



09/09/2020

Route 4 2012 ACP PIR

██████████
Regulatory Lead
Gatwick Airport Ltd

Dear ██████████,

Following the meeting with the CAA to discuss Gatwick's proposal to implement CAP 1912 - Route 4 2012 ACP PIR Decision, GAL produced a set of minutes. These minutes were accepted by the CAA as a fair reflection of the conversations which took place. We also stated that the CAA was still considering the timeframes and technical requirements identified in the minutes and whether it accepted the rationale presented therein.

During discussions as identified in the minutes, NATS stated that there would be an increase in complexity due to a change in the route connectivity which could be addressed through a NAS adaptation. The earliest that this could have been implemented would be December 2020 with only four NAS adaptations per year. Whilst this could have been achieved (within the then timeframe), the conventional routes would continue to have different SID end points. Again, to remove an element of complexity, NATS and GAL stipulated that a single SID end point should be developed coincident with the RNAV SID end points. Given that the RNAV SIDs had been previously truncated as part of another ACP (AD4), the conventional SIDs should also be truncated. This would require the conventional SIDs to be truncated in accordance with the CAA SID truncation policy. The change could not be accommodated by GAL by December 2020 and GAL proposed that the change should therefore target the next NAS adaptation in February 2021.

The CAA accepts changes in two consecutive NAS adaptations in the same area is not desirable and could be addressed within a single adaptation removing a change upon change. Given that the time for AIRAC 13/2020 submissions to AIS has now passed the February 2021 AIRAC is the next scheduled NAS adaptation.

The denotification of the RNAV SIDs was anticipated by GAL in its letter of 3 July 2019 as a likely outcome of the PIR, the CAA would not expect the timeline for the implementation of CAP 1912 to extend beyond AIRAC 2/2021. In the event that GAL have not gained approval for the SID truncations that they have identified by the AIS submission deadline for the AIRAC, the CAA will require GAL and NATS to establish alternative mitigation to enable denotification of the R4 RNAV SID no later than AIRAC 2/2021.

The CAA does not accept the rationale for the continued publication of the BIG RNAV SID as currently published in the AIP.

In terms of the departing traffic and the ability of coded overlays being flown of the conventional SID, the CAA would expect ANS as the service provider at Gatwick Airport to develop and apply mitigation to ensure that departing aircraft are afforded the requisite departure separation between consecutive departures on the same route.

Yours Sincerely,

████████████████████
Principal Airspace Regulator