



DAF 1916 - Statement of Need: Intended Change to Notified Airspace

This form may be used to provide information to the CAA about an intended change. Once this form is completed, please submit it by clicking the button at the end of this form.

1. Change Title

Please enter a title for this intended change, (max 80 characters): *

Removal of en-route dependency on Westcott NDB (WCO and Bovingdon DVOR (BNN))

2. Change Sponsor Details

Please select the appropriate category and complete. *

- A Company
- An Unincorporated Association or other body
- Individual (including sole traders and partnerships)

2a. A Company

Registered Company name (in full) *

NATS Ltd

Registered Company Number

Country of Company Registration

Registered Office Address

Postcode

SO31 7 AY

E-mail

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

Primary Point of Contact Name *

Telephone *

E-mail *

Secondary Point of Contact Name

Telephone

E-mail

3. Independent Aviation/Airspace Consultancy

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

4. Summary of Intended Change

Please use the check boxes below to indicate the nature of the intended change(s): *

- | | | |
|--|---|--|
| <input type="checkbox"/> Flight Information Region (ENR 2.1) | <input type="checkbox"/> Upper Information Region (ENR 2.1) | <input type="checkbox"/> Terminal Control Area (ENR 2.1) |
| <input type="checkbox"/> Other Regulated Airspace (ENR 2.2) | <input type="checkbox"/> Lower ATS Routes (ENR 3.1) | <input type="checkbox"/> Upper ATS Routes (ENR 3.2) |
| <input type="checkbox"/> Area Navigation Routes (ENR 3.3) | <input type="checkbox"/> Helicopter Routes (ENR 3.4) | <input type="checkbox"/> Other Routes (ENR 3.5) |
| <input checked="" type="checkbox"/> En-Route Holding (ENR 3.6) | <input checked="" type="checkbox"/> Name-Code Designators (ENR 4.4) | <input type="checkbox"/> Prohibited/Restricted/Danger Areas (ENR5.1) |
| <input type="checkbox"/> Military Exercise/ Training Areas (ENR 5.2) | <input type="checkbox"/> Other Danger/ Hazard (ENR 5.3) | <input type="checkbox"/> Aerial/Sporting/Recreational Activities (ENR 5.5) |
| <input type="checkbox"/> Bird Migration/Sensitive Fauna (ENR 5.6) | <input type="checkbox"/> ATS Airspace (AD-EGXX-2.17) | <input type="checkbox"/> Flight Procedures (AD-EGXX-2.22) |
| <input type="checkbox"/> ATCSMAC (AD-EGXX-5) | <input type="checkbox"/> Standard Instrument Departure (AD-EGXX-6) | <input checked="" type="checkbox"/> Standard Arrival Route (AD-EGXX-7) |
| <input type="checkbox"/> Instrument Approach Procedure (AD-EGXX-8) | <input type="checkbox"/> Visual Reference Point | <input type="checkbox"/> Release of Controlled Airspace |

Please use the check box below to indicate whether this is an administrative change:

Does your proposal represent an administrative change to the Aeronautical Information Publication (AIP)?

5. Statement of Need

Please provide a brief 'Statement of Need' expressing explicitly what airspace issue or opportunity you are seeking to address. Your Statement of Need should clearly articulate the current situation, the issue (and the cause of it) to be resolved or the opportunity to be addressed along with any other factors or requirements. *

In order to facilitate the eventual removal of the Westcott NDB (WCO) and Bovingdon DVOR (BNN) it is proposed to remove the en-route dependencies from these facilities. Any STARs that use these facilities and not changed by previous DVOR Removals will either be dis-established or made RNAV5 and designated by their start points in line with ICAO. One of the STARs for Luton/Stansted that routes via WCO (LOREL 1B) also routes through Woodley NDB (WOD) and so in making this RNAV the en-route dependency on WOD will also be removed.

The Hold at BNN and the right hand Hold at WCO (FL90-FL150) will become RNAV Holds on 7th November 2019 as part of the SAIP AD5 Project. This proposal will dis-establish the Conventional left hand Hold at WCO (FL160 and above) and add 5 new levels to the right hand RNAV Hold at WCO making the Hold levels FL90-FL200. Similarly the left hand at Honiley (HON) will be dis-established and the right hand hold at HON lowered to FL150 to ensure airspace containment and not impact the Lichfield RVC and airspace where the provision of ATS is delegated to other ATSU's. The HON Hold will also be made RNAV and the upper limit made FLxxx.

Once the STARs into BNN are RNAV'd and combined with the RNAVing of the BNN Hold as part of SAIP AD5 the requirement for alternate STARs and an alternate Hold at BOVVA will be removed and these STARs will be dis-established. The BOVVA hold has a dependency on Biggin DVOR (BIG) and so by removing the BOVVA procedures reduces the en-route dependency on BIG

Whilst not actually dependent on either WCO or BNN but affecting the same sector groups, the WILLO 3B STAR into Gatwick will also be made RNAV by this proposal: this STAR was originally planned to form part of the BIG Removal planned for November but it was identified that in doing so as per the SoN for that deployment it would have removed the crucial descent planning level of FL200 at DISIT. At this point it was too late to amend the SoN as part of the CAP1616 process and so this STAR was withdrawn from that proposal and, because it affects the same Sector Groups as those impacted by the WCO/BNN deployment it was felt appropriate to include it in this proposal. Hence the WILLO 3B STAR will also be RNAV'd but because the STAR is 'fed' by traffic from two routes that are level dependent, extending the STAR back to DISIT to include the FL200 DISIT restriction will cause flight planning issues to lower level traffic routing via HON to KIDLI (the current start fix on the WILLO 3B). Therefore it is now proposed to have two STARs: a KIDLI 1G which will be a RNAV replication of the current WILLO 3B and a DISIT 1G which will be an extension of the current WILLO 3B to take account of the FL200 DISIT Descent Planning level. The DISIT 1G will be 'fed' by (U)L151 whilst the KIDLI 1G will be 'fed' by L151 and N859.

