

## Statement of Need: RNAV Substitution

### 1. Category of Airspace Change

[Y] Changes to notified airspace design

### 2. Change Title

RNAV Substitution of EGKK conventional procedures

### 3. Change sponsor details (Company name, address, point of contact etc)

### 4. Independent Aviation/Airspace Consultancy (*tick box*)

### 5. Statement of Need

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 As part of this project, 30 DVORs and NDBs are being withdrawn and all dependencies are currently required to be removed by December 2022. 12 of these NAVAIDs will impact Gatwick Airport Ltd (GAL).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 concluded that following the CAA's RNAV Substitution Policy (CAP1781) was the most practicable and suitable in the context of wider airspace modernisation.

The objective of this airspace change proposal (ACP) is to remove GAL's dependencies on 12 NAVAIDS in accordance with the CAA's RNAV Substitution policy (CAP1781). It is intended that this mitigation is an interim step between the NAVAIDs being withdrawn, and the implementation of GAL's FASI-S ACP 2018-60.

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.

#### **Additional factors for consideration:**

**Environment:** There will be no change to lateral tracks and vertical profiles as a result of RNAV substitution ACP. As per CAP1781, GAL will use its Noise and Track keeping system to monitor aircraft tracks pre and post implementation to demonstrate that there has been no change. This ACP does not increase capacity or change movement numbers at Gatwick Airport.

**Safety:** As part of the requirements of CAP1781, GAL will submit as part of this ACP a safety case, in line with CAP1781 that demonstrates that the use of RNAV substitution is acceptably safe for the conventional procedures at GAL.

