

ADVANCE PIR REQUIREMENTS TO LUTON

The following information was sent to the sponsor on 14 December 2015:

From: [REDACTED]
Sent: 14 December 2015 18:12
To: [REDACTED]
Subject: Luton RNAV SIDs Post Implementation Monitoring Requirements

[REDACTED]

At our Framework Briefing for the RNP SIDs, I advised I would send you a separate decision letter. Since then, I have been unavoidably tied up with various essential LAMP tasks, so I have been unable to get round to following this up. However, the format of how we convey ACP decisions has since changed. As you have already received the Decision Letter addressed to NATMAC, the contents are sufficient to fulfil the requirement other than some recommendations for conducting the Post Implementation Review - one year after the SIDs were introduced. I am therefore including these specific requirements by e mail early - these are detailed below, although I will follow up with further information regarding specific aircraft operational data once I have had a chance to speak to [REDACTED] in the New Year (sometime after January due to leave for both of us in Dec/Jan), or any further details which you should know about in advance of 20 August 2016.

As we know of some issues already which are being investigated (the Boeing issues with the waypoints), I trust [REDACTED] will continue to be engaged with this until the issue is resolved.

In order to prepare data for the PIR which is due to commence in August 2016, here are some advance requirements which the CAA will require you to provide:

The sponsor is required to:

- Compare representative samples of radar tracks with those produced for the consultation and submission, to ensure that tactical vectoring does not occur until the railway line (as per the two trials). (Note: we understand this is under continuing discussions with NATS) and provide the details of this analysis for the PIR.
- Monitor noise levels in south Luton (the same location as used for the noise monitoring of the trials), to assess noise levels and compare them with pre-implementation levels to ensure there has been no change and provide the details of this analysis for the PIR.
- Provide an update on progress of the proposed NPR swathe penalty system, and details of any penalties issued.
- Provide a report on the results of the proposed noise monitoring in Sandridge and an outline of any steps to redesign (or not) the SID in that location as a result of the findings.

When you prepare diagrams of track dispersion, we will need to see appropriated labelled diagrams to see monthly comparisons for the track dispersion before the change and after the change (e.g. September 2014 v September 2015). In addition, a period of like for like samples should also be provided (as close as possible in terms of the numbers of flights) and periods highlighted on the diagrams to illustrate what period the sample represents. The

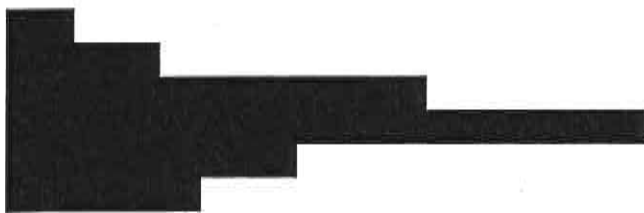
diagrams should be able to convey the impacts of the change in order to determine whether the anticipated impact is as expected.

It would be helpful in advance if you can provide an example of a **monthly** sample indicating the different NPR swathes for the conventional and RNAV SIDs which you may already have available to date (?) just to demonstrate how you can show this data then we can fine tune anything before you submit the details after August 2016. There is no immediate rush for this as I am away for most of January and will not be able to look at any details until sometime in February.

As we have displayed details for the recent Gatwick RNAV SIDs PIR on the website, please provide agreement for the CAA to publish this information whenever you submit the details after August 2016.

As an aside, some initial comments following shortly on the FWB notes.

Regards,

A large black rectangular redaction box covering the signature and name of the sender.