

# Truncation of London Gatwick SAM and KENET SIDs (ACP-2017-65) – Post Implementation Review

CAP 2134

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## Executive summary

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1. The CAA's airspace change process is a seven-stage mechanism that is set out in detail in CAP 725<sup>1</sup>/CAP1616<sup>2</sup>. Under this process NATS (in association with Gatwick Airport Limited and Air Navigation Solutions Limited who respectively own/operate Gatwick Airport and provide air traffic services in the airport tower) submitted an Airspace Change Proposal (ACP) to reduce the length of the "SAM" and "KENET" Area Navigation<sup>3</sup> (RNAV) Standard Instrument Departures (SIDs) to the CAA on 19<sup>th</sup> December 2017. The aim of this ACP was to improve aircraft fuel efficiency by reducing the length of time aircraft would plan to fly at low level and thus reducing the amount of fuel needed to be carried (aircraft burn more fuel at lower levels than at higher ones and must carry sufficient fuel to fly the planned route).
2. The proposals were accepted by the CAA on 22<sup>nd</sup> February 2018 and implemented on 24<sup>th</sup> May 2018. Competing priorities for the allocation of resources meant that the CAA was unable to start the Post Implementation Review (PIR) one year after implementation as would normally be expected. Instead the CAA commenced the PIR of the impact of its decision and the implemented change on 17<sup>th</sup> April 2020. The content and outcome of the review process by the CAA is discussed in detail in this report.
3. On 2 January 2018 the CAA introduced a new process for making a decision whether or not to approve proposals to change airspace design. Irrespective of whether the CAA decision to approve the change was made under the previous process (set out in CAP 725), we will conduct all Post Implementation Reviews in accordance with the process requirements of CAP1616. However, when assessing the expected impacts against the actual impacts we will use the methodology adopted at the time of the original CAA decision in order to do so. In this particular case, the airspace change was conducted in accordance with the CAA's SID Truncation Policy<sup>4</sup>. As such, the change followed a "lighter touch" process than the full CAP 725 requirements, since it was aimed at delivering environmental benefits

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<sup>1</sup> <https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=395>

<sup>2</sup> <https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=8127>

<sup>3</sup> Area Navigation (RNAV) is a method of navigation for aircraft based on actual location (e.g. determined via satellite positioning systems) rather than by using relative distance and bearing to a series of radio transmitters.

<sup>4</sup> <https://publicapps.caa.co.uk/modalapplication.aspx?catid=1&pagetype=65&appid=11&mode=detail&id=6027>