



London Biggin Hill Airport

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Harston Mill, Royston Road Harston, Cambridge CB22 7GG
01172 422533 / enquiries@ospreycl.co.uk
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1 London Biggin Hill Airport 21 RNAV ACP

1.1 Introduction

This Consultation Response Document summarises all responses received during the consultation, which was carried out by London Biggin Hill Airport (LBHA), in order to manage the development of airspace change options for the proposed new Instrument Approach Procedure (IAP) for aircraft arriving at LBHA.

Introducing a new IAP, which includes the Missed Approach Procedure (MAP), will ensure the continued availability of approach procedures, when older navigation methods are no longer available. The new procedure will follow the existing approach path, and the proposed change will not be discernible from the ground.

This Airspace Change Proposal (ACP) does not discuss or consult upon any of the following:

- The establishment of Controlled Airspace.
- An increase in aircraft types, numbers, or environmental impacts.
- Increasing Airport Operating hours.
- Airport expansion.
- The Future Airspace Strategy Implementation – South, which is a much larger ACP involving all the major airports in the South of England, including Biggin Hill.

This ACP deals solely with proposed airspace solutions related to ensuring the continued availability of approaches at LBHA when older navigation methods are no longer available.

This document is prepared according to the regulatory requirements of the UK Civil Aviation Authority (CAA) for changing airspace design detailed in Civil Aviation Publication CAP 1616 and presents the output of Stage 4A of the Airspace Change Process. The aim of this document is to provide feedback to all consultees by summarising key messages and concerns from the responses received during the consultation.

2 Consultation

2.1 Introduction

LBHA, have completed a consultation focused on introducing a new satellite-based Area Navigation IAP, called an RNAV approach, which will endeavour to mimic the existing Instrument Landing System (ILS) approach procedure.

The current existing IAP and associated MAP will shortly be removed from use at Biggin Hill, as the navigational facilities on the ground that are used are reaching the end of their life, so will no longer be available. The existing procedures need to be replaced with modern procedures (based on satellites), to ensure that resilience is maintained. These procedures should also be designed to ensure that they can be integrated into UK airspace, which is currently in the process of being modernised to incorporate new technologies, such as satellite navigation.

The introduction of an RNAV Approach will meet the requirements of the CAA Airspace Modernisation Strategy (AMS) and will remove dependency on ground-based navigation equipment which is currently being phased out in the UK.

The Consultation Strategy Document describes the focus of the consultation including previous engagement activities completed, the audience of the consultation and justification behind the consultation strategy. The Consultation Strategy Document, along with all the documents from the previous stages of the airspace change process, can be found on the CAA Airspace Change Portal:

[Airspace change proposal public view \(caa.co.uk\)](https://caa.co.uk/airspace-change-proposal-public-view)

2.2 Consultation

2.2.1 Consultation Launch

The consultation commenced on Monday 11th September 2023 and closed on Monday 9th October 2023; a period of four weeks. The consultation was conducted through the CAA online consultation hub, Citizen Space, which included an overview of the proposed changes, the consultation document available for download and an online response questionnaire which allowed stakeholders to submit feedback. The Consultation Document also contained a copy of the response questionnaire, which stakeholders could download and print, or request the response questionnaire from us, to return via post. The Response Questionnaire with the list of questions used in the online portal can be found in Appendix A1.

2.2.2 Consultation Stakeholders

A list of stakeholders was identified who specifically engaged for this consultation. These were primarily broken down into 'Aviation' and Non-aviation stakeholders as per the list below. A full list of the stakeholders is provided in Appendix A2 of this document.



Aviation Stakeholders:

- LBHA Operators
- NATMAC (National Air Traffic Management Advisory Committee) Members
- Adjacent Airports/ANSP's
- LBHA Airport Consultative Committee
- LBHA Safety and Noise Review Board
- Light Aviation Steering Group.

Non-Aviation Stakeholders:

- Regional and Local Authorities
- Town and Parish Councils
- National Environmental Stakeholders
- Members of Parliament
- Other organisations/Consultees.

Although the consultation targeted the stakeholders described above, the consultation was not exclusive to that list. Any individual or organisation from any geographical location could submit a response.

2.2.3 Consultation Notifications

A series of emails were sent to stakeholders to launch the consultation and to provide a reminder of the consultation deadline. The emails also contained details of the in-person and virtual consultation events.

