



# Engagement Strategy for RNAV substitution V2

ACP-2024-009



# Document Details

Reference	Description		
<b>Document Title</b>	Engagement Strategy for RNAV substitution		
<b>Airspace change reference</b>	ACP-2024-009		
<b>Issue</b>	Version 2		
<b>Authorship</b>	This document has been prepared by Manchester Airports Group as owners of and acting on behalf of East Midlands Airport to address stakeholder engagement required for the RNAV substitution of arrivals/departure procedures.		
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<b>Amendments</b>	Inclusion of the details of stakeholders in section ' <a href="#">5 Approach</a> ' of this document and in an additional appendix ( <a href="#">Appendix 2</a> ). Details have also been added to section ' <a href="#">5 Approach</a> ' to explain how an appropriate level of response will be sought and achieved.		

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# 1 Introduction

Manchester Airports Group (MAG), as the change sponsor, is proposing the RNAV Substitution of all eligible procedures that are dependent on the Trent DVOR or Daventry DVOR; 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-2024-009, and you can find the [link to the Airspace change portal here](#).

ACP-2024-009 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](#). 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. This two-way dialogue is 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 aircraft below 7,000ft, the engagement delivered has been and will be audience led:

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

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 En Route) 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 were 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 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.

## 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 RNAV Substitution of East Midlands Airport arrival and departure procedures will have no effect on the vertical profile or lateral track of departing aircraft below 7,000ft. ACP-2024-009 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 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 from East Midlands 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 East Midlands Airport.

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.
- 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 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 RNAV substitute suitable arrival/departure procedures. 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. In June, we will send an e-mail summarising the proposal to NATMAC Members in addition to the other local/national/international aviation stakeholders. [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 70 days (since PLG) notice of the intention to RNAV Substitute.

The e-mail will be sent out on Friday 14<sup>th</sup> June and so the 28 day reply period will expire on Friday 12<sup>th</sup> July 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 proposed change. Any stakeholders that do not acknowledge receipt of the mail will be reminded after fourteen days (Friday 28<sup>th</sup> June). 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 as 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 Airspace Change Proposal, we will provide information (in the main document or appendices) that lists the engagement activities undertaken, examples 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. 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 this document, we have included slides presented to the East Midlands Parish Engagement Forum in April 2024 (community stakeholders). As an Appendix to the submitted Airspace Change Proposal, we will include more examples of slides/materials presented to our stakeholders.

Appendix 1 -Slides presented at the April East Midlands Airport Parish Engagement Forum



The slide features a dark blue background on the left with white and orange text. On the right, there is a photograph of an airplane wing against a sunset sky, with geometric orange and dark blue shapes overlaid. The bottom right corner contains the East Midlands Airport logo.

