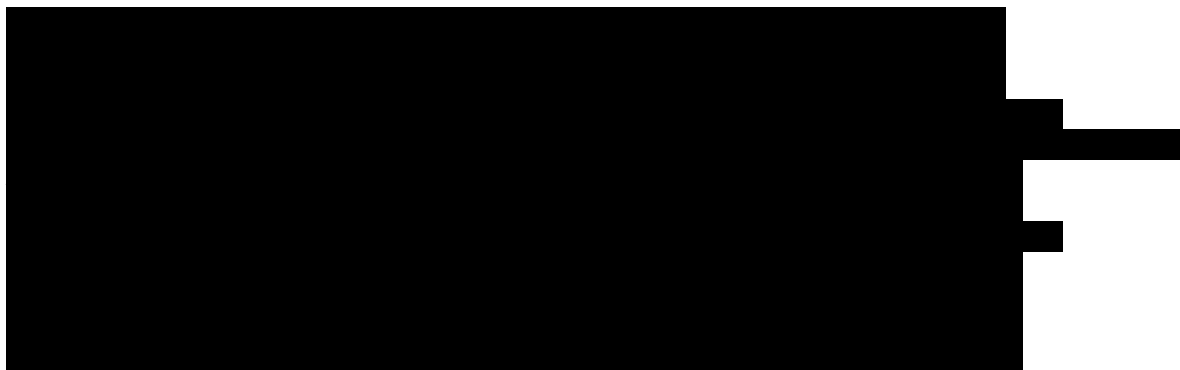


**MINUTES OF ACP-2023-023 FARNBOROUGH AIRPORT OCK VOR REMOVAL ASSESSMENT  
MEETING  
HELD ONLINE ON 21<sup>ST</sup> APRIL 2023**

**Present**

**Appointment**

**Representing**



**CAA Assessment Meeting Opening Statement**

CAA noted that the following Impact Assessment and Statement of Need were received in advance of the Assessment Meeting and confirmed that the documents must be published by the sponsor, together with minutes of the meeting, on the Airspace Change Portal page. CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA's CAP 1616 requirements, but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA's process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:

- for the Sponsor to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process, including determining whether the proposal falls within the scope of a scaled CAP 1616 ACP for the Guidance for the use of RNAV Substitution as described in CAP1781.
- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stages of the airspace change process.

	<b>ACTION</b>
<b>Item 1 – Introduction</b>  ■ opened the meeting and welcomed everyone, and each participant introduced themselves	
<b>Item 2 – Statement of Need (discussion and review)</b>  ■ provided a brief overview of the background of the project. An Impact Assessment that was carried out on how to mitigate the removal of the OCK VOR concluded that conducting an ACP under the guidance of CAP1781 was the preferred option as an interim measure before the FASI ACP is implemented.  ■ provided an overview of the Statement of Need that was submitted to the CAA.	

<p>■ mentioned that there is no need to break out the missed approach (MA) procedures as a standalone missed approach procedure as a MA is an integral part of every instrument approach procedure.</p> <p>■ asked for clarity on the meaning of “hybrid” RNAV substitution.</p> <p>■ and ■ clarified that the use of the word hybrid was the fact that there are numerous elements that are required for the implementation, ie., the missed approach procedures and the textural changes to the AIP charts.</p> <p>■ responded saying that “hybrid” could be interpreted differently to different stakeholders, therefore, the use of Hybrid should be removed.</p> <p>■ confirmed that the dependency of the procedures can be removed through the use of RNAV substitution and that it will require updates to other parts of the ACP, for example the charts as described in CAP1781.</p> <p>■ provided an overview of the options that were identified from the Impact Assessment and that the option to use the CAP1781 process was the preferred one.</p> <p>■ asked for clarification on the option in slide 6 “Replication of Initial Approach Procedures using new RNAV coding”. Following clarification, it was deemed appropriate to replace “new RNAV coding” with “new RNAV procedures” as coding can mean several different things.</p>	
<p><b>Item 3 – Issues or opportunities arising from proposed change</b></p> <p>The 5 year IFP review needs to be completed before the RNAV Substitution can be implemented, and the delivery of this is part of the critical path.</p> <p>■ requested some guidance on whether some of the elements, such as the RCF procedures can be pulled out and put into a separate plate and whether that can be considered under the periodic review or dealt with separately as part of the CAP1781 process.</p> <p>■ confirmed that the splitting out of the procedures will be done in separate charts and will be actioned as part of the periodic review. The words “RNAV substitution” will be placed on the AIP applicable charts due to the OCK VOR not being available.</p> <p>RNAV5 is not part of the CAP1781 process and will require formal CAA endorsement.</p> <p>■ agreed that RNAV5 is not recognised in the CAP1781 process, and that it should be discussed in specific cases. In the email approval of the Impact Assessment it was noted from the CAA that the proposal to use RNAV5 will be considered subject to an appropriate safety case being submitted.</p> <p>■ mentioned that the CAA is considering whether to expand CAP1781 to incorporate the introduction of the RNAV5.</p> <p>■ mentioned for the track keeping requirement, as Farnborough does not have this information, that a statement in the final submission explaining that as the procedures haven’t been flown in many years an assumption can be made that the aircraft would behave as they would have done. This will provide sufficient information about historical track data.</p>	

