



# Engagement Strategy for RNAV substitution

ACP-2024-007



# Document Details

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# Contents

Document Details	2
Contents	3
1 Introduction	4
2 Objectives	4
3 Summary of Engagement Activity Undertaken to Date	4
4 Audience	5
5 Approach	6
6 Materials	6
Appendix	Error! Bookmark not defined.

# 1 Introduction

Manchester Airports Group (MAG), as the change sponsor, is proposing the RNAV Substitution of all eligible procedures that are dependent on the Manchester DVOR or DME; in accordance with [CAP1781 DVOR/DME/NDB Rationalisation: Guidance for the use of RNAV Substitution](#). The Civil Aviation Authority (CAA) Airspace Change Proposal (ACP) reference is ACP-2024-007, and you can find the [link to the Airspace change portal here](#).

ACP-2024-007 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](#) and cognisant of the guidance provided in [CAP1781 DVOR/DME/NDB Rationalisation: Guidance for the use of RNAV Substitution](#). This document is 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 and 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 ACP 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 the ACP 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

Manchester Airport maintain a regular dialogue with stakeholders using or living close to the airport, with

- Quarterly meetings of the Manchester Airport Consultative Committee (MACC)/Technical Advisory Group (TAG -a MACC sub-committee that focuses on the external 'face' of the Airport, covering ground transport, environmental controls and policy, airline performance and airfield operations issues)
- Regular meetings of the Airlines Operators Committee (AOC) every two-months.
- Regular meetings of the Flight Operations Safety Committee (FLOPSC), with pilots, handling agents, air traffic controllers and operational MAG colleagues.

These two-way dialogues are further supplemented with regular meetings with local councillors and ad hoc discussions with airlines.

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

Communities	○ 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 CAA Airspace Change portal.
	○ Invited to raise any questions or concerns with us.
Aviation	○ Engaged with airlines to help establish any particular issues with their airframes/practices we need to be aware of.
	○ Contacted Air Traffic Control providers to establish the likely support for the ACP.

So far engagement has included:

- **Aviation** -Multiple presentations to Flight Operations Safety Committee, with the opportunity for pilots and air traffic controllers (MAG and NATS En Route) to feedback comments at the meeting or by e-mail afterwards. The meetings are 'hybrid' and a full 'slide deck' and minutes are shared with all those that attended and those who could not.
- **Aviation** -Emails to complete a 'fleet equipage survey,' in order to understand the technology available on the flightdeck. We are using the results to identify any equipment shortfall that may require special arrangements for particular airframes, for instance if they cannot fly RNAV1 they may require a Non-Standard Departure.
- **Aviation** -Email exchanges and meetings with operational colleagues and NSL Manchester Air Traffic Control.
- **Aviation** -Email exchanges and meetings with colleagues from NERL.
- **Community** -Inclusion of details in the Managing Directors Report to MACC and reports/presentations to their sub-committee the TAG.
- **Community** -Presentations at meetings of the Manchester Airport Town and Parish Councillor Forums (including one in July 2024).

## 4 Audience

As required by CAP1616, at Stage 1 of the process we identified the stakeholders who would be affected by this ACP. As outlined, the proposed RNAV Substitution of Manchester Airport arrival and departure procedures will have no effect on the vertical profile or lateral track of arriving or departing aircraft below 7,000ft.

ACP-2024-007 has been designated a Level 3 Permanent ACP 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 ACP. At our Assessment Meeting in May 2024, 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 into and out of Manchester Airport. We suggested therefore that engagement should be concentrated on our local aviation stakeholders and NATMAC members.

We have determined that in the aviation community, affected stakeholders are those controlling aircraft, flight planning or flying aircraft arriving at/departing from Manchester Airport.

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

- Air Traffic Control (ATC) at both Manchester Airport (NSL colleagues) and the Scottish Control Centre at Prestwick (NATS En Route Ltd) who control departing aircraft within the Manchester Terminal Manoeuvring Area
- Those airlines operating aircraft from Manchester Airport.
- UK Route Management at the London Area Control Centre at Swanwick.
- IFPS, Eurocontrol, Harem, Belgium.
- 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 ACP.

