

London Stansted Airport RNP1 (RF) (ACP-2014-01) – Post Implementation Review

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Executive summary

1. The CAA requires the change sponsor of any permanent change to the published airspace design to follow our airspace change process. This airspace change process is set out in CAP 1616¹, which commenced on 2 January 2018. Airspace change proposals submitted before that time were assessed against the policy framework and change process in CAP 725².
2. The final stage of both processes is the Post-Implementation Review (PIR). The purpose of the PIR is to consider how an airspace change has performed, including whether anticipated impacts and benefits in the original proposal and decision have been delivered.
3. On 3 February 2016 London Stansted Airport (the Sponsor) submitted to the CAA an Airspace Change Proposal (ACP), following a trial report which was submitted to the CAA on 3 March 2015. The ACP was to introduce two Required Navigation Performance (RNP)1 Standard Instrument Departures (SIDs) in addition to the existing conventional SIDs already in use. The SIDs being proposed were the CLACTON 1E RNP1 SID (CLN 1E RNP1 SID) for Runway 22 and the DETLING 1D RNP1 SID (DET 1D RNP1 SID) for Runway 04. The objective of the proposal was to reduce the number of people directly over-flown by departing aircraft by improving aircraft navigational accuracy immediately after take-off.
4. The ACP was accepted by the CAA on 3 May 2017³ and implemented on 30 August 2017. The content and outcome of the PIR process by the CAA is detailed in this report including its annexes.
5. A PIR should normally be commenced around 12 months after a change is implemented. For this ACP, the original PIR commencement date was January 2018. However, the PIR has been delayed. This does not affect the conclusions of the CAA's assessment in this report since the PIR report produced by the Sponsor was submitted in January 2018 as per the conditions stipulated at Annex A of the CAA's Decision Letter (CAP 1547).
6. The CAA decision to approve the ACP was made under the former process contained in CAP 725. Following the introduction of the new airspace change process in CAP 1616, we have conducted this PIR in accordance with the more rigorous process requirements of CAP 1616. However, when assessing the expected

¹ <https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=8127>

² <https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=395>

³ Decision formally published: [https://www.caa.co.uk/London Stansted RNP1 SIDs Decision Letter](https://www.caa.co.uk/London%20Stansted%20RNP1%20SIDs%20Decision%20Letter)

impacts against the actual impacts, we have used the methodology adopted at the time of the original CAA decision in order to do so.

7. During the review process, the CAA considered the formal response from the Sponsor which is contained in the Sponsor's documents:

- Post Implementation Review Feedback Form
- Post Implementation Review Report

Redacted versions of these documents are available on the [CAA website](#).

8. As a result of this PIR, the CAA has reached the following conclusion:
 - The CAA is satisfied that the implementation of the new RNP1 SIDs has satisfactorily achieved the intended objectives and the impacts have been as anticipated, and the change is confirmed.
9. This report, and its annexes, provide the information the CAA has reviewed and taken into account before reaching this conclusion.