Utilisation

Newcastle International
Your Airport

Contents

1. Percentage of flights using the SIDs
    - post implementation Vs pre-implementation

Percentage of flights using the SIDs

- The below table displays the percentage of aircraft utlising the NPR (pre SID) and SID (post implementation)

- Excluded are Jetstream 41 aircraft who are unable to fly SID profiles

Percentage of flights using the SIDs

Quarter	Year	%
Q1	2014 (NPR)	95%
Q1	2018 (SID)	96%
Q2	2014 (NPR)	95%
Q2	2017 (SID)	94%
Q3	2014 (NPR)	96%
Q3	2017 (SID)	95%
Q4	2014 (NPR)	94%
Q4	2017 (SID)	96%

Utilisation of SIDs

- P-RNAV equipped aircraft departing via P18 are given a departure clearance via a SID
    - The utilisation of the SID is the primary method of aircraft departure unless there are legitimate safety or operational reasons for the SID to be temporarily unavailable
    - Reasons for the SID to be unavailable include other airspace users in the path of the SID such as aerial survey work or on the grounds of safety such as weather

Redesign

- The GIRLI1Y and GIRLI1T were implemented on 8th January 2015
- The GIRLI1X SID was implemented on the 29th January 2016
- On implementation it was apparent that the GIRLI1X SID turned 3 nm from the end of the Runway and not at 1.5 miles
- This information was passed to the CAA and the GIRLI1X SID was used on a limited basis
- The CAA who had designed the SIDs corrected this and the GIRLI3X SID with the turn now at 1.5 miles was implemented on 27th April 2017

Letter of Agreement

- A letter of agreement exists between NIAL and Currock Hill glider site to the south west of the airfield.
- The GIRLI1Y SID has been designed to avoid this glider site.
- When the glider site is active the GIRLI3X SID is not flown and the GIRLI1Y SID is mandated.
- There is a direct line of communication between Currock Hill and Newcastle ATC which contributes to there being no issues with both theirs and our continued operation