

## Gatwick Airport Limited, Airspace Change Proposal 2019-81

# Assessment Meeting Minutes

Final February 3<sup>rd</sup> 2020.

### Introduction

This document is a record of the Assessment Meeting for Airspace Change Proposal 2019-81 sponsored by Gatwick Airport Limited (GAL). The Assessment Meeting was held on January 15<sup>th</sup> 2020 at the Civil Aviation Authority (CAA) offices, Aviation House, Crawley. The meeting attendees and agenda are set out in tables 1 and 2.

Table 1: Assessment Meeting Attendees

Name	Organisation	Role
	CAA	Airspace Regulator – Technical (Case Officer)
	CAA	Airspace Regulator – Environment
	CAA	Airspace Regulator – Consultation and Engagement
	CAA	Senior Economist
	GAL	Head, Northern Runway Project
	GAL	Head, Airspace Strategy and Engagement
	GAL	Regulatory Lead, Northern Runway Project
	GAL consultant (Trax)	Airspace Consultant

Table 2: Assessment Meeting Agenda

#	Item	Lead
01	Purpose of the Assessment Meeting	CAA
02	Statement of Need	GAL
03	Issues and opportunities arising from the airspace change	GAL
04	Technical analysis	GAL
05	Proposed level	GAL
06	Proposed ACP schedule	GAL
07	Next steps	CAA

### 01. Purpose of the Assessment Meeting

The CAA's Technical Airspace Regulator outlined the purpose of the Assessment Meeting in the context of the regulatory process for changing airspace design (CAP1616), specifically:

- to agree whether an airspace change is a relevant option to consider in this case, and if so;
- to have a first discussion about the appropriate scaling of the airspace change process.

The CAA read out an Assessment Meeting opening statement that is replicated below:

*“It must be noted that this is an Assessment Meeting and not a Gateway. The Change Sponsor will be required to provide a broad description of their proposed approach to meeting the CAA’s CAP1616 requirements however the CAA will not at this stage decide whether the proposed approach met the detailed requirements of the CAA’s process. The purpose of the Assessment Meeting as set out in detail in CAP 1616 is broadly:*

- *for the Sponsor to present and discuss their Statement of Need;*
- *to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process;*
- *to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.*

*Additionally, the sponsor is required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor is required to provide information on how it intends to meet the engagement requirements of the various stage of the airspace change process. (End)”*

The Head of the Northern Runway Project welcomed the opportunity to describe the airspace change aspects of the project and the rationale for proposing a scaling Level of zero because the changes to the existing published airspace design would not alter traffic patterns.

## **02. Statement of Need**

The Head of GAL’s Northern Runway Project described the scope and objectives of the initiative and reviewed the contents of the Statement of Need that sets out the issues to be resolved by the airspace change. GAL’s presentation began by summarising the relevant features of the current airspace operation, specifically that:

- Gatwick’s main runway (08R/26L) is 3316m by 45m, ILS CAT 3c instrumented, facilitating up to 55 air traffic movements per hour at peak times.
- The northern runway (08L/26R) is 2565m by 45m, non-instrumented, facilitating approximately 36 to 40 air traffic movements per hour in visual meteorological conditions.
- Both runways share conventional standard instrument departures (SIDs).
- In addition, the main runway is serviced by dedicated RNAV SIDs.
- Both runways are serviced by surveillance radar approaches and dedicated RNAV instrument approach procedures.

GAL explained their intention to prepare a planning application (Development Consent Order (DCO)) to bring the airport’s northern runway into routine use. GAL will conduct Public Consultation and Environmental Assessment for this through the DCO process. This ACP would not in itself introduce a change in current operations and commence dual runway operations immediately and without consultation. The northern runway is currently used as a standby / emergency runway when the main runway is not operational, for example due to maintenance or an unplanned event. If the DCO is granted, the northern runway would be used routinely for departures, operating in dependent mode with the main runway. As a result of the project, it is envisaged that approximately 50 – 70% of Gatwick’s departures, normally code C or smaller, would be re-allocated to the northern runway.

For the project to progress, the centerline of the northern runway must be moved 12m to the north to achieve the required separation distance from operations on the main runway. All traffic would continue to use the established SIDs and approaches, however the 12m centerline shift would generate minor variations in the procedures that are too small to create any material changes in traffic

patterns over the ground, but would require some modifications to the airport's Aeronautical Information Publication (AIP) entry.

A full copy of the Statement of Need for ACP 2019-81 can be accessed [here](#).

