

BIGGIN HILL AIRPORT RNAV GNSS) RWY21

Develop and Assess Gateway Outcome – 29th April 2022



[STATEMENT]

As part of 'Stage 2 – Develop & Assess' of the CAP 1616 airspace change process, the UK Civil Aviation Authority has completed a Develop & Assess Gateway Assessment of Biggin Hill Airport's airspace change proposal (ACP) Biggin Hill RNAV (GNSS) RWY21 (ACP-2019-86).

In order for the CAA to allow an ACP to pass through the Develop & Assess Gateway:

1. The change sponsor must have produced a comprehensive list of airspace change design options;
2. The change sponsor must have engaged with relevant stakeholders to explore those options to the CAA's satisfaction against the requirements in Appendix C;
3. The change sponsor must have produced a design principle evaluation that the CAA has accepted showing how its design options have responded to the design principles;
4. The change sponsor must have produced an Initial options appraisal (phase I);
5. The CAA must have produced and then published an assessment that the options appraisal is satisfactory against the requirements in Appendix E.

At the Gateway assessment for this proposal, the CAA concluded that Criterion(s) were not met for the following reasons:

- 1) **Process:** In order for the CAA to determine the Level categorisation of this ACP, the CAA needs to be able to accurately determine the potential impacts of the proposed options. The CAA requires the Sponsor to provide clarity on what the options are (preferred/carried forward), as presented in the IOA (and to ensure that they align with the rest of the documentation, see SoN and DPE).
- 2) **Environmental:** Provide the CAA with evidence confirming the population within each contour across the 10-year traffic forecast (CAP2091 Para 5.8) in order for the CAA to approve the sponsor's proposed noise modelling category.
- 3) **Environmental:** Provide the CAA with detail of any gaps in data that will be collected to support the assessment in the next stage (CAP1616, para E12) and the traffic forecast to justify the CAP2091 requirement.
- 4) **Environmental:** Provide the CAA with evidence/rationale to justify, that the impact upon AONBs with respect to tranquillity for the approach options is out of scope of this ACP, or a further assessment of the impacts must be provided at Stage 3.

The Civil Aviation Authority has informed the change sponsor of this decision. In line with CAP1616, the change sponsor is now able to reconsider its submission before resubmitting it for further review by the Civil Aviation Authority at a future Develop & Assess Gateway.

It is important to note that whether an ACP passes a gateway successfully or not does not predetermine the CAA's later final decision on whether to approve the airspace change proposal. This decision is not an explicit or implicit comment on the merits or otherwise of this ACP. This will come at the decision-making stage (Stage 5).

[END STATEMENT]

