



London Gatwick

Instrument Landing System Replacement and Relocation (ACP-2025-050)

CAP 1616 Stage 1 –Assessment Meeting Briefing

06 January 2026



LONDON GATWICK



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Purpose of the Meeting

The purpose of this slide pack is to:

- Support the Airspace Change Stage 1 Assessment Meeting
- Describe the airspace change impact from this proposal
- Confirm that no airspace change process is required due to proposed changes

GAL attendees:

[REDACTED], [REDACTED], [REDACTED], [REDACTED], [REDACTED] (NATS), [REDACTED] (IFP Design Ltd)

This document should be read with reference to London Gatwick's Statement of Need for the Instrument Landing System (ILS) Replacement and Relocation dated 06 November 2025. This briefing pack has been produced with reference to CAP 1616 version 5.1 dated September 2025.

Statement of Need – Current State

- The ILS at London Gatwick was installed in 2006 and is reaching the end of its useful service life. A part of the system, the Runway Information Status and Display Unit (RISDU) which provides control and monitoring of the system, is much older and it also needs to be replaced. The ILS at London Gatwick is critical to the aerodrome accepting landing aircraft when visibility and / or cloud base is low. Similarly, loss of the RISDU would significantly disrupt the operation in low visibility conditions, with greatly reduced flow rates for a prolonged period.
- **Current operation**
- Single runway configuration, predominantly using the southern runway (08R/26L).
- The northern runway (08L/26R) used when southern runway is temporarily non-operational by reason of maintenance or incident.
- Runway 08R/26L is ILS CAT 3b instrumented.
- Runway 08L/26R is non-instrumented.

Airspace Design

- Runway 08R/26L is serviced by RNAV SIDs; there are no RNAV SIDs servicing the runway 08L/26R.
- Both runways share conventional Standard Instrument Departures (SIDs).
- Both runways are serviced by distinct RNAV Instrument Approach Procedures (IAPs).

