NORWICH AIRPORT

22nd July 2020

Norwich Airport ACP

CAA Assessment Meeting

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Part of Regional & City Airports

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OSPREY
CONSULTING SERVICES

Agenda

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

Statement of Need

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In order to meet EASA Regulatory requirements detailed within IR (EU) 20 18/10 48, Norwich Airport is seeking to implement Performance Based Navigation (PBN) Approaches to Runway 09 and Runway 27.

These approaches will supplement the Ground Based Navigation procedures already in place.

No change to the existing Class D airspace is proposed by the change.

Whilst meeting regulatory compliance, the PBN procedures will also provide resilience to the existing procedures that rely on ground-based equipment.

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Norwich Airport Update

- **PBN Regulatory Compliance (EASA)**
- **IFPs for RWY 09/27 submitted in 2016 under CAP 725**
  - **IFP replication case for RWY 27 notionally accepted**
  - **IFP replication case for RWY 09 not accepted due to the offset NDB/DME approach**
- **GNSS Impact Assessment submitted to CAA in May 2018**
  - **Rejected by CAA based on offset NDB approach**
  - **CAA advised resubmission under CAP 1616**

Issues to be Addressed

Compliance with EASA PBN Regulation (EU 2018/1048)

Opportunities

- **Compliance with EASA PBN Regulation (EU 2018/1048) ✓**
- **PBN would provide lower minima for RWY 09**
  - **RWY 09 has no Precision Approach capability ✓**
- **PBN is proposed for RWY 27 as part of this proposal for compliance**
  - **RWY 27 is compliant (until 2024) with a CAT I ILS ✓**
- **Will provide choice and operational resilience for both RWYs**
- **Future-proofing the airport**

CAP 1616 Scaling

Scaling the process by assigning a 'Level' to each change proposal

77. It is important to recognise that airspace change proposals vary greatly in terms of size and complexity. A minor change to the boundaries of high-altitude airspace over the sea will be significantly different from a major reorganisation of flightpaths at lower altitudes or over a built-up area near airports. Therefore the airspace change process must be sufficiently scalable to accommodate different types of proposal. By scalable, we mean that not all airspace change proposals necessarily need to be subjected to each and every element of the process.

Consequently it is also very important that we set out clearly for change sponsors and those potentially impacted where the process may be subject to scaling.

78. Table 2 on page 25 illustrates how we categorise proposals for a permanent change to the airspace design into four 'Levels' depending on the characteristics of the change. For each Level we then apply the requirements of the process in a proportionate way. The CAA is under a legal duty not to apply the process in a manner that cannot accommodate any flexibility. We will therefore consider scaling the process further when there is a good reason and it is proportionate to do so. If a change sponsor considers that a specific proposal warrants a departure from the process, it must raise and minute this request at the assessment meeting. Any proposed changes to the process must be approved and published by the CAA.

