



LONDON
BIGGIN HILL
AIRPORT



AIRSPACE CHANGE PROPOSAL (ACP)

28th January 2021

AIRSPACE CHANGE PROPOSAL



NEW RUNWAY 21 APPROACH PROCEDURE

This Airspace Change Proposal (ACP) is only about replicating an existing procedure, so we expect the impact to be minimal.

Biggin Hill Airport is considering the introduction of a slightly steeper Approach path which may provide an opportunity to provide environmental improvements in both CO² burn and noise. This will be investigated throughout this ACP.

IMPORTANT ANNOUNCEMENT!



- Aviation is full of Jargon and Acronyms
- If you do not understand – Please Raise your Hand!



Invite

Mute Me

Raise Hand

INTRODUCTION



- LBHA wishes to introduce a satellite based approach to Runway 21, which will change the way airspace is utilised.
- The Aviation Regulator, the Civil Aviation Authority (CAA), requires that the sponsor of any Airspace Changes actively engages with their stakeholders, in accordance with formal guidance detailed in Civil Aviation Publication (CAP) 1616.
- We started this ACP in May 2020 with an Assessment Meeting with the CAA, expecting completion by the end of 2022, following a full consultation during summer 2021.
- Full details of the CAP1616 process can be found on the CAA Website, with specific details on this ACP on the CAA Airspace Portal at <https://airspacechange.caa.co.uk>

WHY ?



When Pilots are unable to make a visual Approach, during inclement weather, aircraft will make an Instrument based Approach to the airfield using the ground based Instrument Landing System or ILS to runway 21.

London Biggin Hill Airport is proposing to introduce a new satellite based Area Navigation Instrument Approach Procedure, called an RNAV Approach, which will mimic the existing ILS Approach Procedure for 2 main reasons;

1. The RNAV Approach will provide an alternative Instrument based Approach, should there be a failure of the ground based ILS.
2. Modern Aircraft navigate the world Airways using satellite navigation. The RNAV Approach will provide a compatible final approach solution which can be integrated into UK Airspace, fully aligning with the CAA Airspace Modernisation Strategy (See CAA Website).