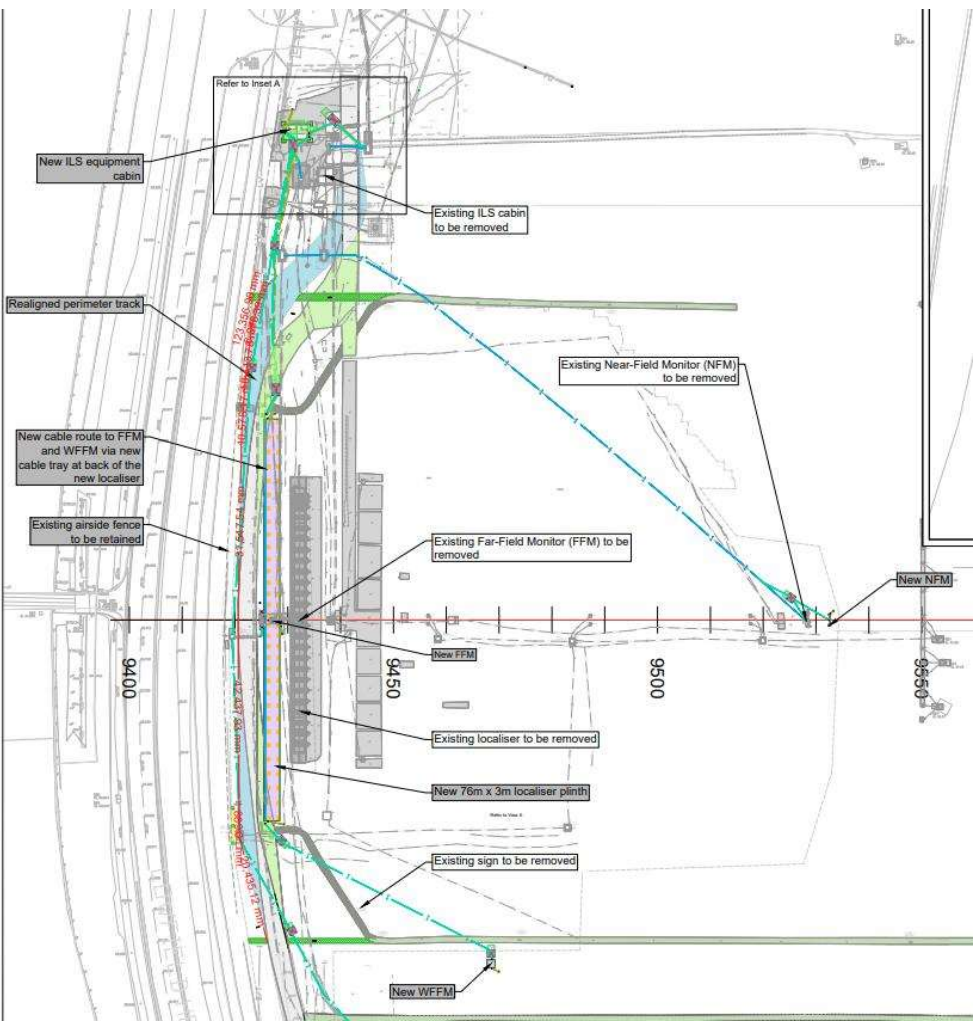
Issues arising from the proposed change

Gatwick is looking to:

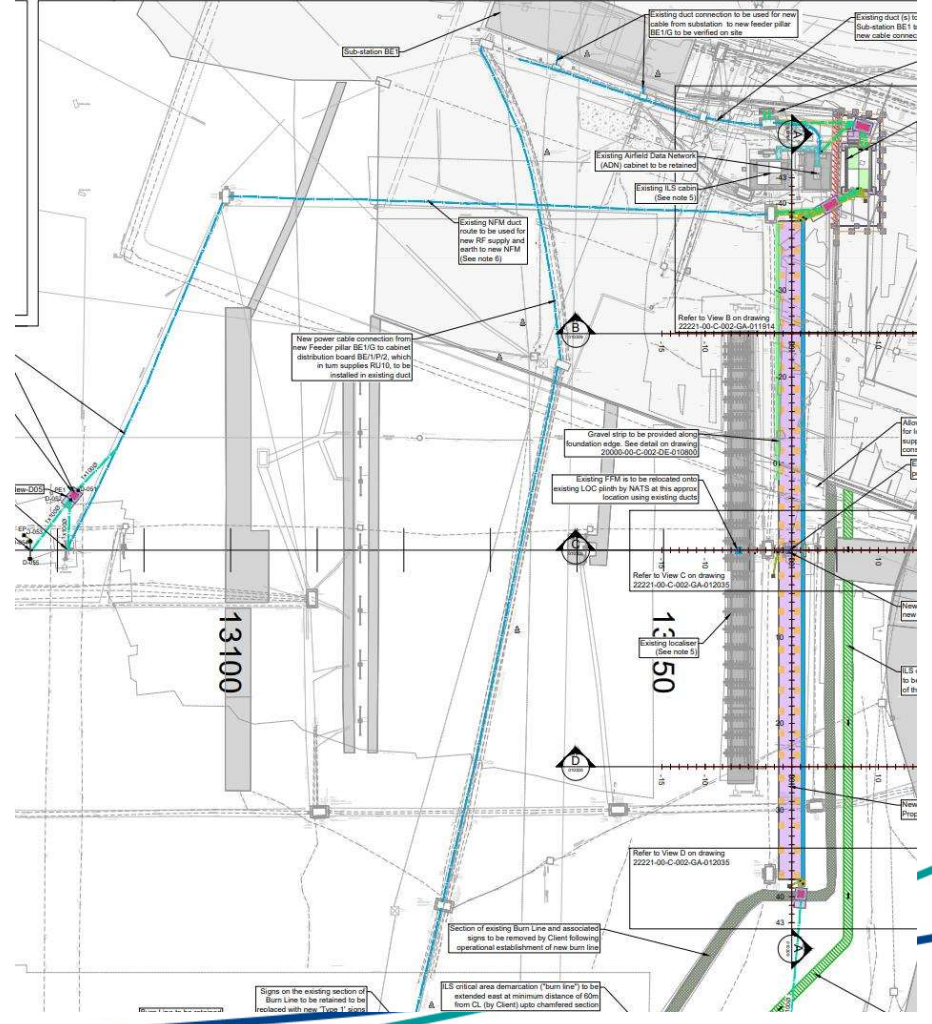
1. Replace and upgrade each existing 24-element localiser array with a 32-element localiser array (LOC) system capable of supporting CAT III-B operations for runway 26L and 08R. This includes replacement of the LOC arrays, Distance Measuring Equipment (DME), Glidepath Antennas (GP), Far Field Monitors (FFMs), RISDU and Remote Control in addition to cabinets for power, data and other services.
 2. Adjust and reposition some of the elements of the ILS, mentioned above, which will affect and necessitate changes to the relevant AIP entries.
 3. Adjust the ILS approach Final Approach Fix (FAF) in the 26L runway direction to 3000ft to align with the existing 26L RNP approach procedure and 08R ILS approach procedure.
- As result of the above, Gatwick will require modifications to the airport's Aeronautical Information Publication (AIP) entry.
 - In accordance with CAP1616 and to comply with DfT policy, Gatwick has initiated an airspace change process to confirm no airspace change is required due to proposed replacements and updates and request an assessment meeting with the CAA (Stage 1).

