LONDON
BIGGIN HILL
AIRPORT

RWY 21 RNAV
ASSESSMENT MEETING
14th May 2020

Assessment meetings

Safety and Airspace Regulation Group

Agenda for CAP1616 Assessment Meeting

1.	Introduction/Apologies for Absence	CAA
2.	Statement of Need (discussion & review)	All
3.	Issues or opportunities arising from proposed change	Change Sponsor
4.	Options to exploit opportunities or address issues identified	Change Sponsor
5.	Provisional indication of the level and process requirements	CAA
6.	Provisional process timescales	All
7.	Next Steps	All
8.	AOB	All

Introductions:

- Biggin Hill:
  - [redacted] CEO
  - [redacted] Operational Technical Support Manager
  - [redacted] Osprey

- CAA (Airspace Regulators):
  - [redacted] Technical
  - [redacted] Economic
  - [redacted] Environment
  - [redacted] Technical
  - [redacted] Engagement & Consultation

Minutes

- Draft minutes of this meeting will be circulated for comment as soon as possible

2. STATEMENT OF NEED

1. London Biggin Hill Airport is proposing to implement an RNAV (GNSS) Instrument Approach Procedure (IAP), with LNAV and LPV Minima, to Runway 21. The IAP will be designed for aircraft in Speed Categories A, B and C, and will include an RNAV Missed Approach Procedure.

2. The RNAV (GNSS) IAP will replicate / mimic the existing Runway 21 ILS/DME/VOR procedure. The RNAV (GNSS) Procedure for Runway 21 will not only act as a back-up in the event of an ILS failure, but will also future proof the airfield and provide an alternative to procedures utilising the BIG VOR, which is due to be removed in the near future.

3 & 4: OPPORTUNITIES & ISSUES

1. The introduction of an RNAV Approach to Runway 21 will provide a GNSS Approach to Runway 21 ILS Approach at Biggin Hill, providing an alternative Approach in the event of an ILS failure.

2. All Air Traffic making an Instrument Approach to Biggin Hill Airport, having transited through the UK Airways, are required to be RNAV 1 equipped. Therefore, they will be fully equipped to fly an RNAV Approach to Biggin Hill

3. The introduction of an RNAV Approach to Runway 21 at Biggin Hill will allow full integration into the UK airspace modernisation incorporated into the CAA Airspace Modernisation Strategy

Points to Note – No Changes to…

- The 21 RNAV approach will mirror the ILS approach
  - There is no change planned to:
    - Aircraft types, numbers, emissions or noise
    - Times of operation
    - Heights to be flown / routing over the ground
    - Airspace design that houses the approach

- Therefore, there will be no economic or environmental impact

Points to Note – Reasons for RNAV

- In line with CAP1616 (para 102) an ACP for the provision of RNAV will:
  - *Improve access to the airspace by providing an alternative navigation method*
  - *Improve airspace efficiency / capacity when the ILS is unavailable*
  - *Enable aircraft to use improved operational capabilities*

Points to Note – RNAV Design…

- The proposed RNAV design was completed some years ago and has been with the CAA for their attention

- A refresh of the IFP design elements will be undertaken to ensure continued compliance with regulatory requirements (PANS-OPS 8168)
  - CAA confirmation of the IFP design, at the earliest opportunity, this would ensure that there are no last minute changes requested

- A full IFP Design Submission Package will be generated and submitted

Points to Note - Consultation

- It is anticipated that the consultation process will, in effect, only be in regard to the method of navigation that the pilot uses in the cockpit

- Consultees will already be familiar with aircraft using the existing ILS approach

- Therefore, a reduced consultation period with focussed stakeholders / consultees would be appropriate to this ACP

Points to Note – Gateways

- Due to the ‘no change’ elements of the ACP it is requested that ‘Combined Gateways’ be considered:
  - Stage 1 ‘Design Principles’ & Stage 2 ‘Develop and Assess’: be combined into a single gateway

- Due to there being no change proposed to the tracks / heights it is requested that a shortened and focussed consultation be used:
  - Stage 3 Consult Gateway: a consultation period (c. 4-6 weeks) based on a targeted and focussed set of consultees and direct access through the airport’s Consultative Committee

Scaling of ACP

- The level of ACP will result from this meeting and confirmed by the CAA at the Stage 2 'Develop & Assess' Gateway
  - Level 0 may be appropriate:
    - Due to the only change being the 'method of navigation' being used in the cockpit.
  - Level 1 may not be appropriate:
    - Typically a large-scale change which alters aircraft tracks or dispersion, or changes aircraft height, below 7,000ft (amsl) over an inhabited area….
  - Level 2C may be appropriate:
    - Typically a change which reflects the current use of the airspace concerned……and which does not alter traffic patterns below 7,000ft (amsl)

- If Level 0 or 2C is acceptable, then it is anticipated that documentation would be produced in accordance with the scaled approach to the ACP.

5: INDICATION OF LEVEL OF ACP

CAA RESPONSE

6 & 7: TIMESCALES & NEXT STEPS

1. TIMESCALES WILL BE DETERMINED BY THE LEVEL OF ACP AND BE IN ACCORDANCE WITH THE CAP 1616

2. NEXT STEPS TO BE DETERMINED BY THE LEVEL OF ACP

8: ANY OTHER BUSINESS

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