

CAA Request for Information from the Air Navigation Service Provider dated 9 July 2015

We have been examining the altitudes attained on this departure at various points along the SID both before and after the turn onto south – based on track density plots and altitude bands up to 7000ft which have been provided by GAL.

We are seeking information on the current practice adopted for vectoring – i.e. how LTC controllers are handling the departures on the initial call when airborne, and how soon they are being vectored, given the NPR restriction of not vectoring until at an altitude of 4000ft (except for those ac excluded from this requirement as per AD 2.21 noise abatement requirements).

Our questions are below.

1. On the initial call to London Control when the crew state c/s, SID designator, alt, alt cleared to, what is the first reply / ATC instruction to the crew?
2. At what point are aircraft given their first radar vector and what is the ATC instruction?
3. What are the factors affecting when the aircraft are first vectored (i.e. what is the other traffic which is being avoided to provide the expeditious climb)?
4. Are there any variations in watches?
5. Looking at the 2 ppt slides for track dispersion (one for CONV SIDs in Aug 2013 and one for RNAV SIDs in Oct 2014, there is a very slight change in the spread of vectoring further east off the SID. Are there any reasons why vectoring further to the east would be prevalent since the RNAV SIDs were introduced? In asking, we are aware of traffic stats, but is there any additional reason for any changes in vectoring that can be recalled.