

Safety and Airspace Regulation Group

Airspace Change Process

Post Implementation Review Data Request (Scaled)

ACP Project Reference:	ACP-2020-66		
Title of Airspace Change:	Removal of London Stansted LYD6R/5S SIDs		
Change Sponsor:	NATS		
CAA Decision Document:	Decision Document		
CAA Decision Date:	21/04/2021	AIRAC Date(s):	09/09/2021
PIR Data Submission Requested:	06/06/2025	PIR Data Submission Required by:	08/08/2025

Introduction

1. The CAA's airspace change process is a seven-stage mechanism that is set out in detail in CAP 1616. Stage 7 of this process is a Post Implementation Review (PIR) that normally begins one year after implementation of the change. The PIR is an assessment of whether the anticipated impacts and benefits in the approved change and published decision are as expected and where there are differences, what steps (if any) the CAA requires to be taken.
2. Irrespective of whether the CAA decision to approve the change was made under the previous process (set out in CAP 725), all PIRs should normally be in accordance with the process requirements of CAP 1616. However, when assessing the expected impacts against the actual impacts, the methodology adopted at the time of the original CAA decision should be used.
3. Airspace Change Proposals can vary in size, scale and complexity, which has led the CAA to scale the PIR process appropriately. A PIR of Level 2 changes will be undertaken when it is proportionate to do so. For some changes, the CAA may proportionately reduce the extent of evidence and data required from the change sponsor or allow more flexibility in the format of the data required¹.
4. This data request form sets out that list of data required for the CAA to complete the assessment for a scaled PIR. On receipt of this data request form, the change sponsor should provide qualitative statements against each of the general observations listed below. The date on which the CAA requires the data to be submitted is stipulated at the top of this document.

¹ CAP 1616 – Para 294, 295 & Appendix H
APR-AC-TP-041

Safety and Airspace Regulation Group

General Observations

1. The following general observations are to enable an overview of the effectiveness of the airspace change.
2. The change sponsor is required to submit a qualitative statement against each data request which supports the conclusion reached in each case.
3. The CAA will review the analysis of the data submitted to ensure the anticipated impacts and benefits in the approved change were as expected.

- a) An overview statement on whether, in the change sponsor's view, the original proposal met the intended objectives as described on the CAA's decision to approve the change.

The change sponsor (NERL) reasons that the original proposal met the intended objectives as described in the CAA's decision to approve the change.

This ACP proposed to extend ATS route M604 from the DET DVOR to LYD, replacing the final segment of the EGSS LYD 6R/ 6S SIDs and thus, allow the removal of these SIDs. The ACP explained that the DET 1R/ 1S SIDs would be used instead, which follow the same route to DET and M604 beyond. The ACP noted that this was a technical flight planning change and would not have any impact on aircraft tracks over the ground.

The change was necessary to remove final procedural dependencies on the LYDD DVOR which was removed from service in 2023.

- b) An overview statement on whether, in the change sponsor's view, the original proposal met any conditions described on the CAA's decision to approve the change (if applicable).

N/A - there were no conditions attached to the approval of this ACP.

- c) Confirm that implementation occurred on the dates identified in the Decision Letter. If no implementation date was specified in the Decision, please state so.

The targeted implementation date was 9th September 2021, AIRAC 09/2021. This was met.

Safety and Airspace Regulation Group

d) If there was a significant delay between the planned and actual implementation date, please provide an explanation.

N/A – no delay.

e) Identify whether any other issues of significance have occurred during the period 12 months after date of implementation.

No significant issues occurred.

f) Other than normal promulgation activity (e.g. NOTAM, AIC etc.), identify what steps were undertaken to notify local aviation stakeholders that the airspace change was about to be implemented.

Normal promulgation activity was undertaken.

g) Feedback/complaints received from stakeholders, aviation stakeholders or the Ministry of Defence by the change sponsor in the period between implementation and post-implementation review (including feedback/complaints received via an FCS 1522 Form (UK Airspace Access or Refusal of ATS Report)).

N/A.

