

Factors that lead to an end change

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The NATS logo is located in the bottom right corner of the slide. It consists of the word "NATS" in a bold, italicized, white sans-serif font. The background of the slide features a large, abstract, light blue graphic element that resembles a stylized, elongated oval or a swoosh, curving from the top right towards the bottom left.

Heathrow ATC MATS 2



Runways 27L and 27R are to be used in preference to 09L and 09R whenever the tailwind component **does not exceed 5kts**, provided that the **runway surface is dry** and the associated **crosswind component does not exceed 12kts**.

VCR Supervisor is the final arbiter

Unexpected/Short Notice End Change



- Squalls resulting in sudden change in wind direction
- Unexpected rainfall changing runway surface state

VCR Supervisor promulgates earliest possible time for End Change and notifies Airport, TC and external agencies accordingly

- High certainty from Met Office regarding End Change timings

VCR Supervisor coordinates with TC & HOEC to identify optimal time for end change to take place. Considerations include;

- Traffic dips to minimise Airport impact
- In line with alternation timings (0700/1500)
- In line with Runway Inspections to consolidate Airport impact

Other Events



Other factors that could lead to an End Change include;

- Unserviceability of approach aid(s)
- Security event (protestors/suspicious vehicle on airport perimeter)
- Incident in the vicinity of the Airport (large scale fire/smoke)
- Unusual/priority air activity in the vicinity of the Airport

Acronyms and definition



End change = any change of runway direction usage (e.g. from westerly to easterly or vice-versa), whether planned or unplanned.

MATS = Manual of Air Traffic Services

VCR = Visual Control Room

TC = Terminal Control

HOEC = Heathrow Operational Efficiency Cell

Thank you



NATS