



LAMP 2 ACP
ASSESSMENT MEETING
24TH JANUARY 2019

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 |

2. STATEMENT OF NEED

1. In a letter to us, dated 23rd June 2018, Baroness Sugg set out the need for an Airspace Modernisation Programme to facilitate the future needs of UK airspace users and asks for our 'commitment to the development and delivery of the Airspace Modernisation programme in the South East of the UK' .
2. The airport currently serves a combination of Business and General Aviation aircraft types with 50,000 annual movements. Business Aviation presently accounts for around 17,000 annual movements, but is expected to increase to circa 30,000 movements over the next 15 years because larger London airports are predicted to become increasingly congested with scheduled airline flights leaving no spare capacity for Business Aviation. Over the same period, General and Light aviation at LBHA is expected to decrease from 30,000 to less than 15,000 movements per annum as a result of air traffic control workload limitations and operational policy. It is not envisaged that the airport will support activities other than Business and General Aviation in the future.
3. In accordance with the request from DfT, we state our need to design and introduce new and/or revised departure and arrival routes that will fully and properly integrate with the new London Terminal Area architecture which will result from the Airspace Modernisation program to which Baroness Sugg refers.

3 & 4. OPPORTUNITIES & ISSUES

1. By working collaboratively with the other Airports in the South East of England (FASI-S), Biggin Hill Airport is able to ensure that we maintain safe and efficient access to the UK Airways which are currently undergoing a massive review and restructure.
2. All of the Biggin Hill Airport airways traffic is currently required to transit to and from Biggin Hill via waypoints to the East of the Airport. The restructuring of the London TMA provides opportunities for Biggin Air Traffic to arrive/depart via the South, West and North, providing more fuel, time and environmentally efficient routes.
3. Local Stakeholders might be affected; however, these effects can be minimised provided that Biggin Hill Airport is fully engaged in LAMP, which it is, as a member of the FASI-South Group.
4. Opportunities will flow from the 'indicative letterboxes' used for the 'exploratory' LTMA traffic flow & capacity models.

5. INDICATION OF LEVEL OF PROCESS REQUIRED.



CAA RESPONSE

6 & 7. TIMESCALES & NEXT STEPS

1. TIMESCALE IN ACCORDANCE WITH THE PROVISIONAL FASI-S PROGRAMME PLAN:

- | | | |
|----|--|--------------|
| a. | STAGE 1 - DEFINE GATEWAY | JULY 2019 |
| b. | STAGE 2 - OPTIONS DEVELOPMENT AND ASSESSMENT | JANUARY 2020 |
| c. | STAGE 3 - CONSULTATION AND DELIVERY | JANUARY 2022 |
| d. | STAGE 4 – FORMAL SUBMISSION | JANUARY 2023 |

2. NEXT:

- a. DEVELOP DESIGN PRINCIPLES FOR DESIGN GATEWAY ASSESSMENT.
- b. CONDUCT IMPACT ASSESSMENTS OF PROPOSED DESIGN OPTIONS.
- c. DEVELOP DESIGN OPTIONS IN ACCORDANCE WITH DEFINED DESIGN PRINCIPLES.

Note: The CAA accepts the above timelines are in line with the proposed FASI-South Program and are therefore not confirmed.

8. ANY OTHER BUSINESS?



**ANY OTHER
BUSINESS**