



DAP1916 - Statement of Need

Tracking Code: 7BFDTF6

BEFORE YOU BEGIN

- Please ensure the contents of CAP1616 Appendix A 'Statement of Need for an airspace change' is referred to prior to completing this form. *

TYPE OF CHANGE

1. Category of Airspace Change

Does your proposal concern Changes to Notified Airspace Design or Planned and Permanent Redistribution of Air Traffic? *

- Changes to Notified Airspace Design Planned and Permanent Redistribution of Air Traffic

Have you previously submitted a Statement of Need ?

Please enter a title for this intended change, (max 80 characters): *

Removal of Surveillance Radar Approach (SRA) procedures

2. Title of proposal

Which of the following is the proposal being progressed under? *

- Permanent Temporary Trial

SPONSOR

3. Change Sponsor Details

Please select the appropriate category and complete. *

- A Company
 An Unincorporated Association or other body
 Individual (including sole traders and partnerships)

3a. A Company

Registered Company name (in full) *

Gatwick Airport Limited

Registered Company Number

01991018

Trading Address (primary site)

5th Floor, Destinations Place, Gatwick Airport, Gatwick, West Sussex

Trading name (if applicable)

Gatwick Airport Ltd

E-mail

gatwickmedia@gatwickairport.com

Postcode

RH6 0NP

Registered Office Address

5th Floor, Destinations Place, Gatwick Airport, Gatwick, West Sussex

Country of Company Registration

United Kingdom

Country

United Kingdom

Postcode

RH6 0NP

Email *

Confirm Email *

[Redacted]

[Redacted]

Telephone *

[Redacted]

Requires Airspace Portal Access ?

Primary Point of Contact Name *

[Redacted]

Website address

[Redacted]

Additional Contacts

You can add up to 4 additional contacts

Contact 1

Contact Name *

Requires Airspace Portal Access ?

Telephone *

Email *

Confirm Email *

— DELETE CONTACT

+ Add Contact

STATEMENT OF NEED

Independent Aviation/Airspace Consultancy

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

Statement of Need

Please provide a brief 'Statement of Need' clearly explaining what the current/existing situation is **and** what issue or opportunity this proposal is seeking to address.

Gatwick Airport's Aeronautical Information Publication (AIP) currently promulgates four Surveillance Radar Approach (SRA) procedures which are considered obsolete for runways with alternative instrument approach procedures (ILS, LOC Only or RNP).

Gatwick Airport provides ILS and Localiser Only instrument approach procedures (IAPs) to its main runway, 26L/08R, as well as 4 RNP IAPs (LNAV & Baro VNAV), in addition to the SRAs.

Gatwick Airport's northern runway is currently served by 4 RNP IAPs (LNAV & Baro VNAV) and the SRAs.

Gatwick Airport, together with its airlines and air navigation service providers reviewed the likely safety and operational impact of removing SRAs through several Flight Operational Safety Committee (FLOPSC) meetings, the key findings highlighted below:

- The question of maintaining SRAs was raised, supported by the feedback from airlines and ATC (Terminal Control), that SRAs have been made obsolete at other airports (e.g. Heathrow, Manchester, Edinburgh, London City).
- Feedback on use of and impact of removing SRAs has been solicited from airlines and ATC (Terminal Control) from September 2020 with updates and discussion taking place every two months since. This feedback exhibited that there would be no detrimental impact on airport or airline operations if SRAs were removed.
- Some airlines have confirmed that they have the requisite procedures to operate SRAs. In contrast, a significant number confirmed not to have any and could not envisage ever utilising SRAs, due to availability of alternative instrument approach procedures at Gatwick Airport.
- Maintaining SRAs induces a training burden, with Terminal Control staff having to maintain currency in operation of SRA procedures. This in turn requires the goodwill of airlines to agree to fly SRAs, even if a more appropriate, lower workload & lower risk of a missed approach, alternative exists. Consequently, the potential level of safety risk for Airline crews increases.

Based upon these findings, Gatwick Airport's senior team assessed the operational risk of removing SRAs. The risk was deemed very low, and a decision has been reached to proceed with removal of SRA procedures from the Gatwick Airport's AIP section and other referenced documents.

