

News Release

29 April 2009

CAA APPROVES CHANGES TO LONDON CITY AIRPORT STANDARD INSTRUMENT DEPARTURES

Minor technical changes to the London City Airport Standard Instrument Departure (SID) procedures have been approved by the UK Civil Aviation Authority (CAA), and will come into effect on 7 May 2009.

The revised SIDs have been introduced to meet CAA and internationally recognised SID design requirements for Category C aircraft operations performing instrument departures, and will enable greater SID compliance for these particular aircraft. Aircraft in this category have been operating at London City Airport since the runway was extended some years ago, however the revised procedures will redress some inadequacies in the current SID technical designs. There will be no change to controlled airspace.

Approval to revise existing London City procedures has been given following a rigorous scrutiny of change proposals submitted by the air traffic control service provider NATS earlier this year. The changes were subject to consultation by NATS within the Terminal Control North development consultation, which was undertaken in February 2008 with the aviation community, local government and environmental groups in accordance with the CAA's Airspace Change Process. Whilst the NATS TC North proposal is still under development, the CAA nevertheless advised NATS to submit a change proposal in order that improvements to the London City SIDs could be introduced without further delay.

Because of radar vectoring techniques, it is anticipated that there will be minimal differences to flight profiles following the first turn after departure.

Following a thorough safety and environmental analysis by its Directorate of Airspace Policy, the CAA is content that the justification for the changes has been satisfied and that the new designs meet safety requirements. The changes are considered to be necessary and unavoidable and have been introduced to meet CAA regulatory requirements.

Aeronautical Charts

Pilots should note that revised SID procedures have been promulgated in the UK AIP AD section with the AIRAC 5 distribution cycle.

For more information on the London City SID changes see the attached link <http://www.caa.co.uk/docs/7/20090220NATMACInformativeDecisionLetterLCA.pdf>

For more information contact Richard Taylor at the CAA Press Office, tel. 020 7453 6025

Notes to Editors

1. In order to cover a range of aeroplane speed and performance capabilities, instrument flight procedures can be tailored to one of five categories (Category A-E). These are defined using the certificated lowest speed an aircraft is capable of flying a final approach at its maximum landing mass. The SIDs for CAT C aircraft must be able to accommodate aircraft flying in the early part of the procedure up to 176 knots indicated airspeed, and thereafter up to 264 knots.

2. The Civil Aviation Authority's Directorate of Airspace Policy (DAP) is responsible for the planning and regulation of all UK airspace including the navigation and communications infrastructure to support safe and efficient operations. In accordance with its statutory functions, the CAA is responsible for dealing with applications by sponsors for an airspace change. A change to the use or classification of airspace in the UK can take many forms but can only be made after consultation and where it is clear that airspace management considerations and the overriding need for safety allow for no practical alternative, or where an overall environmental benefit will accrue. More information on the Airspace Change Process (ACP) and DAP's wider functions are set out in DAP's Airspace Charter (CAP 724), which is available on the CAA's website at www.caa.co.uk/dap.

The CAA is the UK's specialist aviation regulator. Its activities include: making sure that the aviation industry meets the highest technical and operational safety standards; preventing holidaymakers from being stranded abroad or losing money because of tour operator insolvency; planning and regulating all UK airspace; and regulating airports, air traffic services and airlines and providing advice on aviation policy from an economic standpoint.

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