
From:
Sent: 31 March 2022 11:57
To:
Cc:
Subject: VOR Rationalisation- Brecon VOR and airline impact- response required

Dear all,

As part of the CAA's nationwide VOR rationalisation programme, the BCN VOR is due to be removed from service by NATS (NERL). This is anticipated to take place in December 2022. As you are aware, Bristol SID's were originally designed incorporating the BCN VOR.

The long term intention is to remove any dependency on the VOR as part of the current Bristol Airport Airspace Change Project (ACP). Due to the earliest likely ACP programmed implementation date being spring 2025, we need to consider an alternative option to mitigate the period between the loss of the VOR and the implementation of ACP.

The preferred solution for Bristol is to implement an RNAV substitution for the Brecon SIDs, in line with the requirements set out in *CAP 1781 DVOR/DME/NDB Rationalisation: Guidance for the Use of RNAV Substitution*. As part of this process, NATS (on behalf of Bristol Airport) will prepare a small scale Airspace Change Proposal for the RNAV substitution of the SIDs. As part of the safety case work we need to assure ourselves (and the CAA), that operators from BRS who utilise the BCN SIDs are able to operate using the RNAV substitution. These requirements are set out within *CAP 1781B DVOR/DME/NDB Rationalisation: Example Safety Approach*.

A key element of that process is to obtain positive confirmation that you as the aircraft operator are able to comply with the requirements set out within [CAP 1926: General Requirements and Guidance Material for the use of RNAV substitution](#). This gives further information on what airlines need to do to ensure that they can fly SID's using the RNAV substitution in lieu of the VOR SID.

In order for us to ensure that we can make progress on our safety assurance, please can you consider the information above, in relation specifically to CAP 1926, and provide confirmation to us that your airline is able to meet the following requirements:

- They have the necessary data available (within the FMS)
- They can comply with the requirements set out in CAP1926
- They do not have any other issues associated with this change

Please can you forward this email to the suitable person in your organisation, if you are not able to confirm these. We would like a response with this confirmation, on or before the 18th April.

We plan to obtain approval and submit the amended SID charts (see CAP1781B for examples) into AIRAC 12 (2nd September deadline), which shall mean that the substitution shall aim to be implemented for 1st December 2022.

If you have any questions or queries, please respond to myself and (copied in to this email).

Many thanks for your assistance with this.

Kind regards,

From: aurigny.com>
Sent: 14 April 2022 16:47
To:
Subject: Re: VOR Rationalisation- Brecon VOR and airline impact- response required

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi

I can confirm that Aurigny are able to use RNAV for enroute and approach navigation.

Regards,
Head of Flight Ops
Aurigny

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From:
Sent: Thursday, April 14, 2022 4:14:19 PM
To:
Cc:
Subject: RE: VOR Rationalisation- Brecon VOR and airline impact- response required

Internal Email

Hi

I've passed this on to our flight ops department for response.

Kind regards

From:
Sent: 24 June 2022 08:00
To:
Subject: RE: VOR Rationalisation- Brecon VOR and airline impact- response required

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Hi

I hope you are well.

Apologies BAE's response has took some time.

Our aircraft are kitted out very well this change will not have an impact on our operation.

Kind regards,

Flight Department - Safety, Risk and Compliance Lead
BAE Systems Submarines

Working together to create a diverse and inclusive workplace, join an Employee Resource Group [here](#).

From:
Sent: 24 May 2022 11:03
To:
Subject: RE: VOR Rationalisation- Brecon VOR and airline impact- response required

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If you think this is a phishing email, please report it by using the "Report Phishing" button in Outlook.

Hi

Thanks for the email, that would be great, thank you.

Kind regards

From: @centreline.aero>
Sent: 09 June 2022 11:28
To:
Cc:
Subject: Re: VOR Rationalisation- Brecon VOR and airline impact- response required

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning

I can confirm that all Centreline AV Ltd aircraft have RNAV capability and so are able to meet the requirements for RNAV substitution. As such the proposal does not present with operational issues.

Hope that helps. Please let me know if you need any more information.

Regards

Head of Flight Operations



Centreline AV Limited
Bristol Airport, BS48 3DP, UK
Registration Number: 02333041

www.centreline.aero



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From: easyJet.com>
Sent: 23 May 2022 09:04
To:
Subject: RE: VOR Rationalisation- Brecon VOR and airline impact- response required

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning

Sorry for the delay in getting back to you.

easyJet are compliant.

Best wishes

From:
Sent: 14 April 2022 13:08
To:
Subject: RE: VOR Rationalisation- Brecon VOR and airline impact- response required
Importance: High

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good afternoon,

Please can I remind you to review the email below and provide myself and with a formal reply as soon as practicable, so that we can continue to mitigate the VOR rationalisation impact to BRS.

Many thanks

From:
Sent: 31 March 2022 13:27
To:
Cc:
Subject: RE: VOR Rationalisation- Brecon VOR and airline impact- response required

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear

Thanks for your email. I understand our fleet technical manager for the ERJ ()has already replied in the affirmative. The only other fleet likely to use BRS is the ATR and likewise it can comply. However, Flight Ops has yet to review CAP 1926 formally and when we do if there's any dubiety I'll let you know.