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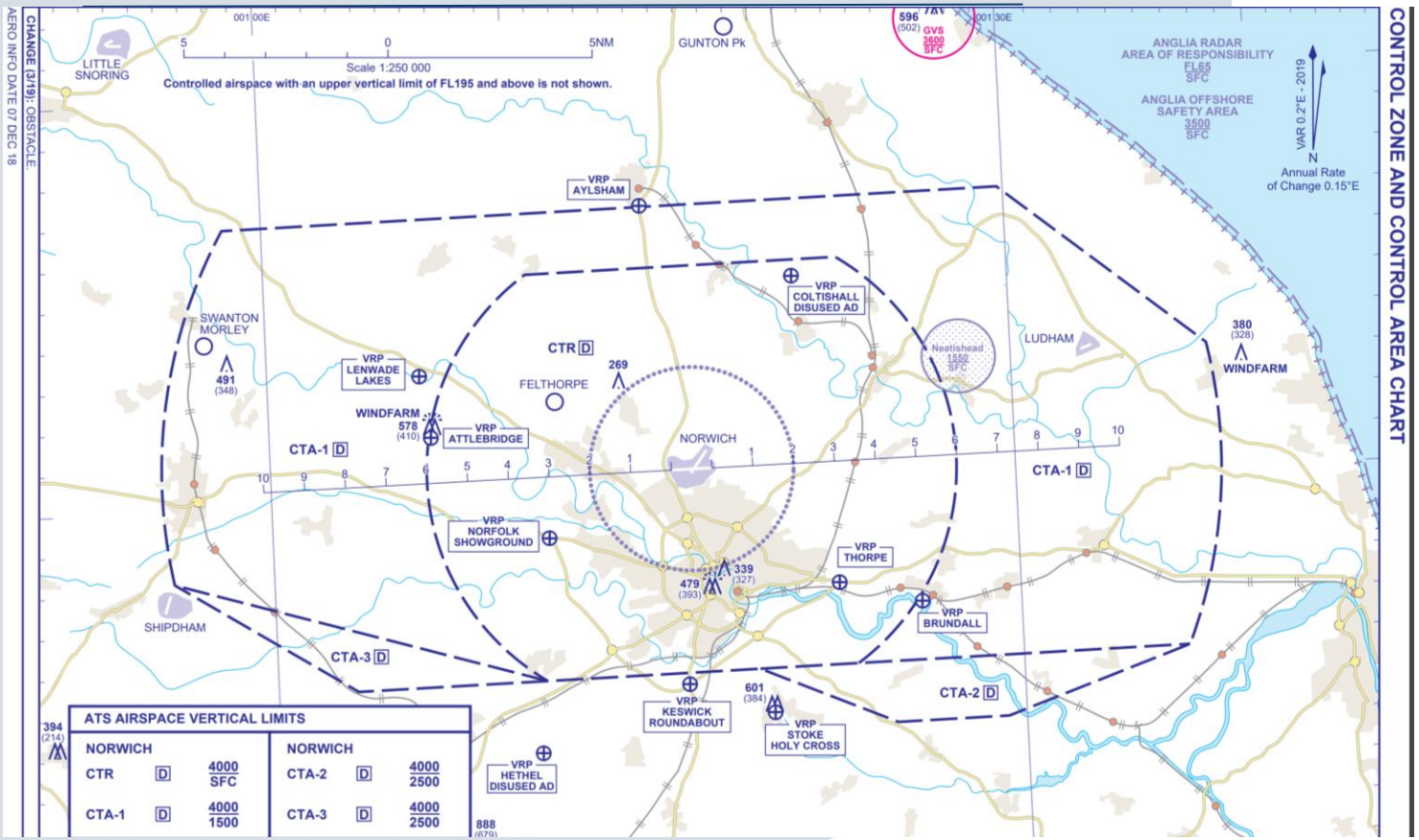
Proposed Scaling

- **Combined Stages (Gateways)**
  - **May be possible to combine DEFINE and DEVELOP and ASSESS Gateways**
- **Reduced Consultation**
  - **NWI does not have STARS:**
    - **All aircraft are radar vectored by ATCOs**
  - **RWY 27 likely to be a direct replication of the ILS approach**
  - **RWY 09 is used circa 30% of the time**
  - **NDB/DME will still be available (for non-equipped aircraft)**
  - **GNSS MAP and hold will be designed to replicate conventional MAP and hold**
- **Reduced Environmental Assessments**
  - **Limited number of options reduces the number of assessments required**