As outlined in [Section 3](#), Manchester Airport maintain a regular dialogue with stakeholders using or living close to the airport with quarterly MACC/TAG meetings, meetings of the AOC every two-months and regular FLOPSC meetings. 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 ACP to RNAV substitute suitable arrival/departure procedures. Going forward we will continue to update our stakeholders (through these groups) of progress with this ACP.

As a result of ongoing engagement on the FASI ACPs we have developed a comprehensive, up to date, stakeholder list of relevant operational personnel. In August 2024, we will send an e-mail summarising the proposal to NATMAC Members in addition to the other local/national/international aviation stakeholders using Manchester Airport. [Appendix 2](#), to this document, contains a list of the Stakeholders that will be mailed. Stakeholders will have 28 days to reply to our mail, a standard AIRAC cycle, which provides an excellent margin for availability. In total local aviation stakeholders will have had more than eleven months (since first announced to FLOPSC) notice of the intention to RNAV Substitute.

The e-mail will be sent out on Thursday 1<sup>st</sup> August 2024 and so the 28 day (plus one day for the Late Summer Holiday -26/08/2024) reply period will expire on Friday 30<sup>th</sup> August 2024. We will advise Stakeholders that we would appreciate an acknowledgement of receipt of the mail and/or be pleased to address any queries/concerns they might have. Equally we will advise that we will interpret 'no response' as acceptance/support of this ACP. Any stakeholders that do not acknowledge receipt of the mail will be reminded after fourteen days (Thursday 15<sup>th</sup> August 2024). We will aim to respond to any queries/questions within five-working days. In the unlikely event a stakeholder raises a query that takes longer to resolve or requires a change to our timeline we will work with them and the CAA to resolve the matter and adjust the programme timelines as necessary.

In the submitted ACP, we will provide information (in the main document and appendices) that lists the engagement activities undertaken, example slides/materials presented and relevant copies of agendas/minutes. We will detail feedback from stakeholders to show support or otherwise of our proposal.

## 6 Materials

Naturally the materials used will be relevant to the forums presented to. As an [Appendix](#) to this Strategy, we have included slides presented at the October 2023 Town and Parish Councillor Forum. The resources going forward will naturally be bespoke, textual in nature with suggested alterations to the SID narrative/names etc.

