

6 August 2014
FOIA reference: F0002020

Dear XXXX

I am writing in respect of your recent request dated 1 August 2014, for the release of information held by the Civil Aviation Authority (CAA).

Your request:

"Please would you provide me with me with conditions the CAA attached to the conduct of this trial, in particular the types of aircraft permitted to operate on the ADNID 1D SID, the times they are permitted to do so and any restrictions on which operators are allowed to fly the SID".

Our response:

Having considered your request in line with the provisions of the Freedom of Information Act 2000 (FOIA), we are pleased to be able to provide the information below.

The operating parameters, including times of operation, of the ADNID trial are contained within the attached Aeronautical Information Circular, published on the Aeronautical Information Service website.

There is no restriction on the type of aircraft or the operators that can take part in the ADNID trial, provided that the aircraft/operator is technically equipped to fly the procedure. The trial ceases on 8th August 2014. I also enclose a copy of the CAA authorisation issued prior to the commencement of the trial as additional information.

We have, however, redacted the names of individuals that are not in senior, public facing roles in accordance with Section 40(2) of the FOIA as to release the information would be unfair to the individuals concerned and would therefore contravene the first data protection principle that personal data shall be processed fairly and lawfully. A copy of this exemption can be found enclosed.

If you are not satisfied with how we have dealt with your request in the first instance you should approach the CAA in writing at:-

Mark Stevens
External Response Manager
Civil Aviation Authority
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR

mark.stevens@caa.co.uk

The CAA has a formal internal review process for dealing with appeals or complaints in connection with Freedom of Information requests. The key steps in this process are set in the attachment.

Should you remain dissatisfied with the outcome you have a right under Section 50 of the Freedom of Information Act to appeal against the decision by contacting the Information Commissioner at:-

Information Commissioner's Office
FOI/EIR Complaints Resolution
Wycliffe House
Water Lane
Wilmslow
Cheshire
SK9 5AF

www.ico.gov.uk/complaints.aspx

Should you wish to make further Freedom of Information requests, please use the e-form at <http://www.caa.co.uk/foi>.

Yours sincerely

Rick Chatfield
Information Rights and Enquiries Officer

CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

- The original case to which the appeal or complaint relates is identified and the case file is made available;
- The appeal or complaint is allocated to an Appeal Manager, the appeal is acknowledged and the details of the Appeal Manager are provided to the applicant;
- The Appeal Manager reviews the case to understand the nature of the appeal or complaint, reviews the actions and decisions taken in connection with the original case and takes account of any new information that may have been received. This will typically require contact with those persons involved in the original case and consultation with the CAA Legal Department;
- The Appeal Manager concludes the review and, after consultation with those involved with the case, and with the CAA Legal Department, agrees on the course of action to be taken;
- The Appeal Manager prepares the necessary response and collates any information to be provided to the applicant;
- The response and any necessary information is sent to the applicant, together with information about further rights of appeal to the Information Commissioners Office, including full contact details.

Freedom of Information Act: Section 40

(1) Any information to which a request for information relates is exempt information if it constitutes personal data of which the applicant is the data subject.

(2) Any information to which a request for information relates is also exempt information if-

- (a) it constitutes personal data which do not fall within subsection (1), and
- (b) either the first or the second condition below is satisfied.

(3) The first condition is-

- (a) in a case where the information falls within any of paragraphs (a) to (d) of the definition of "data" in section 1(1) of the Data Protection Act 1998, that the disclosure of the information to a member of the public otherwise than under this Act would contravene-
 - (i) any of the data protection principles, or
 - (ii) section 10 of that Act (right to prevent processing likely to cause damage or distress), and
- (b) in any other case, that the disclosure of the information to a member of the public otherwise than under this Act would contravene any of the data protection principles if the exemptions in section 33A(1) of the Data Protection Act 1998 (which relate to manual data held by public authorities) were disregarded.

(4) The second condition is that by virtue of any provision of Part IV of the Data Protection Act 1998 the information is exempt from section 7(1)(c) of that Act (data subject's right of access to personal data).