Technical Analysis and Details of change

26L LOC



08R LOC

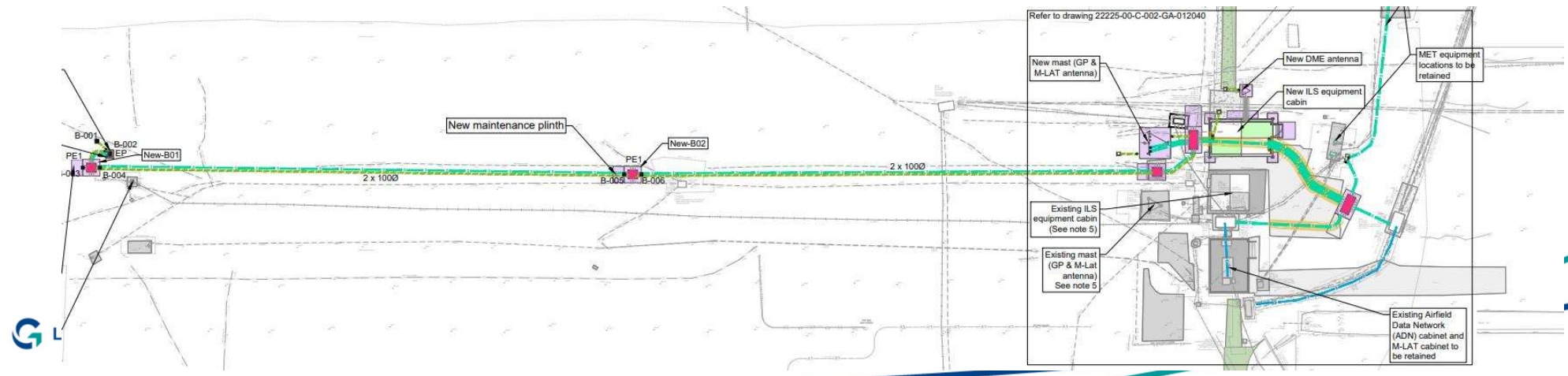


Technical Analysis and Details of change

26L GP

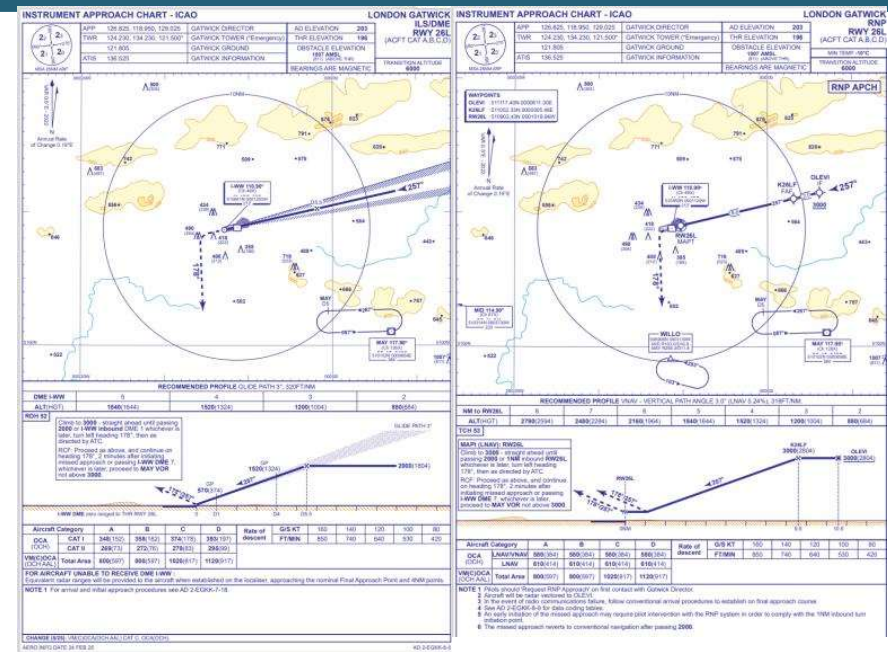


08R GP



Technical Analysis and Details of FAF change

- 26L ILS/LOC **2000ft** 5.5 NM DME
 - Change introduced before 2010 to allow for early tactical turns and to maintain approach separation
- 26L RNP **3000ft** 8.6 NM DME
- 08R ILS/RNP **3000ft** 8.6 NM DME
- Current night noise abatement procedures require approach not to join:
 - below **3000 ft** or
 - closer than 10 NM from touchdown.
- Table shows current day utilisation of the early approach 2023 to date



Year	Total arrivals on Rwy 26L	Arrivals joining between 0 and 8Nm	% Arrivals joining between 0 and 8Nm
2023	86549	2464	2.85%
2024	93803	2465	2.63%
2025*	73131	2624	3.59%

*up to end of Nov

Proposed Level of airspace change

We believe most of the changes generated by ILS relocation are administrative, resulting in no change to tracks flown or daily operations.

- The implementation of a more advanced array ILS may result in reassessment of ILS sensitive area on the ground and redefinition of Category III holding positions to align with the instrumentation improvement. This should not affect the published flight procedures.
- Additionally, once the ILS is fully replaced and commissioned, we anticipate an improvement to the end state low visibility operational minima and potentially a change to published anticipated landing rates in Low Visibility Procedures.
- Above changes to position and operation of the ILS array and related navigational aids are not intended to impact flight behaviours or the physical use of the airspace. We therefore believe that they are purely administrative in nature.
- The qualifying remarks of the AIP will need to be updated, namely the Radio Navigation and Landing Aids tables
- Information relating to ILS or DME will need to be assessed and updated if required to accommodate new NAVAID positions.
- Assurance of the routes and procedures as outlined above will be provided through the routine maintenance review (normally conducted every 5 years). We propose to conduct an out of schedule review 12 months after the proposal outlined here is implemented.

Do the Proposals constitute a “relevant PPR”

