

## **CAP1520 Stage 1A – Version 2**

### **Statement of Need for Independent Parallel Approaches for TEAM aircraft, to all 4 runways at Heathrow and CPT SID**

#### **Change Sponsor details**

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Primary POC: [REDACTED]

Secondary POC: [REDACTED]

#### **Summary of intended change**

Tick boxes:

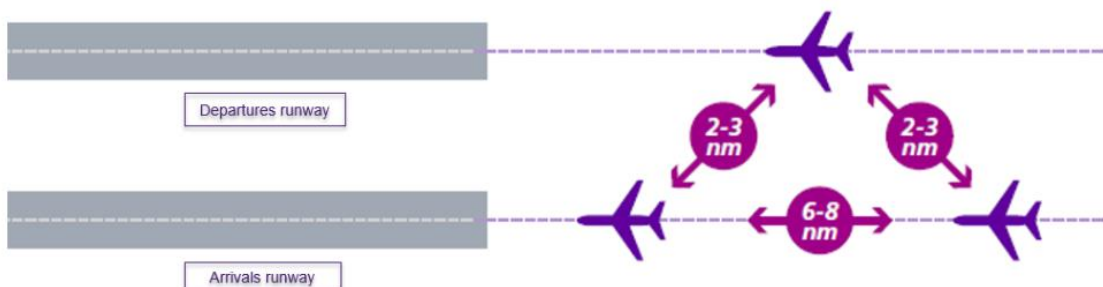
FIR, TCA, SID, Instrument Approach Procedure, Flight Procedures, ATS Airspace, Name-Code Designators (5LNC)

#### **Definition of TEAM**

TEAM is Tactically Enhanced Arrival Measures. The concept was introduced with runway alternation in 1972. It is a tactical procedure which allows for a temporary suspension of runway alternation to increase the flow of arriving aircraft. It does not provide additional capacity. There are different criteria for 0600-0700 and 0700 till last landing. All current TEAM procedures are detailed in MATS Part 2. Although there is technically no TEAM on easterlies, as there is no runway alternation, the same practice of alleviating delay in the stacks is used through allowing landers on the departures runway, when there are no departures and the DfT has accepted that it may be referred to as TEAM.

#### **The Change – IPA**

The current TEAM operation is inefficient due to the need to diagonally space aircraft to achieve the radar separation rules as shown below.



Consequently, when the TEAM triggers are met, up to 6 TEAM ac per hour can land on the departures runway. However, the overall effect from landing those 6 is only an increase of 2 to the hours landing rate because of the required diagonal spacing.

Where possible we wish to introduce PBN routes (currently RNAV into RNP-AR) for appropriately equipped TEAM aircraft from the holding stacks to each of the runways. This will make the use of TEAM more efficient – as every TEAM lander will count as an additional movement. This has the potential to reduce stack holding, and the number of out-of-alternation flights. It would also enable faster recovery post disruption thereby reducing the number of late running flights.

By using RNP(AR) the TEAM arrivals would essentially be contained within a tunnel in space ensuring separation from the ILS stream to the arrivals runway.

This airspace change will have no impact on the DfT TEAM rules.

This airspace change does involve a review of the DfT joining point rules for the arrivals on the IPA routes. Joining point for the ILS traffic will remain as today.

### The Change – CPT

The current CPT SID has not been flown as per the plate for over 30 years and the current radar vectoring arrangements have been in place, in the form of an agreed CAA trial, since Aug 2009. We therefore wish to rectify this by introducing a new CPT SID.

In addition, for IPA to work, controllers require a certainty regarding the position of other aircraft: the vectoring associated with the current CPT SID does not provide this. To facilitate IPA on easterly operations a new CPT SID is required.

Current implementation plan is being reviewed.