



# DAP1916 - Statement of Need

Tracking Code: N7S57N2

## BEFORE YOU BEGIN

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- Please ensure the contents of CAP1616 Appendix A 'Statement of Need for an airspace change' is referred to prior to completing this form. \*

## TYPE OF CHANGE

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### 1. Category of Airspace Change

Does your proposal concern Changes to Notified Airspace Design or Planned and Permanent Redistribution of Air Traffic? \*

- Changes to Notified Airspace Design                       Planned and Permanent Redistribution of Air Traffic

Have you previously submitted a Statement of Need ?

Please enter a title for this intended change, (max 80 characters): \*

Removal of dependency on the BIG DVOR and the DET DVOR

### 2. Title of proposal

Which of the following is the proposal being progressed under? \*

- Permanent                       Temporary                       Trial

## SPONSOR

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### 3. Change Sponsor Details

Please select the appropriate category and complete. \*

- A Company  
 An Unincorporated Association or other body  
 Individual (including sole traders and partnerships)

#### 3a. A Company

Registered Company name (in full) \*

Biggin Hill Airport

Registered Company Number

Biggin Hill Airport

Trading Address (primary site)

Trading name (if applicable)

E-mail

Postcode

Registered Office Address

Country of Company Registration

Country

Postcode

Mobile Number (for Airspace Portal) \*

Email \*

Confirm Email \*

Telephone \*

Requires Airspace Portal Access ?

Primary Point of Contact Name \*

Website address

**Additional Contacts**

You can add up to 4 additional contacts

## STATEMENT OF NEED

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### Independent Aviation/Airspace Consultancy

Is an Independent Aviation/Airspace Consultancy involved in this proposal?

### Statement of Need

Please provide a brief 'Statement of Need' clearly explaining what the current/existing situation is **and** what issue or opportunity this proposal is seeking to address.

Further information can be found in CAP1616 \*

Require amendment to the UK AIP to remove existing dependencies on the BIG DVOR and the DET DVOR

Does your proposal represent an administrative change to the Aeronautical Information Publication (Proposed Level 0 change)?

Please confirm which section of the Aeronautical Information Publication your proposed change relates to below. Please use this section to specify the exact details of the nomenclature and / or qualifying remarks you are proposing to change. If your proposal contains large amounts of information (e.g. multiple latitudes/longitudes) please supply the information on a separate email. \*

#### DVOR REMOVAL

Proposed changes to UK AIP AD – EGKB [REDACTED]

#### EGKB AD 2.21 NOISE ABATEMENT PROCEDURES

##### 2 NOISE ABATEMENT PROCEDURES – IFR DEPARTURES

##### b. Runway 21 Departures

i. On departure speed should be restricted to V2+25 KIAS and in any case no more than 185 KIAS, in accordance with the Standard Departure Route (SDR), until passing over BIG DME eastbound in order to achieve the best practical angle of climb whilst keeping thrust to the minimum required for an expeditious departure.

iv. In order to safely maintain the relatively low speed mandated by this procedure and dependent upon aircraft type, consideration should be given to delaying flap retraction until passing BIG DME outbound at or above 2100 FT AMSL in order to ensure a sufficiently tight radius of turn is achievable.

##### c. Runway 03 Departures

ii. Following rotation, runway track should be maintained accurately. Upon reaching BIG 1 DME aircraft should commence an immediate right turn direct DET in accordance with the SDR.

#### EGKB AD 2.22 FLIGHT PROCEDURES

##### 2 STANDARD DEPARTURE ROUTES – VIA ATS ROUTE NETWORK

Note 1: Departures from Runway 21, follow Noise Abatement Procedure turning right to pass overhead BIG DME at 2400 FT ALT.

Note 2: Departures from Runway 03, after noise abatement, turn right to DET.

Note 3: When established direct DET, not above 2500 FT ALT until 9 DME DET, then to 4 DME DET at 4000 FT ALT

Note 5: Cross outbound DET DME at 7 NM at 5000 FT ALT.

