



DAP1916 - Statement of Need

Tracking Code: MFDVFLF

BEFORE YOU BEGIN

☒ Please ensure the contents of CAP 1616 Appendix A are referred to prior to completing this form. *

TYPE OF CHANGE

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): *

Introduction of RNP IAPs at Benbecula Airport

2. Title of proposal

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

☒ Permanent ☐ Temporary ☐ Trial

SPONSOR

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) *

Highlands and Islands Airports Limited

Registered Company Number

SC97647

Trading Address (primary site)

Head Office, Inverness Airport, Inverness

Trading name (if applicable)

HIAL

E-mail

info@hial.co.uk

Postcode

IV2 7JB

Registered Office Address

Head Office, Inverness Airport, Inverness

Country of Company Registration

United Kingdom

Country

United Kingdom

Postcode

IV2 7JB

Mobile Number (for Airspace Portal) *

[REDACTED]

Email *

[REDACTED]

Confirm Email *

[REDACTED]

Telephone *

[REDACTED]

☒ Requires Airspace Portal Access ?

Primary Point of Contact Name *

[REDACTED]

Website address

Additional Contacts

You can add up to 4 additional contacts

Contact 1

Contact Name *

☒ Requires Airspace Portal Access ?


Telephone *

Mobile Number (for Airspace Portal) *

Email *

Confirm Email *

 DELETE CONTACT

 Add Contact

STATEMENT OF NEED

Independent Aviation/Airspace Consultancy

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

Aviation Consultancy

Registered Company name (in full) *

Registered Company Number

Country of Company Registration

Registered Office Address

Postcode

Telephone

Trading name (if applicable)

Trading Address (primary site)

Country

Postcode

Website address

Primary Point of Contact Name *

Primary Contact

☐ Should the CAA use the Independent Consultancy as the primary point of contact for this airspace change proposal?

☐ Requires Airspace Portal Access ?

Telephone *

E-mail *

Additional Contacts

You can add up to 4 additional contacts

+ Add Contact

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.

Benbecula Airport is currently served by IAPs relying on conventional navigational aids (BBA NDB and BEN DVOR). The current UK DVOR Infrastructure was installed circa 1982-1991, is operating well beyond design life and cannot be supported in the long term, hence the decision taken to reduce the UK infrastructure of en-route DVOR from 46 down to 19. To address ongoing support capability, the DVORs at BEB were to be rationalised (removed from service) by December 2019 since they did not form part of the requirement to maintain a reduced en-route capability in line with NERLs diminishing capability to provide support and maintain appropriate levels of competence for such support.

HIAL planned to introduce RNP (originally GNSS) approaches to Benbecula as part of its aim to innovate and move to a PBN environment, but more importantly to mitigate the loss of the BEN DVOR. The charts and safety case were initially submitted to the CAA in 2013, with a revised chart submission in 2014. This was approximately 4 years prior to the introduction of CAP1616. However, CAA approval was never received and the directive on HIAL is that the introduction of the RNP IAPs must now follow the CAP1616 process.

Through conversation with HIAL, NERL have mitigated the delay to the approval of RNP procedures by extending the operational use of DVOR at BEB until 31st December 2023. However, the risk associated with the design life and available support is not mitigated since the agreement is based on planned and corrective maintenance on a reasonable endeavor basis only.

The NDB IAPs are prone to ground effect and regular outages in the harsh environment of the Western Islands of Scotland. RNP IAPs will not have the same dependency on either weather or engineering support (Weather permitting, it can take 2 days for an ATSEP to travel to the Island, , thus increasing the risk exponentially). Dependency on old and unreliable technology such as the terrestrial based NDB is not sufficient to ensure the sustainability of airport operations and vital connectivity to islands communities, including out of hours medical emergency and SAR flights, nor will there be any resilience following the permanent removal of the DVOR.

The introduction of RNP IAPs are an essential measure at Benbecula to cater for the DVOR rationalisation programme, together with the unreliable nature of the NDB, to provide IAPs to life-line services to the island community. RNP are the means by which HIAL aim to support the CAA future airspace and PBN aspirations.

As your request may include a change to and/or new instrument flight procedures, you are also required to submit a DAP1917 - Application for Approval of a PANS-OPS Designed Instrument Flight Procedure.

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

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 or national security?

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, proposed operating date(s) and/or funding deadlines)

If the approval and publication of RNP IAPs for Benbecula does not make AIRAC 13/2023 (effective date 28 December 2023/ cutoff publication date 29 September) then Benbecula will have no IAPs should their NDB fail and will close the airport to life-line services in IFR conditions.

The charts have been waiting CAA approval for 10 years.

SUBMISSION INSTRUCTIONS

Submission

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

Date and Time:

16 Mar 2023 10:10:08 AM

Application Submission Number:

DAP1916V2-696

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 (<https://airspacechange.caa.co.uk/>). Please refer to CAP 2385 Airspace Change Portal Important Information Guide.

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 Statment of Need. New proposal 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's airspace change portal (<https://airspacechange.caa.co.uk/about-airspace-change/>).

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 (<https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=6808>) guidance material for further information. These requirements will be discussed in greater details during the course of your intial 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.