The following emails were issued:

Date	Communication
Monday 8 th September 2023	Consultation Launch
Friday 25 th September 2023	Deadline Reminder

Table 1 – Email Notifications

The text contained in the emails can be found in Appendix A3.

2.2.4 Consultation Materials

Details of the consultation, including a link to the CAA Airspace Change portal and details of consultation events, were shared on LBHA's website and social media channels. Notices posted on the LBHA website and social media channels remained available throughout the consultation period and were followed by a notice stating that consultation had closed.

The virtual consultation sessions presented information taken from the Consultation Document as a series of slides. The same slides were produced as exhibition boards and were created for use at the in-person events. Copies of the exhibition boards can be found in Appendix A4.



2.2.5 Consultation Events

As notified in the Consultation Document, and promulgated in the online and media articles, the following list of both in-person and virtual consultation events were held:

In-Person Public Sessions (All Biggin Hill):

- Thursday 21st September 2023, 1200 - 1400
- Thursday 21st September 2023, 1600 - 1800
- Thursday 21st September 2023, 1900 - 2100
- Tuesday 3rd October 2023, 1200 - 1400
- Tuesday 3rd October 2023, 1600 - 1800
- Tuesday 3rd October 2023, 1900 - 2100

A total of 3 individuals attended the in-person sessions on Thursday 21st September and 12 attended the in-person sessions on Tuesday 3rd October.

Virtual consultation sessions were also held online on the following dates via the project website:

- Wednesday 20th September 2023, 10am – 12pm
- Wednesday 27th September 2023, 10am – 12pm

The virtual session on Wednesday 20th September had 5 participants and 11 participants joined the session on Wednesday 27th September.

3 Summary of Consultation Responses

3.1 Introduction

A total of 27 responses were received during the consultation period. All responses were submitted via the online portal. There were no postal responses.

Of the 27 responses, 12 responses were from organisations and 15 were received from individuals. Responses were received from the following organisations:

- Ministry of Defence
- NATS Nerl plc
- RAF Kenley
- Surrey Hills Gliding Club
- London Borough of Bromley Council
- Tatsfield Parish Council
- Woldingham Parish Council
- Farnborough Park Estate Ltd.
- Crofton Residents Association
- Oakfield Lane Residents Association
- Flightpath Watch Ltd. (2)

All of the responses have been considered and included in this document.

8 responses support the proposed changes, 13 objected, 5 were neutral and 1 provided No Comment.

3.2 Categorisation of Consultation Responses

Following the consultation period, CAP 1616 requires the change sponsor to carry out a fair, transparent, and comprehensive review and categorisation of the consultation responses. The responses have been reviewed and categorised into those that present information that may lead to a change in the design and those that could not, including those raising issues which are outside the change sponsor's control. The Step 3D – Categorisation of Consultation Responses document was submitted and accepted by the CAA in December 2023, which completed Stage 3 of the CAP 1616 Airspace Change process. This document is available to be viewed on the CAA Airspace Change portal at the following address:

[Biggin Hill Airport Ltd RNAV \(GNSS\) Runway 21 ACP](#)

3.3 Additional Consultation Responses Information

Regardless of whether or not a consultation response contained information that may have led to a change in the design, additional relevant information may have been contained within the response. This additional information is captured in the tables below for each response, including any actions or considerations arising.



3.3.1 Responses Which May Impact the Final Proposal

Table 2 – Responses Which May Impact the Final Proposal

Responses which may impact the final proposal - the content of the response has the potential to impact on the proposal; it contains ideas that could lead to an adaptation in a lead design option:					
Serial	Response ID	Response Summary	LBHA Response/Action	Response Theme	Any Relevant Considerations/Feedback
1	730479994	This consultation only covers those pilots using the instrument approach procedure. My concern living in Keston Village is those pilots using the visual approach to land on runway 21. These pilots, fly low and overhead and do disturb us.	No new information or suggestions relevant to the design of the proposed airspace solution.	Noise	As stated in the response, this consultation is only concerned with the introduction of a new Instrument Approach Procedure (IAP) and does not consult on the impact of aircraft carrying out a visual approach at the airport. Any concerns of this nature should be directed to the relevant airport authority.
		The pilots using the ILS will, when weather conditions are suitable, break away from the ILS towards the NW and follow a visual route to land on runway 03. The increase in much larger aircraft over recent years has made this procedure very disruptive particularly for Keston residents. Large aircraft fly low over our homes with power on as they approach the 180 degree turn to land.		Noise	The introduction of an Instrument Approach Procedure to Runway 03 should mitigate this issue. LBHA continue to investigate the introduction of an IAP to Runway 03.



