



DAP1916 - Statement of Need

Tracking Code: NFKWT2X

BEFORE YOU BEGIN

- Please ensure the contents of CAP 1616f, Guidance on airspace change process for permanent airspace change proposals are referred to prior to completing this form. *

TYPE OF CHANGE

1. Category of Airspace Change

Does your proposal concern Changes to Notified Airspace Design or Planned and Permanent Redistribution of Air Traffic? *

- Changes to Notified Airspace Design Planned and Permanent Redistribution of Air Traffic

Have you previously submitted a Statement of Need?

Please enter a title for this intended change, (max 80 characters - the title should be succinct and include a location (where appropriate)): *

RNAV Substitution of eligible Conventional Procedures at Manchester Airport

2. Title of proposal

Which of the following categories is the proposal being progressed under? *

- Permanent Temporary Trial

SPONSOR

3. Change Sponsor Details

Please select the appropriate category and complete. *

- A Company
 An Unincorporated Association or other body
 Individual (including sole traders and partnerships)

3a. A Company

Registered Company name (in full) *

Manchester Airport Group

Registered Company Number

1960988

Trading Address (primary site)

Olympic House, Manchester Airport, Manchester

Trading name (if applicable)

E-mail

Postcode

M60 2LA

Registered Office Address

PO Box 352, Town Hall, Manchester

Country of Company Registration

United Kingdom

Country

United Kingdom

Postcode

M90 1QX

Email *

Confirm Email *

Do you require access to the CAA's Airspace Change Portal?

Telephone *

Primary Point of Contact Name *

Website address

www.magairports.com

Additional Contacts

You can add up to 4 additional contacts (this is useful to ensure that periods of absence are covered)

Contact 1

Contact Name *

Do you require access to the CAA's Airspace Change Portal?

Telephone *

Email *

Confirm Email *

— DELETE CONTACT

+ Add Contact

STATEMENT OF NEED

Independent Aviation/Airspace Consultancy

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

Statement of Need

Please complete the following four sections.

What is the objective of the proposed change? *

As part of the national transition to performance-based navigation (PBN), NATS plans to remove from service most of the Doppler VHF Omnidirectional Range (DVOR) network in the UK. The DVOR and Distance Measuring Equipment (DME), based at Manchester Airport (MCT), will be removed from service as part of this national programme. All the existing Manchester SIDs and some Initial Approaches are dependent on the MCT DVOR and/or the MCT DME. The Manchester Airport Future Airspace project (ACP-2019-23) will provide the long-term solution. On implementation ACP-2019-23 will remove dependency on the MCT DVOR/DME by providing Required Navigation Performance (RNP) SIDs and approaches to/from 7,000ft, from/to all four runways (Runway 23R, Runway 23L, Runway 05L and Runway 05R). In April 2023 MAG commenced a project to ensure the continuity of operations between January 2026 and the implementation of the Future Airspace project. In the IA each of the arrival/departure procedures was analysed to consider the most appropriate solution.

The preferred solution, identified for the SID and Initial Approach Procedures, is to utilise 'RNAV substitution', as detailed AIP EGCC 6-1 – 6-6 and EGCC 7 series respectively. 'Substitution' would provide an interim measure with FMS coding provided to aircraft, that would allow airlines to continue flying existing profiles without the ground-based assets.

Please provide a summary of the issue or opportunity this proposal is seeking to address including any safety, operational, technical, environmental or economic factors. *

Inbound aircraft are routinely vectored, under radar control, by Air Traffic Control to make an ILS approach to the duty runway, either Runway 05R, Runway 05L or Runway 23R (Runway 23L already has an RNAV approach but has no ILS and is not routinely used to land aircraft due to the distance of the runway end from the passenger terminals).

The existing Initial Approach Procedures (IAPs) are defined by reference to the MCT DVOR and DME. An IAP would only be flown, as published, in the event of a Radio Communication Failure (RCF) or when instructed by ATC. Both RCF and instruction by ATC to follow and IAF are very rare occurrences. 'RNAV Substitution', in accordance with CAP1781, through FMS coding can also provide a solution for the IAFs.

'RNAV Substitution' will provide operational resilience and allow the SIDs and IAFs to continue to be flown following the same lateral and vertical profiles as today without the MCT DVOR and DME.

Please provide a description of the current airspace design (i.e. the airspace structure and flight procedures) relevant to this proposal. *

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Please provide a description of the current prevailing air traffic situation (i.e. frequency and number of movements) and an indication of estimated forecast growth (where applicable). *

Manchester Airport is located approximately 7.5 miles southwest of Manchester city centre. Its catchment area covers the majority of Northern England, North Wales, and the northern part of the Midlands. It is the third largest airport in the UK. In common with the rest of the aviation sector, our passenger numbers were significantly affected by the COVID-19 pandemic. However, we remain confident that traffic levels will continue to recover, with the airport handling 200,000 movements per year (as we did in 2019) and playing a major role in the UK and regional economy. Pre-pandemic we served over 29 million passengers per annum and contributed £1.6 billion to the UK economy.

