

# AIP SUPPLEMENT 030/2016

## UNITED KINGDOM



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### Date Of Publication

24 November 2016

### Notes

- (a) All times are UTC.
- (b) References are to the UK AIP.
- (c) Information, where applicable, should also be used to amend appropriate charts.



## LONDON STANSTED AIRPORT – EXTENSION OF RNP 1 WITH RADIUS-TO-FIX (RF) TRIAL STANDARD INSTRUMENT DEPARTURE PROCEDURES: CLN1E AND DET1D

### 1 Introduction

- 1.1 The purpose of this AIP Supplement is to extend the trial of RNP1 with Radius-to-Fix (RF) procedures (hereafter referred to as RNP1 Trial procedures), for a further 6-month period between 24 November 2016 and 31 May 2017. This extension applies to the routes of the Clacton departures from Runway 22 and Detling departures from Runway 04 at London Stansted Airport. For participating airlines and aircraft, the RNP1 CLN1E procedure will be available continuously until 2359 on 31 May 2017, when it is anticipated the procedure will be made permanent, subject to the permanent Airspace Change Proposal. The DET 1D procedure will only be available between the periods 2300-0600 (winter) or 2200-0500 (summer) with the exception of positioning flights within the London area and flights leaving the London FIR via L10 where the DET 1D SID is available H24. These SIDs are detailed in Annex A and B respectively. If made permanent, these procedures will be the subject of a separate AIP Amendment. The extension of this trial is again necessary in order to sequence the management and approval of these departure procedures as permanent.

#### Notes:

- The end date of this trial may be subject to change depending on any potential impacts of weather which can cause issues with any possible data gathered in relation to the trial.
  - The end date of this trial will be confirmed by NOTAM, following which it is anticipated that these procedures will be introduced on a permanent basis and this supplement will therefore be withdrawn.
  - Both the CLN 1E SID and the DET 1D SID may have the speed criteria after the RF legs revised in due course, however any such change will be the subject of a separate AIP Supplement.
- 1.2 Trial RNP1 procedures have been introduced for use by specific airline operators departing London Stansted Airport and are only available to aircraft operators that have agreement from NATS to participate in the trial. The use of the trial procedures will be in accordance with operating procedures agreed between NATS and the participating aircraft operators and approved by the CAA and where applicable, the foreign operator's National Supervisory Authority (NSA).
- 1.3 The trial RNP1 SIDs are available only to aircraft which are GNSS equipped and approved in accordance with the requirements of JAA TGL-10 or equivalent and where the operator has been approved by their State of Registry for RNP1 operations.
- 1.4 Furthermore, the trial RNP1 SIDs are only available to those aircraft that have the Radius-to-Fix (RF) path terminator capability and where the operator has been approved for its use.
- 1.5 Operators may assume the availability of radar to assist in contingency procedures.

### 2 Purpose of the RNP1 Trial

- 2.1 The purpose of the trial is to:
- (a) Assess the impact of noise nuisance, pre and post the trial, by avoiding populated dwellings along the SIDs where possible;
  - (b) Gain ATC and aircraft operator experience of RNP1 operations using instrument flight procedure designs incorporating the Radius-to-Fix (RF) path terminator;
  - (c) Assess the track keeping accuracy of participating aircraft flying Stansted Rwy 22 CLN and Rwy 04 DET RNP1 SIDs during the initial RF leg turns.

### 3 RNP1 Trial Procedures

- 3.1 The trial RNP1 SIDs are detailed in the Annexes to this Supplement together with the associated navigation database coding tabulation.
- 3.2 The RNP1 SIDs are available for use, at ATC discretion, on a 24 hour basis. (Note - see Section 1.1 for definition of DET 1D availability).
- 3.3 RNP1 SIDs will be clearly identified and distinguishable from conventional SIDs by the use of a specific suffix. The trial RNP1 SIDs are designated as CLN 1E and DET 1D. Operators should adhere to normal flight planning requirements.