<p><b>Item 4 – Options to exploit opportunities or address issues identified</b></p> <p>█ provided a summary on the slide with no comments received.</p>	
<p><b>Item 5 – Provisional indication of the scale level and process requirements*</b></p> <p>█ confirmed that the level of the ACP will a Level 2C in accordance with the guidance set out in CAP1781. There will need to be some clarification around the RNAV1/RNAV5 issue.</p> <p>█ explained that the engagement requirements are set out in Chapter 6 of CAP1781.</p> <p>█ explained that for the environmental information, that the intention is that there should be no changes to tracks over the ground so no change to the environmental impact. A statement in the submission detailing that there should be no anticipated impact on noise preferential routes or adjacent procedures along with no impact on fuel burn or CO2 emissions will be sufficient.</p> <p><i>* When the sponsor submits their gateway materials for each Gateway at the agreed submission deadline, the period between this and the gateway decision will be an analysis by the CAA Airspace Regulatory team (Airspace Regulation) of the documentation submitted, for the purposes of making a recommendation to the CAA Gateway decision maker(s). In conducting the gateway assessment, the CAA is assessing the process employed and its compliance with the guidance stipulated within CAP 1616. It is not an assessment of the merits of the submission itself, which is reviewed at Stage 5 - Decision. We may request documentation from the sponsor that is referred to in the gateway submission but has not been provided as part of the Gateway submission materials. We may also request the sponsor to provide information by way of clarification relating to statements or assumptions made in the submission. Any further information sought by Airspace Regulation at this stage is for clarificatory purposes and is only for determining compliance with the CAP 1616 process.</i></p> <p><i>In any instance where a sponsor has not met the requirements of the process, we will inform them after the gateway decision and advise of next steps.</i></p> <p><i>Please note that <u>this text does not apply to airspace change proposals involving the sole implementation of RNP Instrument Approach Procedures (IAPs) without an Approach Control</u>, as Gateway Assessments are not required. Therefore, this text can be removed from the Assessment Meeting minutes.</i></p>	<p>█ to advise on RNAV5/RNAV1 outcome</p>
<p><b>Item 6 – Provisional process timescales*</b></p> <p>Farnborough are targeting:  Stretch Target 2 November (AIRAC 11/2023)  Target 30 November (AIRAC 12/2023)  Contingency 28 December (AIRAC 13/2023)</p> <p>█ advised that sufficient time will be required by the CAA to review and approve the ACP before the Sponsor Change Request Cut Off Data. CAP1616 suggests a 10 week review, however █ confirmed that the intention will be to make this considerably shorter.</p> <p>█ advised that with this in mind the target of AIRAC 11/2023 will be extremely challenging.</p> <p>█ advised that for the periodic review and if the splitting of the charts is going to go ahead, they need to be submitted an AIRAC earlier at least. █ wanted to emphasis the earlier they can be submitted for CAA review and approval would be beneficial, to allow the maximum amount of time to complete the approval process.</p> <p>█ asked whether it would be possible to bring forward the splitting of the initial approach segment from the instrument approach procedures to separate charts as an editorial change ahead of the periodic review.</p> <p>█ asked to discuss this separately outside of the meeting and for the CAA to come back with additional guidance.</p>	<p>█ to discuss how the periodic review can be submitted</p>

<p><b>Post Meeting Action</b></p> <p>█ stated that a timeline is normally agreed at this meeting but due to the outstanding questions on how quickly the periodic review can be submitted this cannot be confirmed. Once we have clarification on that then an agreed timeline can be decided between the Sponsor and Regulator</p> <p><i>* The timeline agreed may become subject to change by the CAA. This is because the Secretary of State for Transport has directed the CAA to prioritise RNP Instrument Approach Procedures (IAPs) without an Approach Control proposals; this may impact Airspace Regulation resource and consequently timelines.</i></p>	
<p><b>Item 7 – Next steps</b></p> <p>Engage with SMEs and Regulator with regards to the safety argument</p> <p>Engagement with Airspace users as part of CAP1781</p> <p>IFP Review – amend AIP documentation</p> <p>Conduct RNAV Substitution</p>	
<p><b>Item 8 – Any other business</b></p> <p>None</p>	

# ACTIONS ARISING FROM ACP-2023-023 FARNBOROUGH AIRPORT OCK VOR REMOVAL ASSESSMENT

Subject	Name	Action	Deadline
IFP Review		to discuss how the periodic review can be submitted	31/05/23
RNAV5/RNAV1		CAA to provide clarification around the RNAV1/RNAV5 issue	19/05/23
Timeline	Sponsor/CAA	Once RNAV5/RNAV1 issue clarified timeline to be agreed and confirmed	31/05/23

Farnborough Airport  
ACP Sponsor