

ACP 2020-052 London Gatwick

Truncation of Gatwick conventional CLN 1M 1V 5P 5W SIDs

CAP 1616 Stage 1A
Assessment Meeting Briefing



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Introductions



Statement of Need

The objective of this airspace change proposal is to truncate the Gatwick Airport CLN 1M 1V 5P 5W SIDs in accordance with the extant SID truncation process policy.

The current conventional CLN SIDs from Runway 26 and 08 have long sections where the flight profile is limited to 6000ft however, typically aircraft climb above 6000ft earlier. Truncation of these SIDs would offer the potential for economic and environmental benefits through decreased fuel consumption, as aircraft will not be required to fuel for the full procedural SID profile.

It is proposed that the conventional CLN SIDs, CLN 1M 1V 5P 5W, from runways 08 & 26 left & right, are truncated at FRANE (DET R013/D5) and new conventional FRANE SIDs are created. This truncation position would be the same as the end point of the RNAV 1 FRANE 1X & 1Z SIDs. The truncated section of the SID will be replaced with the existing Area Navigation Route M604.



Statement of Need

There will be negligible change to lateral tracks and vertical profile as a result of the truncations. This proposal does not have any dependencies on the plan for delivering the Airspace Modernisation Strategy which is covered under Gatwick's separate FASI-S ACP 2018-60.

Additional Factors for consideration:

Safety: Radio fail procedures must be safe.

Safety: Airspace containment must be assured. (The proposed truncation point is coincident with the 6000ft point on the CLN SID. The base of CAS in this area is 3500ft).



Issues or opportunities arising from proposed change

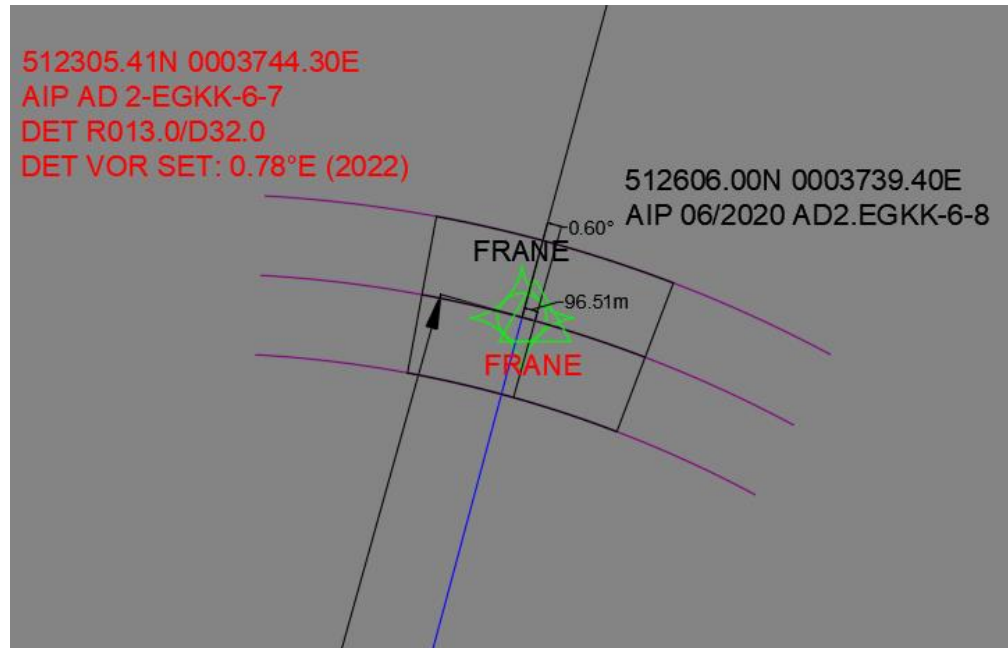
Issues

- Due to the PBN mandate, Gatwick would not normally seek to make amendments to Conventional procedures. This truncation ACP is a direct result of CAP1912 and the CAA's requirement for Gatwick to revert to using conventional SIDs for CLN departures.
- There is the potential for issues to arise around stakeholders understanding of the difference between the scope of a truncation ACP and the historic Route 4 SID ACPs.



Issues or opportunities arising from proposed change

- Our initial truncation investigation has shown that due to magnetic variation and coordinate rounding that occurs with conventional SIDs, there will be a small change of approx. 100m to the location of the truncation fix.



- There is no intended fundamental change to the track over the ground of the published SID track with this truncation ACP however it would be disingenuous to say there would be 'no changes' when our investigation demonstrates that there would be a very minor change, (of less than 100m), in the fix location and it's coordinates. Note it is very uncommon for aircraft to be following the SID on their own navigation on this leg.



Issues or opportunities arising from proposed change

Opportunities

- Maintain the improved environmental performance created through the existing truncation programme.
- Improved economic benefit through the potential for reduced fuel consumption.
- Improved connectivity into the en-route network.

Options to exploit opportunities or address issues identified

- Truncation options developed must be safe and include consideration of radio fail procedures and airspace containment.



Provisional indication of the level

As SID truncation is not anticipated to change the tracks of the conventional CLN SIDs over the ground and or in vertical profile, Gatwick expect the CLN departures to operated as they are today i.e. routinely vectored once outside the NPR.

Therefore, Gatwick anticipates this to be a level 2C airspace change.



Process requirements

Gatwick intends to follow the process in the CAA Policy Statement "Standard Instrument Departure Truncation Policy" dated 31 May 2018.

Timeline	Gateway	Stage	Activity
Sep 2020	Assessment Meeting	Stage 1	Submission of Statement of Need Assessment Meeting
Sep 2020		Stage 1	Gatwick will propose Design Principles
Sep 2020		Stage 2	Gatwick will state if any other options were considered and whether they were discounted and why.
Sep 2020		Stage 3	Consultation will be limited to NERL and ANSL. Evidence will be presented that the consultees have agreed to the change.
Sep 2020		Stage 4	Will include the appropriate SID truncation change details, a safety assessment, and a Final Options Appraisal as detailed in CAP1616 Table E2.
Oct 2020	Submission of SID Truncation Request form (Covering Stages 1 – 4).	Stage 5	Case Officer analysis.
Nov 2020		Stage 6	Approval and AIP amendments.
		Stage 7	PIR not required.



Provisional Process Timescales

The proposed AIRAC date is 02/2021.

The AIS deadline for the 02/2021 AIRAC is 27/11/20.



Next Steps & AOB

The CAA will confirm the November 2020 Gateway/timeline or propose an alternative.

