

06 May 2022

## “Statement of Need” Removal of EGLC Conventional SIDs

In accordance with the UK’s Future Airspace Strategy and European legislation, NATS (En Route) PLC (NERL) is increasing the use of satellite navigation technology across its operations in the UK and, liaising closely with the UK CAA, is undertaking a project to phase out the general use of ground-based radio navigational aids (NAVAIDs) by the end of 2022.

NERL is in the process of removing its remaining en route NAVAID dependencies and has given formal notice to all airports in the UK including London City Airport requiring them to have removed all their dependencies from the following NAVAIDs by December 2022 at the latest:

DVORs		NDBs
Barkway	Lambourne	Burnham
Biggin Hill	London	Chiltern
Bovingdon	Lydd	Epsom
Brecon		Henton
Brookmans Park	Manchester	New Galloway
	Mayfield	Westcott
Daventry	Midhurst	Whitegate
Detling		Woodley
Dover	Ockham	
Gamston	Perth	
Glasgow		
Goodwood	Southampton	
	Turnberry	
	Trent	

The current navigational infrastructure was originally established to support aircraft navigation, in an environment before the development of sophisticated avionics and satellite-based systems, when aircraft were required to fly point-point-routes directly over the supporting ground navigation aids.

Removing navigational reliance on old ground-based radio NAVAIDs is a significant step in the transition towards a Performance-Based Navigation (PBN) environment.

Alongside the development of new technological solutions, making better use of existing technology such as satellite navigation will help establish more direct, accurate and efficient flight paths, enhancing safety as a result and delivering a wide range of long-term environmental and economic benefits.

In line with changes of technology and new regulatory requirements, arising both from national and international legislation, the project to remove NERL's en route dependency on NAVAIDs was developed in consultation with the CAA and was approved by a UK National ATM Advisory Committee (NATMAC) formal consultation in 2008-9.

As stated by the CAA in its Decision on modifications to NATS (En route) plc. licence in respect of reporting and Specified Services CAP 1253, published in January 2015: "A rationalised VOR backbone capability will be retained to provide operational resilience for RNAV-5 reversionary provision until at least 2030."

Details of this undertaking were approved by the CAA at the start of the rationalisation project and have been communicated to all parties over the last ten years through forums such as the NATMAC and the Future Airspace Strategy Industry Implementation Group (FASIIIG).

London City Airport's conventional procedures rely heavily on several of the above NAVAIDs and when these NAVAIDs are removed from service, the conventional procedures that they define cease to be available and cannot be used by aircraft.

London City Airport is in an advantageous position however, as we have already replicated the conventional procedures into RNAV1 format (which do not use these NAVAIDs and whose availability is not impacted by this rationalisation project) as part of the London Airspace Management Programme Phase 1a in February 2016.

Since February 2016 there has been significant take-up of the RNAV1 procedures as operators chose to take advantage of this technology and move away from using conventional procedures. Analysis in summer 2019 showed that 98.8% of flights at London City Airport were already flying the RNAV1 standard instrument departures (SIDs).

As a result of the notice from NERL, London City Airport wrote to all airport operators on 19<sup>th</sup> February 2021, specifying the requirement to transition to using RNAV1 procedures as soon as practicable and by 31 December 2021 when a requirement mandating RNAV1 capability will be issued by way of a Notice to Airmen (NOTAM) and added to the UK Aeronautical Information Publication (AIP or UK 'Air Pilot'), compliance with which are requirements of the standard terms and conditions for operation at the airport.

London City Airport is now seeking to withdraw the conventional SIDs from operational use.