- 3.4 Flight crews of approved operators requesting participation in the trial are to request the relevant RNP1 SID when obtaining their clearance from ATC Stansted (NATS). **Aircraft which do not have approval from ATC to fly the procedure will be issued with the relevant conventional SID.**
- 3.5 Intersection departures are permitted for aircraft flying the RNP1 SIDs.
- 3.6 As part of the requirements for initial calls on departure, participating flight crews are to advise ATC by stating the SID that they are flying, e.g. '(Callsign), (SID XXXXX), passing xxxx feet, climbing xxxx feet'.
- 3.7 Speed limits apply at specified waypoints for track containment purposes. Aircraft **must adhere** to the specified speeds when following these trial RNP1 SIDs. Aircraft which are unable to comply with speed restrictions must inform ATC before departure and they will then be issued with the relevant conventional SID.
- 3.8 To enable the capture of clear and clean data to allow robust analysis of the findings and impacts of the trial, where operationally achievable, aircraft will not be vectored until after completion of the RF turn, i.e. waypoint SSE11 on the CLN 1E SID and waypoint SSS11 on the DET 1D SID. Controllers and pilots should note that it is not the practice in the UK to refer to these alphanumeric waypoint names in RTF transmissions.
- 3.9 Throughout the trial period, conventional navigation SIDs, as notified in the UK AIP or in amendments, will remain in force. These conventional SIDs will be used for those aircraft/airlines that are not participating in the trial or for when an ATC clearance cannot be issued for the use of the trial RNP1 SIDs. If for any reason trial operators are unable to use the trial SIDs, then the existing SIDs as published in the UK AIP or amendments, should be utilised.
- 3.10 **Radio Communication Failure Procedures**
- 3.10.1 Aircraft experiencing loss of communications after departure, having been cleared for either the CLN 1E or the DET 1D should continue in accordance with AIP ENR 1-1-3, Paragraph 3.2.4.1 (b) (ii), which stipulates, 'If failure occurs when the aircraft is following a notified departure procedure such as a Standard Instrument Departure (SID) and clearance to climb, or re-routing instructions have not been given, the procedure should be flown in accordance with the published lateral track and vertical profile, including any stepped climbs, until the last position, fix, or waypoint, published for the procedure, has been reached. Then, for that part of the period of 7 minutes that may remain, maintain the current speed and last assigned level or minimum safe altitude, if this is higher.'

