

We are seeking information from the Gatwick airlines as part of the Post Implementation Review (PIR) on the Gatwick RNAV SIDs introduced in November 2013. In particular we are trying to gain a better understanding of aircraft and operator behaviours on the RNAV SIDs, especially the wraparound SIDs and especially under strong Southerly wind conditions.

1. Please provide the CAA with a copy of the navigation database coding for the RNAV SIDs - RWY 08 (SAM3Z) and RWY 26 (CLN3X or LAM1X).
2. Please confirm if you still carry the existing conventional departures in your navigation database and provide a copy of the overlay coding for the RWY 08 (SAM3P/3W) and RWY 26 (LAM4M).
3. Please confirm the FMS manufacturer and software release on your aircraft.
4. Please provide the name of your navigation database and flight planning and charting provider.
5. Please provide an indication of bank angle authority available and/or prescribed to flight crews on wraparound procedures.
6. Please confirm whether that bank angle authority changes depending on the type of turn transition being flown e.g., flying a fly-by turn, flying a course change through a Course to Fix (CF) ARINC 424 path terminator or when flying on a Radius to Fix (RF) path such as is available in Zurich, Schiphol or London Stansted.
7. Please confirm whether you currently fly any procedures containing Radius to Fix (RF) path transitions.
8. Please provide an indication of whether your standard operating procedures contain instructions to your crews to apply a speed constraint on conventional wraparound procedures where none is charted. If so, what speed is typically applied?

Our Post Implementation Review report will consider and determine any appropriate consequential action. Do you have any comments you would like us to take into account before we do so?