

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: DTY 3N/4P SID Truncation - CAA requirements
Date: 29 May 2024 10:04:09

Hi [REDACTED]

For the first point raised I can confirm that NERL has no short-term plans to further change the route options available from SAPCO for EGNX departures and therefore does not foresee any anticipated change in flight paths above or below 7,000 ft. This change, which NERL supports would create a new baseline should any change proposals be developed in that area ahead of the planned MTMA area changes.

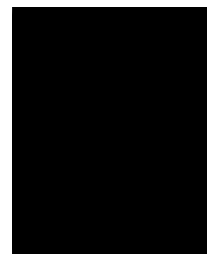
With regards to the FASI MTMA changes, having checked with the design team I can confirm that there is no consequential impact on the work being progressed. The current design, as developed in close collaboration with MAG, proposes a small change to the Southbound SIDs from EGNX in the final design to meet the network changes under development. Our pre-Stage 3 analytics work has not yet commenced and therefore this truncation of the DTY SID can be captured as part of the baseline for these changes.

If you need any more information, then please let me know.

Kind regards

[REDACTED]

NATS



4000 Parkway, Whiteley,
Fareham, Hants PO15 7FL
www.nats.co.uk

From: [REDACTED]

Sent: Tuesday, May 28, 2024 2:42 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: [EXTERNAL] DTY 3N/4P SID Truncation - CAA requirements

Hi [REDACTED]

Hope you're well. You will hopefully have seen the CAA have amazingly agreed to NERL publishing UY53 DTY – SAPCO to replace Northbound DCTs as part of our ACP (ACP-2023-039 refers).

They are asking for a few additional pieces of evidence as detailed below – please see my text in green.

- NERL are required to use a baseline which is based on the actual lateral tracks and vertical profiles flown by aircraft, and therefore, based on the sponsor's rationale that there is no anticipated change in flight paths above or below 7,000 ft., the NERL baseline would remain unaffected. *Without wishing to restrict any subsequent improved routeings NERL may wish to offer on the back of our ACP are you please able to confirm that your baseline for your design will not be affected by this proposal?*
- Further, the East Midlands Truncation (ACP-2023-039) will now additionally include a ATS Route UY53 between SAPCO and DTY (in place of extant Northbound DCTs). One of the conditions in adding it is that MAG gets confirmation from the NERL FASI MTMA design team that it will have no consequential impact on the work being progressed. We are yet to get anything back on this. *Please can you also confirm that replacing the Northbound DCTs between DTY and SAPCO will have no consequential impact on the NERL FASI MTMA Team (I'll ask our Team too.*

Cheers

[REDACTED]

www.magairports.com

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Impact of SID Truncation Proposals on FASI
Date: 12 April 2024 16:10:57
Attachments:

Hi [REDACTED]

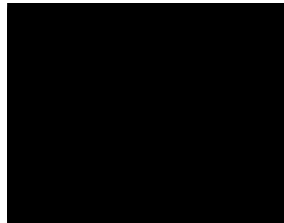
Yes, as per our conversation I can confirm that the proposed SID truncations at Stansted and East Midlands won't impact the FASI baseline analysis providing that changes to East Midlands are known by the end of July 2024.

We are supportive of delivering beneficial changes as soon as practicable and so if these changes can be facilitated by the other NERL operational areas (as well as NSL as required) then there's no objection from future operations perspective.

Kind regards

[REDACTED]

NATS



From: [REDACTED]

Sent: Friday, April 12, 2024 12:33 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: [EXTERNAL] Impact of SID Truncation Proposals on FASI

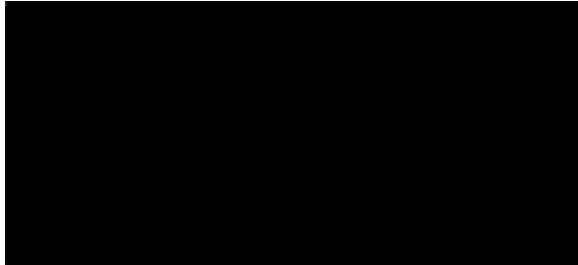
Hi [REDACTED]

Many thanks for finding the time to chat today regarding the proposed SID Truncations at East Midlands & Stansted Airports.

Based on our conversation can you please confirm as you indicated that they would have no impact on the FASI baselines from a NERL perspective and that you would be supportive of any changes that would deliver benefit to operators?

As indicated we are targeting AIRAC12/2024 for these changes but that remains a challenge primarily due to CAA resource and should we be unable to achieve this we would then target AIRAC02/25 – I will keep [REDACTED] and [REDACTED] of progress (or otherwise).

Many thanks



www.magairports.com

