

# NATS-LLA-CAA Instrument Flight Procedures (IFP) Roadmap Discussion 1Date: 12th January 2021Time: 1430-1600hrsVia MS Teams



Discussion record	Actions
<ul> <li>Welcome and Introductions Set up using MS Teams (recording agreed)</li> <li>Slide Pack - Agenda: <ol> <li>Introduction to the proposal</li> <li>What are we explaining to the public?</li> </ol> </li> <li>IFP Technical NATS: Draft number of IFPS (STARs, Holds)</li> <li>IFP Technical LLA Trax: Draft number of Transitions to final, final approach, missed approach</li> <li>Design guidance discussion, roadmap towards Draft IFP Validation Plan</li> <li>Next meeting date</li> <li>AOB</li> </ul>	
The slide pack was presented, and attendees were invited to interrupt and ask questions at any point. The slide pack is published as part of these minutes. Brief summary of discussions and narrated a presentation from the Join Sponsors of AD6, nominally used for public engagement, to explain the premise of the SAIP AD6 Airspace	
Change. detailed the proposed STAR configuration for LLA arrivals and explained the thinking behind these STAR routes and the associated racetrack holding pattern at ZAGZO. All proposed STARS are to RNAV1 standard and the ZAGZO hold is predicated on RNAV.	
<ul> <li>explained the Transition Design from ZAGZO to Final Approach in some detail. All transitions are to RNAV1 standard.</li> <li>requested detail of any IFPs that may be required should Option 1 (Radar Vectoring) be implemented. explained that, should only Radar Vectoring be implemented; IFPs would be published for aircraft experiencing Radio</li> </ul>	



Communication Failure, as per today in the LTMA and elsewhere: stated that this was published in the consultation document Section 7.	_		London Lucon Airp
<ul> <li>and requested an update on LLA's intention to implement RNP (GNSS APCH) Approaches at LLA. Confirmed that, following CAA CAP725 approval for these approaches in Aug 2016, CAA IFP Regulatory approval was still pending. As soon as the RNP Approaches are approved by CAA IFP then it is the intention of LLA to implement these RNP Approaches stand-alone.</li> <li>Both NATS and LLA were clear that the CAP725 RNP Approaches process and the ongoing SAIP AD6 CAP1616 process are completely separate and will remain so. It is LLA's expectation that they will be able to implement their CAP725 RNP approaches as soon as possible, independent from (and ahead of) AD6 implementation, presuming CAP1616 approval for the latter.</li> <li>If requested clarification of the IFP documentation to be provided by the project. explained that NATS will aim to develop the SAIP AD6 IFP Roadmap by end January 2021 and appraise the CAA of the document.</li> <li>NATS-LLA will simultaneously develop the IFP Validation Plan, and will wait for completion of the ATC Real-Time Validation simulation before submitting the Plan to the CAA. The IFP Validation Plan is targeted for 1<sup>st</sup> May 2021.</li> <li>In addition, NATS-LLA will let a formal contract with an aircraft simulation provider for the IFP validation. Ferminded the SAIP AD6 team that closure submissions for the Feb 22 AIRAC is 26 November and both NATS-LLA and CAA IFP in March (Closed, see next action)</li> <li>NATS-LLA intend to formally validate IFP in September 2021. In oted that the validation and pre-implementation)</li> <li>NATS-LLA intend to formally validate IFP in September 2021. In oted that the validation and pre-implementation)</li> <li>NATS-LLA intend to formally validate IFP in September 2021. In oted that the validation and pre-implementation)</li> <li>NATS-LLA intend to formally validate IFP in September 2021. In oted that the validation and pre-implementation)</li> <li>NATS-LLA intend to formally validate IFP in September date ma</li></ul>		Communication Failure, as per today in the LTMA and elsewhere. stated that this was published in the consultation document Section 7.	
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AOB stated that IFP Regulator resource was limited, and asked LLA to decide on a priority between progression of the 2016 CAP725 RNP Approaches IFP and SAIP AD6 IFP.	Action : Consider and respond to CAA
Admin Actions NATS-LLA to send a copy of the presentation and minutes	Action (closed)
CAA to review and agree minutes	Action (closed)
NATS-LLA to upload a copy to the consultation website	Action (closed)
Close Thanks to attendees	

Notes by and 16/01/21, incorporating CAA comments 22/01/21

London Luton Airport



# SAIP AD6 LLA Arrival Flightpaths (ACP-2018-65)

# Instrument Flight Procedures: Roadmap Discussion

Tue 12 Jan 2021 1430-1600 LLA, Trax, NATS, CAA

# **Agenda/Contents**

- Introduction to the proposal
  - What are we explaining to the public?
- IFP Technical NATS: Draft number of IFPS (STARs, Holds)
- IFP Technical LLA Trax: Draft number of Transitions to final, final approach, missed approach
- Design guidance discussion, roadmap towards Draft IFP Validation Plan
- Next meeting date
- AOB

#### **Presentation:**

- What are we explaining to the public?
- Deliberately fast run-through

#### Introduction to the proposal

- About:
  - We are proposing a change to London Luton Airport (LLA) arrival flightpaths.
  - The sponsors of this change are London Luton Airport and NATS.
- Background:
  - To make a change to airspace we need to follow the CAA's CAP1616 process.
  - We are currently at Stage 3 of that process: consultation.
- Why we want to hear from you:
  - We are keen to hear the views of those likely to be impacted by the proposal.
  - We want you to help shape our final design.

