

All NATMAC representatives

15 September 2014

Dear Stakeholders,

CAA DECISION LETTER

INTRODUCTION OF GIRLI 1T & GIRLI 1Y SIDs at NEWCASTLE AIRPORT

Newcastle International Airport Ltd (NIAL) commenced its plans to develop Standard Instrument Departures (SIDs) and omni-directional departure routes (OMNIs) at Newcastle Airport in order to standardise departure clearances and reduce workload for controllers and pilots alike.

From the outset, it was NIAL's intention that the SIDs and OMNIs should align with the existing Noise Preferential Routes (NPRs) and continue to follow the same track over the ground. Consequently, the SIDs have been designed to PRNAV specification, emulating 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 1X), 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 GIRLI 1T (runway 07) and the GIRLI 1Y (runway 25 with Currock Hill gliding site active) SIDs however do replicate not only what is flown tactically today but also are much closer and more accurate to what was consulted upon. These SIDs will additionally reduce controller/pilot workload and minimise the chance for error in the departure clearance being accurately entered into the Flight Management System (FMS).

These two SIDs will be wholly contained in existing Class D airspace and allow Operators to flight plan SIDs onto P18, although 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 these SIDs 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 SIDs 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 remaining SID, the GIRLI 1X, from runway 25 which is proposed to be used when there is no gliding activity at Currock Hill, is being re-designed and will be resubmitted to the CAA for its assessment.

The GIRLI 1Y and 1T SIDs, which were supported by many stakeholders are wholly contained within existing Class D airspace and these SIDs will contribute to enabling the airport to progress with its aspirations and systemisation. I have therefore decided to approve only these two SIDs proposed in this Airspace Change Proposal on the strict understanding that the GIRLI 1Y SID shall only be issued when gliding activity at Currock Hill is taking place and that the current arrangements for runway 25 when there is no gliding activity will prevail. The changes will be implemented at AIRAC 13/2014 on 11th December 2014.

If you have any queries, the SARG Case Officer is

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Director

Enclosure 1. GIRLI 1Y & 1T SIDs

