

DVOR Rationalisation  
Removal of Enroute Dependencies  
Trent (TNT) Deployment

## **DVOR TNT Holds and STARs**

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

V1.0

## Email exchanges with East Midlands Airport

### 1. Email trail with East Midlands Airport to discuss RNAV 21/12/20

**From:** [REDACTED]  
**Sent:** 21 December 2020 14:49  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** TNT DVOR Replication

[REDACTED]

Following on from the request regarding Manchester RNAV airline equipage do you have any data to for East Midlands traffic (essentially from the north/north west)?

The current plan from a DVOR replication perspective is to push towards replicating the existing STARs to an RNAV 1 standard but also provide support for RNAV 5 where appropriate either via a single RNAV 5 STAR or use of DCT /existing ATS structure.

Unfortunately as the Statement of Need is around replication CAA will not allow us to make required changes which could have eliminated further work under PLAS/FASI N.

Regards

[REDACTED]

**NATS**

[REDACTED]

Manager Systemised Airspace Development

Prestwick Centre

D: [REDACTED]  
M: [REDACTED]  
E: [REDACTED]

**From:** [REDACTED]  
**Sent:** 22 December 2020 13:27  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: TNT DVOR Replication

Hi [REDACTED],

Are these what you were looking for?

We have just completed a similar process with TC as they have changed the STAR's from the south and the PIGOT hold to RNAV ones. It's caused us no issues.

Kind regards

[REDACTED]

[REDACTED]

Air Navigation Services Manager

East Midlands Airport

Castle Donington

DE74 2SA

[REDACTED]

[REDACTED]

**From:** [REDACTED]  
**Sent:** 22 December 2020 14:06  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: TNT DVOR Replication

[REDACTED]

Thanks for this , I presume there are however, potentially more aircraft from the north which would be only RNAV 5 and hence a requirement to provide access for these aircraft for the moment?

Regards

[REDACTED]

**NATS**

[REDACTED]

Manager Systemised Airspace Development

Prestwick Centre

D: [REDACTED]  
M: [REDACTED]  
E: [REDACTED]

**From:** [REDACTED]

**Sent:** 22 December 2020 15:17

**To:** [REDACTED]

[REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: TNT DVOR Replication

I'm not sure [REDACTED]. I think that you have a fair spread of operators there that operate to the north and south.

Once you have any formal plans, let me have them and I'll send a note out to the PLG community and see if there are any potential issues.

Kind regards

[REDACTED]

[REDACTED]

Air Navigation Services Manager

East Midlands Airport

Castle Donington

DE74 2SA

[REDACTED]

[REDACTED]

## 2. Email trail with East Midlands Airport to discuss ROKUP/DIPSO Hold options

**From:** [REDACTED]

**Sent:** 26 February 2021 10:12

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: TNT DVOR Replication

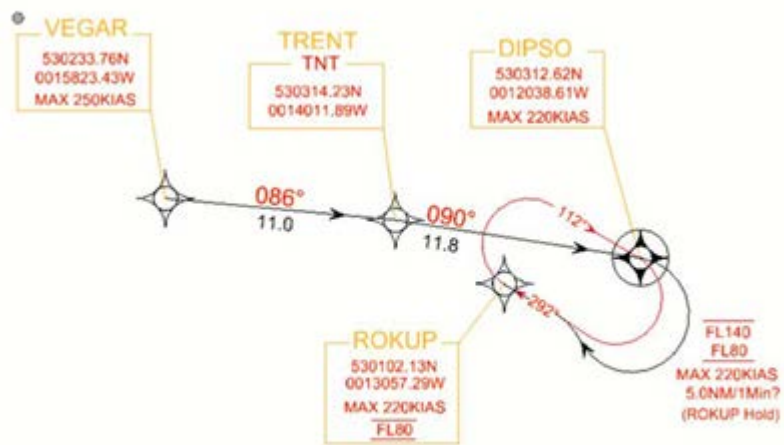
Hi [REDACTED]

Hope you are well .

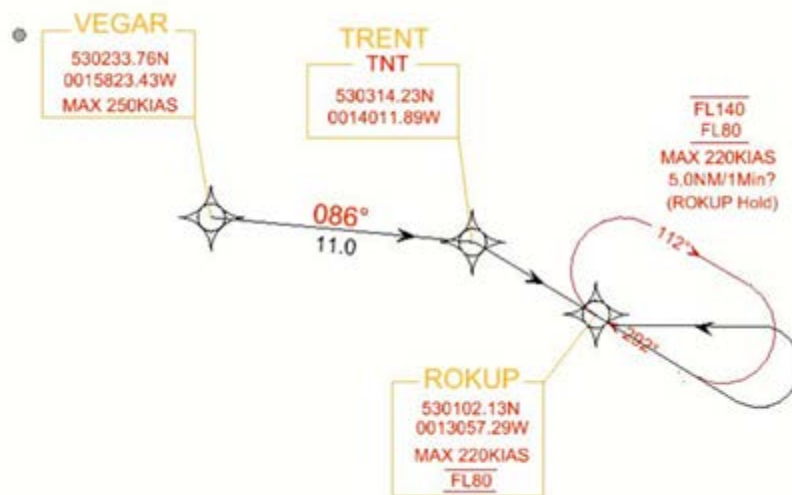
A couple of questions around the ROKUP hold.

