



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): *

Gatwick Route 4 - Redesign of RNAV SIDs to SUNAV

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

England and Wales

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)

Country

Postcode

Website address

Primary Point of Contact Name *

[REDACTED]

Telephone *

[REDACTED]

E-mail *

[REDACTED]

Secondary Point of Contact Name

Telephone

E-mail

3. Independent Aviation/Airspace Consultancy

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

Aviation Consultancy

Registered Company name (in full) *

Osprey Consulting Services Ltd

Registered Company Number

06034579

Country of Company Registration

England and Wales

Registered Office Address

Suite 10, The Hub, Fowler Avenue, Farnborough Business Park Farnborough

Postcode

GU14 7JP

Email

Trading Name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

www.ospreycsl.co.uk

Primary Point of

Primary Contact

Should the CAA use the Independent Consultancy as the primary point of contact for this airspace change proposal?

Telephone *

Email *

Secondary Point of Contact name

Telephone

Email

4. Summary of Intended Change

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

Flight Information Region (ENR 2.1)

Other Regulated Airspace (ENR 2.2)

Area Navigation Routes (ENR 3.3)

En-Route Holding (ENR 3.6)

Military Exercise/ Training Areas (ENR 5.2)

Upper Information Region (ENR 2.1)

Lower ATS Routes (ENR 3.1)

Helicopter Routes (ENR 3.4)

Name-Code Designators (ENR 4.4)

Other Danger/ Hazard (ENR 5.3)

Terminal Control Area (ENR 2.1)

Upper ATS Routes (ENR 3.2)

Other Routes (ENR 3.5)

Prohibited/Restricted/Danger Areas (ENR5.1)

Aerial/Sporting/Recreational Activities (ENR 5.5)

Bird Migration/Sensitive Fauna (ENR 5.6)

ATS Airspace (AD-EGXX-2.17)

Flight Procedures (AD-EGXX-2.22)

ATCSMAC (AD-EGXX-5)

Standard Instrument Departure (AD-EGXX-6)

Standard Arrival Route (AD-EGXX-7)

Instrument Approach Procedure (AD-EGXX-8)

Visual Reference Point

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. *

Current Situation:

Gatwick's Route 4 Noise Preferential Route (NPR) guides the route for aircraft taking off from Runway 26, and completing a dimbing right U-turn to head East; the top height of the NPR is 4000 feet. This NPR forms the basis for the initial routing of the Route 4 Standard Instrument Departures (SIDs). These SIDs were designed to RNAV1 standards over the period 2012-2016 and subject to a post implementation review in 2017. The redesigned Route 4 RNAV1 SIDs were subsequently ratified by the CAA. However following a judicial review application, this decision was quashed by a consent order following discovery of new information pertinent to the CAA's original decision making process namely that magnetic drift was not the predominant factor causing the displacement of the Route 4 SIDs and also because the value of preserving the existing pattern of traffic in 2012 was not given sufficient weight as part of the airspace change process.

Consequently, the RNAV SIDs within the Route 4 NPR remain in their current location but have been reverted to a temporary status and reflect the RNAV SID design that was in place on 6 April 2017.

Opportunity:

Gatwick Airport is now undertaking a new airspace change process involving a review and if appropriate redesign of the Route 4 SIDs taking into account the relevant aspects of the Consent Order. The application of RNAV1 design standards, and associated techniques offers the potential to make changes to the existing (temporary) RNAV SID routing to further reduce the impact experienced by local communities of aircraft departing Gatwick Airport. The opportunity also exists, subject to interaction with other air traffic in the area destined to, or originating from other airports, to increase the altitudes aircraft must achieve during their initial dimb. This amendment also provides the opportunity to consider, and be compatible with, the objectives outlined in the CAA's airspace modernisation strategy.

Desired Outcomes:

- Design and implement permanent changes to the Runway 26 Left Route 4 SIDs.
- Limit, and seek to reduce where possible, the environmental impacts on, and provide predictability for, local communities in the vicinity of the Route 4 SIDs.

Specific Challenges:

- The differential between the historic Route 4 track and the legally defined Route 4 NPR.
- The interaction with existing neighbouring airport procedures with may preclude vertical profile changes up to 5000 feet.
- Where possible the design should align with desired outcomes defined within Gatwick's airspace modernisation airspace change ACP 2018-60.

Schedule Notes:

It is expected the proposal will be implemented in 2021; the specific AIRAC TBC.

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 10/29/2014) 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. *

31 Jul 2020

Please provide your proposed AIRAC effective date *

AIRAC 04/2021

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) . *

To be aligned with ACP 2018-60

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

To be determined