

ACP 2019-23

MANCHESTER AIRSPACE MODERNISATION  
- DEPARTURES AND ARRIVALS (FAS1-N)



STAGE 1A ASSESSMENT MEETING  
18<sup>TH</sup> JUNE 2019

# AGENDA

1. Introduction / apologies for absence
2. Statement of Need (discuss & review)
3. Issues or opportunities arising from proposed change
4. Options to exploit opportunities or address issues identified
5. Provisional indication of the level and process requirements
6. Provisional process timescales
7. Next Steps
8. AOB

# INTRODUCTIONS / APOLOGIES FOR ABSENCE

Attendees MAN	Role
[REDACTED]	Group CSR and Future Airspace Director
[REDACTED]	Corporate Affairs Director (Consultation Lead)
[REDACTED]	NAT/MAG ATM Specialist (Technical Lead)
[REDACTED]	Senior Project Manager
[REDACTED]	ATC General Manager (NATS Manchester)
[REDACTED]	Operations Director (Osprey)

# STATEMENT OF NEED (DISCUSSION & REVIEW)

In line with the UK's Airspace Modernisation Strategy, Manchester Airport wishes to modernise airspace arrangements for aircraft operating to and from the Airport at altitudes of 7,000 feet and below. This change will take advantage of modern navigational technology and is, in part, required due to the removal of VHF Omni-directional Range (VOR) beacons that aircraft currently use to navigate. These changes will meet the airport's mandatory obligations, deliver an airspace design that will enable Manchester Airport to continue to grow to make best use of its available runway capacity and seek to deliver benefits to passengers, by reducing delays, and to the environment, by facilitating more efficient operations, including reducing unnecessary aircraft holding.

## Drivers:

- Alignment with the CAA's Airspace Modernisation Strategy
- Compliance with SESAR legislation EU Regulation No 716\_2014
- Removal of ground-based navigational aids (VOR rationalisation programme)
- Alignment with Future Airspace Strategy Implementation North (FASI-N)
- Making best use of available runway capacity

# ISSUES OR OPPORTUNITIES ARISING FROM PROPOSED CHANGE

- There are a number of potential issues arising from the proposed change:
  - Coordination of interdependent ACPs
  - Removal of ground based beacons
  - Airline RNP1 capability
  - Large population within the red line boundary
  - Compliance with regulatory requirements (SESAR)
- There are a number of potential opportunities arising from the proposed change:
  - Steeper climbs
  - CCD and CDA
  - Optimised departure separations
  - More precise avoidance of sensitive areas
  - Increased operational efficiency
  - Reduction in emissions

# OPTIONS TO EXPLOIT OPPORTUNITIES OR ADDRESS ISSUES IDENTIFIED

- The issues identified will be addressed during Stage 1B design principles. Our consultation strategy will take into account the large population in our red line boundary, and we will use input from our **stakeholders** to inform the design.
- We will use the principles of PBN departure and arrival routes to help mitigate issues and maximise the opportunities.
- We will continue to work with the NERL FASI-N team to ensure a safe and efficient link to the network.
- We will continue to engage with NATS and CAA on the timescales and technical solution to mitigate DVOR removal.

[REDACTED]

[REDACTED]

# PROVISIONAL INDICATION OF THE LEVEL AND PROCESS REQUIREMENTS

- To be determined and advised by the CAA



# PROVISIONAL PROCESS TIMESCALES

Gateway	Proposed date
Define Gateway	December 2019
Develop & Assess Gateway	May 2020
Consult Gateway	Q3 2020
Decision Gateway	Q2 2021





# NEXT STEPS

- To be recorded in the meeting minutes

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

# AOB

- To be recorded in the meeting minutes

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]