

**From:** [REDACTED]@caa.co.uk]  
**Sent:** 11 February 2014 10:24  
**To:** Kate Jennings; [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Heathrow Trials

Good morning Kate, Gentlemen,

This email is to keep you apprised of current developments at Heathrow Airport.

You may recall the occasion when a team from the CAA and HAL met with you at your offices and discussed a proposed trial at Heathrow and also a potential permanent change to the Runway 09 Compton (CPT) SID.

The first of a series of 6-month operational trials commenced on 16 December 2013, which is based upon the Midhurst (MID) SIDs at Heathrow and is part of an innovative noise trial. One of the objectives of the trial is to determine the effects on the ground and appreciate the effects of alternating the RNAV SID coincident with runway alternation. New RNAV SIDs (Magenta below) have been designed either side of the current conventional centreline of the MID NPR centreline (Green below) to concentrate traffic and provide possible respite to the other side of the NPR swathe. This trial is progressing very well and it continues to demonstrate excellent track keeping. The two Magenta lines either side of the current conventional MID SID (Green) reflect the RNAV procedures that are alternated on a weekly basis. The lateral tracks leave the lateral confines of the MID SID Swathe as aircraft are above 4000ft.



HAL, in conjunction with NATS, is proposing a separate trial of the RWY09 CPT SID. As you know, a CPT trial has been in operation for some time where flights are given an amended clearance and applied a heading of around 230 degrees, which makes them depart the inner arc of the CPT NPR swathe, this being the worst performing LHR NPR. The UK strategy, as part of a wider European objective, is to implement RNAV procedures. Consequently, HAL proposes an operational trial of an RNAV CPT SID as part of a suite of trials. This proposed trial of RNAV RWY09 CPT SID also deviates from the CPT NPR Swathe. It has a similar right hand turn out, however, instead of a heading of 230 degrees, it makes a tighter turn onto a westerly track of approximately 275 degrees, paralleling the runway to the south. I apologise for the low resolution image below, however, the proposed trial RNAV RWY09 CPT SID is identifiable from EGLL – PIBUG - CPT. This was briefed when you visited CAA House with HAL and also when we met with HAL at your offices. I have attached an outline image of a proposed design.

### Heathrow Easterly Package



HAL is very pro-active in engaging with its communities and if the trial is deemed successful, it will be proposed to make a formal airspace change request to make it permanent. If the trial either has to be withdrawn or the trial has proved unfavourable, the SID would revert to the extant procedure in operation today.

Please let me know if you would require any more information and whether you would benefit from a face-to-face as email sometimes does not do sufficient justification. I would be happy to meet with you at your offices.

Regards,

[Redacted]

[Redacted]

[Redacted]

SARG  
Civil Aviation Authority

Tel: [Redacted]

Mob: [Redacted]

Airspace Regulation

**From:** [REDACTED]@caa.co.uk]

**Sent:** 17 March 2014 17:38

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** Heathrow Operational Trials Briefing