Responses which may impact the final proposal - the content of the response has the potential to impact on the proposal; it contains ideas that could lead to an adaptation in a lead design option:					
Serial	Response ID	Response Summary	LBHA Response/Action	Response Theme	Any Relevant Considerations/Feedback
		It would be most helpful if the flight track for the missed approach procedure could replicate that used for aircraft taking off towards the South from 03 and route aircraft over the middle of the runway. This minor alteration would be welcome by residents in Keston.	Potential changes to the MAP are being actively investigated and considered by LBHA to route aircraft through the airport overhead when executing the procedure.		
2	1065470520	Arrivals to Rwy 21 will not have any impact on RAF Kenley operations.	No new information or suggestions relevant to the design of the proposed airspace solution.	Impact	N/A
		<p>The only impact will be missed approaches; however, if aircraft stick to the green line of the MAP, there should be minimal impact. As long as the MAP limiting arc for 4 DME remains, I would be content.</p> <p>The MAP just needs to remain clear of RAF Kenley by 2NM and up to the London TMA, to have no impact.</p>	Potential changes to the MAP are being actively investigated and considered by LBHA. Remaining clear of RAF Kenley will be considered in any changes that are made to the MAP.		



Responses which may impact the final proposal - the content of the response has the potential to impact on the proposal; it contains ideas that could lead to an adaptation in a lead design option:

Serial	Response ID	Response Summary	LBHA Response/Action	Response Theme	Any Relevant Considerations/Feedback
3	867915248	Biggin Hill Airport is only 2 miles away from very densely populated areas, which are overflowed at about 1000ft. The new, much larger type of aircraft that the airport has attracted since the increase in operating hours was granted by Bromley Council in 2016, has made life difficult for local residents.	No new information or suggestions relevant to the design of the proposed airspace solution.	Noise	This consultation is only concerned with the introduction of a new IAP. The introduction of this new procedure will not change the type of aircraft that will operate at the airport. The respondent's location is inside the final descent point for both the existing and proposed instrument approach procedure; therefore there is expected to be no change to aircraft parameters in this location as a result of implementing the new procedure over current operations.

Responses which may impact the final proposal - the content of the response has the potential to impact on the proposal; it contains ideas that could lead to an adaptation in a lead design option:

Serial	Response ID	Response Summary	LBHA Response/Action	Response Theme	Any Relevant Considerations/Feedback
		During Phase Two of this consultation, we were given the hope that this opportunity would be used to increase the gradient of descent so that aircraft would stay higher for longer. This does not appear to have been followed through and we want to remind BHAL and the CAA that residents were relying on it.		Noise	The opportunity to increase the descent gradients of the approach procedures, to 3.2° or 3.5°, were considered at Stage 2 and were rejected. There was the possibility that a 3.5° approach angle would be unavailable during the summer months due to the impact that temperature has on the glideslope angle of a PBN approach. This means that the Statement of Need requirement would not be met, and hence this option was rejected. It was considered that a 3.2° descent gradient of the approach procedures would not show any impact on the annual noise contour survey due to the small number of aircraft that are likely to fly this procedure. Any small noise reduction because of a few aircraft being slightly higher were considered to not be discernible to the human ear, hence this option was also rejected.
		The MAP procedure could be kept tighter, to be closer to the Noise Preferential Route from R21, that was devised to keep aircraft away from residential areas at the North of the airport and that is too often disregarded.	Potential changes to the MAP are being actively investigated and considered by LBHA and the respondent's comments will be considered in any changes made to the MAP.		



Responses which may impact the final proposal - the content of the response has the potential to impact on the proposal; it contains ideas that could lead to an adaptation in a lead design option:

Serial	Response ID	Response Summary	LBHA Response/Action	Response Theme	Any Relevant Considerations/Feedback
4	146012621	<p>Residents below BHAL airport flightpaths wish to ensure maximum health and safety conditions at all times.</p> <p>Noise and pollution on the ground of aircraft flying over along approaches and take offs to and from the airport are also of vital importance to residents below.</p> <p>Any airspace change must consider these aspects comprehensively to minimise noise and pollution.</p> <p>This proposal appears to maintain the same flight approach routings as current.</p>	No new information or suggestions relevant to the design of the proposed airspace solution.	Environmental	The new approach will only be utilised on the rare occasion that radar vectors are not available from Thames Director to position aircraft onto the ILS. There will be no discernible change in the impact of noise or emissions because of implementing this new procedure.