## Appendix 1 -Slides presented at the October 2023 Town & Parish Councillor Forum

We are the  
**Journey  
Makers**

**Future Airspace  
Consultation Manager**

**The Manchester Airport Future  
Airspace project and work to remove  
dependency on MCT/TNT DVORs &  
MCT DME**

**Town & Parish Councillor Forum 11<sup>th</sup> October 2023**



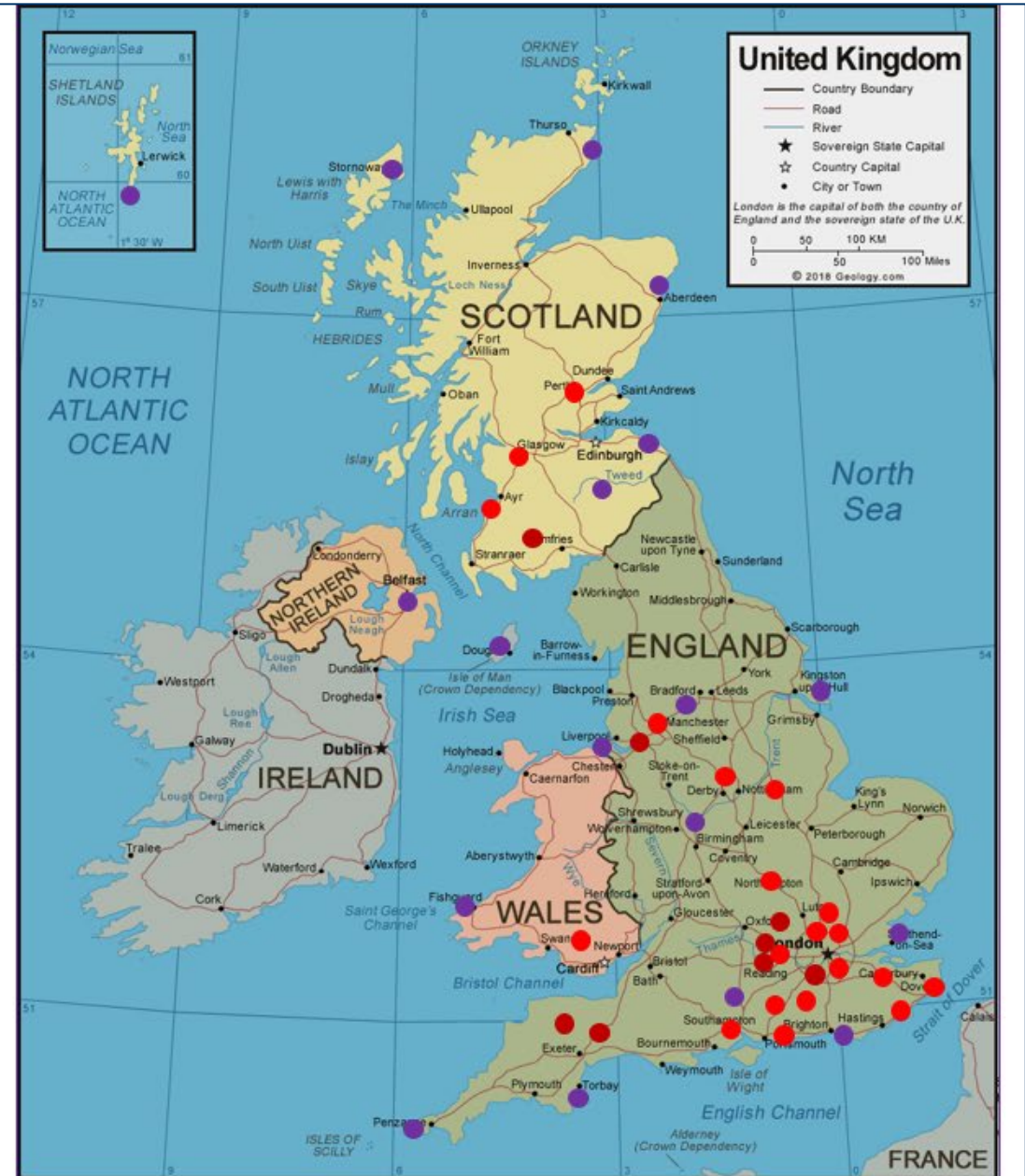


# Map of UK ground based navigational aids

- DVORs staying
- DVORs to be
- decommissioned
- NDBs to be decommissioned



The Manchester Doppler VHF Omni-directional Range (MCT DVOR). A ground-based radio navigation beacon used by pilots to assist in aircraft navigation.





# The Manchester Airport Future Airspace project



## Stage 1, Step 1a –Our Statement of Need

One of the driving requirements for Airspace change listed was the removal from the service of the DVORs original scheduled for December 2022.

Where are we now:

- NERL –Stage 3 (passed S2 gateway March 2023)
- Manchester –Stage 3 (passed S2 gateway March 2023)
- Liverpool John Lennon –Stage 3 (passed S2 gateway October 2023)
- Leeds Bradford –Stage 2 (failed S2 gateway July 2023)  
–*New gateway proposed for February 2024*
- East Midlands –Stage 2 submitting on 27<sup>th</sup> October 2023  
(S2 Gateway 24<sup>th</sup> November 2023)

# Cumulative Analysis Framework, CAF1 -Early Stage 3

- ✓ Seven operational interactions have been identified between the LPL and MAN Route Options.
- ✓ At the MAN/LPL Risk Separation Workshop (RSW) solutions have been identified for each.
- ✓ Where there are multiple solutions (for an interaction) some favour one airport and some the other.
- ✓ Those options that provide a 'viable' solution can be taken forward to be assessed.
- ✓ A 'Cumulative Assessment Framework' (CAF) can be used to test each solution in a 'combined options appraisal'. The resulting data will cover the combined effect to MAN and LPL of that solution.
- ✓ One or two solutions will stand out as the most advantageous, 'overall', and then the airports can agree or ask for CAA arbitration/decision.

