



Engagement Strategy for the replacement of the DTY 3N/4P SIDs with the SAPCO 1N/1P SIDs

(formerly considered as the truncation of the DTY 3N/4P SIDs)
ACP-2023-039



Document Details

Reference	Description	
Document Title	Engagement Strategy for the replacement of the DTY 3N/4P SIDs with the SAPCO 1N/1P SIDs (formerly considered as the truncation of the DTY 3N/4P SIDs)	
Airspace change reference	ACP-2023-039	
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Authorship	This document has been prepared by Manchester Airport Group as owners of and acting on behalf of East Midlands Airport to address stakeholder engagement required to replace the DTY SIDs (formerly considered as the truncation of the DTY 3N/4P SIDs) with SIDs that terminate at waypoint SAPCO.	
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Amendments	As a result of feedback from the CAA received in August 2024 there are minor text changes throughout this document - <i>where possible these amendments are shown in purple.</i>	

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1 Introduction

Manchester Airports Group (MAG), as the change sponsor, is proposing to replace the existing DTY 3N/4P SIDs with new SAPCO 1N/1P SIDs that terminate at existing waypoint SAPCO. The Civil Aviation Authority (CAA) Airspace Change Proposal (ACP) reference is ACP-2023-039, and you can find the link to the [Airspace change portal here](#). The DTY 3N/4P SIDs are planned to be replaced ahead of the [RNAV Substitution of Eligible Conventional Procedures \(ACP-2024-009\)](#), in accordance with CAP1781.

The EMA SIDs have just had their 5-yearly Periodic Review completed, and all are considered to be fit for purpose and are not affected by obstacles, terrain, other airspace structures or Danger/Restricted Areas. The proposed replacement of the East Midlands Airport DTY 3N/4P SIDs with SAPCO 1N/1S SIDs will have no effect on the vertical profile or lateral track of departing aircraft below 7,000ft.

ACP-2023-039 has been designated, by the CAA, a Level 3 Permanent Airspace Change proposal and so this document has been designed to meet the engagement requirements outlined in [CAP1616h: Guidance on Airspace Change Process for Level 3 and Pre-Scaled Airspace Change Proposals](#). The following pages are aligned to the 'Consultation Strategy – Template' that is Appendix B of [CAP1616f Guidance on Airspace Change Process for Permanent Airspace Change Proposals](#). On the following pages we have set out how we have identified our stakeholders the engagement already completed and planned. We have taken care to ensure the planned engagement is proportionate to the scale and impacts of the proposed change.

2 Objectives

Stakeholder input is an important component of any Airspace Change Proposal and CAP1616 requires change sponsors to demonstrate how stakeholders' views and feedback have been sought and informed the development of the proposal.

In this Strategy we have identified the stakeholders that will be impacted, how we intend to engage with them and how we will ensure their views are heard, considered, and inform the content of Airspace Change Proposal submitted to the CAA. Our ultimate objective is to meet the requirements of CAP1616h and align to the best MAG practice in this area.

3 Summary of Engagement Activity Undertaken to Date

East Midlands Airport maintain a regular dialogue with stakeholders using or living close to the airport, with a quarterly meeting of the airport's Independent Consultative Committee, a meeting of the Airlines Operators Committee every two-months and a Pilot Liaison Group that meet twice a year. These two-way dialogs are supplemented with regular meetings with local councillors and ad hoc discussions with airlines.

So far engagement has included:

- **Aviation** -A presentation to the Pilot Liaison Group, with the opportunity for pilots and air traffic controllers (MAG and NATS Enroute) to feedback comments at the meeting or by e-mail afterwards. The meeting was ‘hybrid’ and recorded on MS Team, a full ‘slide deck’ and minutes will be shared with all those that attended and those who could not.
- **Aviation** -Emails to individual airlines explaining the proposed change and inviting feedback to establish the potential benefits that could be realised by the ACP.
- **Aviation** -Email exchanges and meetings with operational and Air Traffic Control colleagues at East Midlands Airport.
- **Aviation** -Email exchanges and meetings with colleagues from NERL.
- **Community** -Inclusion of details in the Managing Directors Report to the East Midlands Airport Independent Consultative Committee and presentations to their sub-committee Monitoring Environment Noise and Track.
- **Community** -Presentations at meetings of the East Midlands Airport Parish Forum.