Responses which may impact the final proposal - the content of the response has the potential to impact on the proposal; it contains ideas that could lead to an adaptation in a lead design option:					
Serial	Response ID	Response Summary	LBHA Response/Action	Response Theme	Any Relevant Considerations/Feedback
		However, what is vital to residents on the ground is that these flightpaths respect the noise sensitive areas (NSA's) marked on BHAL contract documents with Bromley Council as landlord. Aircraft landing and taking off from the airport, and to include any missed approach procedure routes, must avoid these agreed NSA's. Pilots need to be aware of NSA's and use them at all times except in emergency/safety situations.	Potential changes to the MAP are being actively investigated and considered by LBHA and the respondent's comments will be considered in any changes made to the MAP.		
5	110556959	I understand the proposals are to replace existing obsolete navigation systems and are to improve and maintain safety. As such they are what I expect a responsible airport to undertake.	No new information or suggestions relevant to the design of the proposed airspace solution.	Safety	There are no specific safety risks associated with implementing the new procedure. It is expected to maintain or enhance current levels of safety at the airport.
		I understand that the proposals will not affect the conditions on the ground in respect of noise and pollution which already exist to the detriment of residents below the flightpaths.		Environmental	The new approach will only be utilised on the rare occasion that radar vectors are not available from Thames Director to position aircraft onto the ILS. There will be no discernible change in the impact of noise or emissions because of implementing this new procedure.



Responses which may impact the final proposal - the content of the response has the potential to impact on the proposal; it contains ideas that could lead to an adaptation in a lead design option:					
Serial	Response ID	Response Summary	LBHA Response/Action	Response Theme	Any Relevant Considerations/Feedback
		It would be beneficial if aircraft observe the noise preferential zones agreed between Biggin Hill airport and their landlord, The London Borough of Bromley.	Potential changes to the MAP are being actively investigated and considered by LBHA and the respondent's comments will be considered in any changes made to the MAP.		
6	662191497	<p>We understand and support the need for a new Instrument Approach Procedure which includes the Missed Approach Procedure (MAP) to ensure the continued availability of approaches, when older navigation methods are no longer available.</p> <p>The new procedure proposing to introduce a new satellite-based Area Navigation Instrument for both Approach and Missed Approach Procedures on the same chart is the favoured option as the full satellite-based approach requires minimal pilot self-navigation. We assume this should increase both consistency and safety of the procedures.</p>	No new information or suggestions relevant to the design of the proposed airspace solution.	Safety	There are no specific safety risks associated with implementing the new procedure. It is expected that the introduction of this procedure will maintain or enhance current levels of safety at the airport.



Responses which may impact the final proposal - the content of the response has the potential to impact on the proposal; it contains ideas that could lead to an adaptation in a lead design option:					
Serial	Response ID	Response Summary	LBHA Response/Action	Response Theme	Any Relevant Considerations/Feedback
		We question why the proposed MAP is so close to Woldingham Garden Village and ask for consideration for this to be extended out to the M25 to avoid both populated and high points in the area. We also ask for consideration as to whether the planes could be higher on proposed MAP route for both reasons outlined above - populated area and topography as higher points in the area.	Potential changes to the MAP are being actively investigated and considered by LBHA and the respondent's comments will be considered in any changes made to the MAP.		
7	844632602	While it is understood that the changes proposed here would relate to a relatively low number of movements in the context of total airport movements, Bromley Council contend that any changes to airport procedures should prioritise reducing the impact of noise on residents under the flightpath, regardless of how substantial this effect would be.	No new information or suggestions relevant to the design of the proposed airspace solution.	Noise	The new approach will only be utilised on the rare occasion that radar vectors are not available from Thames Director to position aircraft onto the ILS. There will be no discernible change in the impact of noise as a result of implementing this new procedure.