The alternate or 'stack swap' STAR for traffic into WILLO via Midhurst (MID) is the conventional TIMBA 1D which begins at MID and takes traffic to the hold at TIMBA. Again, whilst not actually dependent on WCO or BNN but related to the WILLO 3B changes described above, it is proposed to RNAV this 'stack swap' STAR and re-designate it as MID 1X (the 'X' denoting the fact that it is an alternate STAR. In RNAVing both the WILLO 3B and TIMBA 1D STARs the en-route dependency on Midhurst DVOR (MID) will also be removed.

The outer hold for Gatwick arrivals from the north and routing via the WILLO 3B is at DELBO. As per the hold at HON described above this will also be RNAV'd and made available for traffic FL150 and above (exact upper limit to be determined). For traffic routing via the DISIT 1G the DELBO Hold will be a 'floating hold'.

As part of the OCK DVOR Removal in May 2019 the STAR into OCK via waypoint no longer could include the reference to the outer OKESI Hold and whilst this is published as a RNAV Hold in ENR3.6 of the UK AIP there is not sufficient aeronautical data to enable it to be published on a RNAV STAR Chart. As one of the BNN STARs (BNN 1D) is being amended to link onto the route most Heathrow traffic routes via (ATS Route P2) on which OKESI is the point before the STAR commences, we will take this opportunity to have the OKESI Hold added to the RNAV and revised version of the BNN 1D STAR as well as the primary STAR into OCK, the BEDEK 1H which becomes effective 12th September 2019. OKESI will continue to be published as an en-route hold in ENR3.6.

The GROVE 1B STAR into Birmingham which currently begins at WCO will be realigned 1.6nm to the west to begin at SILVA: aware of the need to remove the en-route dependency from WCO NDB previous projects have realigned the ATS Route structure to route via SILVA and so currently Flight Plannable Directs (DCTs) are used to get to the start of the GROVE 1B. By re-aligning the STAR to begin at SILVA and become a SILVA 1B STAR will allow the DCTs to be removed and the STAR to have flight plannable connectivity to M183 and Q41.

The GROVE 1C STAR into Birmingham, whilst having no dependency on WCO or BNN, appears on the same chart as the GROVE 1B and will be RNAV'd. However in order to ensure the vital Descent Planning level at HEMEL is retained on the STAR Chart the STAR will be extended back to HEMEL to become a HEMEL 1B. By RNAVing this STAR this will remove the final en-route dependency on BIG

Finally, as part of this proposal, NATS will take the opportunity to re-designate other STARs that appear on the same chart.

This proposal will therefore remove the en-route dependency from the Biggin, Bovingdon and Midhurst DVORs and the Woodley and Westcott NDBs

Below is the proposed wording for a new DAP1916 for removal of the WCO NDB

With agreement from other stakeholders that either have a 'dependency' or reference to Westcott NDB (WCO) together with a full Impact Assessment having been completed it is proposed that the Westcott NDB (WCO) is removed from operational service, switched off and removed from site and its location replaced by 5LNC WEZKO for operational matters. Should an airport wish to use the location as part of their procedures then NATS will make amendments to their charts as appropriate (with their approval). Removing WCO and replacing it with WEZKO will not change any vertical profiles or lateral tracks of aircraft routeing via the waypoint.

This Statement of Need replaces DAP1916-3270 24/7/2019

Please specify the altitudes (where applicable) affected by your Statement of Need:

- Surface to below 4,000 feet
- 4,000 feet to below 7,000 feet
- 7,000 feet to below 20,000 feet
- 20,000 feet and above

6. Proposed Dates

Please provide your proposed date for the submission of your change proposal to the CAA. This should be the date on which you are expecting to submit your formal airspace change proposal to the CAA. Please note that your formal airspace change proposal must be submitted alongside all of the supporting documentation required by the CAA to complete our regulatory assessment of the Proposal; consequently the date on which you place in this field should represent the point at which you will have the formal airspace change proposal **and all** of the supporting documentation ready to submit to the CAA. This date is required to assist us with the allocation of the required CAA-resource to your proposal and therefore it is a key date in our planning process. Whilst we will try to accommodate your specified timescales, there may be occasions where it is not possible for us to do so given the large number of projects that are already 'in process'. You should also note that any changes to the above date may impact our ability to process your airspace change proposal within your preferred timescales. It should also be noted that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See [Commission Regulation \(EU\) No 73/2010](#) (updated by 10/29/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

- Confirmation of Understanding *

Please provide your proposed date for the submission of your change proposal to the CAA. *

27 Sep 2019

Please provide your proposed AIRAC effective date *

AIRAC 06/2020

If this change forms a part of a modular airspace change proposal please provide the relevant title and further information below (Note we will require individual submissions for each module) . *

DVOR Rationalisation/Removal Project

If this change requires the implementation of a Five-Letter Name Code (5LNC) please specify your requirements below: *

PUFAX & YOYDA have been reserved by the UK CAA with ICAO to denote the Speed Limit Points on what will become the HEMEL 1B & SILVA 1B STARs into Birmingham respectively.