

# DRAFT POLICY



Directorate of Airspace Policy

Xx XXXXXXXX 201x

## Policy Statement

### Policy for Omnidirectional Departures in the UK

#### 1. Scope

- 1.1 The introduction of Omnidirectional Departures gives a quantitative level of safety to aircraft departing IFR at those aerodromes in the UK, which accommodate such operations but have no notified Standard Instrument Departures (SIDs) in the UK AIP.
- 1.2 The benefits of Omnidirectional Departures are that:
  - They provide safe, standardised departure procedures at aerodromes that have seen considerable growth in commercial air traffic (CAT) operations in recent years;
  - Provide clarity of the required minimum obstacle cleared procedure design climb gradient for any departure;
  - Ensure that departure procedures in the UK accord with ICAO standards and will facilitate the removal of a difference from ICAO from the UK AIP; and,
  - Accommodate all classes of IFR-capable aircraft, including increasingly sophisticated aircraft used by general aviation (GA) operators.
- 1.3 CAP 778 will be updated in accordance with this policy.

#### 2 Definition

- 2.1 An Omnidirectional Departure procedure is designed so that a departing aircraft maintains runway direction until it reaches such a height that it can make a turn in any direction and maintain the prescribed obstacle clearance as given in Reference 1.
- 2.2 Further to the guidance given in References 1, 2 and 3, in the UK no turn shall be allowed below a height of 500 ft above the elevation of the DER.

#### 3 Policy

- 3.1 The CAA has determined that the introduction of Omnidirectional Departures can provide a safety benefit. Therefore, Omnidirectional Departures may be established and notified at UK aerodromes in accordance with References 2 and 3, subject to approval by the CAA.



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## 4 Implementation Guidance

- 4.1 Aerodromes with departure routes that are not notified as SIDs should assess the impact of producing Omnidirectional Departures against any current departure procedures. Such procedures may include a turn at an altitude and the assessment should be made with respect to any requirements contained in Reference 4.
  - 4.1.1 It is envisaged that with time standard or planned departure routes will be replaced with either a SID or omnidirectional departure.
- 4.2 The introduction of new, or changes to existing procedures must accord with the requirements of Reference 3. The Omnidirectional Departure route may not be determined by obstacle clearance requirements alone, consideration of the environment is increasingly important and thus the procedures must be developed in consultation with aircraft operators, air traffic service providers and other concerned parties.
- 4.3 **Where any current departure procedure continues straight ahead from the runway centre line before a turn or features one turn to follow any noise abatement requirement, the introduction of an Omnidirectional Departure can be seen as a regularisation of current practices.**
- 4.4 To help sponsors understand any impacts of introducing omnidirectional procedures, the headings and format of an Operational Report in Appendix A to Reference 4 could be used for guidance. An assessment of the impacts of introducing an omnidirectional departure will have a significant bearing in determining the requirement for formal consultation.

## 5 DAP Point of Contact:

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## References

1. ICAO Doc 8168, Procedures for Air Navigation Services, Aircraft Operations Volume II, Construction of Visual and Instrument Flight Procedures
2. CAP 785 - Approval Requirements for Instrument Flight Procedures for Use in UK Airspace
3. CAP 778 - Policy and Guidance for the Design and Operation of Departure procedures in UK Airspace
4. CAP 725 - CAA Guidance on the Application of the Airspace Change Process