Regards,

Manager Flight Support

Tel:
E-Mail:
Web: <http://www.loganair.co.uk>



From: @ryanair.com>
Sent: 11 April 2022 08:50
To:
Subject: Fwd: VOR Rationalisation- Brecon VOR and airline impact- response required

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Hi

We can do all that you are currently proposing. Thanks

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From:
Sent: Sunday, April 10, 2022 4:28:49 PM
To:
Subject: RE: VOR Rationalisation- Brecon VOR and airline impact- response required

Hi

Yes we can do all that they are describing.

Including RNP 1 SIDs also we are currently progressing an RNP(AR) approval with the IAA

Regards

From:
Sent: 11 May 2022 11:29
To:
Subject: FW: RNAV departures with BCN removed

From: @tui.co.uk>
Sent: 11 May 2022 11:25
To:
Cc:
Subject: RNAV departures with BCN removed

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi

I can confirm that TUI Airways can accept RNAV SIDs for BRS when BCN VOR is removed. This is for all fleets in TUI.

Any questions please let me know

Best Regards,

Fleet Operations Manager
TUI Airways

TUI Group

Wigmore House | Wigmore Place | Wigmore Lane | Luton | UK | LU2 9TN

www.tuigroup.com

twitter: www.twitter.com/TUIGroup

Chairman of the Supervisory Board: Prof. Dr. Klaus Mangold | Executive Board: Friedrich Jousen (CEO), Horst Baier, David Burling, Sebastian Ebel, Dr. Elke Eller, Frank Rosenberger | Company seat: Berlin/Hannover | Commercial register: Amtsgericht | Berlin-Charlottenburg HRB 321 | Hannover HRB 6580

TUI UK Limited, registered in England No 2830117, and TUI UK Retail Limited, registered in England No 1456086. VAT No: 233 3687 62

Marella Cruises Limited, registered in England No 12562788. VAT No 233368762

From:
Sent: 09 June 2022 17:20
To:
Cc:
Subject: RNAV Substitution – Safety Requirement 3

Dear Rachel,

RNAV Substitution – Safety Requirement 3

As the representative for the Air Navigation Service Provider at Bristol Airport, I write to confirm that our provision of the RNAV Substituted BCN 1X, BCN 1Z, EXMOR 1X and EXMOR 1Z SIDs, shall only apply to RNAV 1 equipped aircraft. Aircraft that are not RNAV 1 certified, will be offered navigational assistance (radar vectors) as an alternate mechanism for instrument departure; this is in accordance with extant procedure detailed in MATS Pt 2 (Section 5, Chapter 4, Para 4.3.11, Note 1) that is currently used during periods of ground asset maintenance and outage.

Furthermore, following Bristol Airport engagement with stakeholders regarding equipage and CAP1926 compliance, the number of non-certified RNAV 1 aircraft is anticipated to be at an extremely negligible level, and therefore at a rate that is deemed to not constitute an adverse impact to ATS safety through ATC workload or similar issue.

Kind regards



GM Air Traffic Services
Bristol Airport

Control Tower Building, Bristol Airport,
Bristol. BS48 3DY.
www.nats.co.uk



From: @execjet.co.uk>
Sent: 17 June 2022 14:12
To:
Cc:
Subject: FW: VOR Rationalisation- Brecon VOR and airline impact- response required

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Dear

Please see below – all OK for EJC. So sorry for the delay

Kind regards,

| Operations Manager

EXECUTIVE JET CHARTER LTD 

Business Aviation Centre, Farnborough Airport
Farnborough, Hampshire. GU14 6XA

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From:
Sent: 17 June 2022 14:05
To: >
Cc:
Subject: Re: VOR Rationalisation- Brecon VOR and airline impact- response required

Hi

Absolutely no impact on us.

Thanks,

Captain
Chief Pilot. G-GSVI-G-VIOF
Bristol Airport, Southside.
Bristol, Somerset. UK. BS48 3DP

From:
Sent: 29 June 2022 14:39
To: Bristol & Wessex
Subject: RE: VOR Rationalisation- Brecon VOR and airline impact- response required

Good afternoon,

Thank you for the information in your email confirming that you do not utilise the BCN and EXMOR SID's.

Note that the BCN VOR is being removed by NERL as part of the required rationalisation programme in December 2022.

Kind regards

From: bristolandwessex.co.uk>
Sent: 24 June 2022 12:53
To:
Cc:
Subject: RE: VOR Rationalisation- Brecon VOR and airline impact- response required

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Afternoon

Thank you for your email.

Currently most of our training aircraft are equipped with VOR capabilities and several are equipped with a Garmin 430.

For instrument training we utilise the BCN VOR and ILS and several aircraft are equipped for RNP approaches.

PPL Skills Tests require the candidate to demonstrate the use of Radio Navigation Aids and the BCN VOR is used for this purpose, due to the CAA not currently allowing GPS Track and Distance, without the BCN VOR PPL Skills Test will be not be possible either until the CAA accept GPS track and distance for PPL Skills Tests or until our aircraft are refitted with GPS equipment.

Kind Regards,

Bristol and Wessex