(5) The duty to confirm or deny-

- (a) does not arise in relation to information which is (or if it were held by the public authority would be) exempt information by virtue of subsection (1), and
- (b) does not arise in relation to other information if or to the extent that either-
 - (i) the giving to a member of the public of the confirmation or denial that would have to be given to comply with section 1(1)(a) would (apart from this Act) contravene any of the data protection principles or section 10 of the Data Protection Act 1998 or would do so if the exemptions in section 33A(1) of that Act were disregarded, or
 - (ii) by virtue of any provision of Part IV of the Data Protection Act 1998 the information is exempt from section 7(1)(a) of that Act (data subject's right to be informed whether personal data being processed).

(6) In determining for the purposes of this section whether anything done before 24th October 2007 would contravene any of the data protection principles, the exemptions in Part III of Schedule 8 to the Data Protection Act 1998 shall be disregarded.

(7) In this section-

"the data protection principles" means the principles set out in Part I of Schedule 1 to the Data Protection Act 1998, as read subject to Part II of that Schedule and section 27(1) of that Act;

"data subject" has the same meaning as in section 1(1) of that Act;

"personal data" has the same meaning as in section 1(1) of that Act.

Safety and Airspace Regulation Group



Swanwick Centre
Sopwith Way
Swanwick
Hampshire
SO31 7AY

31 January 2014

Dear [REDACTED],

Departure Enhancement Programme – Gatwick ADNID SID Trial

As you are aware, several trials are being proposed by NATS, associated with Heathrow and Gatwick Airports, to evaluate various concepts regarding performance based navigation (PBN). These trials all come under the title of Departure Enhancement Programme (DEP) and comprise several new RNAV SIDs.

The ADNID SID trial will be the second operational procedure in a series of trials contributing to DEP and will commence on Monday 10th February 2014 concluding six months later on Friday 8th August 2014.

The trial, which is in full support of the UK Future Airspace Strategy, will provide invaluable data that will ultimately inform the case for potentially reducing PBN lateral route spacing.

In accordance with CAP 670, Part B, Section 4 GEN 03, this letter is to inform you that the CAA has no objection to the commencement of the ADNID SID trial.

This decision is based on the review of the information provided by the project, mainly the Route Spacing Assurance Document (**4987/SAF/18 Issue 1**), and it is subject to the following conditions:

- The trial will only be undertaken when the operational conditions contained in the AIP Supplement (1/2014) are met and continue to be met;
- On completion of the trial a final report, detailing the outcome of the activity against the stated objectives, will be provided to the CAA.

This approval relates solely to the ADNID SID part of the DEP trial, as defined, and does not constitute agreement for permanent implementation or further stages of the trial.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'S Lindsey', is positioned above the printed name.

S Lindsey
Head of Airspace

Cc:

AIP SUPPLEMENT 1/2014

UNITED KINGDOM



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UK Aeronautical Information Services
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Middlesex, TW5 9AT
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<http://www.ais.org.uk>
01293-601020 (Content - Gatwick/ATC)
0191-203 2329 (Distribution - Communisis UK)

Date Of Publication

23 January 2014

Notes

- (a) All times are UTC.
- (b) References are to the UK AIP.
- (c) Information, where applicable, should also be used to amend appropriate charts.



LONDON GATWICK AIRPORT – INTRODUCTION OF RNAV1 TRIAL STANDARD INSTRUMENT DEPARTURE (SID) PROCEDURE: ADNID 1X RWY 26L.