## **4 Air Navigation Order**

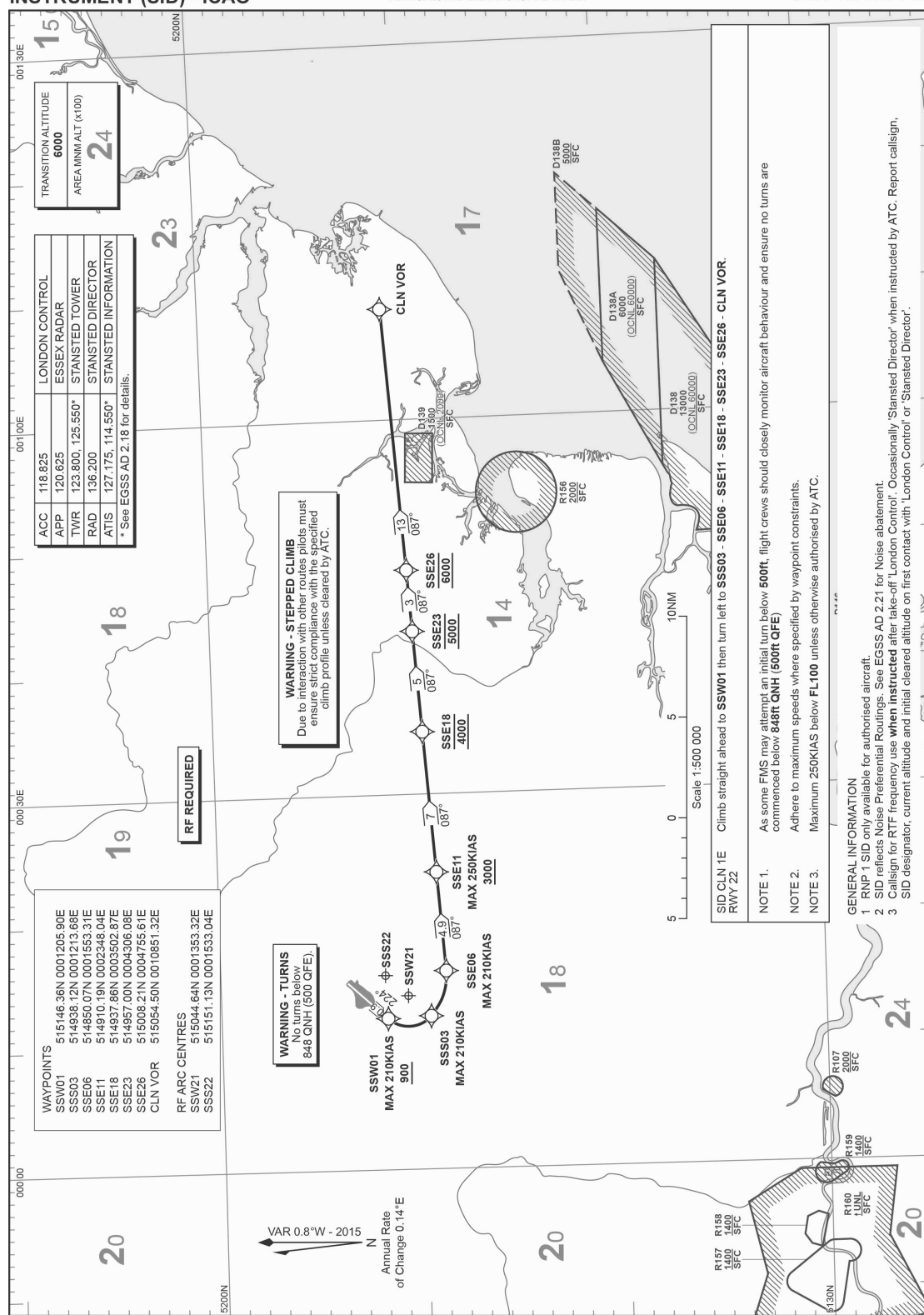
- 4.1 For the purpose of the trial these procedures are hereby notified under Articles 124(1) and 125 (1) of the UK Air Navigation Order 2009.

## **5 Trial Participation**

- 5.1 UK Operators seeking to participate in the trial in respect of RNP1 operational approval with use of RF should contact:
- Civil Aviation Authority  
Safety & Airspace Regulation Group  
Flight Operations Department  
Floor 1W Aviation House  
London Gatwick Airport - South  
West Sussex RH6 0YR
- Tel: +44 (0)1293-573909  
Fax: +44 (0)1293-573991  
E-mail: jeremy.stubbs@caa.co.uk
- 5.2 Foreign Operators **who have agreement from NATS to participate in the Trial** are to seek RNP1 approval with use of RF from their respective regulatory authority.
- 5.3 For NATS Agreement to participate please contact:
- NATS Manager ATC  
London Stansted Airport  
Control Tower Building  
Bassingbourn Road  
Stansted Airport  
Essex  
CM24 1AH
- Tel: +44 (0)1279-669311  
E-mail: Martin.Ruddy@nats.co.uk
- 5.4 For any other comments in relation to this AIP Supplement please contact:
- Civil Aviation Authority  
Safety & Airspace Regulation Group  
Airspace Regulation  
CAA House  
45-59 Kingsway  
London WC2B 6TE
- Tel: +44 (0)20-7453 6581  
Fax: +44 (0)20-7453 6581  
E-mail: mark.wakeman@caa.co.uk

