



# DAP1916 - Statement of Need

Tracking Code: DNJWQGK

## BEFORE YOU BEGIN

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Please ensure the contents of CAP 1616 Appendix A are referred to prior to completing this form. \*

## TYPE OF CHANGE

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### 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): \*

Withdrawal of EGKK 26L/R HARDY 5M 5V SID

### 2. Title of proposal

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

Permanent  Temporary  Trial

## SPONSOR

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### 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

Gatwick Airport Limited

Trading Address (primary site)

Trading name (if applicable)

E-mail

Postcode

Registered Office Address

Country of Company Registration

Country

Postcode

Email \*

Confirm Email \*

Telephone \*

Requires Airspace Portal Access ?

Primary Point of Contact Name \*

Website address

**Additional Contacts**

You can add up to 4 additional contacts

**+** Add Contact

**STATEMENT OF NEED**

**Independent Aviation/Airspace Consultancy**

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

**Aviation Consultancy**

Registered Company name (in full) \*

Trax International Ltd

Registered Company Number

09605513

Country of Company Registration

United Kingdom

Registered Office Address

724 Capability Green, Luton, England

Postcode

LU1 3LU

Telephone

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

Primary Point of Contact Name \*

Nichola Shaw

Primary Contact

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

Requires Airspace Portal Access ?

Telephone \*

00447552064242

E-mail \*

nichola@traxinternational.co.uk

### Additional Contacts

You can add up to 4 additional contacts

**+** Add Contact

### 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.

Further information can be found in CAP1616 \*

In 2018 NATS (En Route) PLC (NERL) wrote to aerodromes with formal notice of the UK NAVAIDs Rationalisation Project outlining that NERL is increasing the use of satellite navigation technology across its operations and, liaising with the CAA, undertaking a project to phase out the general use of ground-based radio navigational aids (NAVAIDs). As part of this project, 30 DVORs and NDBs are being withdrawn and all dependencies are currently required to be removed by December 2023. 12 of these NAVAIDs will impact Gatwick Airport Ltd (GAL).

Following this notice, GAL has undertaken an impact assessment of all published conventional procedures, MATS Part 2 information, and letters of agreement, to understand the dependencies for the respective conventional NAVAIDs due to be decommissioned. As part of this impact assessment, GAL reviewed all possible mitigation options and worked with the CAA to agree suitable mitigations. Through joint impact assessment with CAA, it was concluded that the most appropriate mitigation for the RWY 26L/R HARDY 5M 5V SID was for it to be withdrawn from the AIP. The objective of this airspace change proposal (ACP) is therefore to remove HARDY 5M 5V from the AIP.

The section of flight between BOGNA and HARDY occurs over the sea. The conventional HARDY 5M 5V SID is very rarely used; between January and September 2022 it was flown 3 times and the SID initially follows the same route as the BOGNA 1M 1V SID. We therefore do not expect any changes to traffic patterns because of the withdrawal of the HARDY 5M 5V procedure.

Withdrawal of the HARDY SID would require network connectivity to be introduced by NATS NERL for any traffic flying the BOGNA SID to have network connectivity to HARDY and onward into the network. This is expected to be a DCT route and Gatwick will coordinate implementation of this solution with NATS NERL.

Gatwick Airport believes that, in accordance with CAP1616, this ACP would meet the Level 0 criteria as it is seeking to withdraw a procedure and this will not alter traffic patterns. This proposal does not form part of the plan for delivering the Airspace Modernisation Strategy which is covered under GAL'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 below which section of the Aeronautical Information Publication your proposed change relates to. 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. \*

This proposal represents administrative change to the Lower ATS Routes and Aerodrome Traffic Zone sections of the AIP, namely the removal of the HARDY 5M 5V SID and any references to it.

**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 or national security?

**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

The proposal is not inconsistent with the AMS, since it intends to simplify the flight procedure and remove dependency on the Godwood VOR while maintaining existing traffic patterns, with GAL's separate FASI-S ACP 2018-60 replacing it as a permanent solution.

**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, proposed operating date(s) and/or funding deadlines)

**SUBMISSION INSTRUCTIONS**

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**Submission**

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

Date and Time:

15 Dec 2022 10:51:25 AM

Application Submission Number:

DAP1916V2-612

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** (<https://airspacechange.caa.co.uk/>). Please refer to CAP 2385 Airspace Change Portal Important Information Guide.

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's airspace change portal** (<https://airspacechange.caa.co.uk/about-airspace-change/>).

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** (<https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=6808>) 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.