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Our Ref: ACP 2015-22

## **Newcastle International Airport Ltd (NIAL) Standard Instrument Departures (SIDs)**

### **POST IMPLEMENTATION REVIEW REQUIREMENTS**

#### **GENERAL**

1. In 2014 the GIRLI 1T and 1Y SIDs were implemented and then following a design change, at the request of the CAA, the GIRLI 3X SID was implemented in early 2016. The CAA is required to ensure that any airspace changes perform as anticipated and that the benefits envisaged in the original airspace change proposal (ACP) and decision have been delivered. The CAA is therefore commencing a Post Implementation Review (PIR) for the three SIDs.
2. The PIR for these procedures will be carried out in accordance with the CAP725. However, the CAA will have reference to the current process guidance in CAP 1616, stage 7 and Annex H in undertaking the PIR.
3. Any data provided to the CAA as part of the PIR assessment must be in a format that is consistent with, and comparable to data provided as part of the original consultation and formal ACP, if possible. Scaling of the data should be consistent throughout to enable a like for like comparison between RNAV and conventional plots.

#### **POST IMPLEMENTATION REVIEW DATA REQUIRMENTS**

4. The following data is required in order to facilitate the PIR:

- Safety Data: if relevant; for example, reports where the SIDs have not been flown correctly.
- Traffic figures: reconfirmation as per the ACP that the SIDs were not expected to create an increase in traffic levels (data for the year before implementation and the year after all three SIDs were in use).
- Traffic dispersion/density comparisons: Graphical traffic density plots (including lateral and vertical) showing conventional (pre-implementation) procedure track plots, RNAV SID track plots and combined RNAV/conventional. Plots should be colour coded and cover the data for the following periods: a typical busy week from each quarter of 2014 (pre-implementation) and a typical week per quarter from 2016 (post implementation for all three SIDs).
- Utilisation: Percentage of flights using the SIDs as expected (post implementation) vs pre-implementation conventional routings (should correlate to the same weeks selected as above).
- Operational feedback: direct feedback from controllers, NATS and relevant airlines including flyability issues.

- Stakeholder feedback: feedback/complaints received by NIAL that are relevant to this review. Locations of the origin of any complaints, if relevant, are to be included.

5. If certain data is unavailable or is disproportionately burdensome to provide, the CAA will consider representations from the NIAL explaining the reasons for not providing the data and the CAA may adjust the requirements on this basis.

6. Any other data that would provide evidence of other benefits or impacts as a result of the SIDs being utilised, should also be included in an appropriate format. An example would be noise monitoring data from the periods requested.

#### **FORMAT OF DATA DETAILS**

7. The following guidance on the format of data should be followed and presented on clear base maps where relevant:

a) In a PowerPoint format provide the requested track density/dispersion plots in altitude bands of 1000ft intervals from departure to 1000ft, then 1001ft to 2000ft and so on up to 7000ft.

b) The colour key on all diagrams should be visible somewhere such that it is not blanked out/obscured by the tracks on the diagram.

c) Using white as one of the track colours should be avoided if possible as tracks can disappear against the map or lost against the OS background data and where the tracks switch to the next altitude band, the white tracks can be easily lost under the next altitude band colour.

d) For presentation of diagrams for all track plots, labelling should include the title specifying whether RNAV, conventional (or both) as appropriate, the sample period, altitude bands as appropriate and the number of aircraft in sample.

e) Illustrate the NPR swathes and the NPR. The NPR swathes should be a colour palette which does not obscure track plots, and the outline of the NPR swathes and the nominal track (the centreline) should be bold enough to stand out through the track density/dispersion plots if that can be achieved.

f) The SID nominal track and RNAV waypoints. Please colour the palette so the NPR and the swathe extremities are visible through the track plots, and that we can see the background OS features of towns and villages etc.

g) For labelling track density diagrams, the same conditions as applicable for track plots apply.

h) Provide track dispersion plots for the 5 most frequently operated aircraft types (in same format as above).

i) Provide an example of a days track dispersion plot to enable the CAA to look at particular weather implications (in same format as above) such as particularly strong winds, to show how this compares to the other data, if relevant, from both 2014 and 2016. Please annotate surface winds and forecast 2000ft and 5000ft winds on these diagrams to assist analysis.

j) METAR data on the selected days to be provided in conjunction with the data plots as above.

Note: we have requested an initial amount of data in order to determine variance. We may determine that further daily plots are required in order to carry out a complete PIR. The track keeping performance and data quality will drive this requirement.

## **FURTHER INFORMATION**

8. Additional information may be required as subsequently advised by the CAA depending on local circumstances.

## **SUBMISSION TO CAA AND PUBLICATION OF PIR DATA ON THE CAA WEBSITE**

9. The above data must be provided within 12 weeks of the date of this letter. This period may be extended as required.

10. Please note that the data provided will be published on the CAA website unless otherwise agreed. Where any documentation contains material that NIAL requests to be redacted, a redacted version must also be provided for publication.