As the proposed truncation will have no effect on the vertical profile or lateral track of departing aircraft below 7,000ft, the engagement delivered has been and will be audience led:

Communities	<ul style="list-style-type: none"> ○ Explained the background to the ACP and informed that it will not alter the path of aircraft or their height above the ground. ○ Advised that progress can be tracked on the portal. ○ Invited to raise any questions or concerns with us.
Aviation	<ul style="list-style-type: none"> ○ Engaged with airlines to help establish the potential benefits that could be realised by the ACP. ○ Contacted Air Traffic Control providers to establish the viability and likely support for the ACP.

4 Audience

As required by CAP1616, at Stage 1 of the process we identified the stakeholders who would be affected by this Airspace Change Proposal. As outlined the proposed replacement of the East Midlands Airport DTY 3N/4P SIDs with new SAPCO 1N/1P SIDs will have no effect on the vertical profile or lateral track of departing aircraft below 7,000ft. ACP-2023-039 has been designated a Level 3 Permanent Airspace Change Proposal and needs to meet the engagement requirements outlined in CAP1616h. CAP1616h outlines that the engagement required will depend on local circumstances and the scale and impact of the airspace change proposal. At our Assessment Meeting in October 2023, it was agreed with the CAA that the change proposed would have no effect on local communities and little effect to aviation stakeholders other than those operating from East Midlands Airport. We suggested therefore suggested that engagement should be concentrated on our local aviation stakeholders.

We have determined that in the aviation community, affected stakeholders are those controlling aircraft, flight planning or flying aircraft departing East Midlands Airport on the DTY 3N/4P SIDs.

Those identified as the principle stakeholders who need to be engaged with are:

- Air Traffic Control (ATC) at both East Midlands Airport (MAG colleagues) and the London Area Control Centre at Swanwick (NATS En Route Ltd).
- Those airlines operating aircraft from East Midlands Airport.
- NATMAC Members.

5 Approach

Over the pages of this Strategy the affected stakeholders have been identified and the measures proposed to engage with them defined. A full chronology of the engagement activities completed, examples of materials used, and feedback received will be included in an Appendix to the submitted Airspace Change Proposal.

As outlined in [Section 3](#), East Midlands Airport maintain a regular dialogue with stakeholders using or living close to the airport with quarterly Independent Consultative Committee meetings, meetings of the Airlines Operators Committee every two-months and a Pilot Liaison Group twice a year. These meetings are supplemented with regular meetings with local councillors and ad hoc meetings with airlines.

In [Section 3](#) we outlined how we have already used these established forums to explain our Airspace Change Proposal to replace the DTY 3N/4P SIDs with new SAPCO 1N/1P SIDs. Going forward we will continue to update our stakeholders (through these groups) of progress with this Airspace Change Proposal.

As a result of ongoing engagement on the FASI ACPs we have developed a comprehensive, up to date stakeholder list of relevant operational personnel. We will supplement our presentation to the Pilot Technical Group with direct mails to the airlines operating from East Midlands Airport to advise of this change and invite feedback/any questions that they might have.

We will list engagement activities undertaken, provide examples slides/materials presented, other supporting materials and relevant e-mail replies we receive with the submitted Airspace Change Proposal.

6 Materials

Naturally the materials used will be relevant to the forums presented to. East Midlands Airport use the envirosuite Aircraft Noise and Operations Monitoring System (ANOMS) to monitor aircraft for environmental purposes. In the Appendix to this Strategy, we have included slides presented recently to Parish Councillors. As you can see have used (and will continue to use) a mixture of 'plots' from ANOMS and our GIS mapping resources to illustrate the proposed change.

The resources going forward will naturally be bespoke, textual in nature with suggested alterations to the SID narrative/names etc. As an [Appendix](#), to the submitted Airspace Change Proposal, we will include a examples slides/materials presented.

