Airspace Design	SUPPORT
LYD SID 2	Stansted Airport Consultative Committee	Secretary and Technical Adviser	SUPPORT

Table 1: Responses Overview

- 3.6 There were two comments received which were reviewed and summarised in Section 4.

4. Categorisation of Consultation Responses and Themes

4.1 The responses received have been reviewed and neither was deemed to have an impact on the final proposal. Responses are summarised in Table 2 Section 4.3

4.2 This Consultation complies with the first part of CAP1616's "We asked, you said, we did" approach

4.3 Responses which do not impact the final proposal:

The following responses do not contain any new information that could lead to an adaptation in the final proposed design. Table 2 below summarises these responses.

Response ID	Comment	Themes	Why the proposal is not impacted	Any relevant considerations/ feedback
LYD SID 1	As the operator of Stansted Airport we confirm that we have been engaged in the process to remove the LYD DVOR and support the change being proposed in this ACP. This support is based on the ability of Option 2 to remove reliance on equipment that will be removed from service without either a change to flight safety or significant change of aircraft tracks under the CAA PPR rules. Furthermore, we also fully support the extension of ATS route M604 from DET to LYD as a means of ensuring network connectivity and potentially reducing aircraft fuel burn. We will continue to work together with the DVOR removal programme to find solutions that work for NATS and the operations at our airports.	General	No comments containing new information or suggestions	N/a
LYD SID 2	This proposal has the support of the Environmental Issues Group of the Committee. It is seen as steps to modernise ATC procedures in line with technological developments. It is not perceived from the information available to have an adverse environmental impact upon residents living around the airport.	General	No comments containing new information or suggestions	N/a

Table 2: Responses which do not impact the final proposal

5. Step 4A Update Design

5.1 Sections 1-4 complete the Step 3D document "we asked, you said".

5.2 No responses were received suggesting a change is needed for this proposal.

5.3 No modifications to the design were made.

5.4 Thus there are no changes to the previously-published options appraisal nor to the safety assessment; they become the Final Options Appraisal and Safety Assessment as per Multi Gateway document v1.2 (link)

6. Conclusions and Next Steps

- 6.1 This document will be published onto the Removal of London Stansted LYD 6R/5S SIDS CAA web page alongside the documents referenced on Page 3.
- 6.2 With Steps 3D and 4A completed by this document, the next step will be to publish the formal Airspace Change Proposal and submit this to the CAA.
- 6.3 Should this proposal be approved, it would be implemented in September 2021 (AIRAC09-2021).

7. Reversion Statement

- 7.1 This ACP will not alter the profile of any flights (lateral or vertical) or introduce new controlled airspace. In the unlikely event that there are unexpected issues caused by this proposal, reversion to the pre-implementation state would not be possible due to the scheduled decommissioning and subsequent removal of the LYD DVOR.

8. Annex A – List of Stakeholders

Type	Stakeholder
Stansted Airports and Stansted Airports Main Stakeholders	Stansted Airport
	Stansted ACC (Airport Consultative Committee)
	Stansted Airport EIG (Environmental Issues Group)
	Stansted Airport FLOPSC (Flight Operations Performance & Safety Committee)
Relevant NATMAC Members	Airlines UK
	Airspace4All
	Airport Operators Association
	Airfield Operators Group
	Aircraft Owners and Pilots Association
	Airspace Change Organising Group
	Aviation Environment Federation
	British Airways
	BAE Systems
	British Airline Pilots Association
	British Business and General Aviation Association
	British Microlight Aircraft Association / General Aviation Safety Council
	Guild of Air Traffic Control Officers
	Heavy Airlines
	Low Fare Airlines
	Ministry of Defence- Defence Airspace and Air Traffic Management
PPL/IR	
UK Flight Safety Committee	

9. Annex B – Stakeholder Engagement Evidence

9.1 Email from Stansted confirming NTKWG presentation 22nd October 2020

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

With ref to the email below, the Essex County Council rep was suggesting that they don't always get the info from the STACC secretary.

██████████ is a STACC member.

If possible, could she be sent the consultation material when it goes live.....

