

YOUR LONDON AIRPORT  
*Gatwick*

RNAV Substitution Assessment Meeting  
ACP-2022-067  
December 2022



# Agenda

1. Introduction / Apologies for Absence (CAA)
2. Statement of Need (discussion and review) (All)
3. Timeline (All)
4. Baseline (All)
5. Other activity to remove dependencies on VOR (All)
6. Next steps (All)
7. AOB (All)



# 1. Introduction / Apologies for Absence

**CAA**

**Gatwick**



## 2. 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 As part of this project, 30 DVORs and NDBs are being withdrawn and all dependencies are currently required to be removed by December 2023. 12 of these NAVAIDs will impact Gatwick Airport Ltd (GAL).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 concluded that following the CAA's RNAV Substitution Policy (CAP1781) was the most practicable and suitable in the context of wide airspace modernisation for some impacts.

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 It is intended that this mitigation is an interim step between the NAVAIDs being withdrawn, and the implementation of GAL's FASI-S ACP 2018-60.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.



### 3. Timeline (for discussion)

Activity	Dec 22	Jan 23	Feb 23	Mar 23	Apr 23	May 23	Jun 23	Jul 23	Aug 23	Sep 23	Oct 23	Nov 23	Dec 23	Jan 24	Feb 24	March 24	Apr 24	
<b>IFP</b>																		
5 Year IFP Review SIDs		Submit to CAA	CAA Review Period (Assumed 4 months)				Address CAA Comments	Final 5YR Sign Off	Submit AIRAC (04 Aug)			AIRAC Effective (02 Nov)						
5 Year IFP Review Conventional Approaches					Submit to CAA	CAA Review Period (Assumed 4 months)				Address CAA Comments	Final 5YR Sign Off	Submit AIRAC (20 Nov)			AIRAC Effective (23 Feb)			
5 Year IFP Review RNP Approaches						Submit to CAA	CAA Review Period (Assumed 4 months)				Flight Validation		Final Sign off	Submit AIRAC (20 Jan)			AIRAC Effective (20 Apr)	
<b>RNAV Substitution ACP</b>																		
CAP1616	Assessment meeting			Submit CAP 1781 Issue 1 Compliance Report to CAA & CAA Decision on Compliance Report Issue 1			Submit Issue 2 Compliance Report and ACP Document	CAA Decision on CAP1781 (subject to IFP approval)						Track Monitoring Commences (Weekly track dispersion for the 1st month, then monthly for the following 11 months).				
Compliance Report (Gatwick Activity)		Prepare CAP 1781 Issue 1 Compliance Report to include: <ul style="list-style-type: none"> <li>Engagement with operators and airspace users</li> <li>Baseline track data and monitoring plan</li> <li>DME Coverage Information</li> <li>Safety Review document V1 / Safety Argument</li> </ul>			Prepare CAP1781 Issue 2 Compliance Report (Incl Safety Review Document V2) & ACP Document													

Timeline assumes:

- 4 Month CAA IFP Review Period
- ACP approved subject to IFP approval
- ACP Steps 1-4 are combined
- No further engagement required other than outlined in CAP1781



## 4. Baseline

### CAA Principal Airspace Regulator advised on the 21st June 2022:

*The Sponsor is to provide evidence that they have collected and will continue to collect a set of pre-implementation information that will provide a baseline against which aircraft trajectory will be compared following the implementation of RNAV Substitution. Prior to implementation, the sponsor is to provide 12 months of track dispersion and density plots for each SID. Weekly track dispersion and density plots for the first month and monthly track dispersion and density plots for the next 11 months after implementation are required to enable the CAA to ensure that no unanticipated change to aircraft trajectories has taken place.*

*If Gatwick believe that the traffic level in 2022 (post-pandemic) is not significant to represent how the SIDs are used by airline operators, the option to provide track dispersion based on the pre-pandemic traffic level can be investigated.*

**Please may the CAA confirm that this remains the baseline data capture requirements as this seems significantly different to ACP-2022-037<sup>1</sup>.**

**Please could the CAA confirm the altitude cut off for the baseline data, given the vectoring that occurs above the NPRs?**

1. <https://airspacechange.caa.co.uk/PublicProposalArea?pID=465> CAA Compliance report – Issue 1 and CAA Compliance report – Issue 2 (page 19) provided 2 days of baseline data.



## 5. Other activity to remove dependencies on VORs

### **SRA Withdrawal**

Progressed under a separate Level 0 ACP (ACP-2022-065).

Withdrawal of the procedures targeted to be completed by AIRAC 02/2023.

### **Withdrawal of HARDY 5M 5V SID**

The VOR Impact Assessment identified the most appropriate mitigation for the Runway 26L/R HARDY 5M 5V was for the SID to be withdrawn

This will be progressed under a separate ACP (expected to be Level 0)



# 6. Next Steps & AOB

## **Gatwick – Next Steps**

Draft Assessment Meeting Minutes

Publish Assessment Meeting Material

Begin engagement and compilation of evidence for submission

## **CAA – Next Steps**

Review Assessment Meeting Minutes

## **AOB**