1 Introduction

- 1.1 The purpose of this AIP Supplement is to detail the trial operation of the RNAV1 ADNID 1X SID from London Gatwick Airport. **All Carriers that are RNAV1 equipped and route via BOGNA/HARDY must have the RNAV1 ADNID 1X SID coded and available for use when the trial commences on 10 February 2014.** The trial will finish on 8 August 2014. Carriers not suitably equipped for RNAV1 operations will be issued conventional BOGNA/HARDY SIDs.
- 1.2 The trial (RNAV1) ADNID 1X SID has been designed to reflect ATC tactical vectoring of aircraft that flight plan the current BOGNA/HARDY westerly SID while allowing critical track-keeping and environmental data to be captured. This trial will be for westerly departures from Runway 26L only.
- 1.3 The trial (RNAV1) ADNID 1X SID has an equivalent track mileage of aircraft operating the current BOGNA/HARDY SID with ATC intervention. Details of the SID plates can be found at Annex A of this document.
- 1.4 This trial will introduce the following RNAV1 SID:
 - ADNID 1X – Runway 26L
- 1.5 Departures from Runway 26R will use the BOGNA/HARDY conventional SID.
- 1.6 The trial (RNAV1) ADNID 1X SID is available only to aircraft that are equipped and approved in accordance with the requirements of JAA TGL-10, or equivalent, and where the operator has been approved by their State of Registry for RNAV1 operations.
- 1.7 In addition, the trial (RNAV1) ADNID 1X SID is only available to those aircraft that are either GNSS equipped or that have a **DME/ DME and INS/IRU with automatic runway updates**
- 1.8 There are no critical nav aids associated with this RNAV1 SID assuming the use of GNSS or INS/IRU for initial guidance up to an altitude of 2000 ft.

2 Purpose of the (RNAV1) ADNID 1X SID Trial

- 2.1 The purpose of the trial is:
 - (a) To continue to gain ATC and aircraft operator experience of RNAV1 operations within the UK;
 - (b) To assess track keeping accuracy of aircraft flying (RNAV1) ADNID 1X SID;
 - (c) To assess route placement against holding aircraft;
 - (d) To assess the suitability of design criteria for RNAV1 procedures;
 - (e) To confirm the flyability of (RNAV1) ADNID 1X SID design.

3 RNAV1 Trial Procedure

- 3.1 The trial (RNAV1) ADNID 1X SID is detailed at Annex A to this supplement together with the appropriate navigation database coding tables.
- 3.2 The trial (RNAV1) ADNID 1X SID will not be available between the hours of 2300-0600 winter and 2200-0500 summer. During these hours pilots can expect to be issued with the conventional or RNAV1 SFD SID depending on their equipage.
- 3.3 The trial (RNAV1) ADNID 1X SID will be clearly identified and be distinguishable from the conventional and (RNAV1) BOGNA/HARDY SIDs by using the new waypoint designator ADNID 1X as the prefix and a route identifier: ADNID 1X.
- 3.4 Crews of suitably equipped aircraft will be issued the trial (RNAV1) ADNID 1X SID clearance by Gatwick ATC GMP. **Aircraft which are not equipped to the appropriate standard will be issued the conventional BOGNA/HARDY SID clearance.**
- 3.5 As part of the requirements for initial call on departure, participating flight crews are to advise ATC by stating the SID that they are flying, e.g. '(Callsign), ADNID 1X, passing xxxx feet, climbing altitude xxxx feet'.