#### Will this proposal affect me?



#### Why this location? What are the constraints? Other airspace use.





Why this location? What are the constraints? Proposed arrival flows.

#### What happens today?

- This is an incredibly complex piece of airspace, which was designed when traffic numbers and aircraft performance were much lower.
- London Luton and Stansted airports share arrival routes and holds, which is unique for two major airports in the UK. They are interdependent.
- Any arrival delay or disruption at one airport can cause unnecessary arrival delay to the other, impacting the travelling public and local communities.
- Because it is so interdependent, air traffic control often has to limit the number of aircraft in this airspace to maintain safety, which causes delays. This is a short-term, temporary solution to the underlying problem.
- Wind direction determines how aircraft take-off and land (always into the wind). At Luton operations are Westerly c70% of the time.

#### **Orientation slide – easterly operations**





What happens today? Easterly operations (Runway 07)



### Option 1: vectoring and shortcuts

# Easterly runway 07



Option 2: PBN routes, vectoring and shortcuts

Easterly runway 07 (used c.30%)

Route 1



Option 2: PBN routes, vectoring and shortcuts

Easterly runway 07 (used c.30%)

Route 2



What happens today? Westerly operations (Runway 25)

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#### Option 1: vectoring and shortcuts

# Westerly runway 25



#### Option 2: PBN routes, vectoring and shortcuts

Westerly runway 25 (used c.70%)

Route 3



#### Option 2: PBN routes, vectoring and shortcuts

Westerly runway 25 (used c.70%)

Route 4

#### **Option 2: PBN routes, vectoring and shortcuts**

• This is our preferred option.

• We are proposing two routes for both easterly and westerly arrivals which could be alternated, allowing for noise impacts to be shared across communities.

• These routes have been designed to minimise overflight of population centres, whilst being as far apart as technically possible to maximise the opportunity for equitable traffic distribution.

#### Have your say

- The feedback we receive from this consultation is very important. It assures us that we have considered the views of those who would be impacted and will help shape our final proposal.
- For more detail on the proposals and how to respond visit: <u>https://consultations.airspacechange.co.uk/london-luton-airport/ad6\_luton\_arrivals</u>
- This consultation runs from Monday 19<sup>th</sup> October 2020 until Friday 5<sup>th</sup> February 2021.
- Questions and enquiries can be emailed to: AD6@LTN.AERO
- What happens after the consultation?
  - We examine all the responses, categorise them, analyse them, and draw conclusions from them.
  - This may result in changes to the design.
  - We will publish documents explaining our categorisation, our analysis, and our final design.
  - We expect to submit a formal Airspace Change Proposal (ACP) to the CAA in June 2021.
  - If approved, we plan to implement the change no earlier than February 2022.
  - The CAA's Airspace Change Portal will be updated with the latest information as the ACP progresses.
  - END OF PRESENTATION







- Ten RNAV1 STARs, replacing all EGGW STARs except...
  - ...existing DET2A & LOGAN2A (both RNAV5, rarely used today, and rarely in the future)
- Three RNAV holds:
  - One primary hold (formerly NUHAT, now ZAGZO)
  - Two intermediate holds (one in WOBUN/FINMA vicinity, one between BARMI/IDESI and the primary hold)
- UNDUG and VATON RNAV holds would be used and are already published
  - Would be excluded from DAP1917 charge form
- All EGSS STARs to be redesignated appropriately
  - Existing primary and intermediate holds would be retained
  - DET2A and LOGAN2A remain common to both airports, no designation change

# IFP Technical LLA Trax: Draft number of IFPs (Transitions to final, final approach, missed approach)



# IFP Technical LLA Trax: Draft number of IFPs (Transitions to final, final approach, missed approach)

- A maximum of four RNAV1 Approach Transitions from the new stack to final approach at each runway end at LLA (two to each end)
- The addition of an Intermediate Fix to each ILS IAP at LLA
- New RNP APCHs to each runway end at LLA to cater for the RNAV1 Transitions
- Updates to existing Missed Approach procedures where required
- Non-RNAV1 aircraft will be vectored from the stack to final approach
- RNAV1 Approach transitions will act as IAPs for loss of Radio Communications
- RCF procedures for non-RNAV1 aircraft to be developed but expected to be textual descriptions

#### Design guidance discussion, roadmap towards Draft IFP Validation Plan

- Four companies have been supplied with draft charts/coding tables as per method agreed with CAA
- Sponsor's intention to develop Roadmap by end January 21
- Parallel development of Validation Plan aiming to complete after ATC validation simulation, so mid-May 21 is likely target (with CAA)
- From 1st February, develop Validation Contract Requirements (with CAA) need to confirm initial assumptions (aircraft types, FMS equipage) in order to tender and let contracts
- Formal Validation of AD6 IFP September 2021
- SAIP AD6 'O' Date planned for AIRAC February 2022
- LLA questions/statements re RNP APCH

#### Next meeting date

- Check diaries March?
- How many of these roadmap meetings are needed?



- Final AOB
- Closing remarks

• End – thank you