



DAP1916 - Statement of Need

Tracking Code: X59NLPY

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 - the title should be succinct and include a location (where appropriate)): *

London Oxford Airport - Instrument Approach Procedures - RWY01 and RWY19

2. Title of proposal

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

Permanent Temporary Trial

If known, please provide the ACP/PPR reference number (###-YYYY-NNN)

ACP-2023-033

Please provide your rationale for submitting a revised Statement of Need below: *

Clarification required following Assessment Meeting held on 2 November 2023 in which the CAA indicated that a new version of the Statement of Need should be published.

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) *

Oxford Aviation Services Limited

Registered Company Number

00630896

Trading Address (primary site)

Oxford Airport, Langford Lane, Kidlington

Trading name (if applicable)

Oxford Aviation Services Limited

E-mail

[Redacted]

Postcode

EC3V 3QQ

Registered Office Address

73 Cornhill, London

Country of Company Registration

United Kingdom

Country

United Kingdom

Postcode

OX5 1RA

Mobile Number (for Airspace Portal) *

[Redacted]

Email *

[Redacted]

Confirm Email *

[Redacted]

Do you require access to the CAA's Airspace Change Portal?

Telephone *

[Redacted]

Primary Point of Contact Name *

Website address

Additional Contacts

You can add up to 4 additional contacts (this is useful to ensure that periods of absence are covered)

Contact 1

Contact Name *

Do you require access to the CAA's Airspace Change Portal?

Telephone *

Mobile Number (for Airspace Portal) *

Email *

Confirm Email *

Contact 2

Contact Name *

Do you require access to the CAA's Airspace Change Portal?

Telephone *

Mobile Number (for Airspace Portal) *

Email *

Confirm Email *

— DELETE CONTACT

Contact 3

Contact Name *

Do you require access to the CAA's Airspace Change Portal?

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?

Statement of Need

Please complete the following four sections.

What is the objective of the proposed change? *

In response to customer demand and having regard to the changes set out in the recently published Airspace Modernisation Strategy (AMS), London Oxford Airport seeks to define new GNSS based instrument flight procedures along with suitable regulated airspace to protect them and to facilitate safer flight conditions for all airspace users.

Please provide a summary of the issue or opportunity this proposal is seeking to address including any safety, operational, technical, environmental or economic factors. *

London Oxford Airport currently serves commercial pilot training, helicopter maintenance and Business Aviation jet traffic; Business Aviation jet traffic has been steadily increasing, supported by our operational expansion in new hangars and Business Aviation jet terminal improvements. These Business Aviation jets range in size from relatively small Cessna Citation Mustang to Falcon 7X, GLEX, G7000, and 737 BBJ size aircraft and customers are requesting modern Instrument Flight Procedures.

ICAO requires airports to implement PBN procedures and the UK State has signed up to this intent. Hence, there is a requirement to develop such procedures and any required associated airspace in accordance with UK CAA containment policy for Instrument Flight Procedures.

In support of the AMS, London Oxford Airport plans to add instrument approach redundancy by developing RNP Instrument Approaches to both runway ends as part of rationalisation of NDB with the potential for RNAV Substitution as set out within CAP 1781, see Additional Information below; RNP's would require 5LNCs. This will potentially require the determination of new airspace volumes appropriate to reasonably protect the large passenger carrying business jet aircraft.

Airspace Safety

The aviation activity is safe utilising UK FIS which reduces the risks of the operation within Class G to as low as reasonably practicable (ALARP). Notwithstanding, the airport continues to seek an increase in aviation safety for all airspace users. Whilst the airport encourages aircraft transiting the area to contact ATC, the airport's ANSP has seen an increased number of conflicts in Class G airspace, including AIRPROX, TCAS RA, conflicts with non-transponding aircraft, and, particularly, in the number of controller interactions within the airspace to ensure that aircraft are deconflicted in accordance with UK FIS, this increases controller workload. This is due in part to an increase in the movements at the airport but also due to the number of aircraft transiting the area that are not communicating with ATC but are crossing or flying along the feathers which are marked on charts to indicate where IAPs are situated and where IFR aircraft are likely to be flying. In addition, there are several aircraft non-transponding and/or not showing on radar as these aircraft/gliders are travelling below the radar track threshold speed or are gliders thermalling; this is obviously an increased hazard that ATC is not able to mitigate and can only rely on 'See and Avoid'. Whilst within Class G pilots have the right not to have to speak to ATC, it would improve overall safety of the operation if they did. The establishment of a listening squawk has improved safety as more aircraft are selecting it, this enables ATC to make contact when needed reducing potential safety situations as the unknown aircraft becomes known and agreements can be reached. The airport would wish to encourage more pilots to make use of the listening squawk or, preferably, speak to ATC. To increase safety, there is also an intent to increase radar hours.