Kind Regards,

██████████

Flight Evaluation Unit Manager

Stansted Airport | East Midlands Airport | Manchester Airport

██████████

████████████████████

9.2 Email sent by NATS acknowledging NTKWG engagement, 22 October 2020

Hi ██████████,

Thanks for letting us know and I hope that the meeting went well today. I'll include this as part of the engagement evidence we submit to the CAA.

That's absolutely fine about the consultation. Are you happy to include STACC in the stakeholders you contact when the consultation goes live? If so, I'll also specifically note them in the list of stakeholders within the Consultation Strategy document.

██████████ has almost finished the Citizen Space Portal website in preparation for the consultation so we're all on track (presuming the CAA approve the Stages 1-3 next Friday!).

Kind regards,

██████████

██████████
Airspace Change Specialist

M: ██████████
E: ██████████

██████████
4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
www.nats.co.uk

9.3 Email sent by NATS to NATMAC Stakeholders, 30th November 2020

Dear colleague,

Removal of London Stansted LYD6R/5S SIDs

NATS would like to invite you to respond to the above consultation, regarding the Removal of the LYD 6R/5S SIDs from London Stansted.

This consultation has opened today, 30th November 2020, and will run **for 2 weeks until 14th December 2020**.

The consultation material is available, including the consultation document, on the CAA's Airspace Change portal using the following link:

<https://airspacechange.caa.co.uk/PublicProposalArea?pID=299>

Please take the time to consider this proposal and complete the short questionnaire provided on the portal. If you need to provide additional documents as part of your response there is the facility to do this. All feedback is valuable, even if you support, object or ambivalent to these proposed changes.

Kind regards



NATS Airspace Change Team

9.4 Email sent by Stansted Airport to Airport Stakeholders, 1st December 2020

Hi All,

As discussed during this year, via email and the last NTKWG meeting, NATS have launched their consultation for the DVOR dependency removal by removing the LYD SID and using the Detling SID instead.

Details are on the link below

Removal of London Stansted LYD6R/5S SIDs

NATS would like to invite you to respond to the above consultation, regarding the Removal of the LYD 6R/5S SIDs from London Stansted.

This consultation has opened today, 30th November 2020, and will run **for 2 weeks until 14th December 2020**.

The consultation material is available, including the consultation document, on the CAA's Airspace Change portal using the following link:

<https://airspacechange.caa.co.uk/PublicProposalArea?pID=299>

Please take the time to consider this proposal and complete the short questionnaire provided on the portal. If you need to provide additional documents as part of your response there is the facility to do this. All feedback is valuable, even if you support, object or ambivalent to these proposed changes.

Kind regards

NATS Airspace Change Team

9.5 Email sent by Stansted Airport to Stansted ACC secretary, 1st December 2020

Morning [REDACTED],

Please can you inform the member so the consultative committee / EIG as you see fit.

As discussed during this year, via email and the last NTKWG meeting, NATS have launched their consultation for the DVOR dependency removal by removing the LYD SID and using the Detling SID instead.

Details are on the link below

Removal of London Stansted LYD6R/5S SIDs

NATS would like to invite you to respond to the above consultation, regarding the Removal of the LYD 6R/5S SIDs from London Stansted.

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Please take the time to consider this proposal and complete the short questionnaire provided on the portal. If you need to provide additional documents as part of your response there is the facility to do this. All feedback is valuable, even if you support, object or ambivalent to these proposed changes.

Kind regards

NATS Airspace Change Team

[REDACTED]
Airspace Change Specialist

Kind Regards,

[REDACTED]
Flight Evaluation Unit Manager

Stansted Airport | East Midlands Airport | Manchester Airport

m: [REDACTED]

e: [REDACTED]

9.6 Follow up email sent by NATS to NATMAC Stakeholders, 7th December 2020

Dear colleague,

Removal of London Stansted LYD6R/5S SIDs

NATS would like to invite you to respond to the above consultation, regarding the Removal of the LYD 6R/5S SIDs from London Stansted.

This consultation has opened today, 30th November 2020, and will run **for 2 weeks until 14th December 2020**.

