

Update to Changes of London Stansted DETLING/LYDD SID Plate UK AIP AD2.EGSS 6-4

On Final review of the proposed AIP Amendments linked to the removal of the LYD SID from EGSS, an issue with the wording of proposed notes 8 and 9 was identified which had been approved to be added to the DET 1R/1S SID plate.

Current note 8 of the general information states:

The DET 1R and DET 1S are not normally available between 0600-2300 winter and 0500-2200 summer. During these hours CLN 8R or CLN 4S will be issued as appropriate.

The following wording was proposed to replace the above as part of our Stage 4 submission:

8) The DET 1R/1S SIDs are available H24 for aircraft routing via M604- LYD.

9) For Departures routing via L6, Q70, the DET 1R/1S SIDs are available between 2200-0500 summer and 2300-0600 winter. During these hours the CLN 8R or CLN 4S will be issued as appropriate.

As part of the final review prior to publication it was identified that 'During' on note 9 had been used incorrectly in place of 'Outside of'. A query was also raised regarding the accuracy and need for 'via M604 – LYD' as part of proposed note 8.

Upon further investigation and following discussions with the NATS Flight Planning team, it has become apparent these routes will be managed by the Route Availability Document (RAD), and that the proposed notes 8 and 9 on the SID chart would be superfluous.

This change has been discussed with the CAA IFP regulators and following co-ordination with NATS Stansted it has been agreed that notes 8 and 9 should be removed. There is no further requirement for notes to replace this, as routing restrictions are described and controlled within the RAD and detailed in the Standard Route Document (SRD). Stansted airport have been engaged with regarding this update to the AIP.

We are confident there have been no issues raised or identified that require the note to remain, and therefore anticipate no impact from the deletion of the note and expect there will be zero impact as compared to the proposal which has been considered and approved in CAP 2136.