## Appendix 2 -Stakeholder list

	Organisation
NATMAC Members	Aircraft Owners and Pilots Association (AOPA)
	Airfield Operators Group (AOG)
	Airlines UK
	Airport Operators Association (AOA)
	Airspace Change Organising Group (ACOG)
	Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)
	Aviation Environment Federation (AEF)
	BAe Systems
	British Airline Pilots Association (BALPA)
	British Airways (BA)
	British Balloon and Airship Club
	British Business and General Aviation Association (BBGA)
	British Gliding Association (BGA)
	British Helicopter Association (BHA)
	British Microlight Aircraft Association (BMAA)
	British Skydiving
	Drone Major
	General Aviation Alliance (GAA)
	Guild of Air Traffic Control Officers (GATCO)
	Helicopter Club of Great Britain (HCGB)
	Honourable Company of Air Pilots (HCAP)
	Isle of Man CAA
	Light Aircraft Association (LAA)
	Low Fare Airlines
	Military Aviation Authority (MAA)
	Ministry of Defence - Defence Airspace and Air Traffic Management (MoD DAATM)
	NATS
	Navy Command HQ
	PPL/IR (Europe)
	UK Airprox Board (UKAB)
	UK Flight Safety Committee (UKFSC)
	United States Visiting Forces (USVF), HQ United States Country Rep-UK (HQ USCR-UK).
	NATMAC
NATS	Members of the National Air Traffic Management Advisory Committee
Local	Aegean Airlines
	Aer Lingus

Air Canada
Air China
Air Contractors
Air France & KLM
Air Transat
AirTanker
AlbaStar
Aurigny Air Services
Balkan Holidays Air
Biman Bangladesh Airlines
British Airways
Brussels Airlines
Buzz
Cathay Pacific Airways
Corendon Airlines
DHL
DNATA
Eastern Airways
easyJet
Egyptair
EL AL Airlines
Emerald Airlines (Aer Lingus)
Emirates
Enter Air
Ethiopian Airlines
Etihad Airways
Eurowings
Federal Express
FedEx
Finnair
Freebird Airlines
Global Baggage
Gulf Air
Hainan Airlines
Hellas
Iberia
Iberia Express
Icelandair
Iran Air
Jet2.com
Juneyao Airlines
Kenya Airways
Kuwait Airways
Loganair
Lufthansa Group   Austrian Airlines, Lufthansa, SWISS
Luxair

	Maleth-Aero
	Mavi Gök Airlines (MGA)
	Med-View Airline
	Menzies Aviation
	NetJets
	Norwegian Air
	Norwegian Air Shuttle
	Oman Air
	Omni Air International
	Pegasus Airlines
	Qatar Airways
	Royal Air Maroc
	Royal Jordanian
	Ryanair
	SAS Scandinavian Air Systems
	Saudia Airlines
	Signature Flight
	Singapore Airlines
	Skywest Airlines Pty
	Storm Aviation
	Sundair Flugkapitän
	SunExpress
	Swiss International Air Lines
	Swissport International Ltd
	TAP Air Portugal
	Titan Airways
	TUI Airways
	Turkish Airlines
	United Airlines
	Virgin Atlantic
	Vueling
Local GA	British Aviation Group
	British Gliding Association BGA
	Cheshire Helicopters
	CMAC Group
	Dales Hang gliding and Paragliding Club (DHPC)
	Derbyshire and Lancashire Gliding Club
	Flight School - Derbyshire Flying Centre
	Flight School - Peak Airports
	FlyWolfe
	GB Helicopters
	Greater Manchester Police
	Leek and Moorlands Model Gliding Association
	Light Aircraft Association
	Mainair Flying School
	Pennine Helicopters