The consultation material is available, including the consultation document, on the CAA's Airspace Change portal using the following link:

<https://airspacechange.caa.co.uk/PublicProposalArea?pID=299>

Please take the time to consider this proposal and complete the short questionnaire provided on the portal. If you need to provide additional documents as part of your response there is the facility to do this. All feedback is valuable, even if you support, object or ambivalent to these proposed changes.

Kind regards

[REDACTED]
NATS Airspace Change Team

9.7 Follow up email sent by Stansted Airport to Airport Stakeholders, 8th December 2020

Hi All,

Just a quick reminder about eh NATS consultation as detailed below, for those that wish to respond.

Dear Colleague,

Please see the email below relating to a consultation NATS is currently undertaking regarding the **Removal of London Stansted LYD6R/5S SIDs**.

If you have already responded thank you for your time. If not, this consultation closes on the 14th December, in 6 days time. If you would like to provide feedback please do so before this date. We would value any input you provide.

Kind regards

■

NATS Airspace Change Team

From: Airspace Consultation **Sent:** 30 November 2020 09:27

Subject: Removal of London Stansted LYD6R/5S SIDs Consultation

Dear colleague,

Removal of London Stansted LYD6R/5S SIDs

NATS would like to invite you to respond to the above consultation, regarding the Removal of the LYD 6R/5S SIDs from London Stansted.

This consultation has opened today, 30th November 2020, and will run **for 2 weeks until 14th December 2020**.

The consultation material is available, including the consultation document, on the CAA's Airspace Change portal using the following link:

<https://airspacechange.caa.co.uk/PublicProposalArea?pid=299>

Please take the time to consider this proposal and complete the short questionnaire provided on the portal. If you need to provide additional documents as part of your response there is the facility to do this. All feedback is valuable, even if you support, object or ambivalent to these proposed changes.

Kind regards

■

NATS Airspace Change Team

10. Annex C – Online Portal Questions

The following questions were included in the online portal for users to complete. Imposed answers have also been shown below, alongside whether the question was mandatory or not.

1. What is your name? (*Mandatory*)
2. What is your email Address? (*Mandatory*)
3. Please enter your postcode (Most relevant to your response home/ work/ organisation etc.). UK only – if responding from outside the UK please complete the next question instead. (*Optional*)
4. If responding from outside of the UK, please supply an address or location descriptor. (*Optional*)
5. Who are you representing? (*Mandatory*)
 - a. I am responding as an individual (If the user selects this, Q7–8 will not be provided)
 - b. I am responding on behalf of an organisation (If the user selects this, Q7–8 will be provided)
6. Please note all responses will be published. Are you happy for your name to be included in the response publication? (*Mandatory*)
 - a. Yes – I want my response to be published with my name
 - b. No – I want my response to be published anonymously
7. What is your organisation name? (*Mandatory* – if answered “b” to Q4)
8. What is your position/ title? (*Optional*)
9. Do you support the airspace change described in this proposal? (*Mandatory*)
 - a. SUPPORT – I support the proposed changes
 - b. NO COMMENT – I neither support or object
 - c. AMBIVALENT – I have mixed feelings
 - d. OBJECT – I object to the proposed changes
10. Please give your feedback comments on the overall proposal. (*Optional*)
Upload a document. (Please click here if you wish to upload a file. This can be a response document or related evidence). (*Optional*)

11. Annex D – Glossary of Terms

ACC	Airport Consultative Committee
ACP	Airspace Change Proposal
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation And Control
ATC	Air Traffic Control
ATM	Air Traffic Management
ATS	Air Traffic Service
CAA	Civil Aviation Authority
CAP	Civil Aviation Publication
DVOR	Doppler Very High Frequency Omnidirectional Range
EFPS	Electronic Flight Progress System
EIG	Environmental Issues Group
FLOPSC	Flight Operations Performance & Safety Committee
MOD	Ministry of Defence
NERL	NATS En-route Ltd
PPR	Planned and Permanent Redistribution of air traffic
RAD	Route Availability Document
RNAV	Area Navigation
RNP	Required Navigation Performance
SID	Standard Instrument Departure
STAR	Standard Terminal Arrival Route

End of document