### **03. Issues and opportunities arising from the airspace change**

The Head of Airspace Strategy and Engagement for GAL outlined the issues and opportunities that arise from the airspace aspects of the Northern Runway Project, specifically that:

- In relation to departures, the 12m variation in tracks is only manifested until the first turn at which point aircraft return to the existing flight path of the extant SIDs.
- In relation to the surveillance radar approaches, the variation in tracks would be translated 12m to the left or right, depending on runway in use.
- In relation to the RNAV approaches, the variation in tracks would include a small change between the Final Approach Fix and the runway threshold (of less than 0.05 of a degree), with the largest variation limited to 12-meters on the Aerodrome.
- The missed approach would be translated 12m to the left or right, depending on runway in use and continue as per the extant procedures upon reaching 2000ft.
- The qualifying remarks of the AIP would need to be updated, namely the adjustment of threshold coordinates (12m is equivalent to c.0.0065Nm), the take-off distance available (TODA) and the originating point for each of the SIDs.
- Assurance of the routes and procedures as outlined would be provided through a 5-yearly review that GAL propose to conduct out of schedule. The CAA advised that this review should be coincident/coordinated with the reintroduction of 08L/26R so that the obstacle environment of the IFPs is reassessed for the amended IFP obstacle protection areas, and the IAP waypoint coordinates are amended for the 12m offset, and the AIP updated at the same time as the change.

### **04. Technical analysis**

GAL's airspace consultants (Trax International) presented the outputs of a technical analysis conducted to demonstrate the extent of the variations on each conventional SID that serves the northern runway, following a 12m shift in the runway centerline.

The northern runway is served by thirteen SIDs. Five SIDs serve Runway 08L with departures taking off to the east and eight SIDs serve Runway 26R departures to the west.

To the east on Runway 08L

- Three SIDs fly straight ahead with only moderate turns;
- One SID turns 90 degrees to the south; and
- One SID follows a 'wrap-around' 180° turn left to the west;

To the west on Runway 26R

- Four SIDs follow a 'wrap-around' 180° turn right to the east.
- Three SIDs turn south / south-east; and
- One SID flies straight ahead with only moderate turns.

In all cases, aircraft flying new tracks following the 12m centerline shift would fly 12m offset to the north of the established track until the start of the first turn, when the new tracks converge with the

extant tracks. The 12m offset creates slight longitudinal differences in the point along the route where the first turn starts for the new tracks when compared with the extant tracks. The shift in the first turn point for the new tracks' ranges from 11m (on 08L LAM 5W) to 55m (on 08L CLN 5W) down route.

The technical analysis also considered the application of new policy guidance from the CAA on the planned and permanent redistribution (PPR) of air traffic patterns through changes in ATC operational procedures. The regulatory process for PPRs applies if an ATC operational change (such as those arising from the Northern Runway Project) meets one or more of the following criteria.

PPR 1) The lateral shift in the new flight track is more than a 300m from the established track;

PPR 2) There is a redistribution of flights between SIDs that effect more than 5000 movements;

PPR 3) There is a change to the Instrument Landing System joining point (on approach).

The variation in tracks generated by the 12m centerline shift are not significant enough to trigger the process applicable to PPR type 1. The process applicable to PPR type 2 does not apply if the redistribution in traffic is as a result of an agreed air transport capacity enhancement that has been approved separately through the planning process (in this case the DCO process). The process applicable to PPR type 3 does not apply because there are no ILS approaches to the northern runway, and in routine operations the runway will only be used for departures.

#### **05. Proposed level**

In GAL's view, the airspace change associated with the Northern Runway Project does not require any modifications to the established arrival and departure procedures that are currently in use and therefore GAL propose to follow the regulatory process commensurate with a Level Zero ACP.

The CAA was not able to provide an indicative level of airspace change at the Assessment Meeting.

#### **06. Proposed ACP schedule**

GAL expects this airspace change to be assigned a Level Zero. With this in mind there is no indicative ACP schedule or timeline.

#### **07. Next steps**

GAL agreed to upload a version 2 of the Statement of Need with a technical error (that suggests the northern runway is served by RNAV SIDs) corrected.

The CAA committed to provide a decision regarding the indicative level of the ACP within 7 days subject to any further data requests.

GAL agreed to provide a draft of the Assessment Meeting minutes to the CAA for approval, along with the accompanying presentation material and publish the final minutes on the Airspace Portal when approved.