

## **PIR SUSPENSION NOTIFICATION TO LUTON**

**From:** [REDACTED]

**Sent:** 16 March 2016 10:30

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** Luton RNAV SIDs Post Implementation Review Suspension

[REDACTED]

We are now slightly further forward regarding the PIR submission. Due to the operational issues experienced by the Boeing fleet, this is to notify you that the CAA has suspended the requirement to submit a PIR report to us on 20 August 2016 (actually, it would have been as soon as you have gathered data up to this date).

As you have advised that a new RNAV SID design will be submitted to the CAA to replace the existing RNAV SIDs to BPK, flyability and validation of a new design is required as per CAP 785, then a new procedure design is to be submitted to the CAA for approval.

Once implemented, the new design is to be flown for a period of 6 months, after which Luton is required to submit a PIR report to the CAA to enable the CAA to complete a PIR on the re-designed route. We will confirm the PIR submission requirements with you ASAP.

In the meantime, as you intimated on 11 March, please submit a report of the operational issues to date.

In order to enable the CAA to determine whether the existing SIDs may remain in operational use, please confirm:

1. If Luton Airport intend to continue to allow other types to use the RNAV SIDs until a new design has been approved and implemented.

If yes, please advise Luton ATC and LTC Operations of your plans, confirm with Luton ATC and LTC that appropriate operational instructions will be issued to advise of the continued use by restricted availability of the SIDs, and that it has been confirmed that departure separations remain valid for successive departures on/not on the RNAV SID.

Once above confirmed, please provide the confirmation from both ATC units they are content with the continued mixed use of both RNAV and conventional SIDs.

2. Whether there are any other operational issues for other aircraft types other than the Boeing fleet.

If yes, please be as specific as you can regarding the relevant issues, aircraft types and the operators concerned.

3. Your intention to continue to use the RNAV SIDs (albeit with restricted use).

Once in receipt of the above details, the CAA will then confirm whether continued use of the RNAV SIDs are appropriate.

Regards,

[Redacted signature]