



NATS Safeguarding Office
4000 Parkway
Whiteley
Fareham PO15 7FL

Gatwick Airport case team
The Planning Inspectorate
Room 3/0
Temple Quay House
2 The Square
Bristol [BS1 6PN](#)



9th July 2024

NATS Ref: **SG28651**

Sent via email: gatwickairport@planninginspectorate.gov.uk

cc: gal.safeguarding@gatwickairport.com  [@gatwickairport.com](mailto: @gatwickairport.com)

Dear Sirs,

TR020005 Application by Gatwick Airport Limited for the Gatwick Airport Northern Runway Project

I refer to the Application quoted above, and specifically to the Examining Authority's second written questions and requests for information (ExQ2), that were issued on Monday 1 July 2024.

NATS can confirm that it has reviewed the questions posed by the ExA, and is happy to respond to these as set out overleaf.

I trust this clarifies NATS's position and satisfies the ExA, however, should there be any further requests, do not hesitate to revert back.

Please acknowledge receipt of this letter.

Yours faithfully



Mr Sacha Rossi
For and on behalf of NATS En-Route plc

GEN.2.9

WIZAD

Section 4.4 of the 'Applicant's Response to Deadline 5 Submissions – Response to York Aviation' [REP6-091] concerns the implications for WIZAD of growth. The Applicant's position with regards to Airspace Change and the FASI-S process is noted; however, section 4.4 states that the use of WIZAD will increase in the baseline case and with the Proposed Development, due to congestion of the London Terminal Control Area airspace. This suggests that the increased use of WIZAD is directly linked to expansion at the Airport (in either baseline or NRP).

a) The Statement of Common Ground (SoCG) between the Applicant and NATS (En route) Limited (NERL) [REP5-066] states that Gatwick Airport Limited (GAL) and NERL are co-sponsoring the London Airspace South (LAS) airspace deployment which can be put into operation earlier than Future Airspace Strategy Implementation South (FASI-S). Do the LAS proposals have any impact on the usage or potential for usage of WIZAD?

The LAS proposals have no impact on the usage or potential usage of the WIZAD SID¹. The LAS changes are focussed on en-route airspace change to the south of Gatwick and any network considerations or constraints that would influence the use of WIZAD are out of scope of this change.

b) Confirm (or otherwise) that the increased use of WIZAD caused by the Proposed Development would not require an airspace change.

The existing procedures and airspace accommodate any tactical utilisation of the WIZAD SID outside of 2300-0700 (local) therefore NATS believes that any change to the frequency of usage of the WIZAD SID would not require an airspace change.

c) Given the statement that WIZAD usage would increase in the baseline case and with the proposed development due to congestion in the London Terminal Control Area airspace, would the implementation of FASI-S allow for WIZAD usage to decrease or cease?

Further FASI S changes will be progressed under the CAP1616 ACP² framework and options development will be engaged on consulted on with stakeholders as part of that process. Gatwick Airport are responsible for the ACP changing airspace below 7000ft including SIDs and NATS (NERL) are responsible for a separate but coordinated ACP for the network changes 7000ft and above. It is currently too early in the process to confirm which options will be progressed and what impact these may have.

d) Would the baseline case result in a greater use of WIZAD than the proposed development – and if so, why?

As the WIZAD SID is often requested in order to alleviate ground congestion where departure delays may occur, the Gatwick Tower Controller, rather than NERL, is often the originator of any request for their use. NERL does not believe that the proposed development is likely to result in greater use of the WIZAD SID compared to the baseline case.

¹ Standard Instrument Departure, a standard route identified in an instrument departure procedure by which aircraft should proceed from take-off phase to the en-route phase.

² Airspace Change Proposal