

Safety and Airspace Regulation Group

Office of the Group Director



28 September 2015

Stewart Wingate
Chief Executive Officer
Gatwick Airport Limited

By E-Mail : stewart.wingate@gatwickairport.com

Dear Stewart

August 2013 Airspace change introducing RNAV SIDs at Gatwick Airport. Stage 7 CAA ACP process - Conclusions of Post-Implementation Review Requirements for further action by GAL

In August 2013 the CAA decided to approve the implementation of RNAV departure routes in the vicinity of Gatwick airport as set out in its decision letter dated 14 August 2013. A number of conditions were attached to that decision, including that the decision itself was subject to a Post Implementation Review ("PIR"), commencing 12 months after implementation. The purpose of this letter is to notify you of the outcome.

The CAA has now carried out a detailed analysis of all the routes as part of that PIR. The analysis has included a route-by-route analysis of lateral and vertical profiles, an analysis of the comments submitted to the CAA as part of the PIR and a technical assessment of the design and fly-ability of each route. The CAA's conclusions consequent upon the PIR include the following:

Routes 1, 3, 6, 7, 8, 9: The stated aim of introducing an RNAV 1 SID design the effect of which was to result in actual aircraft tracks that replicate the nominal track of the existing conventional SID was achieved to an acceptable standard. Further, it is not considered that a better replication could reasonably be achieved. No modification of the SID design or accompanying procedures is required by GAL. The CAA's airspace change process in respect of GAL's airspace change request dated 30 November 2012 (as amended 9 January 2013) in respect of the SIDs on these 6 routes has now concluded.

Routes 2 & 5: The stated aim of introducing an RNAV-1 SID design the effect of which was to result in actual aircraft tracks that replicate the nominal track of the existing conventional SID was achieved to an acceptable standard. However, it is considered that a better replication may be achieved in the case of these 2 routes. Therefore, Gatwick is required to investigate a modified design to achieve more accurately the replication aimed. The CAA will provide you with the technical recommendations in relation to this route under separate cover. Once the modified design has been implemented and operated for six months the CAA will conduct a further assessment as part of the on-going PIR. If the modifications do not achieve more accurate replication than was achieved by the original RNAV design, GAL will be required to revert to the RNAV design implemented in November 2013. If the modifications do, in the view of the CAA, achieve more accurate replication, that RNAV SID route will be confirmed. That will be the conclusion of GAL's airspace change request dated 30 November 2012 (as amended 9 January 2013) in respect of the Routes 2 and 5 SIDs. In the interim period the published RNAV SIDs for this route will remain notified in the AIP.

Route 4: The stated aim of introducing an RNAV SID design the effect of which was to result in actual aircraft tracks that replicate the nominal track of the existing conventional SID has not been achieved to an acceptable standard. It is considered that replication to an acceptable standard may be capable of being achieved. Therefore, GAL is required to modify its design to achieve the stated aim set out above. The CAA will provide you with the technical recommendations in relation to this route under separate cover. The CAA requires GAL's modified design to be submitted to it as soon as possible but no later than 20 November 2015.

Once the modified design has been implemented and operated for six months the CAA will conduct a further assessment as part of the PIR. At its conclusion, if the CAA is of the view that the RNAV design has not achieved, to an acceptable standard, its original stated aim, then that RNAV SID route will not be confirmed and will be de-notified by the CAA, i.e. removed from AIP. That will be the end of the airspace change process commenced by GAL's airspace change request dated 30 November 2012 (as amended 9 January 2013) in respect of the Route 4 SID. GAL will, of course, be free to submit a further application in respect of the route. In the period from now until the implementation of the modified design the published RNAV SIDs for this route will remain notified in the AIP.

A detailed report on the PIR will be sent to you and then published in due course.

Yours sincerely

A handwritten signature in black ink that reads "Mark Swan". The signature is written in a cursive style and is underlined with a single horizontal line.

Mark Swan
Group Director Safety and Airspace Regulation