



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): *

Northern Runway Project

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) *

Gatwick Airport Limited

Registered Company Number

01991018

Country of Company Registration

United Kingdom

Registered Office Address

5th Floor, Destinations Place, Gatwick Airport, Gatwick, West Sussex

Postcode

RH6 0NP

E-mail

Trading name (if applicable)

Trading Address (primary site)

5th Floor, Destinations Place, Gatwick Airport, Gatwick, West Sussex

Country

United Kingdom

Postcode

RH6 0NP

Website address

https://www.gatwickairport.com/

Primary Point of Contact Name *

[REDACTED]

Telephone *

[REDACTED]

E-mail *

[REDACTED]

Secondary Point of Contact Name

[REDACTED]

Telephone

[REDACTED]

E-mail

[REDACTED]

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 type="checkbox"/> Lower ATS Routes (ENR 3.1) | <input type="checkbox"/> Upper ATS Routes (ENR 3.2) |
| <input 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 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 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. *

1. In July 2019 Gatwick Airport Ltd ("GAL") announced its intention, in accordance with government policy on making best use of existing runways ("Beyond the Horizon The future of UK Aviation " June 2018), to prepare a planning application (known as a Development Consent Order (DCO)) to bring into operation the routine use of its existing standby/ emergency runway (also known as the northern runway) at the same time as its existing main runway.
2. Gatwick Airport currently operates in a single runway configuration, predominantly using the main (southern) runway (08R/26L). The standby (northern) runway (08L/26R) is used when runway 08R/26L is temporarily non-operational by reason of maintenance or incident.
3. Runway 08R/26L and 08L/26R share the same conventional Standard Instrument Departures (SIDs) while runway 08L/26R is additionally serviced by RNAV SIDs. Both runways are serviced by distinct RNAV-based Instrument Approach Procedures (IAPs). Runway 08R/26L is 3316m x 45m, ILS CAT 3c instrumented and currently facilitates up to 55 ATMs/hr in peak traffic. Runway 08L/26R is 2565m x 45m, non-instrumented and can facilitate approximately 36 40 ATMs/hr in visual meteorological conditions.
4. To enable dependent dual runway operations, it is proposed that the runway centreline datum of runway 08L/26R be repositioned 12m northwards to ensure the required centreline spacing from runway 08R/26L in accordance with EASA specification CS ADR-DSN.B.050.
5. When operating in dual runway mode it is estimated that 50 70 % of departures, normally code C or smaller, would routinely use the repositioned 08L/26R runway. The consequence of this increased use of runway 08L/26R is that the initial track of these air traffic movements would be 210m further to the north. It is assessed that dual runway operations would be operated using existing SID, Standard Arrival (STAR) and IAPs.
6. As the dual runway operations require minor modifications to the airport's Aeronautical Information Publication (AIP) entry, GAL is initiating an airspace change process and requesting an assessment meeting with the CAA (Stage 1A of CAA Publication CAP 1616).
7. It is anticipated that this change will be assessed as a Level 0 Airspace Change for the following reasons:
 - While the change does not fall expressly within the examples in Table A2 of Appendix A to CAP 1616, the changes to the AIP are comparable in nature to those examples merely involving an addition of qualifying remarks to the AIP to annotate the change in runway centreline datum.
 - In particular, the proposal would not modify any existing SIDs, STARs or IAPs.
 - The change does not fall within the definition of a relevant PPR as set out in paragraph 1 of the Annex to the Civil Aviation Authority (Air Navigation) Directions 2017 as amended by The Civil Aviation Authority (Air Navigation) (Amendment) Directions 2018.

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. *

12 Dec 2019

Please provide your proposed AIRAC effective date *

AIRAC 13/2021

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) . *

N/A

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

N/A