

DVOR Rationalisation

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

Phase 1 Holds and STARs

Reference 9: Stakeholder Evidence for Stage 4
As summarised in Appendix 15.7 of the Stage 4 ACP Documentation

V1.0

NATS

Email Exchange with Manchester 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]
[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]

2) Email response from Manchester Airport, 12th August2021

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

Cheers,

[REDACTED]

NATS

[REDACTED]
Manager ATC

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

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Email Exchange with Bristol Airport

1) Email to Bristol Airport, 12th August 2021

Hi [REDACTED]k,

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:

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]

Control Tower Building, Cardiff International Airport,

Rhoose, CF62 3BD

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Email Exchange with Irish Aviation Authority (IAA)

1) Email to IAA, 25th August 2021

Gents

Hope you are all well .

As part of the NATS DVOR replication work we are looking at extending the Liverpool STAR back to BOFUM to capture the current descent planning level (FL270)

This will be a hard coded level for high level traffic but also be applicable to lower level traffic joining the STAR at the boundary.

I do not envisage any FPL issues as it will still follow the alignment of Q37 and we have the ability to join STARs at an intermediate level as required.

Do you foresee any issues with this?

SRD example below

EICK	TISMO	245	660 DCT BOFUM Q37 MALUD	TIPOD4A	EGGP
EIDW	MC		255 DCT BOFUM Q37 MALUD	TIPOD4A	EGGP
EINN	PELIG	245	660 DCT BOFUM Q37 MALUD	TIPOD4A	EGGP

Regards



NATS



Airspace Implementation Manager

Prestwick Centre

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

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2) Email Response of IAA, 26th August 2021

Morning [REDACTED]

Good to hear from you again.

On occasions, we would still have traffic on our frequency until after BOFUM, possibly still climbing, so do you see any issues with that scenario. The FL window will resolve that issue I would think.

Would you require Dublin having to issue the Liverpool STAR?

Regards,

[REDACTED]

Station Manager,

Dublin Air Traffic Control,

Irish Aviation Authority,

Dublin Airport

Ph. [REDACTED]

3) Email to IAA, 26th August 2021

Good morning [REDACTED]

The opportunity for a FL window on STARs is being investigated by the procedure designers but may not be instigated in time for this change.

If the aircraft is still on Dublin frequency after BOFUM IOM controllers will advise the STAR, I don't foresee a requirement for Dublin to issue the STAR.

Thanks

[REDACTED]

NATS

[REDACTED]

Airspace Implementation Manager

Prestwick Centre

[REDACTED]

E: [REDACTED] [k](#)

4) Email Response of IAA, 25th August 2021

Thanks [REDACTED]

5) Email Response of IAA, 25th to email 1, August 2021

Hi [REDACTED]

Hope all is well with you.

A couple of questions/clarifications.

- Does that mean the rules around the use of FL330 during certain hours will be removed? If yes I think an environmental impact might be worthwhile
- Would there be any requirements with regards to clearing aircraft on STARS i.e. in the event of a late handover traffic might be at BOFUM before it checks in with you. How would that work from a STAR perspective?

Thanks

[REDACTED]

[REDACTED]

ATC Operations Manager

Irish Aviation Authority

Ballycasey Cross

Ballycasey

Shannon

County Clare

Ph: [REDACTED]

Mob: [REDACTED]



6) Email to IAA, 25th August 2021

Hi [REDACTED]

RE FL 330 Option - FL270 is appropriate profile for the limited Liverpool traffic we receive. We would still keep this for all other MTMA traffic and those specified within the LOA, but it would require an amendment to the LOA. One of the issues currently is the ability to have a FL window on the STAR charts which would overcome the issue (although this is being investigated)

The ATC clearance is a good question around the ATM clearance aspect. I will need to check if there is precedence elsewhere, and get back to you.

Regards



NATS



Airspace Implementation Manager

Prestwick Centre

D: [REDACTED]

E: [REDACTED]

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Fareham, Hants PO15 7FL
www.nats.co.uk

7) Email Response of IAA, 25th August 2021

Thanks [REDACTED]

[REDACTED]

ATC Operations Manager

Irish Aviation Authority

Ballycasey Cross

Ballycasey

Shannon

County Clare

Ph: [REDACTED]

Mob: [REDACTED]



[REDACTED] Email to IAA, 25th August 2021

Hi [REDACTED]

We 've had a review of other STARs which start at the FIR boundary; as an example a number of the Gatwick STARs start at the boundary and its is recognised that NATS pass the STAR on transfer of comms which is generally before the boundary COP. The same would apply to any delegated airspace from a Dublin perspective where IOM would reiterate the STAR, albeit aircraft would already be flying the STAR but it does align with the existing ATS route.