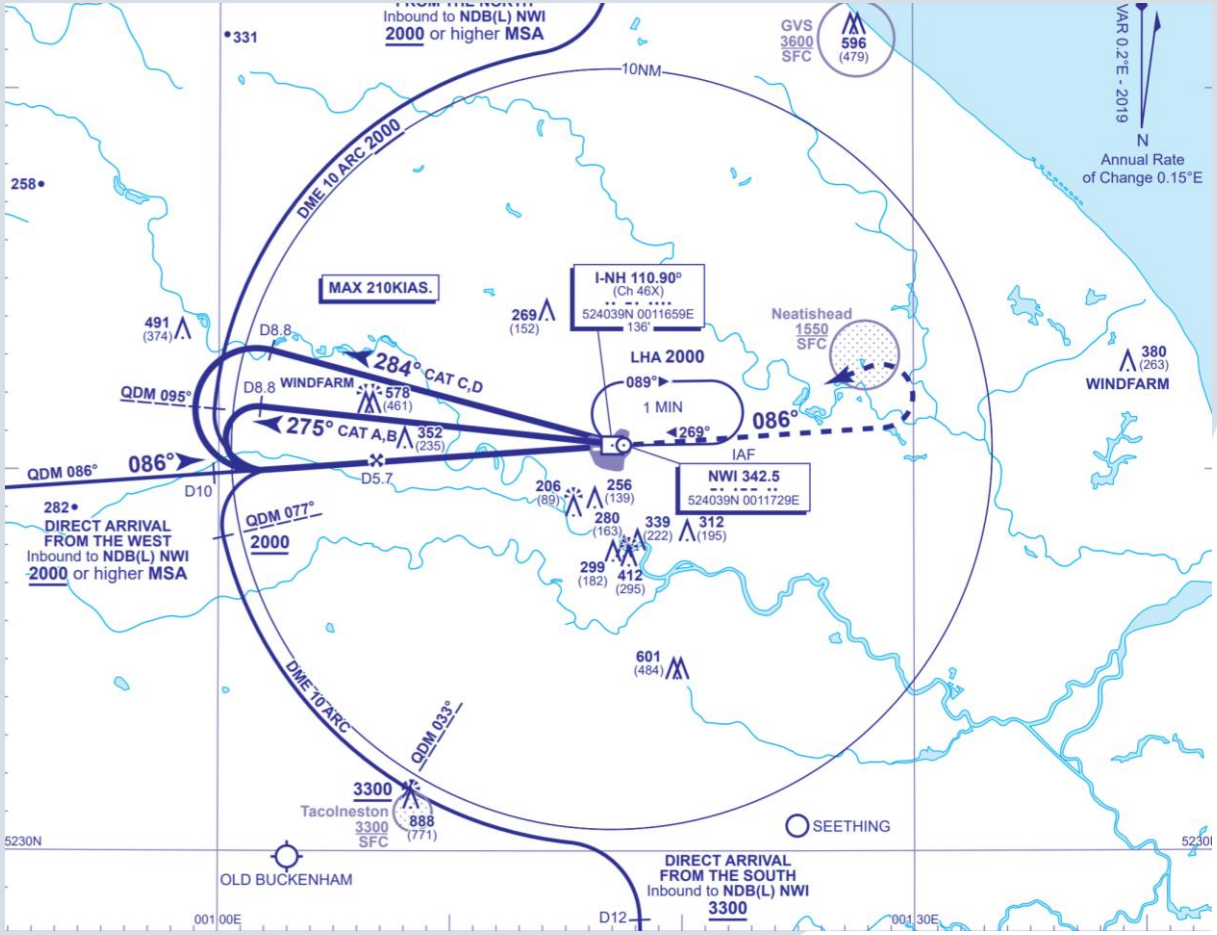
Rationale

- Requirement is purely to meet regulatory compliance
- No Change to Airport Capacity
- Preferential Runway Use
  - Modal split 73:27 for RWY 27 & 09
- Continued use of NDB/DME
  - Fleet equipage survey will be carried out
  - Expected that a proportion of traffic will continue to use NDB/DME
- Minimal Environmental Change
  - Vertical profile will replicate existing IFPs
  - Aircraft numbers in 2019 decreased to 35,187 from 37,910 in 2016
  - COVID -19 will affect any predictions on traffic
- No impact on (General) Aviation Stakeholders
  - All changes will be introduced within existing Class D CTR/CTA