DISTANCES IN NAUTICAL MILES  
TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON STANSTED  
CLN 1E RWY 22



2015 56 Stansted SIDs 24.04.15

STANDARD INSTRUMENT DEPARTURE CODING TABLE

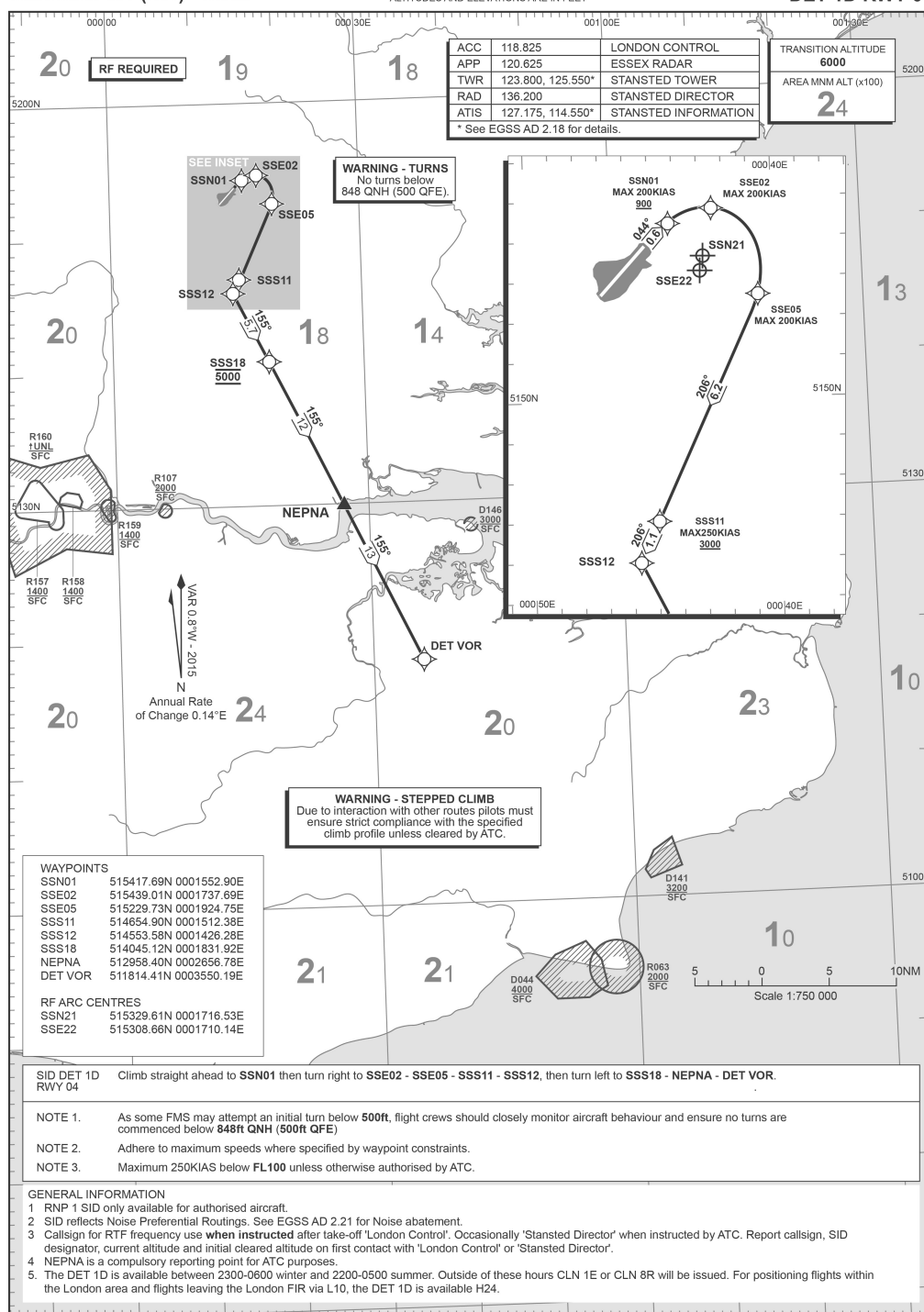
London Stansted Runway 22 CLN 1E

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint Co-ordinates	Arc Centre Name	Arc Centre Co-ordinates	Flyover	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint (KT)	Navigation Performance
CLN 1E	001	CF	SSW01	515146.36N 0001205.90E	-	-	N	224° (222.9°)	0.8	0.9	-	+900	210	RNP 1
CLN 1E	002	RF	SSS03	514938.12N 0001213.68E	SSW21	515044.64N 0001353.32E	N	-	0.8	-	Left	-	210	RNP 1
CLN 1E	003	RF	SSE06	514850.07N 0001553.31E	SSS22	515151.13N 0001533.04E	N	-	0.8	-	Left	-	210	RNP 1
CLN 1E	004	TF	SSE11	514910.19N 0002348.04E	-	-	N	087° (086.0°)	0.8	4.9	-	+3000	250	RNP 1
CLN 1E	005	TF	SSE18	514937.86N 0003502.87E	-	-	N	087° (086.1°)	0.8	7.0	-	4000	250	RNP 1
CLN 1E	006	TF	SSE23	514957.00N 0004306.08E	-	-	N	087° (086.3°)	0.8	5.0	-	5000	250	RNP 1
CLN 1E	007	TF	SSE26	515008.21N 0004755.61E	-	-	N	087° (086.4°)	0.8	3.0	-	6000	250	RNP 1
CLN 1E	008	TF	CLN	515054.50N 0010851.32E	-	-	N	087° (086.5°)	0.8	13.0	-	-	250	RNP 1

# RNP 1 STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

DISTANCES IN NAUTICAL MILES  