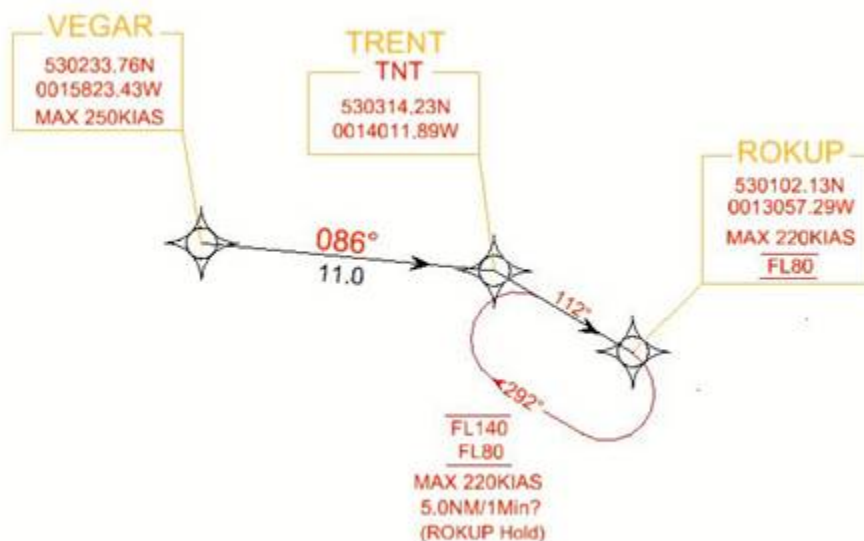
The existing entry via DIPSO is quite convoluted and entry could be shortened (subject to CAA approval within the spirit of replication)

Existing



If the teardrop entry through ROKUP was utilised would this cause issues?





The other option not shown would be to use DIPSO as the hold with distance or time based as this will also generate enable fuel savings and remove reference to ROKUP . However, I'm aware that you have non radar procedures based on the current holds and but would need to be amended either in chart form and/or textual . In addition I presume an EFPS update may be required?

The other argument is holding is relatively rare at ROKUP and mainly confined to the evening arrivals on rare occasions ( You did hold recently when I was on an afternoon shift after my nice streaming but you did go into LVPs' at the wrong time!)

All options would need to satisfy CAA IFP regulator but we are trying to provide the best option.

Thoughts or happy to discuss via Teams



**NATS**



Manager Systemised Airspace Development

Prestwick Centre

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

**From:** [REDACTED]

**Sent:** 15 March 2021 11:46

**To:** [REDACTED]

**Cc:** [REDACTED]  
[REDACTED]

**Subject:** RE: TNT DVOR Replication

Hi [REDACTED],

Good to hear from you.

I'll start off by saying that the option for DIPSO is a non-starter as it will involve major work on our EFPS and this will be timely and costly and so there is no appetite for that at present. That will obviously change once we re-start our ACP at some point.

With regards to the other options, it would be good to see what quantifiable difference this would make to our operators. As you say, the holds are very rarely used and so I am of the opinion to leave them be at present and again see where we are with the ACP.

Kind regards

[REDACTED]

[REDACTED]

Air Navigation Services Manager

East Midlands Airport

Castle Donington

DE74 2SA

Tel: [REDACTED]

Mob: [REDACTED]



### 3. Email trail with East Midlands Airport providing summary of changes

**From:** [REDACTED]  
**Sent:** 11 May 2021 11:38  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** TNT DVOR Changes  
**Importance:** High

Good Morning [REDACTED],

I wanted to follow up on previous discussions you've had with [REDACTED] around the DVOR project. We are due to submit the next stages of the ACP documentation for the TNT changes in the near future. I want to check you were happy with what's been discussed and what we have proposed in order that we can advise the CAA that all the impacted airfields have been engaged and are supportive of the changes.

I'm sure you're aware but a brief summary of the changes for each is below:

#### TNT Changes

Current STAR Designator	New STAR Designator	Notes
New STAR (extension of AMPIT 1E)	MALUD 1E	STAR extended to commence at MALUD, incorporating existing level restriction. Created using RNAV design criteria to align as closely as possible with the existing conventional procedure.
New STAR (extension of AMPIT 1E)	DOLOP 1E	STAR extended to commence at DOLOP, incorporating existing level restriction. Created using RNAV design criteria to align as closely as possible with the existing conventional procedure.
New STAR (extension of AMPIT 1E)	MAKUX 1E	STAR extended to commence at MAKUX, incorporating existing level restriction. Created using RNAV design criteria to align as closely as possible with the existing conventional procedure.

AMPIT 1E	AMPIT 2E	STAR re-designated. Created using RNAV design criteria to align as closely as possible with the existing conventional procedure.
WAL 1E	WAL 2E	Hold created using RNAV design criteria to match as closely as possible the existing conventional ROKUP hold.

If you could provide a response this week it would be greatly appreciated and as we proceed with the ACP I'll provide details of AIP amendments we need to make, with some possible changes to the EGNX section as well.

Regards,

■■■■

**NATS**

■■■■

Manager ATC Development

Systemised Airspace Delivery

M: ■■■■■  
E: ■■■■■

**From:** ■■■■■

**Sent:** 14 May 2021 14:11

**To:** ■■■■■

**Cc:** ■■■■■

■■■■■

**Subject:** RE: TNT DVOR Changes

Hi [REDACTED]

Thanks for your time today and your explanation of the changes proposed for the EMA STAR's.

I can confirm that EMA have no objections to these changes through TNT and MCT.

As discussed, it may be a good idea to have you give an overview of these changes around November time when I have our next Pilots Liaison Group meeting.

Kind regards

[REDACTED]

[REDACTED]

Air Navigation Services Manager

East Midlands Airport

Castle Donington

DE74 2SA

Tel: [REDACTED]

Mob: [REDACTED]