Current Norwich CTR/CTA

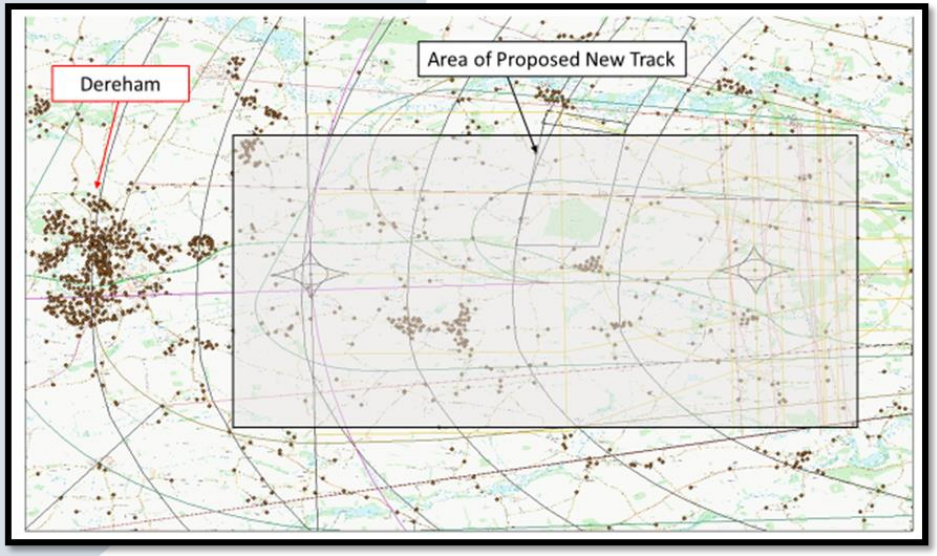


Current RWY 09 NDB/DME Approach



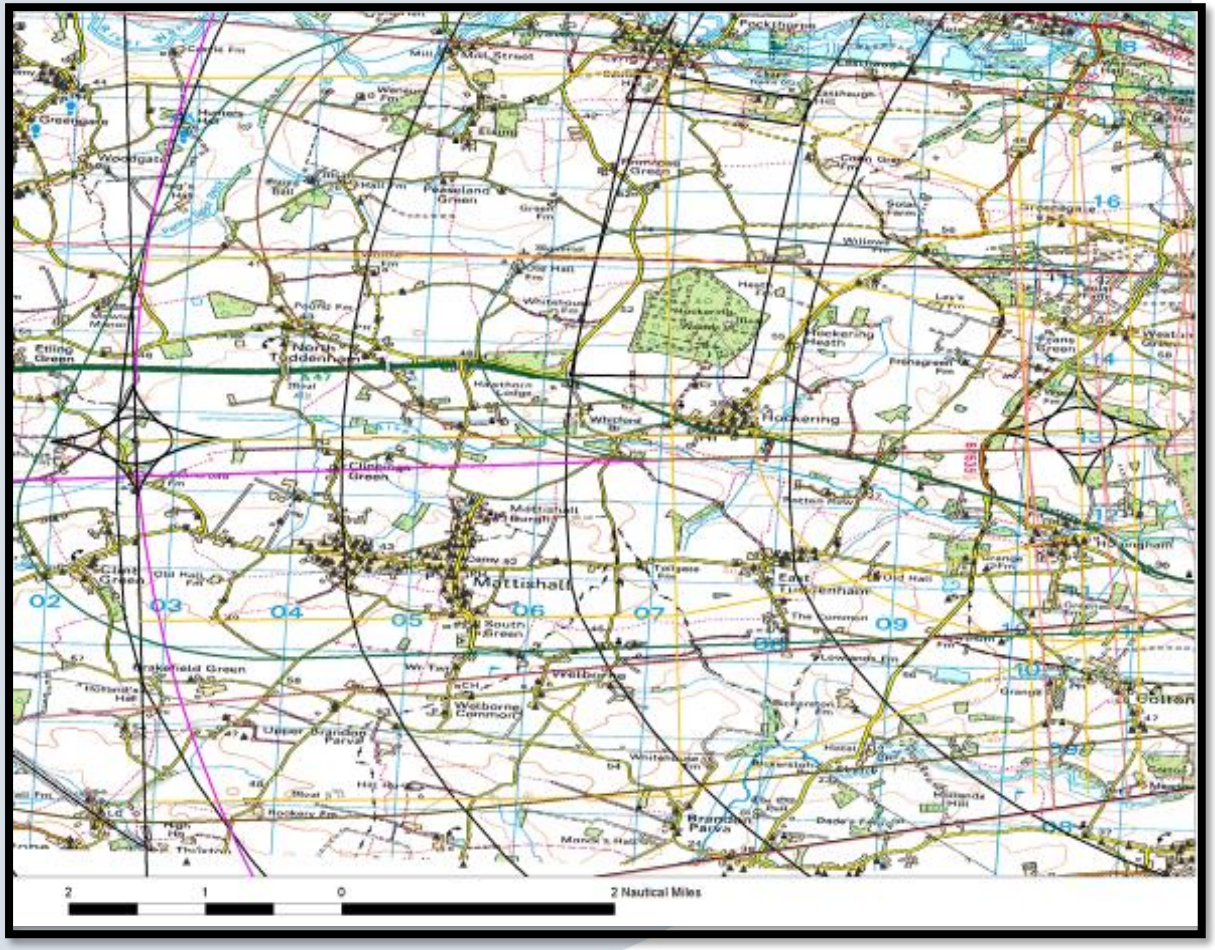
Local Population - RWY 09 Approach

- Low density population
- Pink line shows existing NDB/DME
