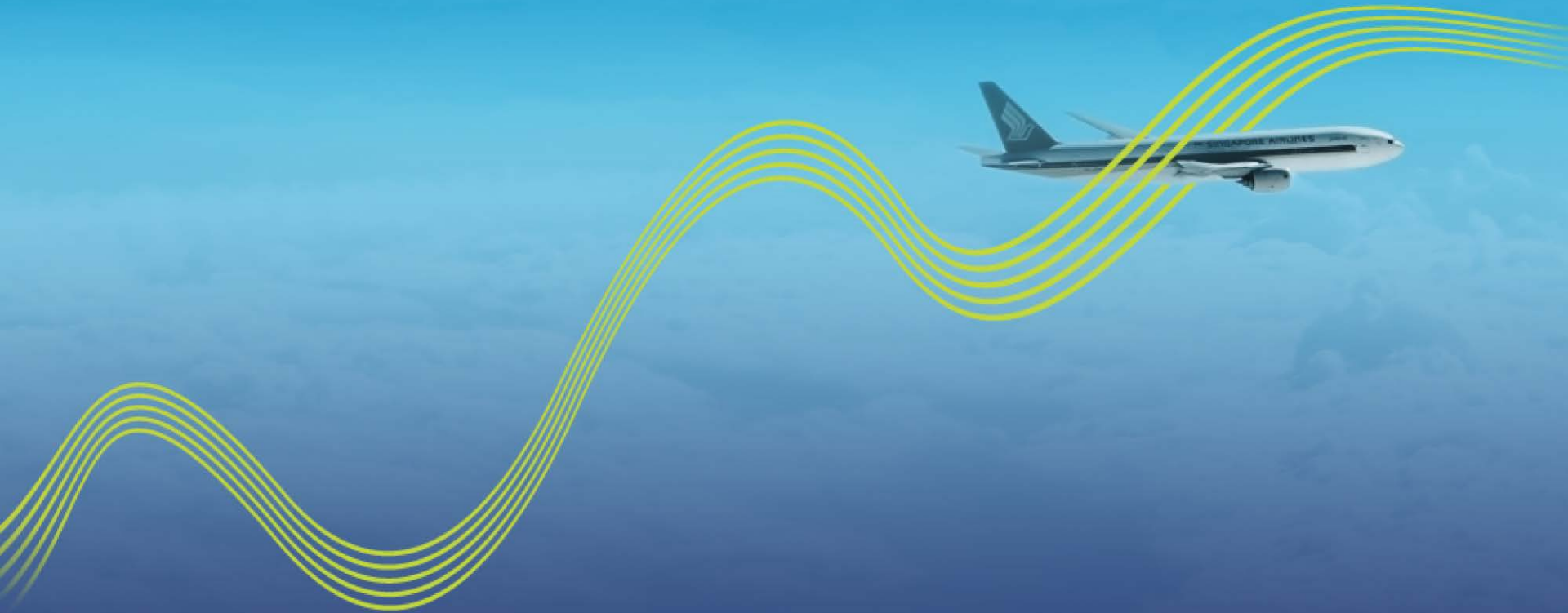


DEP



Aims

By the end of 2014 to have created new national standards regarding reduced angles of divergence on departure & the placement of PBN routes against holding aircraft.

In Addition

All the while providing evidence and data to inform route spacing guidance and addressing further operational & environmental considerations where appropriate.

Method

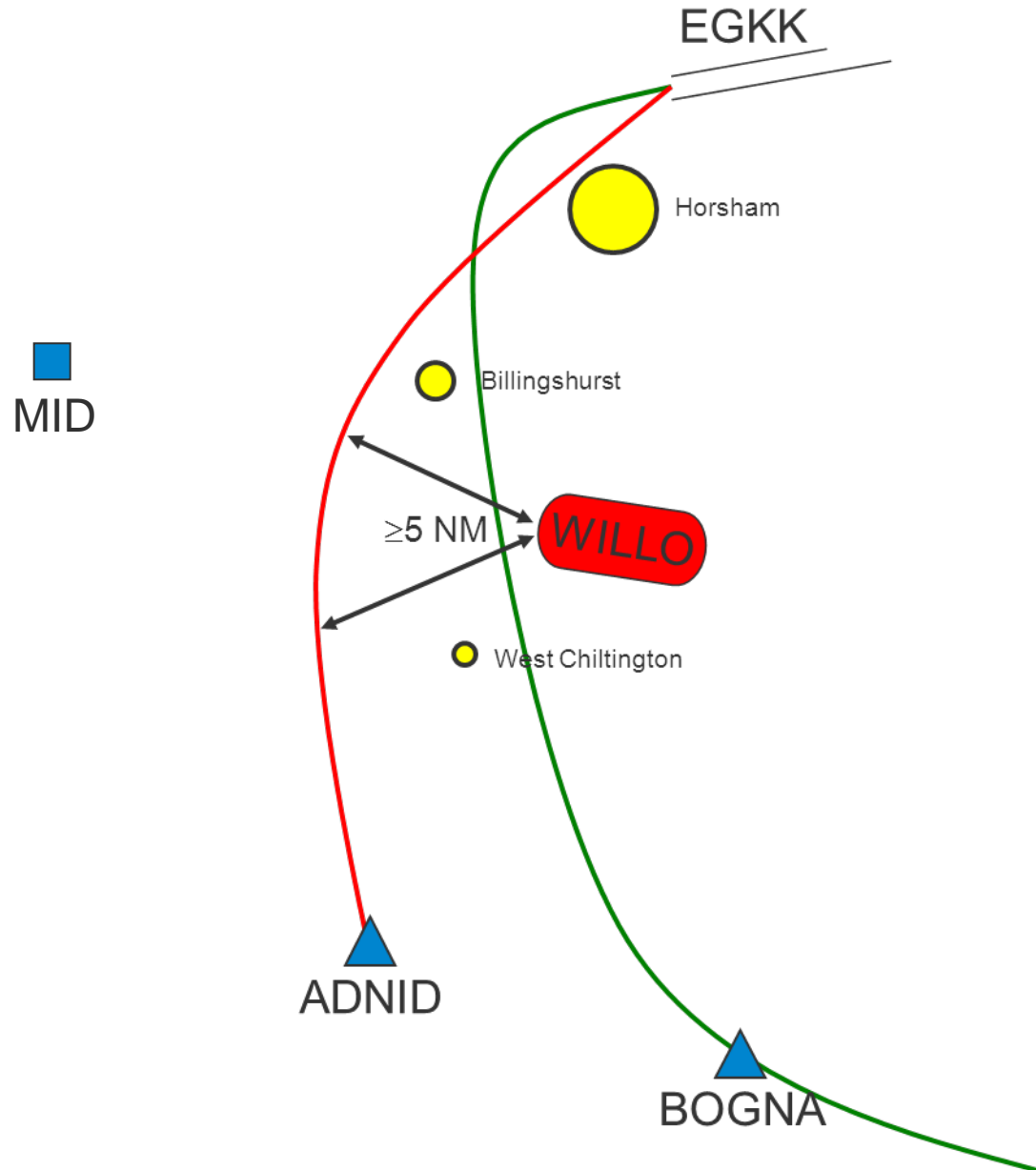
Through a number of operational trials in service of our aims and conducting thorough theoretical modelling and practical analysis throughout the project.