Safety and Airspace Regulation Group

Other information of relevance (if appropriate)

- h) NATS must make suitable arrangements for collection of the following data for use during the PIR:
1. Safety Data, including MORs or ASRs.
 2. Traffic figures including actual vs predicted figures and dispersion comparisons along the DET SIDs when aircraft are departing to LYD via M604.
 3. Operational feedback from ATC and airlines if relevant.

1. Safety Data

The following safety data was extracted for this PIR:

- Incident date on or after 01/09/2021.
- EGSS to be included as the origin airport of any aircraft in the incident.
- Report *narrative, description, investigation findings*, and *actions* were searched for the following strings: *DET, LYD, M604, SID* and individually analysed.

There were **no safety reports** associated with either the removal of the EGSS LYD SIDs or continued/ replacement use of the DET SIDs.

There were a small number of safety reports related to EGSS departures which flew a DET SID; for example, 2 level busts for DET2R departures due to pilot pressure setting errors. However, specific use of the DET2R SID was not a contributory factor.

2. Traffic Figures

The following traffic data was extracted for this PIR:

- Stansted departures (**flightplanned**) between 01/05/2024 – 30/04/2025. This time period was chosen as the PIR was requested by the CAA in June 2025, and this was the latest 12-month period available at the time of writing.
- Stansted departures (**flightplanned**) filtered for **DET2R/ 2S** SID departures and grouped by month, summarised in Table 1 below.
 - Count of flights on each SID which **flightplanned** to route via *M604 – LYD*, shown in *italics*.
- Stansted departures (**actual**) between 01/05/2024 – 30/04/2025 which flew over *LYD*, see **Paragraph 2.2** below.

Safety and Airspace Regulation Group

Date	DET2R SID		DET2S SID	
	Total DET2R Deps (Av per Day)	DET2R – M604 – LYD (Av per Day)	Total DET2S Deps (Av per Day)	DET2S – M604 – LYD (Av per Day)
May-24	111 (3.6)	44 (1.4)	21 (0.7)	14 (0.5)
Jun-24	148 (4.9)	55 (1.8)	12 (0.4)	6 (0.2)
Jul-24	195 (6.3)	53 (1.7)	11 (0.4)	5 (0.2)
Aug-24	213 (6.9)	49 (1.6)	8 (0.3)	3 (0.1)
Sep-24	148 (4.9)	42 (1.4)	30 (1.0)	5 (0.2)
Oct-24	177 (5.7)	56 (1.8)	13 (0.4)	1 (0.0)
Nov-24	139 (4.6)	50 (1.7)	13 (0.4)	6 (0.2)
Dec-24	157 (5.1)	53 (1.7)	15 (0.5)	5 (0.2)
Jan-25	164 (5.3)	57 (1.8)	2 (0.1)	1 (0.0)
Feb-25	125 (4.5)	42 (1.5)	19 (0.7)	4 (0.1)
Mar-25	154 (5.0)	53 (1.7)	9 (0.3)	3 (0.1)
Apr-25	126 (4.2)	42 (1.4)	27 (0.9)	12 (0.4)

Table 1: EGSS DET2R and DET2S Departures, 01/05/24 - 30/04/24**2.1 EGSS DET2R/ DET 2S SIDs – Flightplanned Traffic Data**

In 2019, there were 571 EGSS departures (1.6 per day) which **flightplanned** a **DET1R** SID, and 43 (0.1 per day) which **flightplanned** a **DET1S** SID. This was alongside 1,206 departures which **flightplanned** a LYD SID (3.3 per day). In 2019, there was an average of 2.9 overall departures per day which **flightplanned** via LYD.

During the 12-month period May 2024 – April 2025, there were 1,857 EGSS departures (5.1 per day) which **flightplanned** a **DET2R** SID, 596 (1.6 per day) of these **flightplanned** to route M604 – LYD. During the same period, there were 180 departures (0.5 per day) which **flightplanned** a **DET2S** SID, 65 (0.2 per day) of these **flightplanned** to route M604 – LYD.

Therefore, the number of departures which **flightplanned** a **DET2R/ 2S** SID following this airspace change has increased. This is to be expected given the removal of the **LYD** SIDs. However, the total number of departures which **flightplanned** via LYD has decreased slightly from an average of 2.9 per day in 2019, to 1.8 per day between May 2024 – April 2025.