TRACKS AND RADIALS ARE MAGNETIC  
ALTITUDES AND ELEVATIONS ARE IN FEET

LONDON STANSTED  
DET 1D RWY 04



STANDARD INSTRUMENT DEPARTURE CODING TABLE

London Stansted Runway 04 DET 1D

Designator	Sequence Number	Path Terminator	Waypoint Name	Waypoint Co-ordinates	Arc Centre Name	Arc Centre Co-ordinates	Flyover	Course/Track °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Level Constraint	Speed Constraint (KT)	Navigation Performance
DET 1D	001	CF	SSN01	515417.69N 0001552.90E	-	-	N	044° (042.9°)	0.8	0.6	-	+900	200	RNP 1
DET 1D	002	RF	SSE02	515439.01N 0001737.69E	SSN21	515329.61N 0001716.53E	N	-	0.8	-	Right	-	200	RNP 1
DET 1D	003	RF	SSE05	515229.73N 0001924.75E	SSE22	515308.66N 0001710.14E	N	-	0.8	-	Right	-	200	RNP 1
DET 1D	004	TF	SSS11	514654.90N 0001512.38E	-	-	N	206° (205.1°)	0.8	6.2	-	+3000	250	RNP 1
DET 1D	005	TF	SSS12	514553.58N 0001426.28E	-	-	N	206° (205.0°)	0.8	1.1	Left	-	250	RNP 1
DET 1D	006	TF	SSS18	514045.12N 0001831.92E	-	-	N	155° (153.7°)	0.8	5.7	-	5000	250	RNP 1
DET 1D	007	TF	NEPNA	512958.40N 0002656.78E	-	-	N	155° (153.7°)	0.8	12.0	-	-	250	RNP 1
DET 1D	008	TF	DET	511814.41N 0003550.19E	-	-	N	155° (154.5°)	0.8	13.0	-	-	250	RNP 1

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