- Yellow line shows Final Approach Track lined up with RWY 09
- Offset NDB shows aircraft gently converging approx. 4 nm from touchdown



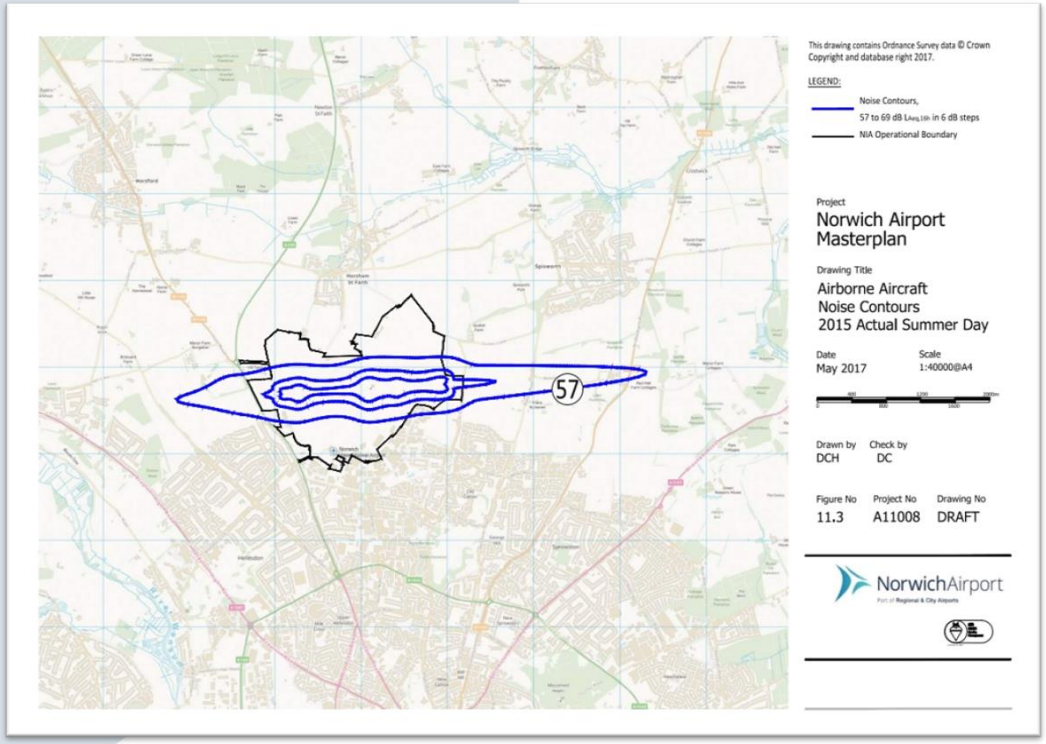
- Contains OS data © Crown Copyright 2020