As your request may include a change to and/or new instrument flight procedures, you are also required to submit a DAP1917 - Application for Approval of a PANS-OPS Designed Instrument Flight Procedure.

- Are you submitting this Statement of Need to complete an Applicability and Policy Alignment Check (please refer to CAP 1616 version 5, paragraphs 2.8 to 2.11 for further details)?

Instrument Flight Procedures

- Does your proposal have the potential to include a change to and/or new IFPs?

Five-Letter Name Codes (5LNC)

- Does this request solely concern the reservation of new Five-Letter Name Codes (5LNC) in advance of a future proposal?

CAP 1616h Pre-Scaled Airspace Change Proposals

- Does your proposed change to airspace design fall within scope of one of the Pre-Scaled Airspace Change Proposals detailed in the appendices within CAP 1616h?

DVOR / DME / NDB Rationalisation - RNAV Substitution

- Is the proposal being progressed against the requirements set out in CAP1781: VOR / DME / NDB Rationalisation: Guidance for the use of RNAV Substitution?

Secretary of State for Transport's priorities

- Is the proposal being progressed under any of the priorities set by the Secretary of State for Transport or any other CAA priority such as safety or national security?

Airspace Modernisation Strategy *

- Is the proposal supporting the delivery of the Airspace Modernisation Strategy? If not, please use the text box below to explain how the proposal is not inconsistent with the Airspace Modernisation Strategy

As part of the national transition to performance-based navigation (PBN), NATS plans to remove from service most of the Doppler VHF Omnidirectional Range (DVOR) network in the UK. The DVOR and Distance Measuring Equipment (DME), based at Manchester Airport (MCT), will be removed from service as part of this national programme. All the existing Manchester SIDs and some Initial Approaches are dependent on the MCT DVOR and/or the MCT DME. The Manchester Airport Future Airspace project (ACP-2019-23) will provide the long-term solution.

Additional Information

Please use the box below to add any further information which the CAA should be aware of when considering this submission (for example dependencies on other airspace change proposals, proposed operating date(s) and/or funding deadlines)

On implementation ACP-2019-23 will remove dependency on the MCT DVOR/DME by providing Required Navigation Performance (RNP) SIDs and approaches to/from 7,000ft, from/to all four runways (Runway 23R, Runway 23L, Runway 05L and Runway 05R). In April 2023 MAG commenced a project to ensure the continuity of operations between January 2026 and the implementation of the Future Airspace project. In the IA each of the arrival/departure procedures was analysed to consider the most appropriate solution.

SUBMISSION INSTRUCTIONS

Submission

Your form has been successfully submitted. Please keep a copy of this acknowledgement for your records.

Date and Time:

30 Jan 2024 3:21:02 PM

Application Submission Number:

DAP1916V2-1013

Please note that the Airspace Regulation team will contact you to acknowledge receipt of your Statement of Need and to confirm the unique ACP reference number (ACP-YYYY-NNN) allocated to this submission. Following receipt of your unique ACP reference number, you will be required to create an associated airspace change proposal on the **CAA's Airspace Change Portal** (<https://airspacechange.caa.co.uk/>). Please refer to CAP 2385 Airspace Change Portal Important Information Guide.

Given the high number of new airspace change proposals (ACP), together with those proposals which are already in the system, it is possible that the proposal may not be assigned to a Technical Regulator/Account Manager immediately following submission of the Statement of Need. New proposals are allocated on a first come first served basis, unless the proposal is directly related to safety or national security matters, or as directed by the Secretary of State for Transport's priorities.

Once your submission has been assigned to an Account Manager/Case Officer, arrangements will be made for you to attend an Assessment Meeting. One of the key outputs from this meeting will be an indicative timeline for the proposed PPR. For Permanent changes, to enable the CAA to consider your proposed timescales, you will be expected to present dates for the following milestones at the Assessment Meeting:

- DEFINE Gateway
- DEVELOP & ASSESS Gateway
- CONSULT Gateway
- Formal Airspace Change Proposal Submission
- DECIDE Gateway
- Target AIRAC

The CAA holds Gateway Assessment Meetings on a monthly basis and the annual schedule is published on the **CAA's airspace change portal** (<https://airspacechange.caa.co.uk/about-airspace-change/>).

Finally, you should also note that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See Regulation (EU) No. 73/2010 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 and **CAP 1054: Aeronautical Information Management** (<https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=6808>) guidance material for further information. These requirements will be discussed in greater details during the course of your initial meeting with the CAA.

When you have completed this form, click this button to submit the form for processing. Do not click this button more than once. You will then be provided with further instructions.