

# CAP1616 Assessment Meeting

Trial of an RNP Approach to RWY 03 at Biggin Hill Airport

23rd October 2023

ACP-2023-075

# Introduction

- CAA
- Biggin Hill Airport



# Statement of Need (for discussion & review)



After a 10-year process, the last Airspace Change Process (ACP) for an Instrument Approach Procedure to Runway 03 was unsuccessful owing to failing to satisfy the CAA's statutory duty to maintain a high standard of safety as set out in CAP2500, Para 81 a-i.

Biggin Hill believe they have identified a new, innovative design solution which addresses many of the issues identified.

Biggin Hill considered commencing a new ACP for a permanent change but are concerned that they may be unable to provide sufficient evidence to demonstrate that all of the issues in Para 81 a-i of CAP2500 have been addressed, without more extensive, real-life operational testing of such a procedure. The risk of progressing through a lengthy and expensive Level 1 ACP to fail, again, at the last IFP Regulatory hurdle by means of largely subjective issues cannot be mitigated.

Biggin Hill therefore wish to progress an Airspace Trial to test an innovative new design solution through several months of live flight trials in variable, real-life meteorological conditions. Through extensive real-life flight trials to test performance and capture evidence we will be able to demonstrate to ourselves and CAA the extent to which the issues cited in CAP2500 materialise.

# Background Information



- Previous ACP was unsuccessful after a 10-year process.
- ACP was successful in a number of aspects:
  - It was in accordance with the AMS
  - The most efficient use of airspace would be secured
  - It considered the environmental requirements under CAP 725 and the Guidance on Environmental Objectives (2014).
  - It satisfied the requirements of operators and owners of all classes of aircraft
  - The interests of other persons has been taken into account.
  - The integrated operation of ATS has been facilitated
  - There were no impacts for national security
  - There was no impact on International obligations
- However, ACP was unsuccessful due to failing to satisfy the CAA's statutory duty to maintain a high standard of safety.

# Issues identified in previous ACP



- Issues raised by the CAA on the previous ACP are available at [CAP2500, para 81, a-i.](#)
- Some were tangible such as a non-compliant intermediate segment length. However, many were subjective such as:
  - “This design and its presentation will increase the workload for pilots in ensuring the IAP is understood and flown correctly”
  - “..there is no flexibility available should the many variables which can cause a procedure to breakdown occur”
  - “...will exacerbate the issues of pilot workload, interactions with other airspace users, and create possible conflicts in Class G”
  - “Workload will be increased for pilots arriving from outside of the UK, who are used to flying IAPs which are wholly contained within controlled airspace.”
- Simulator evaluations of flyability and low pilot workload in strong winds were presented, but not accepted by the CAA.

# Actions taken to address issues



- Biggin Hill have identified a new, innovative design solution to address many of the issues highlighted in CAP2500.
- However, we may be unable to provide sufficient evidence to demonstrate that the more subjective issues in Para 81 a-i of CAP2500 have been addressed, through ground simulation alone.
- More extensive, real-life operational testing of such a procedure would allow us to test performance and workload and capture evidence in order to demonstrate to ourselves and CAA the extent to which the issues cited in CAP2500 materialise.

# Provisional indication of scaling level and process requirements



- Biggin Hill would like to progress an Airspace Trial to test a PANS-OPS compliant RNP APCH Instrument Approach Procedure.
- The trial plan will detail the specific trial objectives.

# Provisional Timescales (CAP1616Ed4)



- Trial Plan to be submitted to the CAA end of Q1 2024.

# Proposed Stakeholder Engagement (CAP1616 Ed 4)



- Targeted engagement with aviation stakeholders
  - Biggin Hill operators
  - Adjacent airports and airfields
  - Other airspace users, including GA
  - ANSPs
- LHBA Consultative Committee will be kept informed of intent and progress.
- Full details will be part of the Trial Plan
- If the live trial is permitted, Biggin Hill will identify and inform the full range of stakeholder groups affected that the trial will be taking place and provide the necessary information regarding noise.
  - Local Authorities/Councils
  - Parish Councils
  - AONBs

# Next Steps & AOB



- Biggin Hill to draft Assessment meeting minutes and provide to the CAA for review.
- Biggin Hill to publish Assessment meeting minutes and materials on the CAA portal.
- CAA to confirm that Biggin Hill can commence writing the Trial Plan.