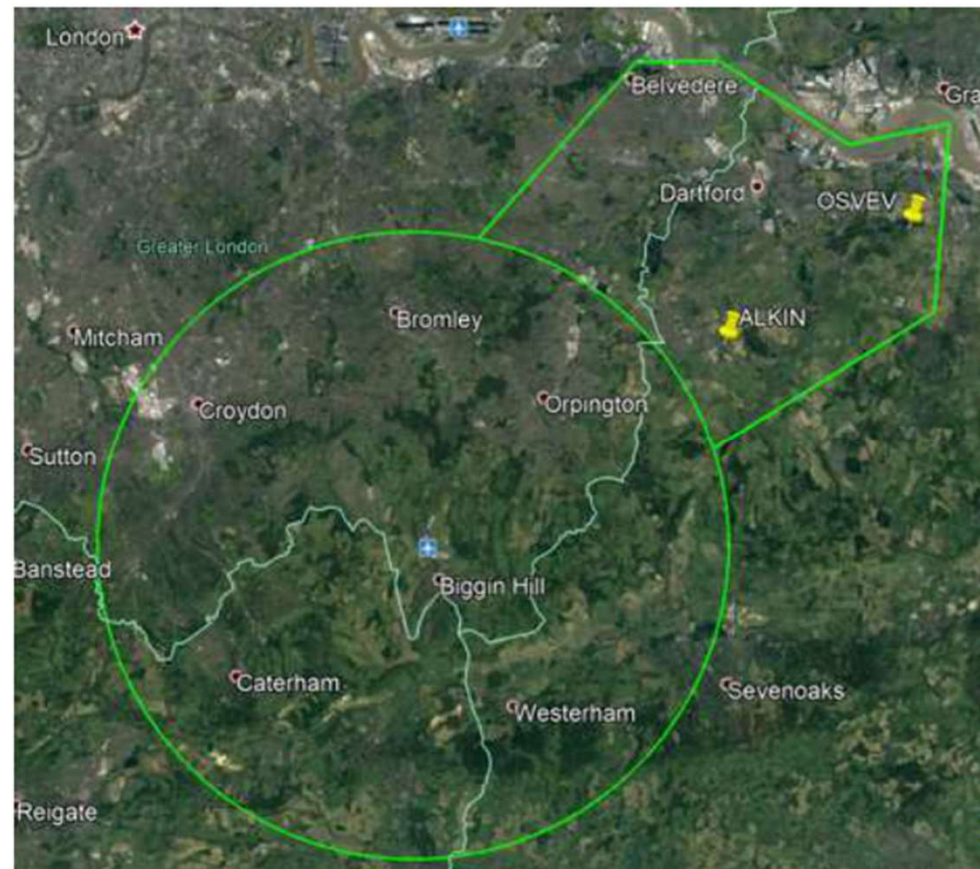
STAGE 1 – CAP1616

DEFINE DESIGN PRINCIPLES

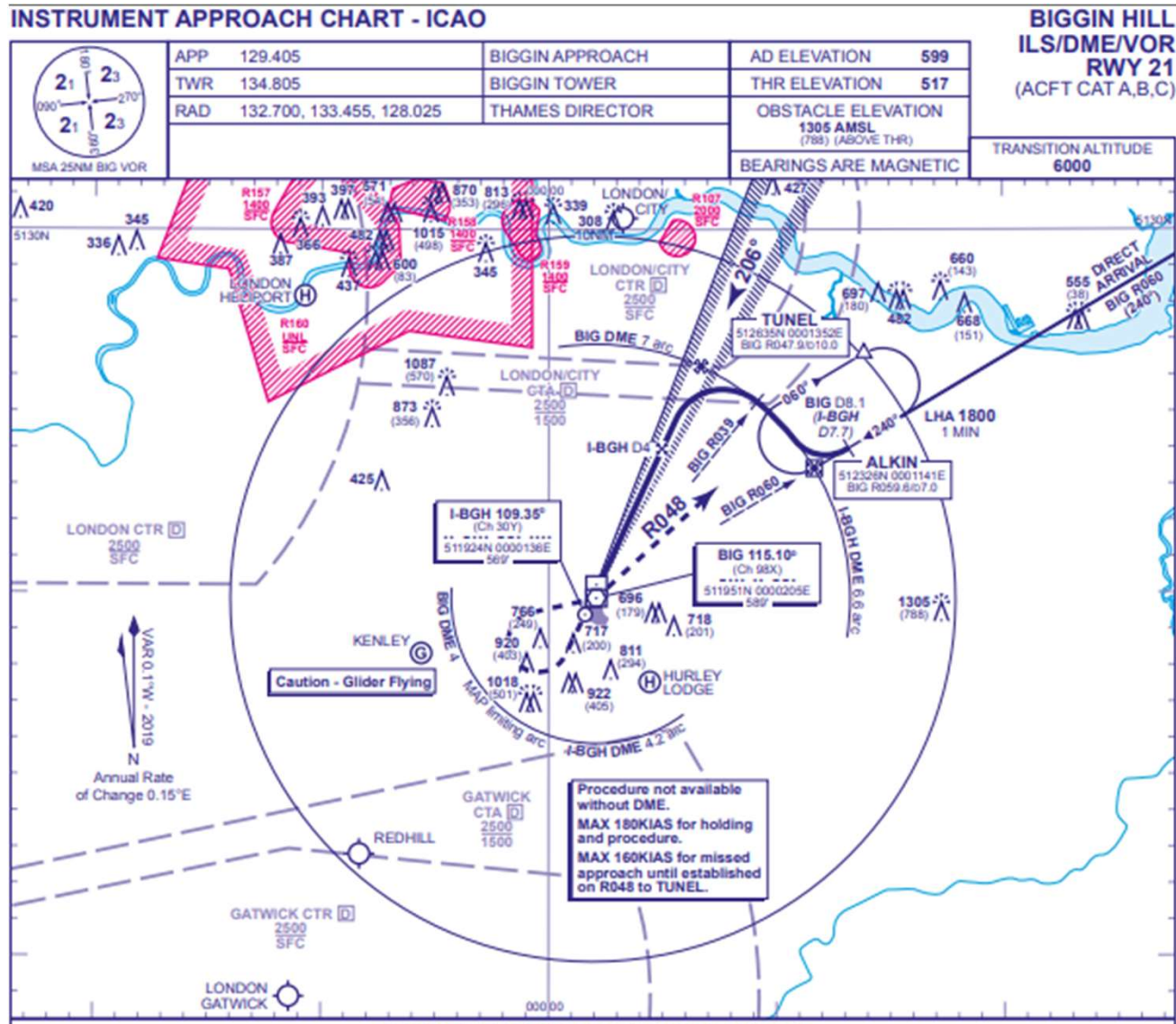


LBHA is required to develop a set of Design Principles, through stakeholder engagement, which will inform the design of the new arrival route aircraft can utilise to make an approach to runway 21.