We are the
**Journey
Makers**

EMA Parish Engagement Forum

22nd April 2024

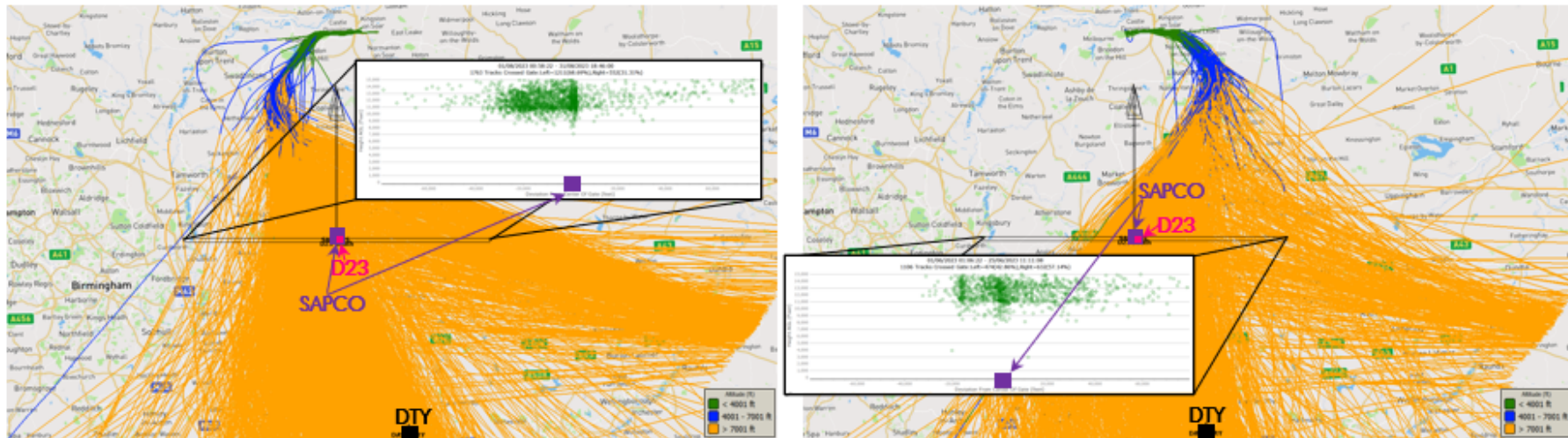
Future Airspace Update



Overview of CAP1616 Airspace change processes underway

	Airspace change ID	Descriptor	Change level	Current Stage	Notes	Status
Short term	ACP-2023-038	Removal of BPK 2P SID	0	6	Removed unused SID to save RNAV substituting them (now complete).	Complete ✓
Medium term	ACP-2023-039	Truncation of DTY 3N/4P SIDs	3	1	Truncation of the DTY SIDs to SAPCO	CAA Assessment meeting completed
	ACP-2024-009	RNAV Substitution of Eligible Conventional Procedures	TBC (LBA is 3)	1	'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 TNT and DTY DVORs.	Awaiting assessment meeting
Long term	ACP-2019-044	East Midlands Airport Future (FASl)	1	3	East Midlands Airport Future (FASl)	Simulations in June

ACP-2023-039 DTY 3N/4P Truncation at SAPCO



Above left is an ANOMS 'plot' of aircraft departing from Runway 27, on the DTY 3N SID in August 2023 (month with the highest proportion of westerly operations).

Above right is a 'plot' of aircraft departing from Runway 09 on the DTY 3P SID in June 2023 (month with the highest proportion of easterly operations).

On each 'plot' the tracks of aircraft to 4,000ft is shown in green, from 4,001ft to 7,000ft in blue and above 7,001ft in gold. The positions of both SAPCO and D23 are marked.

A 'penetration gate' has been drawn 13nm to either side of SAPCO and the insert shows the height of aircraft passing through.

A significant amount of 'vectoring' of aircraft, after passing the NPR ceiling 6,000ft is shown and it is also evident that most aircraft have attained 9,000ft long before the proposed truncation point of SAPCO and DTY D23.

It is clear, from these 'plots', that SID direction for aircraft in excess 6,000ft is no longer required as aircraft are under NATS enroute control.

ACP-2024-009

RNAV Substitution of Eligible Conventional Procedures

- ✈ All targeted Nav aids will be switched off 01/01/2026 regardless of any remaining dependencies.
- ✈ EMA dependency on Daventry and Trent DVORs continues.
- ✈ Impact Assessment (in line with CAP1781) and submitted in June 2023 was approved by the CAA in February 2024.
- ✈ NATS Services Ltd contracted to supply:
 - Initial Approach Procedures for Runway 09 and Runway 27 ✓
 - RNAV Substitutions of the four SIDs (2xTNT & 2xSAPCO) Awaiting
- ✈ Our plan is to remove all dependencies on the Daventry and Trent DVORs by 31st December 2024.
- ✈ 2025 is 'contingency' year.