



# Heathrow CPT 09L/R Standard Instrument Departures

Assessment Meeting 7<sup>th</sup> March 2019

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## *STATEMENT OF NEED – FOR DISCUSSION & REVIEW*

### **The existing situation**

1. The current Compton (CPT) 4K/5J Standard Instrument Departures (SID)s from Runways 09L/R have not been flown for over 30 years. As the number of flights using Heathrow Airport increased, the route became challenging to manage because of its proximity to the Ockham holding stack and the Heathrow Airport arrival flow to the south of the airport.
2. Instead of allowing aircraft to fly the published SID, NATS air traffic controllers have been required to manually direct aircraft on this route to separate them from the stream of arrivals making their way from the southerly holding stacks to the airport.
3. In 2009, this manual interaction by air traffic controllers was standardised and implemented as a trial procedure in the live environment. The procedure remains in operation and published in local air traffic control procedures as a trial. During this period, it has generated no safety concerns and from an air traffic control perspective is considered standard practice.
4. However, it does result in poor Noise Preferential Route (NPR) compliance on this route compared to Heathrow Airport's other departure routes. Traffic departing on this route is mainly used for flights heading west, to Ireland or over the Atlantic. In 2018, 5% of all Heathrow Airport departures used the easterly CPT route.

## *STATEMENT OF NEED - FOR DISCUSSION & REVIEW*

### **The cause of the proposal**

5. The manual interaction by air traffic controllers for CPT departing aircraft in 2009 was only ever meant to be as a trial. Since 2009, Heathrow Airport Limited have, on two occasions, tried to formalise a new CPT SID procedure, however on both occasions, and for differing reasons, firstly the CAA and then DfT, delayed the Airspace Change Proposal from progressing.
6. As a result of the continuing poor Noise Preferential Route compliance on the CPT departures, the DfT have instructed Heathrow Airport Limited (HAL) to take measures to improve the track-keeping, and the CAA have requested that HAL address the issue of a long term trial, consequently HAL will consider the introduction of new CPT SIDs from Runways 09L and 09R prior to the implementation of the third runway ACP.

## *STATEMENT OF NEED - FOR DISCUSSION & REVIEW*

### **What this proposal will involve**

7. The general direction of new easterly CPT SIDs will be broadly similar to today but if successful, this Airspace Change Proposal (ACP) will result in the concentration and potential re-distribution of Heathrow Airport's easterly CPT departures below 7,000ft.
8. This ACP is only relevant to easterly operations.
9. We (HAL) are planning to design new Compton SIDs from runways 09L and 09R so that aircraft can fly without the need for routine controller intervention and provide more certainty to local communities about where flights using those routes will be. The routes will provide more certainty for flight crews and standardise the handling of CPT departures by the Heathrow Aerodrome Controller in line with other Air Traffic Control (ATC) procedures.
10. We are mindful of the fact that by altering the CPT SID we will be required to align the associated Noise Preferential Route to this change and this will require approval from the DfT.