Hope this helps.

Regards

[REDACTED]

NATS

[REDACTED]

Airspace Implementation Manager

Prestwick Centre

D: [REDACTED]

M: [REDACTED]

E: [REDACTED]

9) Email Response of IAA, 25th August 2021

Thanks [REDACTED]

[REDACTED]

ATC Operations Manager

Irish Aviation Authority

Ballycasey Cross

Ballycasey

Shannon

County Clare

Ph: [REDACTED]

Mob: [REDACTED]



Email Exchange with DAATM regarding FIZED (implemented as part of the MCT DVOR ACP)

1) Email to DAATM Airport 27th October 2021

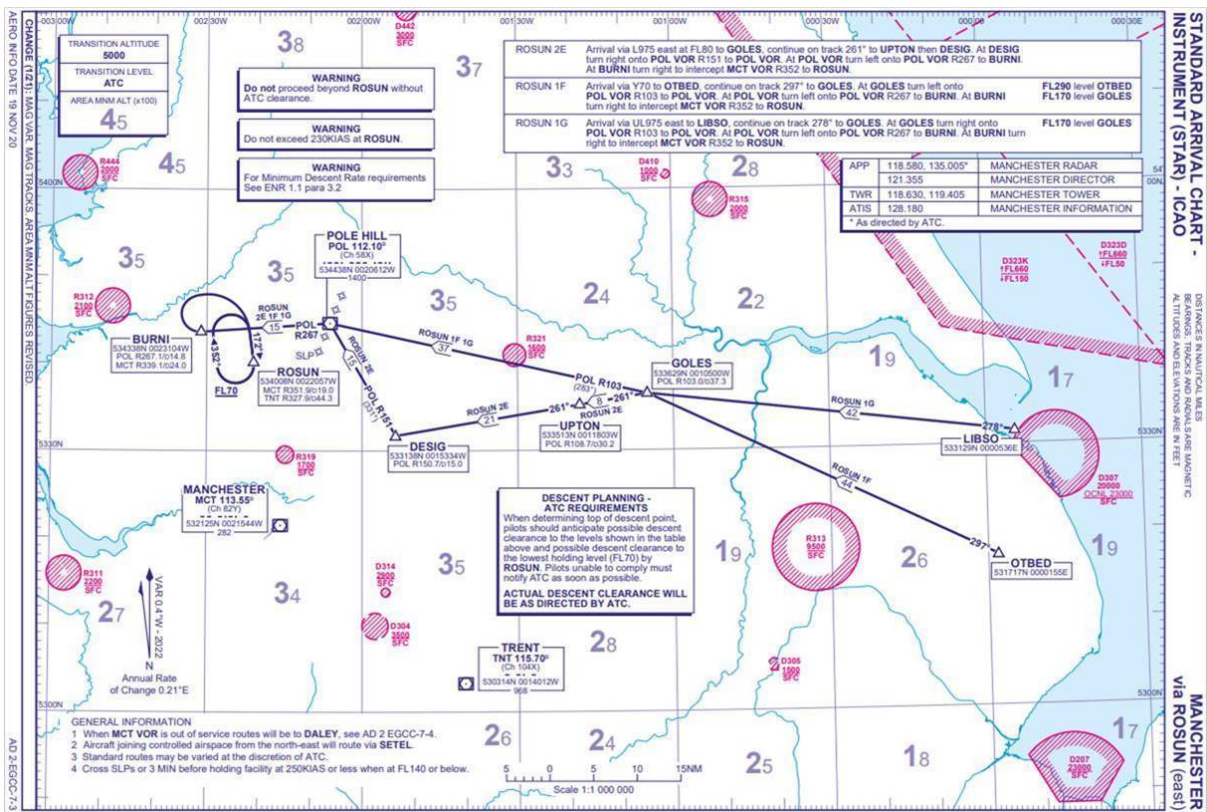
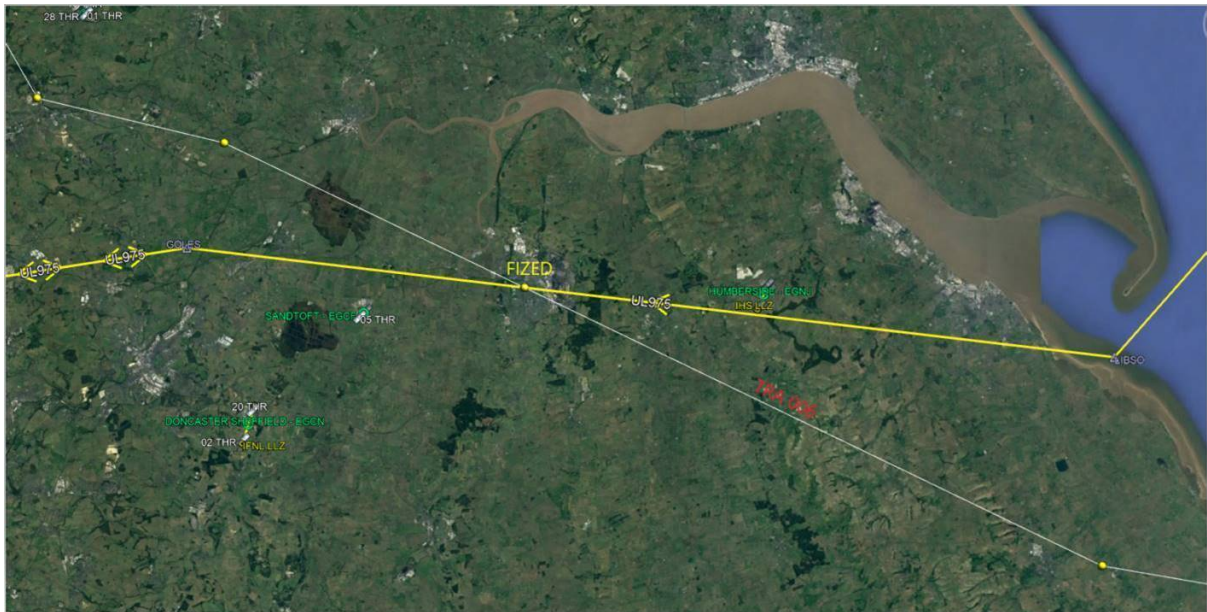
Hi [REDACTED]