RWY 09 Area of Interest



Noise Impact

- **Noise Contours published within Norwich Airport Master Plan (dated 2015)**
- **Contours produced showing 57dB LAeq 16hr Average Summer Day Contours**



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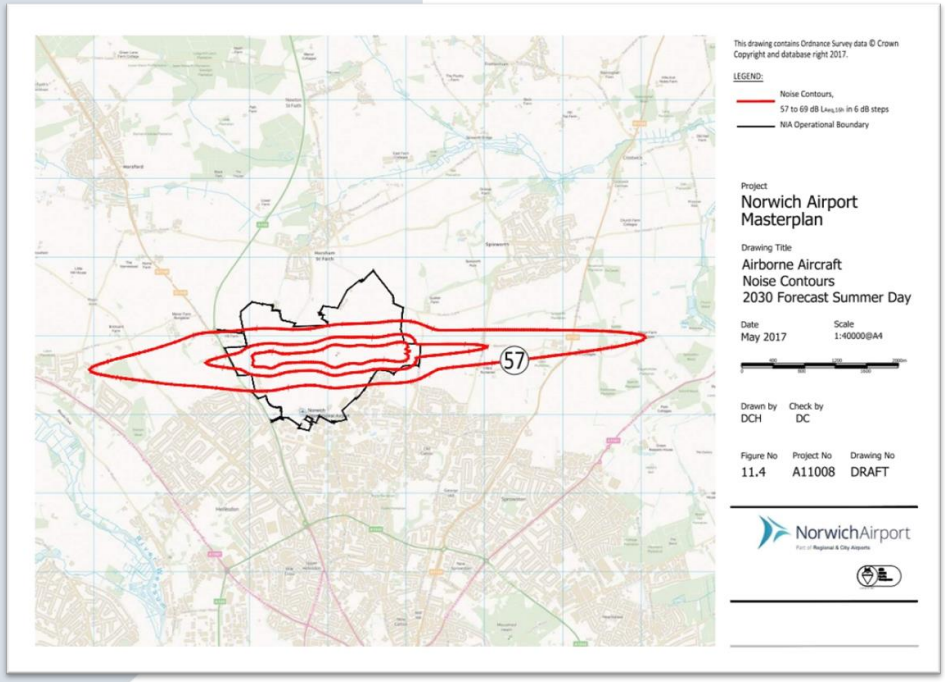
Noise Impact Continued

- Predictions showing possible noise contours for 2030
- 57 dB LAeq contour extends to 1,500m from the end of RWY 09 threshold
- Both images show wider contours to the west
- More noise generated on departure than arrival
- RWY 27 used 73% time
- Any alteration to RWY 09 arrival track is unlikely to affect size of 57dB LAeq 16 hr noise contour



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Proposed Departure from Process

- CAP 1616 recommends a proportionate scaling to ACPs
- This ACP is a minimal change to operations at NWI
- RWY 27 is a direct overlay to the ILS Approach
- RWY 09 is a slight variation at range to NDB/DME track
  - Targeted consultation within this area is proposed
- Proportionate number of options developed
- Combined DEFINE and DEVELOP & ASSESS Gateways
- Reduced Consultation
  - Targeted area
  - Targeted audience
  - Reduced period of consultation – 8 weeks

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Provisional Indication of Level