In addition to considering the relevant classification of Airspace Change we have in consultation with our ANSP (NSL) considered whether the proposed changes to Final Approach Fix (FAF) fall within the definition of a “relevant planned and permanent redistribution” (PPR) of traffic. As explained in the table below we believe it does not.

PPR Type	Is the process for relevant PPR applicable?
1. Lateral shift in flight track greater than 300m at 1000ft. Other criteria at higher altitudes also apply	Not applicable. New flight tracks across the ground will not shift laterally as result of the changes proposed under the FAF shift.
2. Redistribution of flights between SIDs greater than 5000 movements.	Not applicable. Proposed change to FAF would only apply to instrument approach procedures, therefore there will be no change to departure procedures or operations.
3. Change to the ILS joining point.	Not applicable. ILS FAF will shift to 3000ft and the approximate distance of 8.6Nm. This is already in place in the published 26L RNP approach procedure, with majority of the ILS based aircraft being operationally directed to approach no closer than 8Nm. It would also align with the ILS/PBN FAF in the 08R runway direction. As the data on Slide 8 shows, the exceptions since 2023 number between 2.9 and 3.6% of total approaches to 26L runway (approx. 2500 ATMs per annum or 7 per day).

Proposed Schedule

Indicative timescales:

- Design and equipment manufacturing – Completed
- Construction and installation – Q1 26 – Q4 26
- Assurance – Q1 27
- ILS procedure impact assessment and AIP changes – Q1 27 – Q2 27
- Expected implementation – Q2 27 – Q3 27

Opportunities from the proposed changes – transition strategy

- ILS transition strategy would be to use the new localizers first, with the extant DMEs; then transition to the new DMEs at a later stage. This is to benefit from the localiser upgrade as soon as possible.
- What would the CAA like to see from an IFP assurance point of view?
 - What would the priority level of this change be in the overall IFP prioritisation? (CAP 2541)
 - From a project timeline point of view, it would be valuable if a CAA resource allocation timeline could be provided to review and approve these 'new' IAP designs.

Next Steps

1. CAA Decision – 7 days.
2. Meeting minutes – 14 days.
3. Next steps based on the outcome of the assessment meeting and CAA decision.



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