Airspace Efficiency / Reducing noise or other Environmental Impacts

The number of controller interactions due to unknown aircraft reduces efficiency as aircraft are vectored away from the unknown aircraft causing increased risk with aircraft spending longer within Class G and additional track miles with increased CO2 and noise. The airport would seek to increase the number of aircraft communicating with ATC to reduce the number of controller interactions needed and thereby reducing the track miles flown.

New Infrastructure

The airport has seen multiple developments over the last two years with more planned. These include a full-length taxiway to the RW19 Threshold, new business jet hangarage with more planned, a new Fire Station with permanent CAT 6, a self-serve AVGAS facility, a significant increase in Jet A1 capacity, and a new Airbus Helicopter facility (under development to be operational late summer 2024).

Increased Movements

There have been increased movements at the airport, see below for description of the current prevailing air traffic situation. There is an intent to continue to drive towards more Business Aviation Traffic.

Change in Legislation

It is not yet known whether the AMS will introduce any change in legislation. However, the change to ICAO FIS and the removal of the ATZ may impact on operations within Class G as carried out safely today.

New Operators

There have been expressions of interest from Operators to operate regional transport links from Oxford Airport. This would involve the commencement of small-scale Commercial Air Transport (CAT) operations at the airport. Whilst CAT currently operates within Class G where the AOC holder deems it safe, the AMS may require greater alignment with ICAO and controlled airspace may be needed to facilitate this type of operation. We need to understand what the airspace requirements for CAT are from the CAA regarding ICAO and the AMS before we can decide whether such operations are viable or not. In addition, Oxford County Council has a plan for an integrated Transport Hub to be located on the western side of the airport. This could produce increased demand from new operators.

Please provide a description of the current airspace design (i.e. the airspace structure and flight procedures) relevant to this proposal. *

The current airspace lies within uncontrolled Class G airspace with an ATZ of 2NM and up to 2000ft which provides the only protection; the main mitigation to the safe operation is UK FIS provided by Oxford Airport's Air Traffic Controllers that makes the procedures ALARP as IFR and VFR aircraft can be vectored and sequenced into/from the airport. Approaches to Runway 01 and some departures from Runway 19 require access through RAF Brize Norton's Class D airspace, that adjoins the ATZ to the south, that is facilitated through an extant Letter of Agreement. The airport has Instrument Flight Procedures: an NDB and ILS to Runway 19 and an NDB to Runway 01. However, some newer Business Aviation jet and helicopter traffic are no longer equipped to fly an NDB approach; Runway 19 is currently the only runway served by a precision Instrument Approach, an ILS, which is also used to recover instrument traffic with a tailwind where the pilot requests.

Please provide a description of the current prevailing air traffic situation (i.e. frequency and number of movements) and an indication of estimated forecast growth (where applicable). *

In 2022, London Oxford Airport was the 5th (of 44) busiest airport in the UK Business Aviation market. The airport is served by ATC with Radar (within core hours of 08:00 to 18:00), but within Class G.

The frequency and number of movements taken from the Official CAA Statistics are:

Year	2018	2019	2020	2021	2022
Total	38529	47026	45364	65265	72978
% Increase	22.05%	-3.53%	43.87%	11.82%	

In January 2022, the airport gained approval to provide permanent Rescue and Fire Fighting Category 6, within published operating hours, and this has attracted more larger jet movements that we anticipate will continue to slowly increase. Overall movements for 2023, particularly VFR, will be fewer than 2022 owing to both the relocation of some based-flight school aircraft to a 'fair weather base' in Spain and the poor weather at the beginning of the year.

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

Regarding the CAP1781 "DVOR / DME / NDB Rationalisation - RNAV Substitution" above. If there is an intent to withdraw the HON VOR, alternative arrangements will be required as the ILS to RW19 utilises a "DIRECT ARRIVAL VIA VOR HON R150".

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)

We are aware that RAF Brize Norton has submitted an ACP. Whilst these two ACPs are separate, there will have to be a close coordination between the two ACPs owing to the impact on each other.

SUBMISSION INSTRUCTIONS

Submission

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

Date and Time:

16 Nov 2023 2:23:56 PM

Application Submission Number:

DAP1916V2-938

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 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
- DECIDE Gateway
- 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 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.