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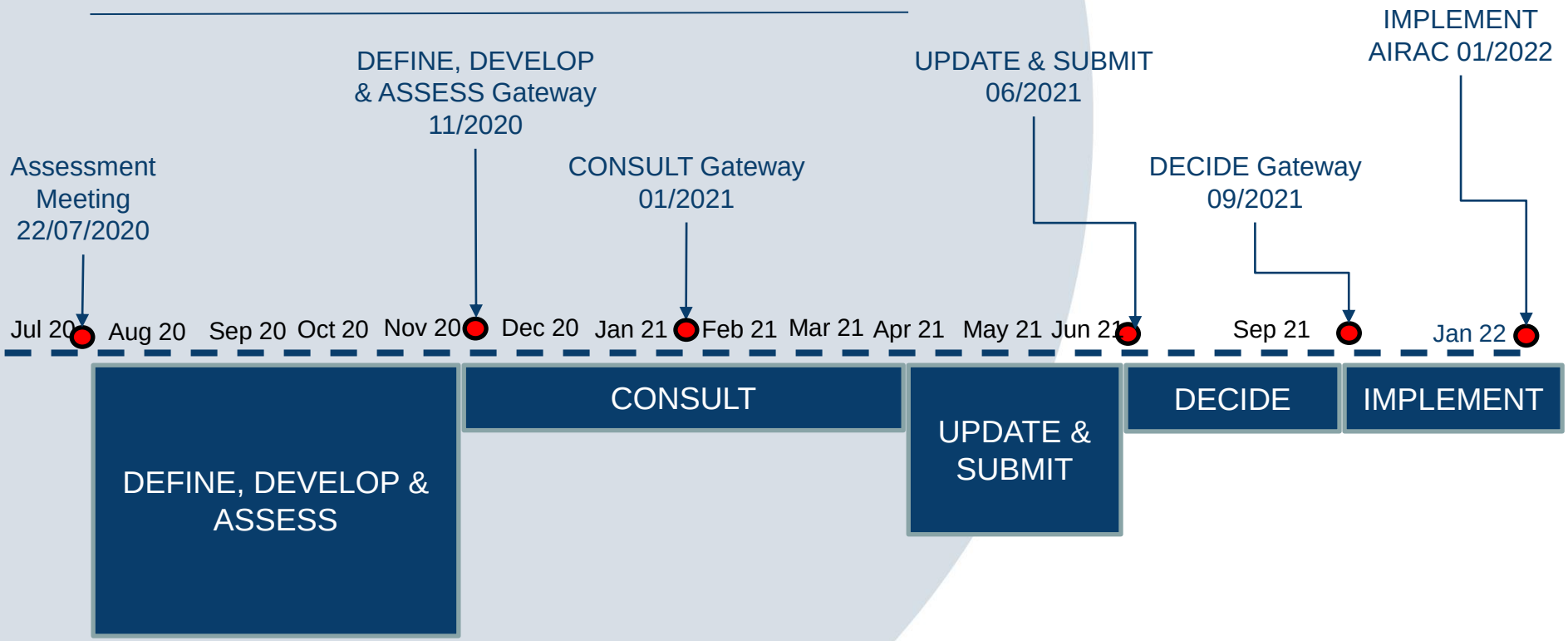
Civil Aviation Authority

Provisional Process Timescales

- Define Gateway – 11/2020
- Develop & Assess Gateway – 11/2020
- Consult Gateway – 01/2021
- Conduct Consultation (Stage 3) 8 weeks completed by 04/2021
- Update and Submit – 06/2021
- Decide Gateway (CAA requires 16 weeks) – 09/2021
- Initial Target AIRAC 01/2022
  - Sponsor Deadline – 29/10/2021 Effective Date – 27/01/2022

Provisional Timeline



Next Steps

- Agree Notes of this Meeting
- Stage 1B-2B – Define, Develop (Design/Options) & Assess
  - Engagement & Consultation Strategies
  - Design Principles
  - Options Development
  - Environmental Assessment Review
- Define/Develop & Assess Gateway
  - Consultation Prep/Approval
- Consult Gateway
  - Conduct Consultation

Any other business

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