

YOUR LONDON AIRPORT *Gatwick*

11 November 2020

Airspace Regulation, CAA

[REDACTED]

Route 5 RNAV1 Standard Instrument Departures - Replication Performance Summary

As you are well aware, as part of the Post-Implementation Review (PIR) requirements for change set out by the CAA¹ and detailed in the CAA's PIR Conclusions² Gatwick Airport Limited (GAL), implemented in March 2017, a revision to the Gatwick Route 5 RNAV1 Standard Instrument Departures (SID). Although the original Route 5 RNAV1 design was considered to have satisfactorily achieved the objective of the airspace change, the CAA's Instrument Flight Procedure (IFP) oversight team proposed an adjustment to that design with the aim of improving the replication of the 2012 conventional SIDs.

As proposed by the CAA's IFP oversight team at the time of the review GAL introduced a change to the positioning of waypoint KKE02; a repositioned fly-by waypoint KKE04 replaced KKE02. As is evident through the data submitted by GAL - to provide evidence of the changes to tracks of aircraft using the Route 5 RNAV1 SIDs - this modification to the original design has produced the anticipated affect and GAL is content that the modified Route 5 RNAV1 SIDs have achieved a more satisfactory replication of the 2012 conventional SIDs.

If you require any further information please contact me directly.

Yours sincerely

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

¹ 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. Dated 28 September 2015.

² Report of the CAA's Post Implementation Review of the implementation of RNAV-1 Standard Instrument Departures at Gatwick Airport Annex 6: CAA IFP Recommendations report.