

All NATMAC representatives

22 January 2016

Dear Stakeholders,

CAA DECISION LETTER

INTRODUCTION OF GIRLI 1X SID and OMNI departures at NEWCASTLE AIRPORT

Having had the GIRLI 1T and GIRLI 1Y SIDs approved at the end of 2014 Newcastle International Airport Ltd (NIAL) progressed a re-design of the GIRLI 3X (now formally re-designated GIRLI 1X) Standard Instrument Departure (SID) from runway 25 and proposed OMNI departures aimed primarily at reducing workload for controllers and pilots alike whilst replicating the track currently flown but to PRNAV design criteria.

From the outset, in the original ACP, it was NIAL's intention that the SIDs and OMNI's should align with the existing Noise Preferential Routes (NPRs) and continue to follow the same track over the ground. Consequently, the SIDs were designed to PRNAV specification, replicating these tracks.

SIDs must terminate at a significant waypoint on an ATS route at either an existing waypoint or (if required) a new waypoint. One of the proposed SID designs (GIRLI 3X), whilst complying with the NPR, did not reflect where traffic is currently positioned. Although it was acknowledged that traffic on this proposed SID would continue to be tactically positioned where it flies today, this was inconsistent with Consultation material and therefore, could not be supported by the CAA.

The revised design of the GIRLI 3X SID whilst not totally in line with what was consulted upon more accurately reflects the design proposed in the ACP and what has been flown for the last 15 years and what will continue to be flown. It also builds in a level restriction of 7000ft at waypoint NTS15 which effectively makes the final portion of the SID redundant and the portion below 7000ft that is likely to affect communities on the ground is in line with those who were consulted.

The now formally re-designated GIRLI 1X SID will be wholly contained within existing Class D airspace and allow Operators to flight plan the SID onto ATS Route P18. It is acknowledged that depending on the fuel loading programme and policy of an individual Operator, the fact that there is now a specific flight level (FL80) assigned to waypoint GIRLI when hitherto there was none, this may slightly increase fuel uplift. It is not possible to

model or estimate this increase (if any) per flight as Operators' fuel uplift policies are often given commercial confidentiality.

Traffic departing on the GIRLI 1X SID will continue to be vectored by Newcastle Radar towards the west side of ATS Route P18 once they have passed between Throckley and Heddon-in-the-Wall and are clear of the Currock Hill gliding site which replicates the procedures applied today.

These changes and procedures have been agreed with NATS Prestwick whose East Sector will be the recipient Sector for traffic operating on the SID and both Units will be issuing Supplementary Instructions (SIs) to not only make controllers aware of the changes but to also update their respective MATS Part 2 documents.

The GIRLI 1X and OMNI departures are supported by many stakeholders and will contribute to enabling the airport to progress with its aspirations and systemisation. I have therefore decided that, following the re-design of the proposed GIRLI 3X SID and now re-designated as GIRLI 1X, to approve this SID and the OMNI departures that formed part of the original Airspace Change Proposal for operational use on the strict understanding that the final leg of the GIRLI 1X SID between waypoints NTS15 and GIRLI shall **not** be flown except for reasons of operational flight safety such as separation or weather avoidance.

The changes will be implemented at 0001 25th January 2016.

If you have any queries, the SARG Case Officer is [REDACTED]
[REDACTED]

[REDACTED]
Director

**RNAV1 (DME/DME or GNSS)
STANDARD DEPARTURE CHART -
INSTRUMENT (SID) - ICAO**

DISTANCES IN NAUTICAL MILES
TRACKS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET

**NEWCASTLE
RWY 25
GIRLI 1X**