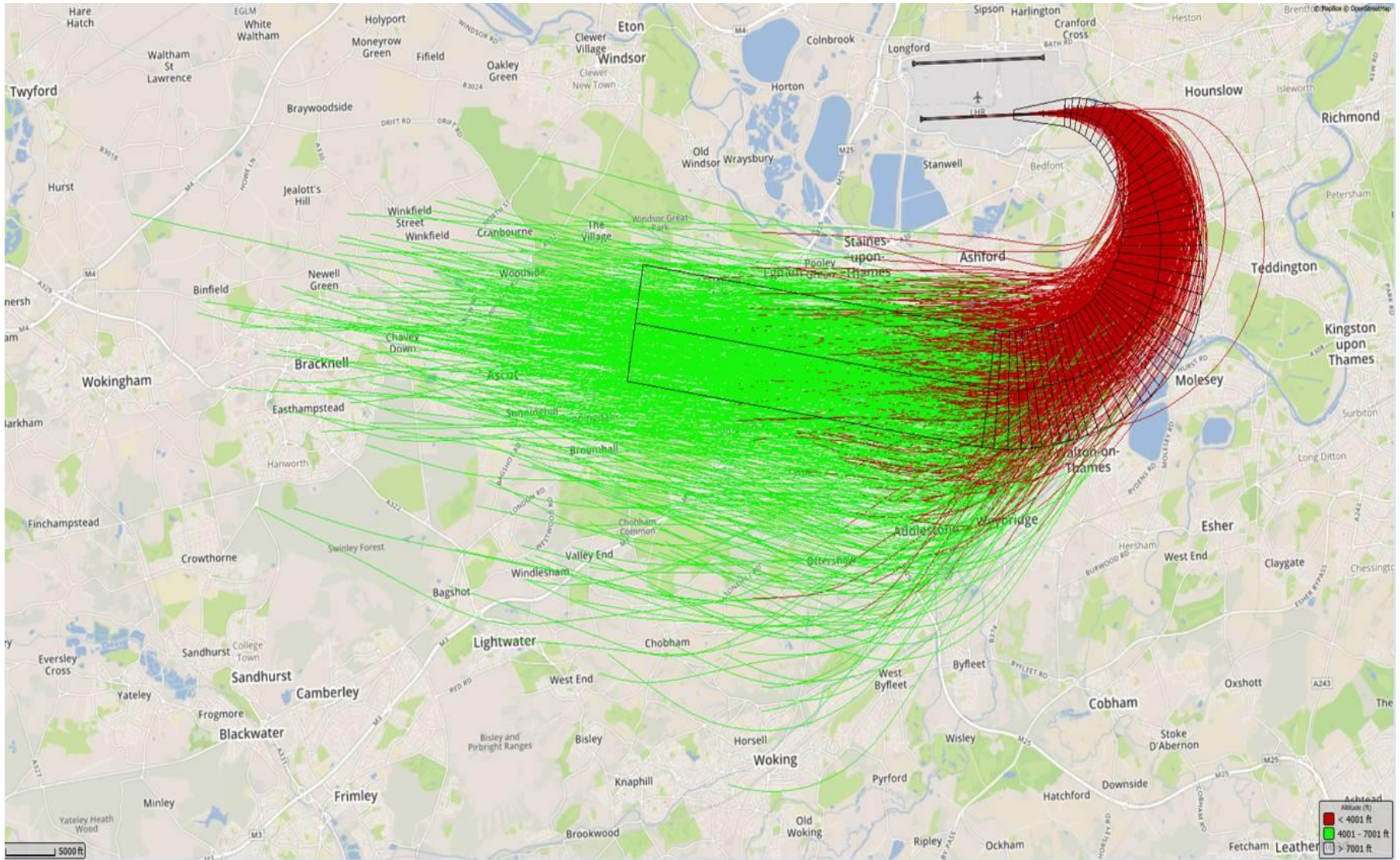
## *STATEMENT OF NEED – FOR DISCUSSION & REVIEW*

### **What this proposal does not affect**

11. The easterly CPT SIDs determined during this ACP will operate in the existing two-runway environment. The design of all our SIDs, including the easterly CPT SIDs, are being reviewed as part of the planned expansion of Heathrow Airport and to meet the Government's Airspace Modernisation Strategy. This project will involve the complete redesign of Heathrow's airspace and flight paths, so the new CPT SIDs are likely to cease to exist in a three-runway environment. Heathrow's third runway is currently scheduled to become operational in 2026.
12. This proposal does not seek to change the CPT SIDs from Runways 27L or 27R.
13. This proposal does not seek to change any other easterly departure SIDs.



# CPT SWATHE (AUG-SEP 2018)



## *ISSUES, OPPORTUNITIES AND CONSIDERATIONS ARISING FROM PROPOSED CHANGE*

### Issues

- Will mean changes to aircraft noise for some communities
- Possible consultation fatigue and confusion: similar communities for CPT, Expansion and IPA

### Opportunities

- Will significantly reduce the need for controllers to manually direct aircraft
- Will ensure aircraft fly this route in a more consistent, predictable way
- Will allow aircraft to stay within the NPR
- Potential opportunity to explore PBN respite options for SIDs (depending on design principles and technical possibilities)

