

## Safety and Airspace Regulation Group

Office of the Group Director



23 May 2016

Stewart Wingate  
Chief Executive Officer  
Gatwick Airport Limited

By E-Mail : [stewart.wingate@gatwickairport.com](mailto:stewart.wingate@gatwickairport.com)

Dear Stewart

### **August 2013 Airspace change introducing RNAV SIDs at Gatwick Airport. Stage 7 CAA ACP process - Conclusions of Post-Implementation Review Requirements for further action by GAL**

I refer to my letters dated 28 September 2015, 1 October 2015 and 10 October 2015. I am writing to formally confirm matters that have been discussed by our colleagues in the months since my letters.

#### **CAA requirements regarding Route 4 RNAV1 SID (see letters dated 28 September 2015 and 1 October 2015)**

Gatwick has now submitted a re-design for Route 4 that the CAA has determined meets international design requirements and our requirements referenced in my letters mentioned above.

As set out in those letters and the CAA decision letter dated 14 August 2013, overtime, magnetic variation has caused a shift northwards of the nominal track of the conventional SID with a consequential change in aircraft tracks.

Our letter dated 10 October 2015 acknowledged that the conventional SID had not been reviewed (in part to deal with the magnetic variation) in line with the UK's international treaty obligations known as ICAO (International Civil Aviation Organisation)

requirements and that this work needed to be carried out before the re-design work that was required as a result of the CAA's post implementation review of the RNAV SIDs. We have agreed that the re-designed route 4 should be implemented from 26 May 2016 and monitored for 6 months.

#### **Data Collection requirements during the monitoring period**

We require Gatwick to collect the following data:

1. Track dispersion plots in the same format as submitted for the PIR in January 2015 to show the track dispersion for 6 months after implementation showing one monthly periods. (For administrative purposes, this must be submitted on a monthly basis from 1 June 2016). Diagrams should illustrate RNAV1 departures. Separate diagrams for the same period should also be provided to show conventional SID departures.

2. Details of any operational issues arising from Gatwick ATC and London Terminal Control at Swanwick.
3. Details of any operational issues raised by aircraft operators.
4. Plots showing the locations of residents providing feedback overlaid on a track density plot for route 4 based on route 4 departures from 26 May onwards for a period of 6 months. The plot should also include the Route 4 NPR swathe.
5. Copies of feedback received from local communities. We note that you have already been engaging with local communities and that your blog links to a dedicated e-mail address to which stakeholders can send their feedback. We have included a spreadsheet template for collating and providing feedback you have received to the CAA at Attachment A.

We require the first month of data to be sent to us ASAP after 1 July 2016. Thereafter, we will advise whether the data needs to be sent to us monthly or less frequently.

Additional Route 4 design for use in strong south westerly conditions

In addition to the re-design work outlined above, in order to meet our modification requirements dated 28 September 2015, we are aware GAL is in the process of determining whether an alternate design option is feasible which could be used in strong south westerly wind conditions.

If an appropriate RNAV SID design and air traffic control operational procedures can be developed, Gatwick should submit a design to the CAA as part of this PIR process.

**CAA requirements regarding Routes 2 and 5 RNAV SIDs**

We note that Gatwick has been working with us to progress acceptable designs and that this work is still on going.

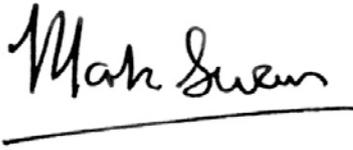
**CAA requirements regarding the Conventional SIDs (see letter dated 10 October 2015)**

The requirement to submit reviewed conventional SIDs to take into account magnetic variation in accordance with ICAO requirements set out in our letter dated 10 October 2015 was due in January 2016 for Route 4 and April for Routes 2 and 5. In respect of Routes 1, 3, 6, 7, 8 and 9, by April 2016, GAL was to seek the CAA's agreement to either withdraw the conventional SIDs or submit a conventional SID review package in order that these routes could be retained for operational use. Whilst we understand the reason why the conventional SID review work has been delayed to give priority to the RNAV SID redesign work, if the conventional SIDs are to be retained once the RNAV review work has been completed, the conventional SID work must be completed as a matter of urgency following completion of the RNAV review work.

**General conditions**

It is important that both Gatwick and the CAA are able to keep all stakeholders up to date on progress and we require you to continue to keep your website and blog up dated with developments and the CAA will endeavour to do the same.

Yours sincerely

A handwritten signature in black ink that reads "Mark Swan". The signature is written in a cursive style and is positioned above a solid black horizontal line.

**Mark Swan**  
**Group Director Safety and Airspace Regulation**

Attachment:

- A. Spreadsheet for summarising feedback.



Template for  
feedback log (clean).: