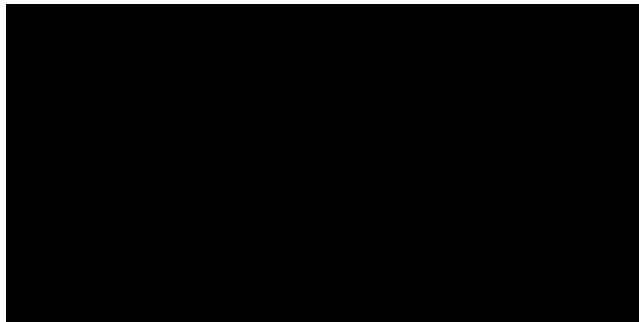


ACP-2018-86

Assessment Meeting

January 2019



Agenda

- Introductions
- Statement of Need
- Issues or opportunities
- Options to exploit opportunities or address issues identified
- Provisional indication of the scaling level and process
- Provisional process timescales
- Next steps
- AOB





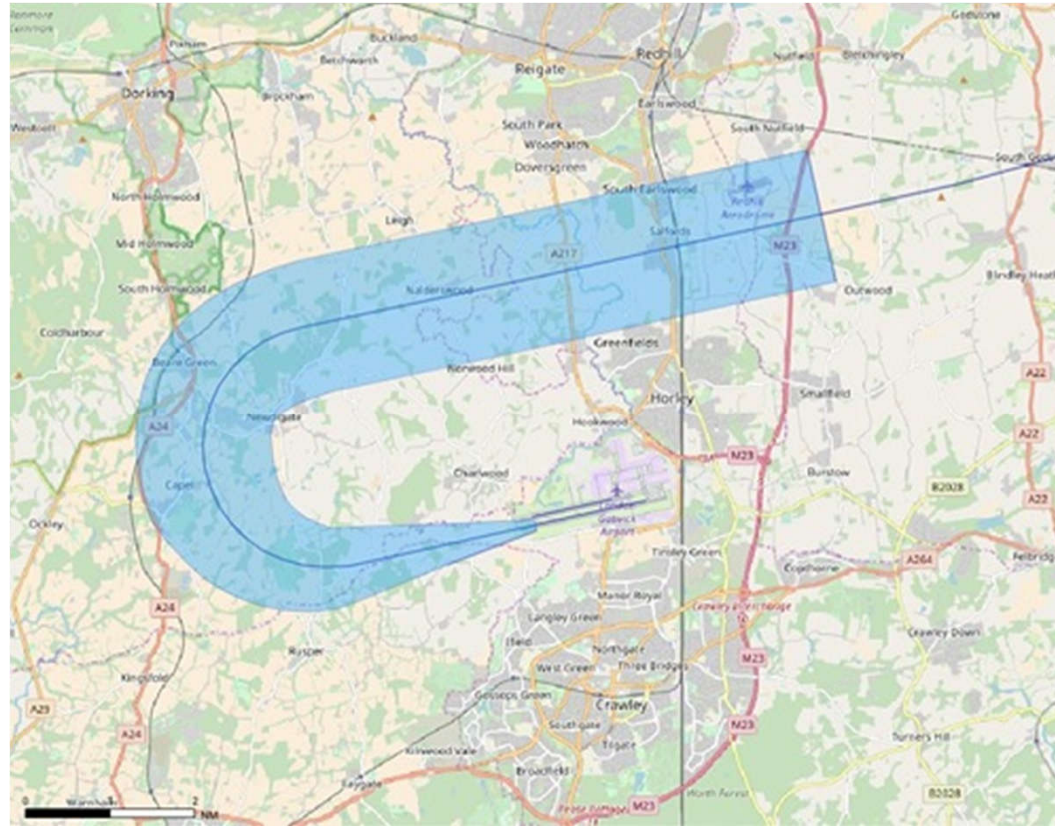
Context

Statement of Need (DAP 1916-410)

- Submitted in December 2018
- Design and implement permanent changes to the Runway 26 Left Route 4 SIDs to SUNAV
- 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



London Gatwick Rwy26 R4 SIDs



Statement of Need – Supporting Statistics

- Based on 2017 Totals (CAA statistics for 2018 still to be ratified and released)
- Total Air Transport Movements (ATM) 285,912 (up 2% on 2016)
- 67% EU ATM, 21% non EU ATM, 12% UK domestic ATM
- Over 45.5M passengers (up 5.2%)
 - Consistent growth over past 7 years
- Freight 96,982 tonnes (up 22% on 2016)
 - Consistent growth over past 4 years
- 2018 statistics show further growth in Passengers and Freight
- Single runway operations demand maximum efficiency on the ground and in the air
 - Particularly to recover from disruptive events (aircraft emergency, weather etc)





Opportunities & Issues

Opportunities & Issues

- **Opportunities**

- Potential to make changes to the existing (temporary) RNAV SID to further reduce the impact experienced by local communities of aircraft departing Gatwick Airport
- Potential to increase the climb angle/altitude aircraft must achieve during their initial climb
- Opportunity to consider, and be compatible with, the objectives outlined in the CAA's airspace modernisation strategy

- **Issues**

- Differential between the historic Route 4 track and the legally defined Route 4 NPR
- Interaction with existing neighbouring airport procedures
- Where possible the design should align with, and under no circumstances interfere with, desired outcomes defined within Gatwick's airspace modernisation airspace change ACP 2018-60



Current timeline subject to influence of FASI-S

- 24 Jan 19 - Assessment Meeting
- 28 Jun 19 - Define Gateway
- 27 Sep 19 - Develop and Assess Gateway
- 20 Dec 19 - Consult Gateway
- 21 Aug 20 - ACP Submission





Next Steps

Step 1B Design Principles

The following Stakeholders have been identified:

- **Operators**
 - British Airways
 - EasyJet
 - Norwegian
 - TUI
 - Emirates
 - Thomas Cook
 - Virgin
 - Ryanair
 - GA
- **Airports**
 - Redhill Aerodrome
 - Kenley Aerodrome
 - Biggin Hill
 - Heathrow
- **ANSP**
 - NATS
 - ANS
- **Emergency Services**
 - Sussex Police Helicopter
 - Kent Surrey & Sussex Air Ambulance
- **Groups & Committees**
 - GA Alliance
 - British Helicopter Association
 - GA Safety Council
 - Gatwick Airline Operators Committee
 - NATMAG
 - DfT
 - NMB
 - GATCOM
 - Plane Wrong
 - Plane Justice
 - Route 4 No More
 - Surrey Hills AONB
 - Aviation Environmental Federation
 - Campaign for Protection of Rural England
- **Non-Aviation**
 - Town, Parish and County Councils
 - MP's
 - Conservation groups
 - Gatwick Diamond Business
- **Proposed method**
 - Structured questionnaire
 - Defined local engagement
 - Use of GATCOM and NATMAG