Apologies I did mean to raise this with you last week and it slipped my mind. As part of a couple of the final DVOR ACP's we have running just now we are RNAV'ing STAR's into some of the MTMA airfields. We have generally tried to replicate the existing procedures so there is minimal change in terms of what the controllers see and pilots fly. Some existing STARs have planning levels mentioned on the STAR plate but which exist before the start of the STAR. In these cases we have extended the STAR's back to the point the level restriction is based on in order to capture the standing agreement level and not lose it, as we can't have planning levels now which are not coded into the procedure. There is a standing agreement level which is reflected on many of the STAR's for East Midlands, Birmingham, Manchester and Liverpool at LIBSO, which is on UL975, so we have extended the STAR back to LIBSO in line with other STAR's. UL975 goes over the top of TRA006, and the plan is that the STAR will do likewise. We have created a new point 'FIZED' on UL975 which is basically on the boundary of the TRA. This will enable controllers to descend the aircraft to FL250 by FIZED (i.e. the lowest they can to remain above the TRA) which gives them the best opportunity to lose the height in time to get in to the MTMA. A/C are often vectored off the STAR as the TRA leaves them too high, but as DVOR is a 'replication' and not a re-design project, this is the best option we have come up with. Flight planning will restrict planning onto the STAR such that it can't be joined from below (from inside the TRA), as this was another concern that was raised by the CAA (I'm not clear how that could have happened but I'm best to let you know it won't be able to happen).

To summarise, traffic that previously would have picked up a STAR at GOLES after flying along UL975 from LIBSO, will now start the STAR at LIBSO. They won't be able to file below FL250 to remain above the TRA, and we have established a new point on the boundary of the TRA on UL975 to enable controllers to descend aircraft and define when they have past the TRA and issue further descent. We could have inserted a planning level at FIZED but this would have restricted the A/C even when the TRA isn't active and we are hoping that this solution is satisfactory to everyone, including the CAA.

The CAA asked specifically for evidence of engagement with the MOD on this, hence me sending it on. I'm happy to set up a call to cover it if required. Is this something you could assist with, and provide some feedback?

Actually just checking again, the Manchester STAR already goes back to FIZED so there isn't really anything new there other than the planning levels, but other airfields STAR's would be extended back to LIBSO which will mimic this and all would utilise the new point at FIZED.



Kind Regards,



NATS



ATC Development Manager

M:

E:



2) Email Response from DAATM, 4th November 2021

Hi [REDACTED]

Thanks for the engagement. MOD has no objection to the proposed changes.

Kind regards,

[REDACTED]

[REDACTED] | Sqn Ldr | SO2 Airspace Strategy | Defence Airspace and Air Traffic Management |

[REDACTED]

[REDACTED]