

13 May 2014

Policy Statement

STANDARD INSTRUMENT DEPARTURE TRUNCATION POLICY

1 Introduction

- 1.1 This Policy Statement (PS) is intended to provide guidance to ANSPs on action required to truncate existing **conventional**, and certain RNAV1¹ Standard Instrument Departure (SID) procedures where a sponsor of a SID, or the associated ANSP determines environmental benefits can be achieved by reducing the length of a SID. This should alleviate aircraft operators flight planning for unnecessary fuel uplift when departing airports with current lengthy SIDs.

2 Background

- 2.1 Many SIDs within the UK FIR are 'lengthy' in their design and terminate at a typically low altitude restriction. It is believed establishment of 'lengthy' SIDs have previously been associated with a variety of reasons including ATC tactical planning, reduced workload on the RT, and direct routings to significant waypoints on departure routes to name but a few.
- 2.2 Fuel uplift planning has become more critical in recent years, and whilst continuing to comply with National Operating Rules (Fuel Policy) e.g. EU.1.255, it has become clear that some airline operators take into account the full length and final end altitude of a SID whilst others do not. This results in unnecessary fuel carriage when aircraft are routinely climbed to a FL well above the SID (e.g. a SID of 70 NM ending at 5000ft). With the exception of recent new SID designs constrained by existing ATM tactical requirements, SIDs have been designed like this from their inception and were no doubt predicated upon the performance profiles of the aircraft in operation at the time and ATM requirements of the ANSP.

3 Overview

- 3.1 This policy provides change sponsors with guidance in Annex A on how to initiate truncation of existing SIDs¹ where there is **no change** to the existing track over the ground. Whilst a change to a SID falls under the remit of CAP 725² the guidance detailed in this PS is compatible with the requirements of CAP 725 regarding the airspace change process.

4 Scope

- 4.1 This document outlines when a proposal for a SID Truncation may be submitted and details the submission requirements.

¹ Truncation of RNAV1 SIDs is limited to Gatwick and Birmingham RNAV1 SIDs first introduced during 2013/14 and requires SARG IFP endorsement. New RNAV1 SIDs approved after issuance of this PS should address truncation issues and not require subsequent change.

² Introduction paragraph vii sub paragraph c).

5 CAP 725 Requirements

- 5.1 As there is no change to track over the ground and vertical profiles, this policy applies when the end section of a SID is replaced by an RNAV ATS route for that portion of the SID which is truncated, or where a SID is aligned with an existing ATS route and simply revised to terminate earlier than its existing termination point, and connectivity is retained with the existing ATS route. Therefore, an abbreviated proposal submission as outlined in Annex A may be submitted to the SARG for approval.

6 CAP 778 Requirements

- 6.1 There are no changes to CAP778 requirements. This PS will be incorporated into CAP 778 at the earliest opportunity.
- 6.2 The use of 5LNCs should be limited to the essential required as 5LNC resource is scarce. Consideration should be given to the possibility of withdrawing any 5LNCs to offset the establishment of new positions.

7 CAP 785 Requirements

- 7.1 There is no need for a formal design proposal to be submitted by an Approved Procedure Designer providing the truncation only results in the removal of straight line segments at the end section of a SID which, other than the truncation, does not involve any change in design of the SID and replacement ATS routes. Any new waypoints and track and distance between waypoints must be checked for navigation infrastructure coverage³ and be verified by SARG prior to formal approval. Notwithstanding the above, sponsors should also provide confirmation that the retained portion of the truncated SID remains fit for purpose. If this is not the case, further action is to be determined on a case by case basis.

8 Framework Briefing Requirements

- 8.1 There is no specific requirement for a formal Framework Briefing unless a sponsor wishes to discuss issues face to face with staff from SARG Airspace. Initial requests may be made by e mail to confirm that a SID Truncation request may be submitted in accordance with Annex A.

9 Impact on NPRs

- 9.1 Sponsors must confirm there is no impact to NPRs.

10 Impact on Adjacent SIDs

- 10.1 Sponsors must confirm that truncating a SID will have no impact on the vertical profile of adjacent SIDs from other airports.

11 Environmental Analysis Requirements for a SID Truncation Request

- 11.1 Details of the estimated fuel saving is the only environmental requirement to be included.

12 Consultation Requirements

- 12.1 A SID truncation request must include evidence to indicate that the appropriate airport operator, the airport ANSP and appropriate Area Control Centre (ACC) have agreed to the change and that appropriate adaptation and flight planning requirements have been considered and changes can be accommodated on the AIRAC date required.

³ DEMETR is appropriate for DME/DME procedures.