Gatwick ADNID SID Trial

The first phase will redesign the BOGNA SID as an RNAV1 departure separated from the WILLO hold and providing route divergence from SAM & KENET departures.

The trial route will be designed to consider local noise and aim to route around sensitive and populated areas.

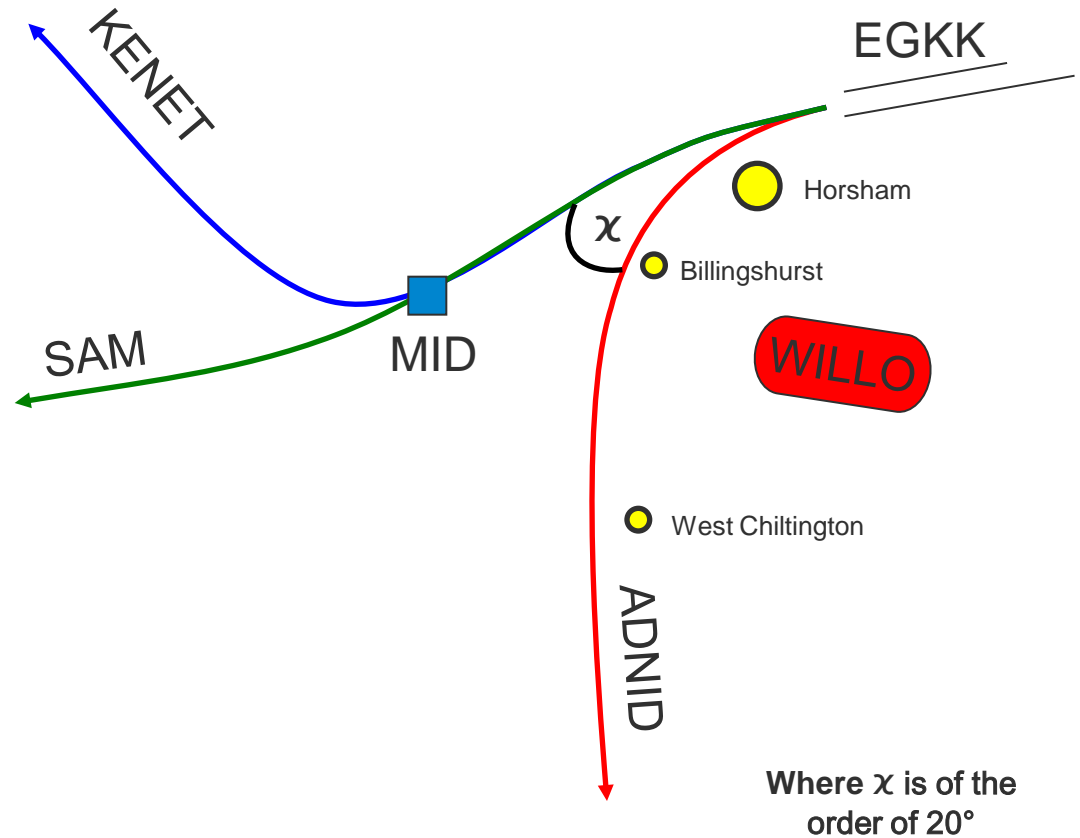
— Existing BOGNA SID
— Proposed Trial Route



Gatwick Reduced Departure Divergence Trial Phase 1

The first phase will have KENET & SAM
SIDs as RNAV1, together with the
ADNID trial and use the standard
departure interval of **2 minutes**.

Data can then be gathered for a safety
assurance argument to be built to
reduce the departure interval.



Gatwick Reduced Departure Divergence Trial Phase 2

Following on from phase 1, the aspiration is to reduce the departure interval to **1 minute** or equivalent between a SAM/KENET departure versus an ADNID departure.

It is hoped this will be achieved by using the evidence gathered from phase 1 of the trial to construct an appropriate safety argument.

