

DVOR Rationalisation  
Removal of Enroute Dependencies  
Perth (PTH) Deployment

## **DVOR PTH Holds and STARs**

Reference 5: Stakeholder Evidence for Stage 2  
As summarised in Annex G of Stage 2 Documentation

V1.0

## Email Exchange with Glasgow Airport

**1) Email to Glasgow Airport 31, March 2021**

**From:**

**Sent:** 31 March 2021 09:11

**To:**

**Cc:**

**Subject:** PTH / FINDO STAR

Morning All,

One a slightly different note I have a piece of work on the DVOR Rationalisation Project which I would appreciate some feedback on. We RNAV'd quite a few of the Glasgow and Edinburgh STAR's back in 2019. At the time the plan was to replicate everything, which caused an issue that there was still an en-route dependency on PTH. The project has decided to remove the dependency so I wanted to get in touch to engage around the proposal.

There will be no change to the hold, everything will be presented in exactly the same way as it is today.

FINDO currently lies only on UP600 and not on P600 so there is no connectivity there are the moment. FRA D1(Freeroute) is adding FINDO to P600 which opens this up as a possibility. The map below shows PTH and P600 to GRICE. The proposal is to start the STAR at FINDO, (which is the start of the purple line) rather than at PTH. It's a really small change, all levels and routings will be the same. Traffic will route P600 to FINDO for the STAR, rather than P600 to PTH.

The current plan is to implement this as part of the May 2022 AIRAC (unless we can squeeze it into an earlier AIRAC).



Happy to answer any further questions or issues if required, but hopefully this outlines what we are planning and you have no objections.

Kind Regards,



**NATS**



Manager ATC Development

Systemised Airspace Delivery

## 2) Email response from Glasgow Airport, 31 March 2021

**From:** [Redacted]  
**Sent:** 31 March 2021 09:41  
**To:** [Redacted]  
**Cc:** [Redacted]  
**Subject:** RE: PTH / FINDO STAR

Morning [Redacted]

Thanks for the information

If you are arranging the STAR AIP information for Glasgow too then I don't see an issue for this from the ATC perspective

If it is ok I'll raise it at the next Flight Safety Meeting

Best wishes



**NATS**



Manager ATC

Glasgow Airport

**D:** [Redacted]  
**M:** [Redacted]  
**E:** [Redacted]

**3) Email to Glasgow Airport regarding removal of PTH from P600, 31 March 2021**

**From:** [REDACTED]  
**Date:** Wednesday, 31 March 2021 at 12:16  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: PTH / FINDO STAR

Morning All,

Following some discussions this morning there is one further part of this change (which makes it all make sense as to why the project are implementing it). As part of this the project will remove PTH from the P600 route, therefore removing any reference to PTH within the en-route network. Several of the Glasgow SIDs obviously utilise PTH and for the PTH SID's we will create an allowable DCT between PTH and ASNUD to enable traffic to join P600 (as PTH wont be on P600 any longer). I've had to go back to the person who started this ACP off this morning to understand this part of it, as the whole change didn't really add up as it was explained to me. Again, this doesn't impact flight behaviours, it will be managed by the systems. I've added another diagram just to show the portion of the DCT.

I will take care of the AIP changes from my end. Depending what needs changed I may come back for permission to change some of the Glasgow pages if there are any textual changes but I can draft and prepare everything that's required, and have them uploaded to Aurora for the CAA.



Kind Regards,



**NATS**



Manager ATC Development

Systemised Airspace Delivery

**4) Email from Glasgow Airport regarding removal of PTH from P600, 1 April 2021**

**From:** [REDACTED]  
**Sent:** 01 April 2021 09:36  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: PTH / FINDO STAR

Thanks [REDACTED]

One more (for Glasgow)

Have CAA confirmed that the allowable DCT is ok and the SID doesn't have to connect to an airway? I ask because the SID truncations we've been involved in have all had to have airways created between the truncation point and where the SID used to connect to the airway. PANS OPS states that SIDs are required to provide obstacle protection between the runway and the point it joins the enroute phase of flight so I think we'd need confirmation this is acceptable with SARG and the IFP section (if not already). i.e. do the DCTs have to be protected?

If this is ok, it's good news as it may mean we can have more flexibility when designing new SIDs as they won't have to extend all the way to airways!

Cheers

[REDACTED]

Mob: [REDACTED]

Web: [www.traxinternational.co.uk](http://www.traxinternational.co.uk)

Web: [www.ifpdesign.co.uk](http://www.ifpdesign.co.uk)



**5) Email to Glasgow Airport regarding removal of PTH from P600, 1 April 2021**

**From:** [REDACTED]  
**Sent:** 01 April 2021 10:54  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: PTH / FINDO STAR

Hi [REDACTED]

As you 'll be aware we RNAV'd this STAR back in 2019. If we can't have a DCT at the end of the SID then there is no point in proceeding with the ACP and we'll just remove it. I'm reasonably confident it can be done as its been utilised at Birmingham, and Leeds so it's not an entirely new concept in that respect. Normally we'd put in a route rather than a DCT but that would mean PTH was still on the Route system. We'd always rather have a route as we can specify its NAV Spec but in some instances when we know there is further change required, the DCT is a useful and sensible interim solution. I'll certainly feedback if the CAA don't accept it as the ACP will be withdrawn but I think it will be acceptable.

