



DAP 1916 - Statement of Need: Intended Change to Notified Airspace

This form may be used to provide information to the CAA about an intended change. Once this form is completed, then please submit it by clicking the button at the end of this form.

1. Change Title

Please enter a title for this intended change, (max 80 characters): *

Truncation of London Heathrow Midhurst SIDs

2. Change Sponsor Details

Please select the appropriate category and complete. *

- ☒ A Company
- ☐ An Unincorporated Association or other body
- ☐ Individual (including sole traders and partnerships)

2a. A Company

Registered Company name (in full) *

NATS

Registered Company Number

Country of Company Registration

Registered Office Address

4000 Parkway, Whiteley, Hampshire

Postcode

PO157FL

E-mail

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

Primary Point of Contact Name *

Telephone *

E-mail *

Secondary Point of Contact Name

Telephone

E-mail

3. Independent Aviation/Airspace Consultancy

☐ Is an Independent Aviation/Airspace Consultancy involved in this proposal?

4. Summary of Intended Change

Please use the check boxes below to indicate the nature of the intended change(s): *

- | | | |
|--|---|--|
| <input type="checkbox"/> Flight Information Region (ENR 2.1) | <input type="checkbox"/> Upper Information Region (ENR 2.1) | <input type="checkbox"/> Terminal Control Area (ENR 2.1) |
| <input type="checkbox"/> Other Regulated Airspace (ENR 2.2) | <input checked="" type="checkbox"/> Lower ATS Routes (ENR 3.1) | <input checked="" type="checkbox"/> Upper ATS Routes (ENR 3.2) |
| <input checked="" type="checkbox"/> Area Navigation Routes (ENR 3.3) | <input type="checkbox"/> Helicopter Routes (ENR 3.4) | <input type="checkbox"/> Other Routes (ENR 3.5) |
| <input type="checkbox"/> En-Route Holding (ENR 3.6) | <input checked="" type="checkbox"/> Name-Code Designators (ENR 4.4) | <input type="checkbox"/> Prohibited/Restricted/Danger Areas (ENR5.1) |
| <input type="checkbox"/> Military Exercise/ Training Areas (ENR 5.2) | <input type="checkbox"/> Other Danger/ Hazard (ENR 5.3) | <input type="checkbox"/> Aerial/Sporting/Recreational Activities (ENR 5.5) |
| <input type="checkbox"/> Bird Migration/Sensitive Fauna (ENR 5.6) | <input type="checkbox"/> ATS Airspace (AD-EGXX-2.17) | <input checked="" type="checkbox"/> Flight Procedures (AD-EGXX-2.22) |
| <input type="checkbox"/> ATCSMAC (AD-EGXX-5) | <input checked="" type="checkbox"/> Standard Instrument Departure (AD-EGXX-6) | <input type="checkbox"/> Standard Arrival Route (AD-EGXX-7) |
| <input type="checkbox"/> Instrument Approach Procedure (AD-EGXX-8) | <input type="checkbox"/> Visual Reference Point | <input type="checkbox"/> Release of Controlled Airspace |

Please use the check box below to indicate whether this is an administrative change:

☐ Does your proposal represent an administrative change to the Aeronautical Information Publication (AIP)?

5. Statement of Need

Please provide a brief 'Statement of Need' expressing explicitly what airspace issue or opportunity you are seeking to address. Your Statement of Need should clearly articulate the current situation, the issue (and the cause of it) to be resolved or the opportunity to be addressed along with any other factors or requirements. *

Original SoN ref E42305 of 11/10/17 (ACP-2017-66)
In support of the ongoing SID truncation programme, and to avoid ATC confusion with proposed trunc of Gatwick SAM & KENET SIDs to be redesignated as MID (DAP1916 E42304 ACP-2018-24) and based on radar derived height info, the following is proposed:
1. Develop a steeper & truncated version of MID 4F & 3G SIDs to end at new waypt MAXIT (12nm before MID), extend existing ATS route Y803 to MID. SID alt remains 6000ft by MAXIT.
2. Develop a steeper & truncated version of MID 3J & 3K SIDs to end at new waypt MODMI (12nm before MID), adjacent ATS route M185 could be slightly adjusted to connect MODMI to MID. SID alt remains 6000ft by MODMI,
NB all 4 MID SIDs would remain available to accommodate the very few aircraft which cannot already comply with the climb gradient. These would be subject to specific ATC procedures alleviating potential confusion with proposed Gatwick SID truncs to MID. Unfortunately during switchover between previous airspace change process CAP725 and new process CAP1616 the CAA inadvertently cancelled this item and NATS did not reopen it because the previous planned timeline had not been reworked. The planned implementation date is now 27 Feb 2020.
The detail supporting the SID gradient changes (a precursor to this truncation) was explained under TAG Farnborough Airport ACP Appendix M, which occurred before the CAA airspace portal existed.
Search the CAA website for "Farnborough airport airspace change proposal" at time of writing all the information can be found under the second link, the URL of which is
www.caa.co.uk/Commercial-industry/Airspace/Airspace-change/Decisions/Farnborough-Airport-airspace-change-proposal/

Please specify the altitudes (where applicable) affected by your Statement of Need:

- ☒ Surface to below 4,000 feet
- ☒ 4,000 feet to below 7,000 feet
- ☐ 7,000 feet to below 20,000 feet
- ☐ 20,000 feet and above

6. Proposed Dates

Please provide your proposed date for the submission of your change proposal to the CAA. This should be the date on which you are expecting to submit your formal airspace change proposal to the CAA. Please note that your formal airspace change proposal must be submitted alongside all of the supporting documentation required by the CAA to complete our regulatory assessment of the Proposal; consequently the date on which you place in this field should represent the point at which you will have the formal airspace change proposal **and all** of the supporting documentation ready to submit to the CAA. This date is required to assist us with the allocation of the required CAA-resource to your proposal and therefore it is a key date in our planning process. Whilst we will try to accommodate your specified timescales, there may be occasions where it is not possible for us to do so given the large number of projects that are already 'in process'. You should also note that any changes to the above date may impact our ability to process your airspace change proposal within your preferred timescales. It should also be noted that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See [Commission Regulation \(EU\) No 73/2010](#) (updated by 1029/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA.

☒ Confirmation of Understanding *

Please provide your proposed date for the submission of your change proposal to the CAA. *

19 Sep 2019

Please provide your proposed AIRAC effective date *

AIRAC 03/2020

If this change forms a part of a modular airspace change proposal please provide the relevant title and further information below (Note we will require individual submissions for each module). *

Aligns with Farnborough ACP.

If this change requires the implementation of a Five-Letter Name Code (5LNC) please specify your requirements below: *

MAXIT and MODMI (already reserved via ICARD)