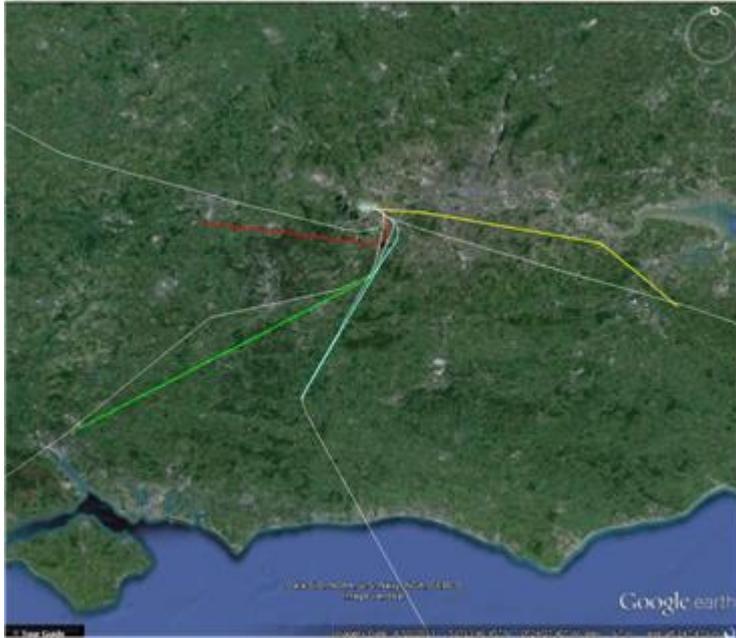
All,

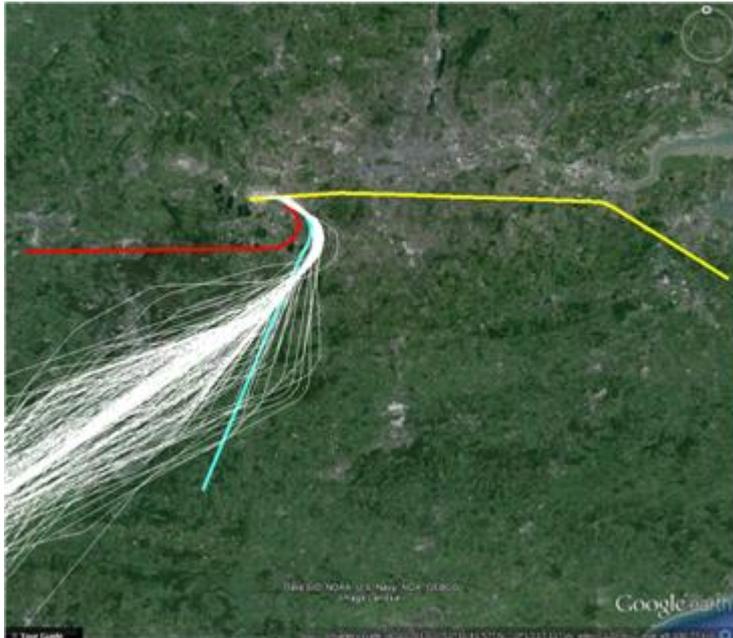
We have a meeting planned for Monday 31 March to discuss proposed RNAV trials at Heathrow Airport. I understand also that attempts are being identified to confirm a decision making process regarding referral to SoS and new NPRs as part of any changes going forward.

A purpose of our meeting is to provide you with a brief of the most up to date plans for Heathrow proposed trials.

You may recall that we met with HAL twice last year to brief you on the plans for the Compton SID. Once at CAA House (13 May 2013) and later followed with a meeting at your offices on 26 September 2013. The briefing from HAL had identified a proposal for a trial RNAV CPT SID and it is proposed to route outside of the extant CPT SID NPR swathe, which it does currently. The image below on the left presents data similar to what was presented at the meetings and indicates the dispersion of traffic. The image in the middle depicts the red line as the proposed RNAV CPT SID and the white line as the current conventional CPT SID. HAL as part of its Easterly package proposes the trial operation of an RNAV CPT SID and to replicate the track of what is tactically applied at present. The RNAV route will of course concentrate the traffic.

I have requested further track data to illustrate where traffic is above 4,000ft to better inform.





An additional point of discussion on 31 March 2014 would be the SAM/MID SIDs, also proposed as part of the trial. The left and middle images above show the proposed trial RNAV SAM SID in green and the MID SID in turquoise. The right hand image shows traffic on the SAM SID and the RNAV proposal is to combine the early portion of the SAM SID with the MID SID thereby adding the SAM traffic to the MID route within the NPR.

Please confirm that you wish to only meet with the CAA ( [redacted] James [redacted] and me [redacted] will be unable to attend]) or to include HAL. Alternatively, a separate meeting with HAL might be preferable to you if considered necessary.

Regards,

[redacted]

[redacted]

[redacted]

SARG  
Civil Aviation Authority

Tel: [redacted]

[redacted] 0 [redacted]

**From:** [redacted] [mailto:[redacted]]

**Sent:** 02 June 2014 10:21

**To:** [redacted]

**Cc:** Kate Jennings; [redacted] [redacted]

**Subject:** Heathrow Departure Enhancement Trial - DET/Op Freedom

I have been notified by HAL that a decision has been taken at the Heathrow Noise and Air Quality Steering Group to remove the Phase 2 of the Departure Enhancement Project Heathrow Easterly Package (HEP). This means that there will be no trial of a Detling RNAV SID, which intended to replicate a track similar to Operational Freedom.

HEP Phase 1 will continue, which comprises the RNAV Compton 'wrap around' SID, known as PIBUG and also the blend of the early parts of the Southampton and Midhurst easterly SIDs until they diverge around Ockham.

Regards,

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