Regards,

[REDACTED]

**NATS**

[REDACTED]  
Manager ATC Development

Systemised Airspace Delivery

**6) Email from Glasgow Airport regarding Aberdeen NPRs, 1 April 2021**

**From:** [REDACTED]  
**Sent:** 01 April 2021 08:23  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: PTH / FINDO STAR

Hi [REDACTED]

Is there any impact on Aberdeen with this change? Their NPRs currently route to PTH VOR so there'll need to be lower airways connectivity for their departures.

Cheers

[REDACTED]

Mob: [REDACTED]  
Web: [www.traxinternational.co.uk](http://www.traxinternational.co.uk)  
Web: [www.ifpdesign.co.uk](http://www.ifpdesign.co.uk)





**7) Email response to Glasgow Airport regarding Aberdeen NPRs, 1 April 2021**

**From:** "[REDACTED]" >

**Date:** Thursday, 1 April 2021 at 09:14

**To:** [REDACTED]  
[REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: PTH / FINDO STAR

Morning [REDACTED]

There will be no impact to the Aberdeen NPR's (at this point) as they don't mention P600. Aberdeen will require to change their NPR's as PTH VOR will be decommissioned in the future as you know. The SRD requires Aberdeen departures to file ADN - GLESK - P600 at the moment, so although the NPR's reference PTH that can't be filed so traffic will be on P600 after GLESK (the SRD will remove PTH from the routing on P600 after this change). The NPR's could possibly be changed to utilise GLESK, this would then mirror what's required in the FP? I'm not an expert in NPR's so I'm not sure if they require a ground based Nav Aid or not? Thinking off the top of my head they could also intercept the ADN radial outbound rather than PTH?

To sum up, it won't impact the NPR's as PTH will still be there and the Flight planning side of things already has traffic on P600 long before PTH.

Happy to answer any other questions.

Regards,

[REDACTED]

**NATS**

[REDACTED]  
Manager ATC Development

Systemised Airspace Delivery

## Email Exchange with Edinburgh Airport

### 8) Email to Edinburgh Airport, 30 March 2021

**From:** [REDACTED]

**Sent:** 30 March 2021 10:55

**To:** [REDACTED]

**Subject:** PTH STAR

Good morning [REDACTED],

[REDACTED]

[REDACTED] We are looking to amend the PTH STAR to completely remove the NERL dependency from it. As you know it currently routes from PTH via GRICE to STIRRA. Freeroute is adding FINDO to P600 in December, which opens up another option for the STAR. We are planning to start the STAR at FINDO, rather than PTH and from there everything is exactly the same. No change in levels or anything, just the start point, and the associated new name. I don't think this impacts anyone at all operationally (other than the name), but as part of the ACP process I wanted to get in touch and hopefully gain your support for the change, or at least no objections! It makes the STAR a few miles shorter, but other than that, everything is as you were. Due to Easter we are trying to get the paperwork submitted in the next week or so. If you could let me know if those timescales work for you or not. We just need to include that we engaged with you and any issues you've raised with it. Picture below shows where FINDO is in relation to PTH and GRICE. As I say, I can't think of a huge issue with it, but more than happy to be corrected if you have any concerns? This won't occur until probably May 2022 due to AIRAC's being full with other projects, but we are getting everything submitted in case things change and we can squeeze it into an earlier AIRAC.

Kind Regards,

[REDACTED]

**NATS**

[REDACTED]  
Manager ATC Development

Systemised Airspace Delivery

9) Email Response from Edinburgh Airport, 30 March 2021

From: [REDACTED]

Sent: 30 March 2021 11:07

To: [REDACTED]

Subject: RE: PTH STAR

Hello [REDACTED]

I shall bow to Tony's superior knowledge on this one but pretty sure there is not an issue.

[REDACTED]

[REDACTED]

[REDACTED]

Thank you,

[REDACTED]

[REDACTED]

Head of Airspace



Edge | Empower | Expertise | Energy | Execute | External focus

**10) Email Response from Edinburgh Airport, 1 April 2021**

**From:** [REDACTED]

**Sent:** 01 April 2021 09:25

**To:** [REDACTED]

[REDACTED]

**Subject:** RE: PTH STAR

Hi [REDACTED]

[REDACTED]

I can't see an issues with this.

Regards

[REDACTED]

[REDACTED]

Tower Operations Manager  
Edinburgh