2.2 EGSS departures which flew over LYD - Actual Traffic Data

As noted in the ACP, in 2019 there were 96 flights which **actually** flew over LYD. During the 12-month period analysed for this PIR (May 2024 – April 2025), 22 flights **actually** flew over LYD, following overflight of **DET**. This demonstrates a reduction in LYD overflights following this ACP implementation.

Figure 1 shows the **actual** tracks of Stansted departures on a **DET** SID for May 2025, demonstrating how the vast majority of flights are tactically vectored before **LYD**.

Safety and Airspace Regulation Group

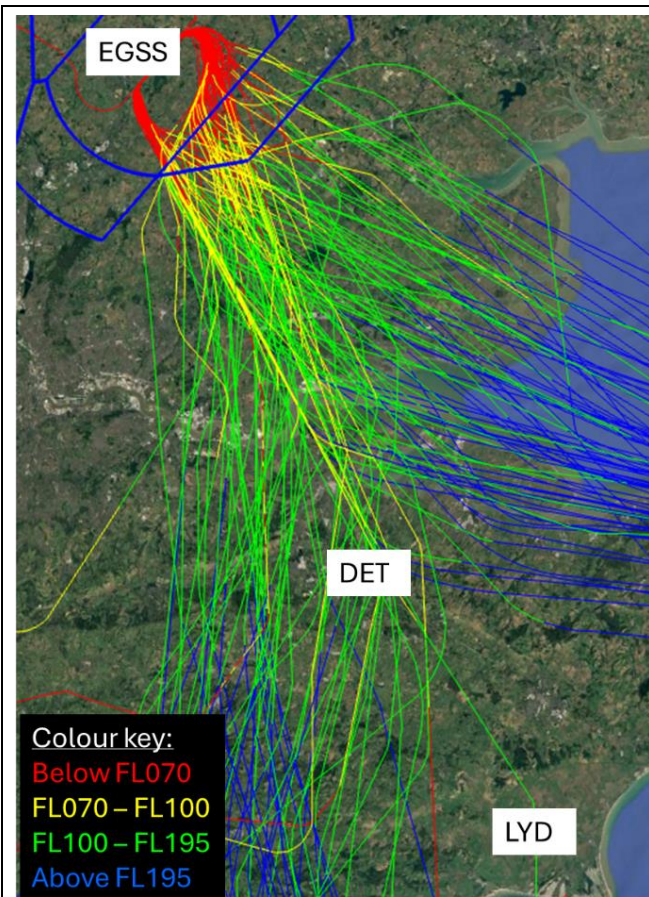


Figure 1: EGSS DET Departures, May 2025

3. Operational Feedback

NATS Terminal Control (TC) Group Supervisors were asked to consult with relevant Air Traffic Control Officers (ATCO) on each of their watches about this airspace change. ATCOs were provided with background information on the ACP and asked for feedback on firstly, whether they were aware of the airspace change; and secondly, if they had experienced any associated issues or had any comments pertaining to it.

Five Group Supervisors responded, independently and unanimously, that controllers had experienced no issues in relation to the removal of the EGSS LYD SIDs. Given the amount of time since the airspace change was implemented, most controllers could not remember the specific AIRAC.

Feedback also confirmed that the EGSS LYD SIDs are still observed daily within the operation.

- i) NATS must collate related stakeholder observations (enquiry/ complaint data) and submit it to the CAA.

Any location/ area from where more than 10 individuals have made enquiries/ complaints must be plotted on separate maps displaying a representative sample of aircraft track data plots and traffic density plots. The plots should include a typical days-worth of movements from the last month of each standard calendar quarter (March, June, September, December) from each of the years directly preceding and following implementation of the airspace change proposal.

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There were no enquiries or complaints relating to this airspace change received.

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In providing a response for each general observation, please ensure that the 'status' column is completed using the following options and that they are colour coded accordingly:

YES • NO • PARTIALLY • N/A

A summary of any issues arising should be provided against each question in the appropriate text box.

General Observations	Status
a) Has the change sponsor indicated that the original proposal met the intended objectives as described on the CAA's decision to approve the change?	Yes
The change removed the dependency on LYD DVOR which allowed it to be removed from service in 2023.	
b) Has the change sponsor indicated that the original proposal met any conditions described on the CAA's decision to approve the change (if applicable)?	N/A
The decision was not subject to any conditions being met.	
c) Did the implementation occur on the date(s) identified in the Decision Letter?	Yes
The target implementation date of AIRAC 09/2021 was met.	