**We are the  
Journey  
Makers**

**EMA Parish Engagement Forum  
22nd April 2024  
Future Airspace Update**

**Emma Welch  
Jonathan Challis**

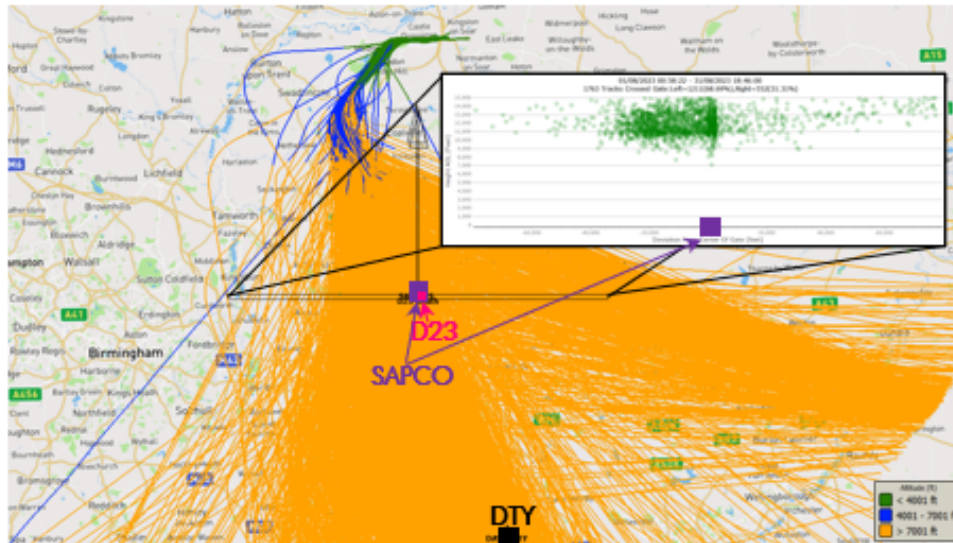
**MAG  
East Midlands  
Airport**

# 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

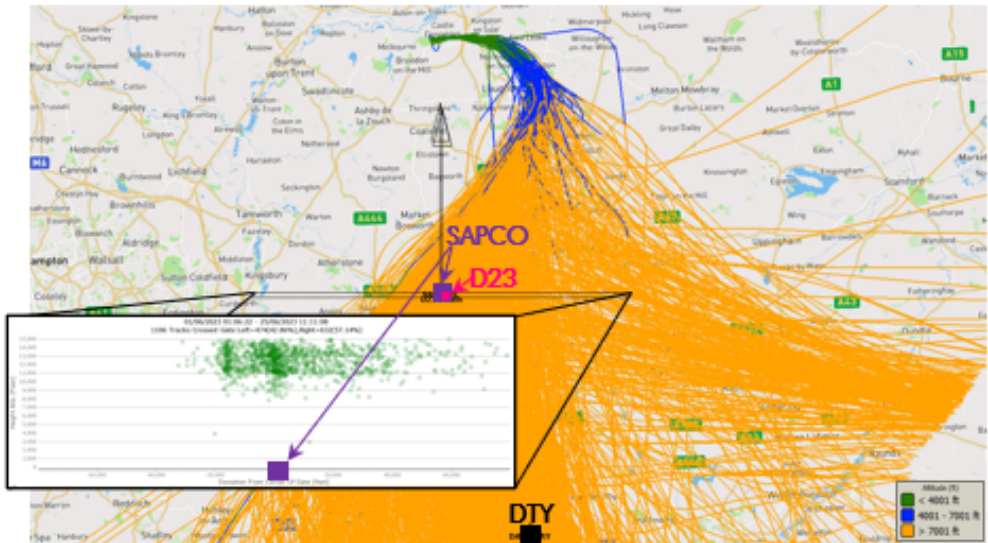


# ACP-2023-039 DTY 3N/4P Truncation at SAPCO



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.

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## 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 31<sup>st</sup> December 2024.
- 2025 is 'contingency' year.

## 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	National Air Traffic Management Advisory Committee Members

## Local operators

ABX Air
AeroLogic
Air Belgium
Air Chathams
Air Contractors
Air Dolomiti
Air Nostrum
ASL Airlines
Atlas Air
Aurigny Air Services
Balkan Holidays Air
Blue Islands
Bluebird
Cargo Lux
DHL
DHL Aviation (UK) Ltd
East Midlands Air Ambulance
Eastern Airways
Emerald Airlines (Aer Lingus)
Enter Air
FedEx
Freebird Airlines
Ghadames Air
Jet2.com
Kalitta Air
Loganair
Maersk Air Cargo
MNG Airlines
One Air Ltd
Qatar Airways
RVL
Ryanair
SAS Scandinavian Air Systems
Star Air
Swift Air
TAG Aviation
TAP Air Portugal
Titan Airways
TNT (FEDEX)
TUI Airways
UPS Ltd
West Atlantic

# Local GA

Buckminster Gliding Club
Derby Aero Club
Donington Aviation
The Gliding Centre
Fly Advantage
DonAir East Midlands
Gamston Flying School
Airways Training (Darley Moor)
Central Helicopters
E-Plane Limited T/A Fenland Flying School
Flight Centre 2010 Limited
Leicester Aero Club
The Sherwood Flying Club Limited
Tatenhill Aviation
True Air Speed Training