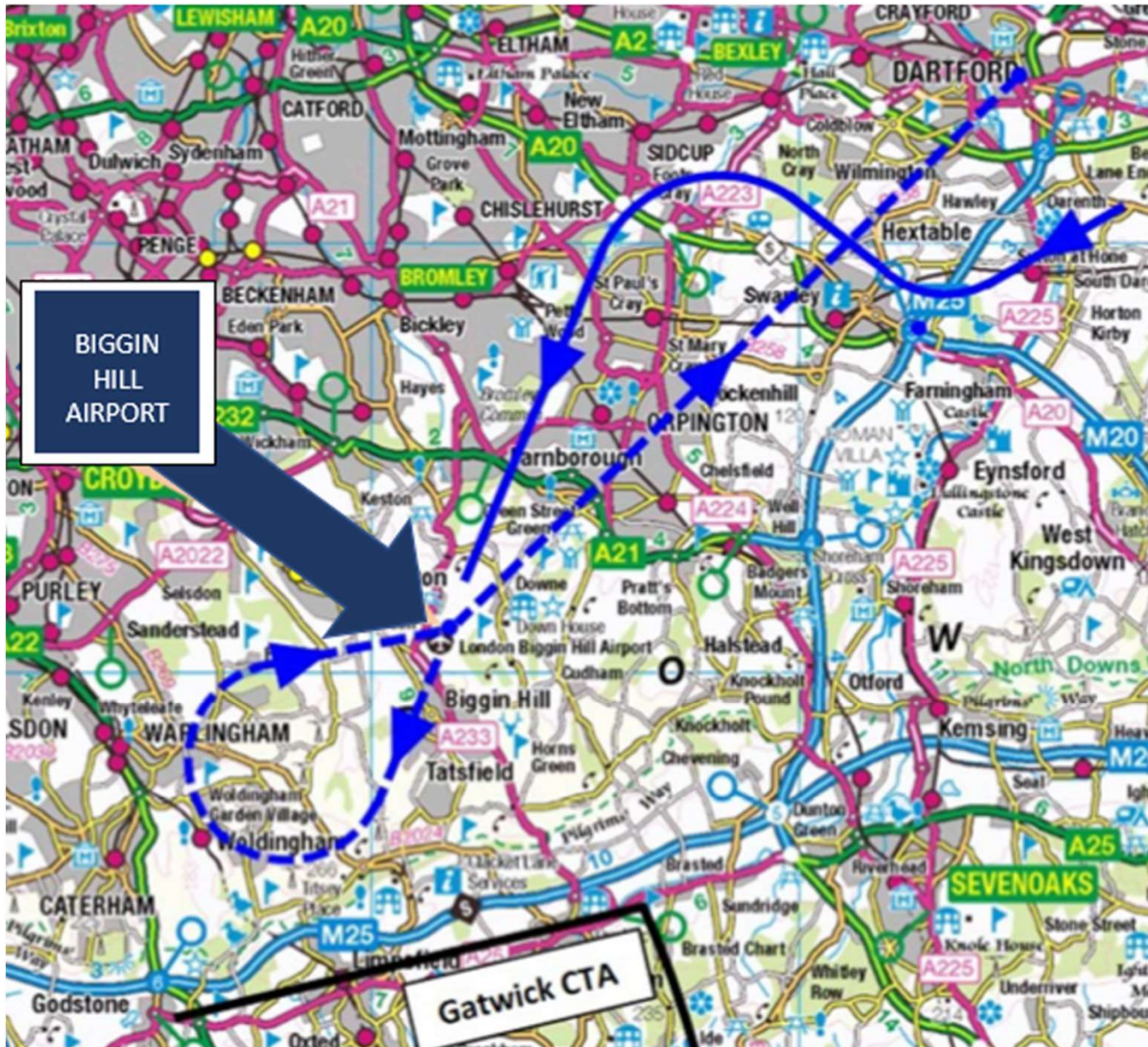
A Stakeholder Engagement Area was identified, based on the current airspace construction and the area of expected change.



