

DVOR Rationalisation

**Renaming & Removing Outstanding
Enroute IFP dependencies on
ground-based NAVAIDs**

Phase 1 Holds and STARs

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

V1.0

Email Exchange with Liverpool Airport

1) Email to Liverpool Airport, 9th August 2021

Hi [REDACTED],

Thanks for your time earlier. I just wanted to follow-up on our conversation regarding removal of the remaining NERL IDP dependencies. A brief summary of the changes is as follows:

The impacted STAR procedures are:

TIPOD 3A, TIPOD 2B, TIPOD 1C, TIPOD 1D, TIPOD 1E.

Much the same as our changes for MCT and TNT, the plan is replicate as closely as possible the existing STAR's and Hold and design to RNAV1 where we can. The TIPOD 3A STAR is having to be split into 2 different STAR's due to some standing agreements which we need to capture further back in the network. This will result in an RNAV5 STAR and an RNAV1 STAR being created. The TIPOD hold will then be designated RNAV5/1, as it will have both RNAV5 and RNAV1 procedures routing into it.

Other than on the RNAV5 STAR, RNAV5 traffic will be accommodated in the same manner as we have discussed for TNT, which will see them Flight Planning via the existing route structure or enabled DCT's to follow the route of the RNAV1 STAR's.

As mentioned the proposed implementation date for these is May 2022 which aligns with the date proposed for the TNT / MCT changes as well.

If you could provide an email back to state Liverpool have been engaged with and are happy with the proposals it would be much appreciated.

Kind Regards,

[REDACTED]

NATS

[REDACTED]

Manager ATC Development

Systemised Airspace Delivery

M: [REDACTED]
E: [REDACTED]

2) Email response from Liverpool Airport, 12th August 2021

Hi [REDACTED]

Thanks for the email.

I am happy with proposals as contained within the email.

Our meeting with Osprey went well with regard to the NDB, however, we need to take slight pause whilst we engage with the CAA on how CAP1781 would work for us.

Thanks,

[REDACTED]

[REDACTED]

Air Traffic Services Manager

T: [REDACTED] | M: [REDACTED]



Email Exchange with Manchester Airport

1) Email to Manchester Airport, 12th August 2021

Hi [REDACTED]

Thanks for your time on the call. As discussed below are the details of the proposed changes relating to the 'Renaming and Removal of Outstanding Enroute IFP dependencies on ground-based NAVAID's ' ACP (The Stragglers!).

This final DVOR ACP is basically RNAV'ing the remaining conventional STAR's across the UK, which haven't been captured previously as part of the project. In terms of Manchester STAR's the procedures we're looking to RNAV are those inbound to MIRSI – MIRSI 1A, 3B, 2C, 2D and the MIRSI Hold.

In line with the MCT/TNT changes where possible we will make these STAR's RNAV1, with non-RNAV1 being accommodated via the existing route structure and enabled DCT's (our figures show that this was only 2.4% of Manchester traffic). The changes are planned to be introduced on the same date as the MCT/TNT changes in May 2022.

If you could provide an response in support of the proposals we will use this as evidence of engagement in our CAP1616 process with the CAA.

Kind Regards,

[REDACTED]

NATS

[REDACTED]

Manager ATC Development

Systemised Airspace Delivery

M: [REDACTED]

E: [REDACTED]

2) Email response from Manchester Airport, 12th August 2021

Hi [REDACTED] to confirm we are happy with the proposals as discussed.

Cheers,

[REDACTED]

NATS

[REDACTED]
Manager ATC

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

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Email Exchange with Bristol Airport

1) Email to Bristol Airport, 12th August 2021

Hi [REDACTED],

I'm happy to set up a call if you'd like, but as we have discussed this in the past on other calls I thought an email may suffice given the small size of this change. The final STAR into Bristol will be RNAV'd as part of the 'catch-all' package of DVOR changes which is due to be delivered in May 2022. This will involve RNAV'ing of the remaining conventional STAR inbound to Bristol, the BRI 1C. This will be replicated to RNAV5 specification (in line with the other STAR's due to be introduced as part of the BCN package next month) and will be as closely replicated to the existing procedure as can be done. I will as always share the detail with you as and when NATs design complete the necessary work.

As part of the CAP 1616 process we require to provide evidence that stakeholders are aware and supportive of our proposals, and as such if you could respond in an email to indicate that you are aware of, and support our changes that would be appreciated. We will use this as evidence of engagement.

Kind Regards,

[REDACTED]

NATS

[REDACTED]

Manager ATC Development

Systemised Airspace Delivery

M: [REDACTED]

E: [REDACTED]

2) Email response from Bristol Airport, 12th August 2021

Hi [REDACTED]

No requirement for a call from our perspective.

Please take this email as evidence that we (NSL Bristol) are aware and supportive of NERL's proposals in respect of RNAV'ing the Bristol STARs and Hold as part of the DVOR rationalisation programme. We are accepting of your timeline, namely September AIRAC 2021 for most changes, with BRI 1C to be conducted circa May 2022. Our commercial customer the BRS airport authority are also fully aware and have provided authorisation to update their section of the AIP.

From the wider perspective of the DVOR rationalisation, we have been briefed by NERL that the BCN VOR will not be decommissioned until an additional enroute DME has been installed. Furthermore, NERL have provided the BRS airport authority the opportunity to engage regarding asset life extension.

Kind regards

[REDACTED]

Email Exchange with Cardiff Airport

1) Email to Cardiff Airport 12th August 2021

Hi [REDACTED]

I'm happy to set up a call if you'd like but we have discussed this in the past on other calls. The final STAR into Cardiff will be RNAV'd as part of the 'catch-all' package which is due to be delivered in May 2022. This will involve RNAV'ing of the remaining conventional STAR inbound to Cardiff, the CDF 1C. This will be replicated to RNAV5 specification (in line with the other STAR's due to be introduced as part of the BCN package next month) and will be as closely replicated to the existing procedure as can be done. I will as always share the detail with you as and when NATs design complete the necessary work.

As part of the CAP 1616 process we require to provide evidence that stakeholders are aware and supportive of our proposals, and as such if you could respond in an email to indicate that you are aware of, and support our changes that would be appreciated. We will use this as evidence of engagement.

Kind Regards,

[REDACTED]

NATS

[REDACTED]

Manager ATC Development

Systemised Airspace Delivery

M: [REDACTED]

E: [REDACTED]

2) Email response from Glasgow Airport, 12th August 2021

Hi [REDACTED]

No need for a call. I am in agreement to the change.

[REDACTED] will be the man for the Cardiff procedures side.

Cheers

[REDACTED]

NATS

[REDACTED]
General Manager Cardiff, St Athan, Aberporth & The Ranges

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

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