#### 6 RADIO COMMUNICATION FAILURE

##### b. Inbound Non-RNAV 1 Aircraft via Jacko or GODLU

Note: "Note: Due to the proximity of the London Control Zone aircraft shall not track further west than the Biggin Hill Runway 21 centre line, where the aircraft shall make a left turn direct to ALKIN and continue in accordance with the standard procedures from ALKIN."

### Instrument Flight Procedures

Does your proposal have the potential to include a change to and/or new IFPs?

### Five-Letter Name Codes (5LNC)

Does this request solely concern the reservation of new Five-Letter Name Codes (5LNC) in advance of a future proposal?

**CAP1616 Part 1c**

Is the proposal being progressed against the requirements set out in CAP1616 Part 1c: Airspace Change Process for RNP Instrument Approach Procedures (IAPs) without an Approach Control Service?

**DVOR / DME / NDB Rationalisation - RNAV Substitution**

Is the proposal being progressed against the requirements set out in CAP1781: VOR / DME / NDB Rationalisation: Guidance for the use of RNAV Substitution?

**Secretary of State for Transport's priorities**

Is the proposal being progressed under any of the priorities set by the Secretary of State for Transport or any other CAA priority such as safety of national security matters?

**Airspace Modernisation Strategy**

Is the proposal supporting the delivery of the Airspace Modernisation Strategy? If not, please use the text box below to explain how the proposal is not inconsistent with the Airspace Modernisation Strategy \*

**Additional Information**

Please use the box below to add any further information which the CAA should be aware of when considering this submission (for example dependencies on other airspace change proposals and/or funding deadlines)

Additional funding to support the extended life of the DVOR will not be required when dependency is removed.

Please advise where the supporting Impact Assessment should be sent, as it is not possible to attach any documentation to this submission.

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**SUBMISSION INSTRUCTIONS**

**Submission**

Your form has been successfully submitted. Please keep a copy of this acknowledgement for your records.

Date and Time:

10 Oct 2022 1:36:11 PM

Application Submission Number:

DAP1916V2-530

Please note that the Airspace Regulation team will contact you to acknowledge receipt of your Statement of Need and to confirm the unique ACP reference number (ACP-YYYY-NNN) allocated to this submission. Following receipt of your unique ACP reference number, you will be required to create an associated airspace change proposal on the [CAA's Airspace Change Portal](#). Please refer to CAP 1706: CAA Airspace Change Portal – Sponsor Training Manual provides for further information/guidance on how to use the Airspace Change Portal.

Given the high number of new airspace change proposals (ACP), together with those proposals which are already in the system, it is possible that the proposal may not be assigned to a Technical Regulator/Account Manager immediately following submission of the Statement of Need. New proposals are allocated on a first come first served basis, unless the proposal is directly related to safety or national security matters, or as directed by the Secretary of State for Transport's priorities.

Once your submission has been assigned to an Account Manager/Case Officer, arrangements will be made for you to attend an Assessment Meeting. One of the key outputs from this meeting will be an indicative timeline for the proposed PPR. For Permanent changes, to enable the CAA to consider your proposed timescales, you will be expected to present dates for the following milestones at the Assessment Meeting:

- DEFINE Gateway
- DEVELOP & ASSESS Gateway
- CONSULT Gateway
- Formal Airspace Change Proposal Submission
- Target AIRAC

The CAA holds Gateway Assessment Meetings on a monthly basis and the annual schedule is published on the [CAA website](#).

Finally, you should also note that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See [Commission Regulation \(EU\) No 73/2010](#) (updated by 1029/2014) and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater detail during the course of your initial meeting with the CAA

Finally, you should also note that from September 2018 any amendments submitted by a Data Originator or ANSP for onward promulgation in the UK IAIP will be subject to the Aeronautical Data Quality Requirements. See Regulation (EU) No. 73/2010 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018 and [CAP 1054: Aeronautical Information Management](#) guidance material for further information. These requirements will be discussed in greater details during the course of your initial meeting with the CAA.

When you have completed this form, click this button to submit the form for processing. Do not click this button more than once. You will then be provided with further instructions.