



STANSTED RUNWAY REHABILITATION

4TH MAY 2022

AGENDA

- Runway rehabilitation programme overview (STAL)
- Slot Coordination Considerations (ACL)
 - Winter 2022 Initial Submissions
 - Coordination Calendar for Phase 1 of the Rehab
 - Alleviation
 - Summer 2023 Phase 2
- Q&A (All)

RUNWAY REHABILITATION PROGRAMME OVERVIEW

JAN '23 START RECAP: PLANNED WEEKLY POSSESSION

Day of Operation (DOOP)		7	1	2	3	4	5	6
Prog in weeks	Dates	Sun 0001hrs – 0600hrs *	Mon 0001hrs – 0600hrs *	Tues 0001hrs – 0600hrs *	Weds 0001hrs – 0600hrs *	Thurs 0001hrs – 0600hrs *	Fri	Sat
1 – 11	08/01/23 – 25/03/23	FC	FC	FC	FC	FC	No closure	No closure
12 – 22	26/03/23 – 08/06/23	RD	RD	RD	RD	RD	No closure	No closure

* All times Local

Between 8th Jan 2023 and 8th Jun 2023 higher approach & departing minima in place. Exact limit varies by phase & airline SOPs.



Full runway closure (impacting slot time after 2345hrs on dep & before 0615hrs on arrival)



Reduced distance runway operations (impacting slot time after 2345hrs on dep & before 0615hrs on arrival)

CLOSURE PERIODS

- **Phase One: Overnight Closures**

- Timescales: 11 weeks – 8th Jan to 25th March
- Closure possessions: 5 nights per week (Sun – Thu) 00:01 – 06:00
- The runway will close as published in order to protect the works programme
- Airlines are requested to develop contingency plans to support the flying programme

- **Phase Two: Reduced Distance Operations**

- Timescales: 11 weeks – 26th Mar to 8th June
- Possession periods: 5 nights per week (Sun – Thu) 00:01 – 06:00
- **Reduced Distance Runway operations are restricted to aircraft Codes A to D**

CAT III IMPACTS

- **Phase 1**
- Centreline AGL not available throughout project
- CAT III available with higher operating minima *
 - (as outlined in AMC7 SPA.LVO.100 Low Visibility Operations) *
- LTS CAT I available as published within the AIP AD 2.20 CAT II/III ops (f) *

- **Phase 2 (outside of works periods)**
- LTS CAT I / CAT III available with higher operating minima (as above)*
 - However, during certain periods runway inset lighting will be removed
 - CAT I operations will be in force at these times advised by NOTAM **
- **Phase 2 (during works periods)**
- Reduced distance runways: RNAV approaches – no ILS available

- Notes
- *: Subject to individual airline SOPs / FAA regulations may differ
- **: Works planned in spring when LVP risk is lower

CAA AIR OPERATIONS REGULATION

Table 7: Failed or downgraded equipment – affect on landing minima

Operations with an LVO approval

Failed or downgraded equipment	Effect on landing minima			
	CAT IIIB (no DH)	CAT IIIB	CAT IIIA	CAT II
ILS/MLS stand-by transmitter	Not allowed	RVR 200 m	No effect	
Outer marker	No effect if replaced by height check at 1 000 ft			
Middle marker	No effect			
RVR assessment systems	At least one RVR value to be available on the aerodrome	On runways equipped with two or more RVR assessment units, one may be inoperative		
Approach lights	No effect	Not allowed for operations with DH >50 ft	Not allowed	
Approach lights except the last 210 m	No effect		Not allowed	
Approach lights except the last 420 m	No effect			
Standby power for approach lights	No effect			
Edge lights, threshold lights and runway end lights	No effect		Day: no effect Night: RVR 550 m	Day: no effect Night: not allowed
Centre line lights	Day: RVR 200 m	Not allowed	Day: RVR 300 m	Day: RVR 350 m
	Night: not allowed		Night: RVR 400 m	Night: RVR 550 m (400 m with HUDLS or auto-land)
Centre line lights spacing increased to 30 m	RVR 150 m		No effect	
Touchdown zone lights	No effect	Day: RVR 200 m	Day: RVR 300 m	
		Night: RVR 300 m	Night: RVR 550 m, 350 m with HUDLS or auto-land	
Taxiway light system	No effect			

- Table from: AMC7 SPA.LVO.100 Low visibility operations
- [Easy Access Rules for Air Operations \(Regulation \(EU\) No 965/2012\) \(caa.co.uk\)](http://caa.co.uk)



REDUCED DISTANCE OPERATIONS (26/03 – 08/06/2023)

04 Displaced Threshold

Runway	TORA	TODA	ASDA	LDA
04C	1900	2190	1900	1900
22	1900	1900	1900	1900

Distances in metres



22 Displaced Threshold

Runway	TORA	TODA	ASDA	LDA
04	2200	2200	2200	1900
22C	2200	2468	2200	2200

Distances in metres





Slot Coordination Considerations

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Winter 2022 Initial Submissions

- Submission deadline is the 19th May.
- At the submission we request that operators do not factor the runway rehab into their submissions.
- This will allow for the protection of historic and night jet movements at London Stansted.
- Any new slots in the night are likely to be no slotted as the night jet movements are at full capacity based on the SHL issued in April 2022.
- If you are considering alternative ACL airports, please discuss with my colleagues how they wish you to proceed.



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Coordination Calendar for Phase 1

- 19th May 2022: All operators file as normal a submission assuming no runway works.
- 31st August 2022: ACL will create the baseline and calculate the use it or lose it target.
- 05th September 2022: ACL will email all operators an SIR listing all flights impacted in the rehabilitation period.
- 09th September 2022: Operators to file changes and deletions in preparation for a mini coordination of the runway works period.
- 21st September 2022: ACL will publish to operators an SIR with the results of the mini coordination.



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Alleviation

- ACL is only able to guarantee alleviation at the airports that it coordinates.
- Alleviation will only be granted on flights impacted on the days of the closures or corresponding flights to a flight in the closure.
- At all ACL coordinated airports, alleviation will be granted for flights directly impacted by the runway closure at London Stansted Airport.
- ACL will inform European Airports Coordination Association (EUACA) and Worldwide Airports Coordinators Group (WWACG) of the need for the closure and will request that they look favourably at requests for alleviation as a result of the closure.



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Summer 2023 Phase 2

- In September – ACL will update Guidance document for Phase 2, further details will be provided at the September Coordination Committee
- A similar process will be processed, the number of impacted flights will be reduced in Phase 2.
- Intention is to protect historic and night jet movements for future seasons.



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Q&A