- 3.6 Speed limits apply at specified waypoints for track containment purposes. Aircraft must adhere to the specified speeds when following this trial. If the specified speeds cannot be adhered to flight crew must advise ATC of non-compliance as soon as it is safe to do so.
- 3.7 Aircraft flying the trial (RNAV1) ADNID 1X SID may receive radar vectors from ATC in keeping with operating procedures, although the purpose of the trial is to gather track-keeping data which should see the majority of aircraft left on their own navigation following the standard instrument departure.
- 3.8 Throughout the trial period of six months the conventional and RNAV1 BOGNA/HARDY SIDs, as detailed in the UK AIP, will remain available. Conventional SIDs will be used by any aircraft not suitably equipped/certified for RNAV1 operations and for any other occasion when the trial RNAV1 ADNID 1X SID cannot be issued.
- 3.9 The RNAV1 versions of the BOGNA/HARDY SIDs will be available, for suitably equipped aircraft at any other occasion when the trial SID cannot be issued or is not available.
- 3.10 Radio Communication Failure Procedures: Aircraft experiencing loss of communications having been cleared for an (RNAV1) ADNID 1X SID should continue in accordance with UK AIP ENR 1-1-3 General Flight Procedures, Paragraph 3.4.2.4.2 (b) (ii), which stipulates: 'If failure occurs when the aircraft is following a notified departure procedure such as a Standard Instrument Departure (SID) and clearance to climb, or rerouting instructions have not been given, the procedure should be flown in accordance with the published lateral track and vertical profile, including any stepped climbs, until the last position, fix, or waypoint, published for the procedure, has been reached. Then, for that part of the period of seven minutes that may remain, maintain the current speed and last assigned level or minimum safe altitude if this is higher.'
- 3.11 Aircraft avionics failure: if such an event should occur, the flight crew should make their intentions known to ATC as soon as possible and follow their standard procedures for such an occurrence.
- 3.12 In the event that the required navigation equipment fails, the flight crew shall advise ATC that they can no longer continue with the procedure, or are unable to accept the procedure, with the phraseology:

'(Callsign), unable RNAV due equipment.'

In such an event, ATC shall provide radar vectors and climb instructions in accordance with standard procedures.

4 Air Navigation Order

- 4.1 For the Purpose of the trial these procedures are hereby notified for the purposes of Articles 124(1) and 125(1) of the Air Navigation: The Order and the Regulations, CAP 393, Third edition incorporating amendments up to 1/2012.

5 Flight Planning

- 5.1 For this trial all suitably equipped aircraft, as detailed in their flight plan, will be issued the (RNAV1) ADNID 1X SID when flight planning via BOGNA/HARDY when Runway 26L is in use. **Aircraft Operators do not need to change the manner in which they file flight plans for this trial.** Allocation of the appropriate SID will be handled by NATS Systems. However the ADNID 1X SID may be flight planned and it is important to note that flight plans will not be rejected if ADNID 1X is selected.
- 5.2 Upon reaching ADNID and according to the airway that has been flight planned, carriers can expect to flight plan and route as follows:

M189	DCT	DRAKE	DCT	OSPOL
L151	DCT	DRAKE		
N615	DCT	BENBO		
M605	DCT	HARDY		

6 Trial Implementation Date

- 6.1 This trial will be effective from the 10 February 2014 at 0001 and end at 2359 8 August 2014.

Note:

- The end of this trial may be subject to change due to data gathering requirements;
- The end date of this trial will be confirmed by NOTAM, following which this supplement and the associated procedures will be withdrawn.

