



ACP-2023-019

Withdrawal of EGKK 26L/R HARDY 5M 5V SID
Assessment Meeting Information (email)

July 2023



LONDON GATWICK

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Introduction

In March 2023 Gatwick submitted a Statement of Need for the withdrawal of the HARDY 5M 5V conventional SID. This withdrawal forms part of Gatwick's wider work to mitigate the impacts of NATS (En Route) PLC (NERL) Navigation Aid rationalisation programme.

Owing to how infrequently the HARDY 5M 5V SID is flown, Gatwick Airport believes that this ACP would meet the CAP1616 Level 0 criteria as the withdrawal of the conventional HARDY 5M 5V procedure will not alter traffic patterns.

The following slides provide the Step 1A assessment meeting information.

Statement of Need (Submitted March 2023)

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 As part of this project, 30 DVORs and NDBs are being withdrawn and all dependencies are currently required to be removed by December 2023. 12 of these NAVAIDs will impact Gatwick Airport Ltd (GAL).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with CAA, it was concluded that the most appropriate mitigation for the RWY 26L/R HARDY 5M 5V SID was for it to be withdrawn from the AIP.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.

Stakeholder Engagement

Although a Level 0 ACP does not require Stakeholder Engagement or Consultation, Gatwick have engaged with NATS NERL around the connectivity requirement for any traffic flying the conventional BOGNA 1M 1V SID to have onward connection to HARDY and into the network.

NERL have confirmed that BOGNA DCT HARDY is currently flight plannable profiling up to FL155, however RAD EG5439 will also need to be amended to permit any EGKK deps profiling above FL155 by BOGNA. There is only one entry in the SRD departing EGKK via the HARDY SID, which will need to be amended.

NERL have also confirmed that the introduction of a DCT would need a change to NAS / TC ASRD through an ACCR + revision to SRD / RAD. AIRAC submission would therefore need to align with a NERL adaptation delivery (i.e. 30 Nov 2023).

Updated HARDY 5M 5V Usage

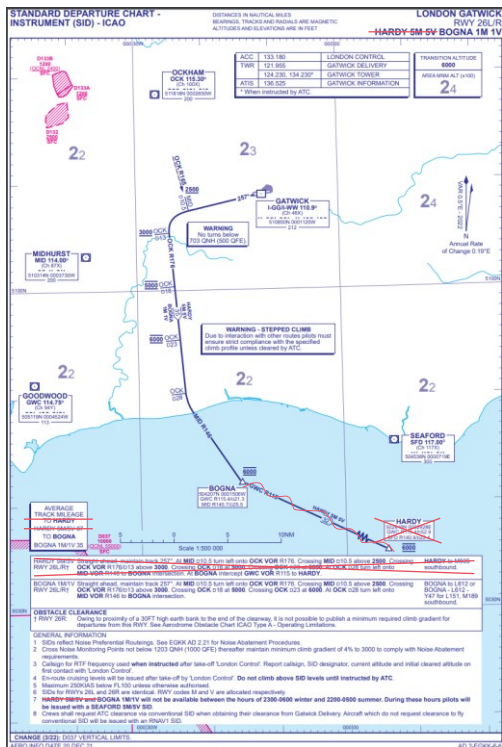
Our statement of need noted that the conventional HARDY 5M 5V SID is very rarely used and it detailed that between January and September 2022 the procedure was flown 3 times.

The following table shows Gatwick's ANOMs data for the whole of 2022 and to date in 2023:

Year	HARDY 5M 5V Usage
2022	4
2023 (up to 26/07/23)	0

Given this, and the SID initially follows the same route as the BOGNA 1M 1V SID, **traffic patterns are not expected to change due to the withdrawal of the HARDY 5M 5V SIDs.**

Proposed Draft AIP Changes



Amend UK EGKK AIP:

Remove RWY 26L/R HARDY 5M 5V from the STANDARD DEPARTURE CHART - INSTRUMENT (SID) RWY 26L/R HARDY 5M 5V BOGNA 1M 1V Chart

Update Chart index to reflect withdrawal

Note: Updates to the BOGNA 1M 1V chart to remove references to the VORs will be detailed as part of RNAV Substitution ACP submission.

MATS Part 2 Updates:

Any references to HARDY 5M 5V within the MATS Part 2 will be updated

Next Steps

Provisional indication of the appropriate scaling level and process requirements

As noted throughout this slide pack, the conventional HARDY 5M 5V SID was flown 4 times in 2022 and it follows the same route as BOGNA 1M 1V departure. Gatwick therefore does not expect any changes to traffic patterns as a result of the withdrawal of the conventional HARDY procedure. The DCT to connect BOGNA 1M 1V departures to HARDY occurs over the sea. Gatwick Airport therefore believes that, in accordance with CAP1616, this ACP would meet the Level 0 criteria.

Timescales

- Update MATS 2 – 01/09/23
- Update and submit the AIP changes – 01/09/23
- Publish AIP – 30/11/23 (AIRAC 12/2023)



THANK YOU



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