Safety and Airspace Regulation Group

General Observations	Status
d) Was there a significant delay between the planned and actual implementation date?	No
There was no delay.	
e) Has there been any other issues of significance that occurred during the period 12 months after date of implementation?	No
The sponsor reports that no significant issues have occurred.	
f) Other than normal promulgation activity (e.g. NOTAM, AIC etc.), were there any steps undertaken to notify local aviation stakeholders that the airspace change was about to be implemented?	No
Other than normal promulgation activity the sponsor reports that no other activity took place.	
g) Were there any feedback/complaints received from stakeholders, aviation stakeholders or the Ministry of Defence by the change sponsor in the period between implementation and post-implementation review?	No
The sponsor reports that no feedback / complaints were received. A check of internal CAA systems confirms that no complaints were submitted to the CAA regarding the change.	

Other information of relevance (if appropriate)	Status
h) NATS must make suitable arrangements for collection of the following data for use during the PIR: 1. Safety Data, including MORs or ASRs. 2. Traffic figures including actual vs predicted figures and dispersion comparisons along the DET SIDs when aircraft are departing to LYD via M604. 3. Operational feedback from ATC and airlines if relevant.	Yes
1. The sponsor extracted safety data using fairly wide parameters and there were no safety reports regarding the removal of the SID. The two safety reports that were extracted were level busts on the DET2R SID and were not attributed to the removal of the LYD SID. 2. The sponsor analysed EGSS DET2R / DET 2S departures between 01/05/2024 – 30/04/2025. The data shows that the number of aircraft that flight planned the DET2R / DET2S increased, however the number of aircraft that flight planned via LYD has slightly decreased. In 2019 96 flights overflew Lydd, in the period analysed in this PIR 22 aircraft overflew Lydd. The sponsor has provided radar tracks for May 2025 which shows that the majority of aircraft are tactically controlled before reaching Lydd. 3. Group supervisors were independently requested to consult with ATCOs regarding the removal of the LYD SID. Five supervisors responded and confirmed that no issues had been experienced as a result of the removal of the SID.	

Safety and Airspace Regulation Group

i) NATS must collate related stakeholder observations (enquiry/ complaint data) and submit it to the CAA. Any location/ area from where more than 10 individuals have made enquiries/ complaints must be plotted on separate maps displaying a representative sample of aircraft track data plots and traffic density plots. The plots should include a typical days-worth of movements from the last month of each standard calendar quarter (March, June, September, December) from each of the years directly preceding and following implementation of the airspace change proposal.	Yes
The sponsor states that there were no enquiries or complaints relating to this airspace change received. A check of internal CAA systems confirms that no complaints were submitted to the CAA regarding the change.	

Safety and Airspace Regulation Group

General Summary and recommendation

Based on the above, does the CAA Project Officer recommend that this concludes the PIR assessment for this ACP?

Yes

Since this ACP was implemented on 9th September 2021 there have been no safety occurrences or safety reports received. Operational feedback did not identify any issues or problems. Movement data confirms that traffic numbers flight planning a DET SID have increased since the implementation on this ACP, however this is to be expected as aircraft who originally flight planned the LYD SID are now flying the DET SIDs. The movement data also confirms that the number of aircraft overflying Lydd has slightly decreased, and that the majority of aircraft are tactically managed before reaching the Lydd.

There have been no recorded complaints or feedback as a result of the implementation of this ACP.

The sponsor provided the PIR data in a willing and timely manner, engaging at various stages along the way.

The implemented design satisfactorily achieves, within acceptable tolerance limits, the objective and terms of the CAA's approval. I recommend that this concludes the PIR assessment for this ACP.

Decision and Sign Off

Based on the above, does the Decision Maker conclude that the PIR assessment for this ACP complete?

Yes

The CAA confirms that the implemented design satisfactorily achieves the objective and terms of the CAA's approval, and the airspace change is confirmed.

Signed:

Name:

Principal Airspace Regulator

Date: **20/08/2025**