EXISTING RUNWAY 21 – ILS APPROACH



EXISTING RUNWAY 21 – ILS APPROACH





Points of Note....

This Airspace Change is about the introduction of an Instrument Approach to overlay an existing Instrument Approach Procedure for Runway 21, it is **NOT** about;

- The establishment of controlled airspace
- An increase in aircraft types, numbers, emissions or noise
- Increased Operating Hours
- Airport expansion

Therefore, we do not consider that there will be any adverse environmental impacts with the introduction of this procedure, but some improvements could be gained.

Airspace Change Process

CAP 1616 - Stage 1



Define

OCT 2020

Stakeholders, including all members of the Airport Consultative Committee, were provided with a set of Draft Design Principles and requested to rank them and provide comment / feedback.

NOV 2020

A total of 18 responses were received from the 176 stakeholders who were invited to respond through the engagement process. All feedback was analysed to produce a final set of Design principles, which will be used as the framework against which Design Options are developed.

DEC 2020

A Design Principles Report was prepared for Airspace Change Proposal ACP-2019-86, in accordance with the Regulatory requirements of the CAA, as detailed in CAP 1616. A copy of the report is available on the CAA Airspace Portal.

Final Design Principles



| Priority | | Category | |
|----------|---|----------|---------------|
| 1 | SAFETY – New routes must be safe and must not erode current ANSP safety barriers. | Core | Safety |
| 2 | ENVIRONMENTAL CONCERNS – Arrival routes should, where possible, be designed to minimise the impact of noise below 7000’ and should avoid the overflight of populations not previously overflown. | Core | Environmental |
| 3 | COMPLIANCE – Routes should, where possible, be designed to be PANS Ops compliant. | Core | Technical |
| 4 | NAVIGATION STANDARDS – New routes must be designed to use Performance Based Navigation (PBN). | Core | Operational |
| 5 | EFFICIENT ROUTES – Arrival routes should, where possible, be designed to minimise emissions and optimise operational efficiencies. | Core | Environmental |
| 6 | REPLICATION – Procedures should, where possible, mimic the existing procedure and / or the existing ILS positioning by ATC vectors. | Core | Environmental |

AIRSPACE CHANGE PROCESS

Next Steps – CAP 1616



Acceptance of the Biggin Hill Airport Design Principles Report by the CAA, along with the associated documentation, will allow progress to Stage 2 of the ACP process.

Stage 2 – Develop and Assess

- Options Development – Route Options developed and tested with all stakeholders contacted at the start of Stage 1, with a request for feedback.
- Stakeholder responses will be analysed and a report will be submitted to show how the Options were developed, based on stakeholder feedback.
- The Route Options will be assessed in a Design Principles Evaluation to see how they fair against the Design Principles.
- An in-depth appraisal of the assessed Route Options will be carried out and presented in preparation for the Stage 3 consultation.

AIRSPACE CHANGE PROCESS

Next Stages – CAP 1616



Acceptance of the Biggin Hill Airport Design Principles Report by the CAA, along with the associated documentation, will allow progress to Stage 2 of the ACP process.

| AIRSPACE CHANGE CAP 1616 STAGE | ESTIMATED COMPLETION DATE |
|-----------------------------------|------------------------------|
| Stage 1 – Define | 29 January 2021 |
| Stage 2 – Develop and Asses | 28 May 2021 |
| Stage 3 - Consult | 27 August 2021 |
| Stage 4 – Update and Submit ACP | 25 February 2022 |
| Stage 5 - Decide | 21 October 2022 |
| Stage 6 - Implementation | January 2023 |

More Information?



All of this information is publicly available on the CAA Website:

- Airspace Change – CAP 1616
- Airspace Change portal – London Biggin Hill Airport
- Airspace Modernisation Strategy

As a reminder, the full consultation is expected through this summer, when all details of the preferred Design Options for the 21 RNAV Approach will be made available and consulted on.

If you require any further information or explanations please contact me at 21navacp@bigginhillairport.com.



Summary

This Airspace Change Proposal is only about replicating an existing procedure, so we expect the impact to be minimal.

Biggin Hill Airport is considering the introduction of a slightly steeper Approach path which is likely to provide environmental improvements in both CO2 burn and noise. This will be investigated throughout this ACP.



LONDON
BIGGIN HILL
AIRPORT



**ANY
QUESTIONS**