PERFORMANCE BASED NAVIGATION

New innovative technology to reduce the impact of aircraft noise on communities around Stansted Airport

FREQUENTLY ASKED QUESTIONS

What is a SID?

A 'SID' is a Standard Instrument Departure route with navigation design based on old ground based navigational aids. These conventional SID designs have been in place for decades and are now outdated by modern navigational and aircraft capabilities.

What does RNP1 (RF) stand for and what does it mean?

RNP1 stands for Required Navigational Performance of 1 Nautical Mile and is a modern navigation design standard for arriving and departing aircraft. RF stands for Radius to Fix and is defined as a radius about a fixed point to better enable track keeping accuracy around a turn.

Are the RNP1 (RF) SIDs new departure routes?

No, the RNP1 (RF) SIDs are not new departure routes. They have been designed to replicate as closely as possible the existing conventionally designed departure routes. We are not proposing any new routes, but by adopting these procedures we believe aircraft can fly the existing routes more accurately.

Why are you doing this now?

The trial conducted for the two RNP1 (RF) departure routes has been running for just over two years and will end in May 2016. We believe the trial has been a success and wish to adopt the RNP1 (RF) SIDs permanently.

Who are you consulting with?

We are consulting publically with those areas that are affected by the proposed changes. We have written to the relevant Parish Councils, to local MP's and Essex County Council. We have issued a press release detailing the start of the consultation and we encourage members of the public to participate in this consultation.

Where can we find more information?

More information can be found on the airport website;
www.stanstedairport.com/consultation

A copy of the full trial report can also be found at
http://www.stanstedairport.com/community/local-environmental-impacts/noise/

How long does the consultation last?

The consultation will commence on 1st September 2015 and will close on 27th November 2015.

Is this consultation connected to an extra runway/further expansion?

No, this has no connection to any extra runway or further expansion

Will more people be overflown?

No, the trial RNP1 (RF) procedures have proven that there will be fewer people overflown.

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Will there be further changes to flight paths in the future?
We will always seek, where possible, to adopt best practice and to take advantage of the opportunities presented by new technologies. When we do so we will aim to minimise changes to existing flight paths where possible.

How does this project differ from last year's NATS consultation?
The NATS consultation in 2014 was about the wider airspace modernisation. The proposal was to move air traffic from the Detling departure route to the Clacton departure route during the busier daytime period. This RNP1 (RF) consultation is about adopting a modern SID design that all aircraft can fly more accurately. The two consultations are not related.

Why is this just for departures and not for arrivals?
At present we are only trialling two RNP1 (RF) departure procedures that replicate the existing SIDs. This was to prove the concept and ascertain the degree of accuracy and flyability of the procedures. Arrivals can also be designed to RNP1 standard and in future years this may be something that we develop and adopt.

Will every airline/aircraft follow the RNP1 (RF) routes?
No, only airlines/aircraft that have regulatory state approval can fly the RNP1 (RF) trial routes, but we would expect the number of aircraft flying RNP1 (RF) procedures to increase significantly over time. At present Ryanair are not RNP1 (RF) approved by their state regulator, the Irish Aviation Authority, but are currently seeking approval to fly the RNP1 (RF) SIDs. In time we would expect the vast majority of departing aircraft to fly the new procedures.

Is this just happening at Stansted or at all airports?
At present we are not aware of any other RNP1 (RF) departure procedures being trialled in the UK. In the future we would expect the conversion to RNP1 (RF) SIDs to be more common, especially in busy and constrained airspace.

Are these procedures for the benefit of the Airport and its Airlines by trying to save fuel?
No, the RNP1 (RF) SIDs have been designed to replicate the old conventional SIDs as closely as possible. Fuel burn can be saved by reducing track miles, but these SIDs do not reduce the distance flown by shortcutting corners within the noise preferential routes.

Has the Airport Consultative Committee been made aware of the trial?
Yes, we have kept the Airport Consultative Committee fully up to date as the trial has progressed from its design, through to the start of the trial and the results of the on-going monitoring. This has mainly been driven through their sub group the Environmental Issues Group who report at each of the main Consultative Committee Meetings.

When will the RNP1 (RF) SIDs become permanent if the outcome of this consultation is favourable?
The trial is due to end in May 2016, so we would anticipate adopting the RNP1 (RF) SIDs around this time.

How many departures per day have been flying the RNP1 (RF) SIDs?
Currently there has been an average of approximately 6 departures per day flying the RNP1 (RF) SIDs, some days with none at all and the most we have seen is 14 departures in one day.