Gatwick Airport anticipates that changes will be required to its published AIP AD Section text and charts, in removing the SRA procedures and other references to SRA in other parts of the AIP and MATS Part 2 .

SRA numbers are reducing outside of the minimum number required to maintain ATC recency on the procedure, which is typically 100-120 per year at Gatwick. RNP approach procedures are available as an alternative to ILS and SRA and equipage of fleets who can fly those procedures at Gatwick is 100%.

Gatwick Airport believes that, in accordance with CAP1616, it is required to initiate the Airspace Change protocol for a Level 0 ACP.

This proposal does not form part of the plan for delivering the Airspace Modernisation Strategy which is covered under Gatwick's separate FASI-S ACP 2018-60.

- Does your proposal represent an administrative change to the Aeronautical Information Publication (Proposed Level 0 change)?

Please confirm which section of the Aeronautical Information Publication your proposed change relates to below. Please use this section to specify the exact details of the nomenclature and / or qualifying remarks you are proposing to change. If your proposal contains large amounts of information (e.g. multiple latitudes/longitudes) please supply the information on a separate email. *

AD Section text and charts, removing the SRA procedures as well as removal of references to SRA in other parts of the AIP.

Instrument Flight Procedures

- Does your proposal have the potential to include a change to and/or new IFPs?

Five-Letter Name Codes (5LNC)

- Does this request solely concern the reservation of new Five-Letter Name Codes (5LNC) in advance of a future proposal?

CAP1616 Part 1c

- Is the proposal being progressed against the requirements set out in CAP1616 Part 1c: Airspace Change Process for RNP Instrument Approach Procedures (IAPs) without an Approach Control Service?

DVOR / DME / NDB Rationalisation - RNAV Substitution

- Is the proposal being progressed against the requirements set out in CAP1781: VOR / DME / NDB Rationalisation: Guidance for the use of RNAV Substitution?

Secretary of State for Transport's priorities

- Is the proposal being progressed under any of the priorities set by the Secretary of State for Transport or any other CAA priority such as safety of national security matters?

Airspace Modernisation Strategy

- Is the proposal supporting the delivery of the Airspace Modernisation Strategy? If not, please use the text box below to explain how the proposal is not inconsistent with the Airspace Modernisation Strategy *

Additional Information

Please use the box below to add any further information which the CAA should be aware of when considering this submission (for example dependencies on other airspace change proposals and/or funding deadlines)

SUBMISSION INSTRUCTIONS

Submission

Your form has been successfully submitted. Please keep a copy of this acknowledgement for your records.

Date and Time:

17 Aug 2022 2:05:50 PM

Application Submission Number:

DAP1916V2-485

Please note that the Airspace Regulation team will contact you to acknowledge receipt of your Statement of Need and to confirm the unique ACP reference number (ACP-YYYY-NNN) allocated to this submission. Following receipt of your unique ACP reference number, you will be required to create an associated airspace change proposal on the [CAA's Airspace Change Portal](#). Please refer to CAP 1706: CAA Airspace Change Portal – Sponsor Training Manual provides for further information/guidance on how to use the Airspace Change Portal.

Given the high number of new airspace change proposals (ACP), together with those proposals which are already in the system, it is possible that the proposal may not be assigned to a Technical Regulator/Account Manager immediately following submission of the Statement of Need. New proposals are allocated on a first come first served basis, unless the proposal is directly related to safety or national security matters, or as directed by the Secretary of State for Transport's priorities.

Once your submission has been assigned to an Account Manager/Case Officer, arrangements will be made for you to attend an Assessment Meeting. One of the key outputs from this meeting will be an indicative timeline for the proposed PPR. For Permanent changes, to enable the CAA to consider your proposed timescales, you will be expected to present dates for the following milestones at the Assessment Meeting:

- DEFINE Gateway
- DEVELOP & ASSESS Gateway
- CONSULT Gateway
- Formal Airspace Change Proposal Submission
- Target AIRAC

The CAA holds Gateway Assessment Meetings on a monthly basis and the annual schedule is published on the [CAA website](#).

Finally, you should also note 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 1029/2014) 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

Finally, you should also note 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 Regulation (EU) No. 73/2010 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater details during the course of your initial meeting with the CAA.

When you have completed this form, click this button to submit the form for processing. Do not click this button more than once. You will then be provided with further instructions.