



# DAP1916 - Statement of Need

Tracking Code: **WB5SK9F**

## BEFORE YOU BEGIN

---

- Please ensure the contents of CAP 1616f, Guidance on airspace change process for permanent airspace change proposals are referred to prior to completing this form. \*

## TYPE OF CHANGE

---

### 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

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

- Permanent                       Temporary                       Trial

### 2. Title of proposal

Please enter a title for this intended change, (max 80 characters - the title should be succinct and include a location (where appropriate)): \*

London Gatwick Instrument Landing System Replacement and Relocation

- Have you previously submitted a Statement of Need?

If known, please provide the ACP/PPR reference number (###-YYYY-NNN)

ACP-2025-050

Please provide your rationale for submitting a revised Statement of Need below: \*

Revised scope of the airspace change to remove the FAF readjustment task. FAF readjustment may be submitted as a separate ACP at a later date.

## SPONSOR

---

### 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

RH6 0NP

Registered Office Address

Level 5, Destinations Place, South Terminal, Gatwick Airport

Country of Company Registration

United Kingdom

Country

United Kingdom

Postcode

RH6 0NP

Email \*

Confirm Email \*

[Redacted]

[Redacted]

Do you require access to the CAA's Airspace Change Portal?

Telephone \*

[Redacted]

Primary Point of Contact Name \*

[Redacted]

Website address

www.gatwickairport.com

### Additional Contacts

You can add up to 4 additional contacts (this is useful to ensure that periods of absence are covered)

#### Contact 1

Contact Name \*

Do you require access to the CAA's Airspace Change Portal?

Telephone \*

Email \*

Confirm Email \*

— DELETE CONTACT

+ Add Contact

## STATEMENT OF NEED

---

### Independent Aviation/Airspace Consultancy

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

### Statement of Need

Please complete the following four sections. For administrative changes to the Aeronautical Information Publication, please complete relevant questions accordingly and mark the rest as "Not Applicable".

What is the objective of the proposed change? \*

The Project aims to 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 Antenna's (GP), Far Field Monitors (FFMs), RISDU and Remote Control in addition to cabinets for power, data and other services.

This replacement will include adjustment or repositioning of some of the elements of the ILS, mentioned above, which will affect and necessitate changes to the relevant AIP entries.

Please provide a summary of the issue or opportunity this proposal is seeking to address including any safety, operational, technical, environmental or economic factors. \*

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.

ILS replacement will require repositioning of some of the elements of the ILS, which may necessitate amendment of AIP entries in sections:

- AD 2.19 "Radio Navigation and Landing Aids",
- 3 "CAT II/III Operations",
- 4 "Warnings",
- AD 2.21 "Noise Abatement Procedures",
- 6 "Detailed Procedures".

And charts:

- AD 2.EGKK-8-1 "Instrument Approach Chart ILS/DME RWY 08R - ICAO",
- AD 2.EGKK-8-5 "Instrument Approach Chart ILS/DME RWY 26L - ICAO".

The single mid runway DME will be replaced by 2 DMEs adjacent to the glide path locations.

We anticipate this change to improve operability and overall safety for low visibility operations at Gatwick. We do not anticipate economic or environmental changes as result of this implementation.

Please provide a description of the current airspace design (i.e. the airspace structure and flight procedures) relevant to this proposal. \*

Aircraft inbound to London Gatwick Airport using the ATS Route Network will, after the initial routing, follow the appropriate STAR to the holding fixes TIMBA or WILLO. The STARs are illustrated in the chart: AD 2-EGKK-7. For aircraft holding below 6000 FT ALT, holding will be at Mayfield MAY VOR. (In light traffic conditions aircraft may be routed direct to MAY VOR above 6000 FT). Aircraft may be radar-vectored off-route for the purpose of ATC separation. When separation has been achieved, ATC will give an approximate QDM to resume the STAR via the appropriate VOR radial or fix.

When inbound traffic is being sequenced by Air Traffic Control, that part of the approach between the holding fix and the Final Approach Track (FAT) will be flown under directions from the Radar Controller. Once the aircraft is under Radar Control, changes of heading or flight level/altitude will be made only on instructions from the Radar Controller except in the case of radio communication failure in the aircraft or at the radar unit.

Headings and flight levels at which to leave the holding facility will be passed by ATC. Radar vectors will be given, and descent clearance will include an estimate of track distance to touchdown. Further distance information will be given between initial descent clearance and intercept heading to the ILS. On receipt of descent clearance the pilot will descend at the rate he judges will be best suited to the achievement of continuous descent, the object being to join the glide path at the appropriate height for the distance without recourse to level flight.

When traffic is not being sequenced by Air Traffic Control, aircraft will be cleared from the holding areas to carry out the appropriate Initial Approach Procedures as outlined in AD 2-EGKK-7-17 and AD 2-EGKK-7-18. Approach procedures to 08L, 08R, 26L and 26R runways are illustrated in AD 2-EGKK-8.

Please provide a description of the current prevailing air traffic situation (i.e. frequency and number of movements) and an indication of estimated forecast growth (where applicable). \*

Not applicable

As your request may include a change to and/or new instrument flight procedures, you are also required to submit a DAP1917 - Application for Approval of a PANS-OPS Designed Instrument Flight Procedure.

Are you submitting this Statement of Need to complete an Applicability and Policy Alignment Check (please refer to CAP 1616 version 5.1, paragraphs 2.8 to 2.11 and CAP 1054 Annex A for further details)?

**Instrument Flight Procedures**

Does your proposal have the potential to include a change to and/or new IFPs?

**Performance-based Navigation (PBN)**

Does your proposal include potential changes to/addition of IFPs, ATS routes or free route airspace based on PBN?

**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**

Does your proposed change to airspace design fall within scope of one of the Pre-Scaled Airspace Change Proposals detailed in the appendices within CAP 1616h?

**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

**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)

Note that the CAA is required to ensure the Sponsor has provided assurance that the change will maintain a high standard of safety (in accordance with CAA direction under S.70(1) Transport Act 2000).

This statement of need replaces the initial statement of need, tracking code: 4XJ6PLN, submitted on 06 November 2025.

---

## SUBMISSION INSTRUCTIONS

### Submission

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

Date and Time:

01 Apr 2026 9:59:11 AM

Application Submission Number:

DAP1916V2-1967