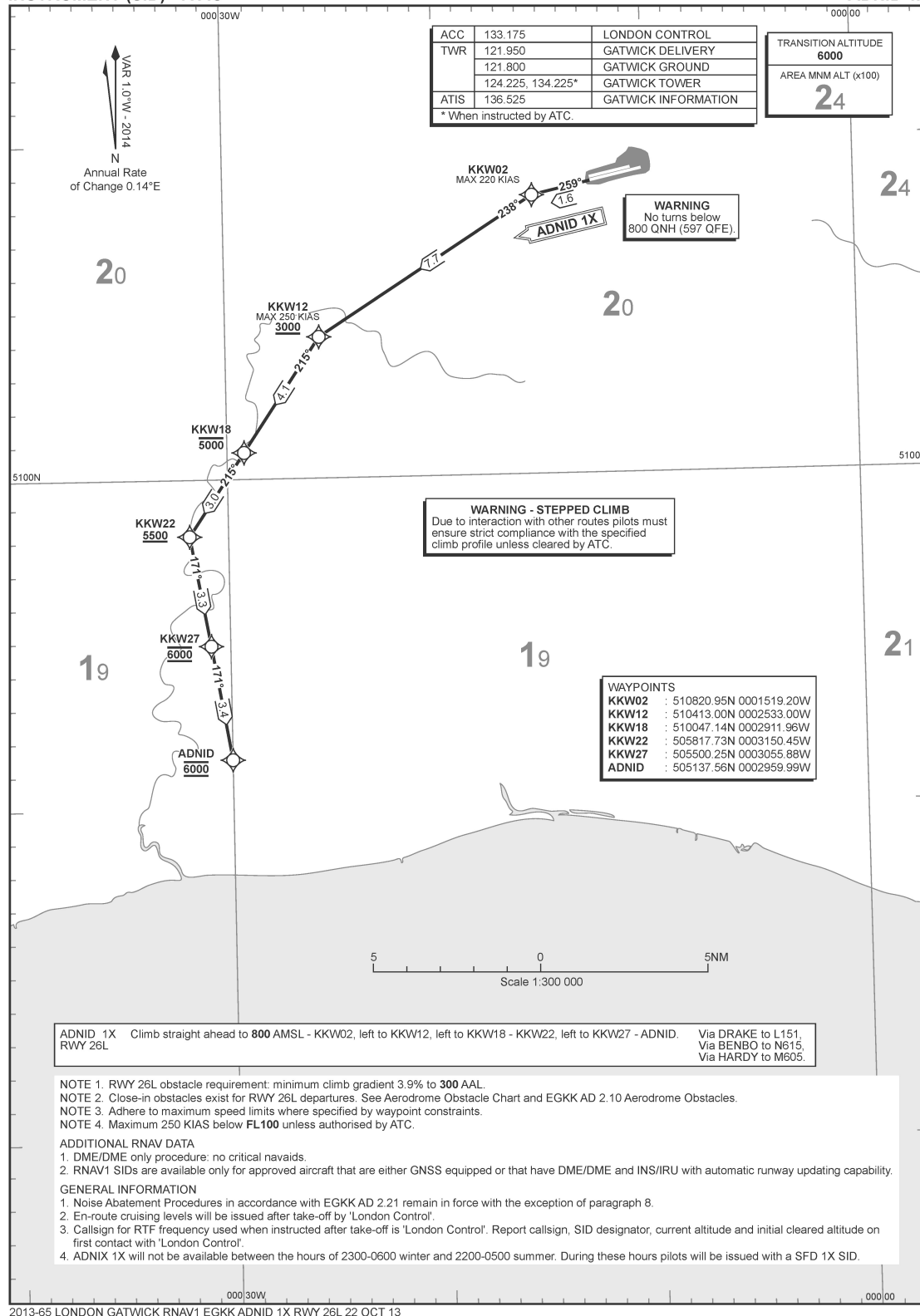
7 Trial Contact

- 7.1 Should any operator require further assistance please email NATS Customer Affairs at the following email address, quoting this AIP Supplement: CustomerAffairs@nats.co.uk

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

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

**LONDON GATWICK
RWY 26L
ADNID 1X**



Standard Instrument Departure Coding Tables

London Gatwick Runway 26L ADNID 1X

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint Co-ordinates	Fly-over	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint	Navigation Performance
ADNID 1X	001	CA	-	-	-	259° (257.6°)	-1.0	-	-	+800	-	RNAV1
ADNID 1X	002	CF	KKW02	510820.95N 0001519.20W	N	259° (257.6°)	-1.0	1.6	LEFT	-	-220	RNAV1
ADNID 1X	003	TF	KKW12	510413.00N 002533.00W	N	238° (237.4°)	-1.0	7.7	LEFT	+3000	-250	RNAV1
ADNID 1X	004	TF	KKW18	510047.14N 0002911.96W	N	215° (213.9°)	-1.0	4.1	-	-5000	-250	RNAV1
ADNID 1X	005	TF	KKW22	505817.73N 0003150.45W	N	215° (213.8°)	-1.0	3.0	LEFT	+5500	-250	RNAV1
ADNID 1X	006	TF	KKW27	505500.25N 0003055.88W	N	171° (170.1°)	-1.0	3.3	-	6000	-250	RNAV1
ADNID 1X	007	TF	ADNID	505137.56N 0002959.99W	N	171° (170.1°)	-1.0	3.4	-	6000	-250	RNAV1

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