### Considerations

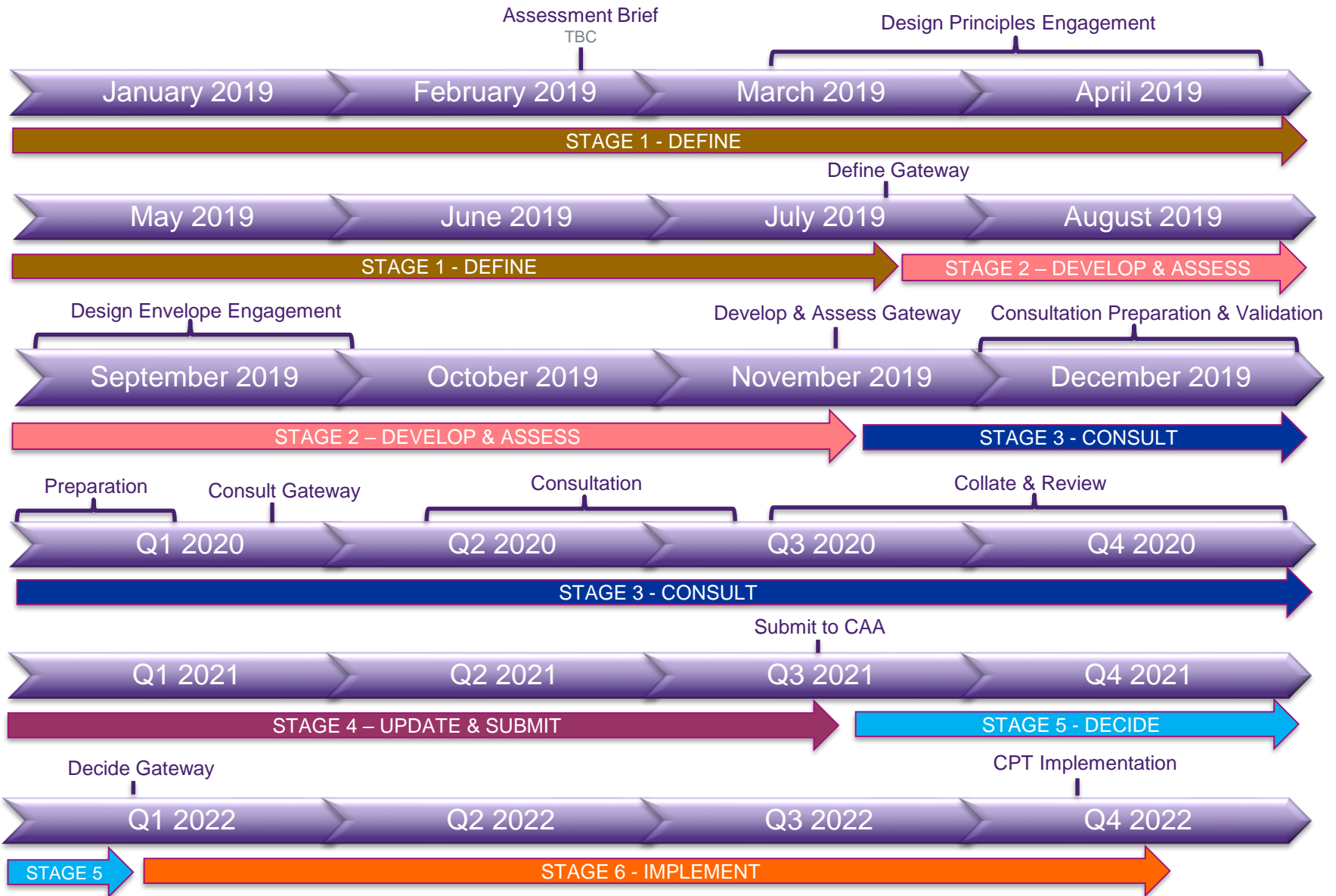
- Will likely require a new NPR
- Limited life-span ~ 4 years. Expansion airspace design will replace this CPT SID in 2026
- Limited options due to this change not impacting other SIDs or the operation

## *PROVISIONAL INDICATION OF THE LEVEL AND PROCESS REQUIREMENTS*

Heathrow considers CPT to be a level 1 ACP



# PROVISIONAL PROCESS TIMESCALES (HEATHROW)



## *NEXT STEPS & AOB*

### Heathrow – Next Steps

- Produce minutes
- Stage 1B – Design Principles Engagement

### CAA – Next Steps

- Review minutes
- Stage 1B – Define Gateway July 2019

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