

Safety and Airspace Regulation Group

Office of the Group Director



22 March 2017

Stewart Wingate
Chief Executive Officer
Gatwick Airport Limited

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

Dear Stewart

AUGUST 2013 AIRSPACE CHANGE PROPOSAL INTRODUCING RNAV SIDS AT GATWICK AIRPORT - STAGE 7 CAA ACP PROCESS – CONCLUSIONS OF POST-IMPLEMENTATION REVIEW FOR ROUTES 2 and 5 and REQUIREMENTS FOR FURTHER ACTION BY GAL

I refer to my letters dated 28 September 2015, 1 October 2015 and 10 October 2015. I am writing to formally confirm the position regarding Route 2 and Route 5 modifications that have been discussed between our respective organisations over the last 6 months. I will be writing separately regarding Route 4 in due course.

CAA position regarding Route 2 RNAV1 SID (see letters dated 28 September 2015 and 1 October 2015)

In our letter dated 28 September 2015, we advised you that we required you to submit modified RNAV SID designs. You have submitted a revised design for the Rwy 08 SFD 4Z SID to extend the initial departure speed restriction of 220 KIAS speed restriction beyond position KKE03 (the waypoint of the first turn to the south), until position KKS08 (west of Weir Wood reservoir), the aim of which was to reduce ballooning around the turn towards the south. However, we have since concluded that the track keeping performance of the departures (as implemented in November 2013) around the first turn has improved. We have therefore decided we no longer require Gatwick to modify the designs implemented in November 2013 to introduce this additional speed restriction and have amended our PIR conclusions accordingly.

The published Rwy 08 Route 2 SFD4Z SID published in the AIP is therefore confirmed for permanent use. 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 Route 2 SID has now concluded.

CAA requirements regarding Route 5 RNAV1 SID (see letters dated 28 September 2015 and 1 October 2015)

In our letter dated 28 September 2015, we advised you that we required you to submit modified RNAV SID designs. You have submitted a revised design for the Runway 08 Route 5 SIDs towards the east. We have completed our regulatory assessment of the proposal and I can confirm that the design meets international design requirements and our requirements referenced in my letters mentioned above.

We have therefore approved the Route 5 minor modification and I am confirming that the modified SID will now be introduced from 30 March 2017.

We require GAL to monitor the revised design for 6 months after implementation, then present track data and a summary of the results to the CAA to enable the CAA to determine whether the revised design achieved its aim. Details of the data collection requirements will be similar to those required for the modified Route 4 design and are detailed below. After 6 months of use, once data has been collected and provided to the CAA, the CAA will complete the PIR review of the modified design and determine whether the intended aim has been achieved.

As previously stated in our letter dated 28 September 2015, if the modification does not achieve its aim, GAL will be required to revert to the original RNAV design.

Data Collection requirements for Route 5 during the monitoring period

We require Gatwick to collect the following data:

1. Track dispersion plots in the same format as submitted for the PIR in January 2015 to show the track dispersion and density plots for 6 months after implementation showing one monthly periods. Diagrams should illustrate RNAV1 departures. Separate diagrams for the same period should also be provided to show conventional SID departures.
2. Track data plots to show airline and aircraft type (similar as to those provided for the recent Route 4 PIR).
3. Details of any operational issues arising from Gatwick ATC and London Terminal Control at Swanwick.
4. Details of any operational issues raised by aircraft operators.
5. Plots showing the locations of residents providing feedback overlaid on a track density plot for Route 5 based on Route 5 departures from 30 March onwards for a period of 6 months. The plot should also include the Route 5 NPR swathe.
6. Copies of feedback received from local communities. We recommend continuing engagement with local communities affected by the change and that your GAL blog provides links to a dedicated e-mail address to which stakeholders can send their feedback. We have included a spreadsheet template for collating and providing feedback you have received which should be provided to the CAA at Attachment A.
We require the first month of data to be sent to us as soon after 1 April 2017 as is reasonably possible, and thereafter, at monthly intervals.

If any operational issues arise following implementation, these should be highlighted to the CAA at the earliest opportunity.

Community engagement

It is important that both Gatwick and the CAA are able to keep all stakeholders up to date on progress and we require you to continue to keep your website and blog updated with developments and the CAA will endeavour to do the same.

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

Attachment:

- A. Spreadsheet for summarising feedback.