Responses which may impact the final proposal - the content of the response has the potential to impact on the proposal; it contains ideas that could lead to an adaptation in a lead design option:

Serial	Response ID	Response Summary	LBHA Response/Action	Response Theme	Any Relevant Considerations/Feedback
		<p>Of primary concern with the proposals is the route proposed for the Missed Approach Procedure. The proposed route goes through the Warlingham/Woldingham Noise Sensitive Area (NSA) and then travels east to the north of the airport, before travelling north-east through a substantial section of the NSA around Green Street Green.</p> <p>This route should be altered to reduce disruption to residents by avoiding built up areas. Primarily, as aircrafts travel back east past the north of the airport, it is paramount that built up areas are avoided.</p> <p>There seem to be a number of options for the exact line to achieve this. One option may be travelling directly over the airport. Regardless of the route selected, this should avoid any NSA by a reasonable margin and not turn north until clear of the Orpington and Farnborough NSA, most probably by travelling over the Pratts Bottom Nature Reserve.</p>	<p>Potential changes to the MAP are being actively investigated and considered by LBHA and the respondent's comments will be considered in any changes made to the MAP, including routing aircraft through the airport overhead when executing the procedure.</p>		



Responses which may impact the final proposal - the content of the response has the potential to impact on the proposal; it contains ideas that could lead to an adaptation in a lead design option:

Serial	Response ID	Response Summary	LBHA Response/Action	Response Theme	Any Relevant Considerations/Feedback
		<p>The Council also has concern with the proposed Instrument Approach Procedure Option PE. This is due to the section of the approach between IF and FAF 1800 in Figure 10, which results in movements over more built-up areas around St Paul's Cray compared to the approach in Option 2A and 2AD which should be preferred, as these routes take aircrafts slightly further west at these points, likely over Scadbury Nature Reserve. The Council's preference between these two options would be Option 2AD.</p>	No new information or suggestions relevant to the design of the proposed airspace solution.	Noise	The new approach will only be utilised on the rare occasion that radar vectors are not available from Thames Director to position aircraft onto the ILS. The area mentioned in the response is currently overflowed by aircraft receiving radar vectors from Thames Director when arriving at the airport. There will be no discernible change in the impact of noise because of implementing this new procedure.
		<p>In general, the Council would also support the use of 'fly higher for longer' for approaches in order to reduce the impact for residents under the flightpath, although I note that this is not clearly mentioned in the current consultation.</p>		Noise	



3.3.2 Responses Which Do Not Impact the Final Proposal

Table 3 – Responses Which Do Not Impact the Final Proposal

Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:					
Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
1	630456373	Supports Option PE + Option 9 No response rationale.	No new information or suggestions relevant to the design of the proposed airspace solution.	Support	N/A
2	138142248	It all depends on whether or not this will mean more and bigger aircraft will be able to land. There are definitely more planes bigger and noisier too.	No new information or suggestions relevant to the design of the proposed airspace solution.	Noise	Introduction of this new procedure will not change the type of aircraft that will operate at the airport. There will be no discernible change in the impact of noise because of implementing this new procedure.
		The increased pollution and aviation fuel smells are terrible in places.		Environmental	There will be no discernible change in the environmental impact because of implementing this new procedure.



Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:					
Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
3	574466885	No preference. No response rationale.	No new information or suggestions relevant to the design of the proposed airspace solution.	Support	N/A
4	849332851	This ACP has negligible impact on wider MOD operations. However, RAF Kenley will reply outside of this feedback as they may have impacts and opinions that they wish to communicate to the Sponsor.	No new information or suggestions relevant to the design of the proposed airspace solution.	Impact	N/A
5	427005518	Biggin Hill Airport is an important part of the economic sustainability of the area. It provides valuable local employment for a wide range of local people. It's important that we as local residents support the airport as without it our young people will have reduced access to well paid jobs, local suppliers will lose business and in the worst case scenario we will be left with a gigantic brownfield site that would inevitably be a huge housing development.	No new information or suggestions relevant to the design of the proposed airspace solution.	Other	N/A



Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:					
Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		My understanding of the new approach system is that it won't increase traffic, won't increase noise but will increase safety and reliable operations. To put it simply: "what's not to like?".		Safety	N/A
6	981166983	With the Gliding Club just beyond the turning circle for the aborted landing it was good to see no substantial changes to that part of the plan.	No new information or suggestions relevant to the design of the proposed airspace solution.	Neutral	N/A
7	519159277	Do not support either option. No response rationale	No new information or suggestions relevant to the design of the proposed airspace solution.	Object	N/A



Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:					
Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
8	549846351	The proposed changes to IFR really fit the bill for today's technology. I think it will also be easier for ATC resource management to better control aircraft within Biggin Hill airspace.	No new information or suggestions relevant to the design of the proposed airspace solution.	Support	N/A
9	614409739	LBHA have, throughout the lifetime of this ACP, maintained positive and proactive engagement with NERL as a significant stakeholder and service provider. Following the positive working arrangement LBHA have adjusted their design to ensure that the integration of IFR traffic flows for both LBHA and London City Airport remain as least as effective as they are now, ensuring that some independence (during westerly operations) is maintained. LBHA preferred option, PE, is in the opinion of NERL, the only option that ensures the continued safe and effective integration of IFR traffic in this area and, for the majority, reflects how aircraft are tactically managed in the current operation.	No new information or suggestions relevant to the design of the proposed airspace solution.	Safety	The respondent acknowledges that the preferred option is the only option that ensures the continued safe and effective integration of IFR traffic in this area.

Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:					
Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		With regards to the proposed missed approach, it is acknowledged that the procedure positions aircraft to the north of the airport, where as traditionally these aircraft would have routed overhead. It is understood that this is required due to procedure design limitations and upon assessment, NERL is content that this is compatible with the current operation.		Impact	Although the respondent is content with the design of the MAP as presented in the Consultation Document, because of other consultation responses, changes to the MAP are being actively investigated and considered by LBHA in order to route aircraft through the airport overhead when executing the MAP.
10	463243555	Reference to ACP-2019-86 Consultative Document identifies that the NATS device is to be removed but there is no confirmation or discussion demonstrating that NATS have agreed that it can be removed.	No new information or suggestions relevant to the design of the proposed airspace solution.	Other	The ground based DVOR navigation equipment is owned by National Air Traffic Services (NATS Ltd) and is due to be removed as part of a national programme of decommissioning, approved by the CAA. In the short term, the life of the BIG VOR has been extended under a contractual agreement between LBHA and NATS; however, paucity of spares will result in this equipment being removed in the long term.

Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		Route options 2A and 2AD show a northerly loop whereas Option PE shows a shorter in bound route. CRA residents are already subjected to intolerable Noise intrusion and those under the flightpath are unable to enjoy their outside space. ACP-2019-86 does not make it clear what impact these options will have on Noise under the flightpath. We believe that Option PE, being a shorter route, would impact to a greater extent. We would prefer aircraft to stay higher for longer or better still choose a route other than flying over densely populated residential areas.		Noise	<p>The new approach will only be utilised on the rare occasion that radar vectors are not available from Thames Director to position aircraft onto the ILS. There will be no discernible change in the impact of noise because of implementing this new procedure.</p> <p>The respondent's location is inside the final descent point for both the existing and proposed procedures; therefore, there will be no expected change to aircraft parameters in this location because of implementing the new procedure over current operations.</p>
		<p>CRA residents have already suffered a huge disappointment in the recent refusal for the use of R03. There are no definitive timescales for this to be implemented. It was promised in 2015 in exchange for increased operating hours.</p> <p>To agree any changes which could result in increased noise would be totally unacceptable.</p>		Noise	<p>There will be no discernible change in the impact of noise because of implementing this new procedure.</p> <p>The introduction of an Instrument Approach Procedure to Runway 03 should mitigate this issue. LBHA will continue to investigate the feasibility of the introduction of an IAP to Runway 03.</p>



Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:					
Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
11	503065336	I wholeheartedly support the modernisation of the IAP. It will be safer and more reliable based on satellite technology. I also support the MAP to assist pilots in bad weather etc.	No new information or suggestions relevant to the design of the proposed airspace solution.	Support	N/A
12	109244536	The current IAP is soon to be removed because the current facilities on the ground are outdated. The new satellite system will be more reliable and will make the airport more resilient. The result will be safer for pilots and there will be no noticeable difference as far as our residents in Tatsfield are concerned. Approach routes into the airport will not change. However, the new MAP procedure which will also be safer for pilots suggests 3 different routes on approach, we would support the straighter PE + Option 9.	No new information or suggestions relevant to the design of the proposed airspace solution.	Support	N/A

Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		We have been concerned about hostile comments apparently made by some residents, particularly those north of the airport. We were pleased to see the airport emphasising the fact that this consultation is not about an increase in aircraft types or numbers, or an increase in operating hours or airport expansion generally. It is about safety and replacing an outdated system.		Other	N/A
13	868872458	Reference to ACP-2019-86 Consultative Document identifies that the NATS device is to be removed but there is no confirmation or discussion demonstrating that NATS have agreed that it can be removed.	No new information or suggestions relevant to the design of the proposed airspace solution.	Other	The ground based DVOR navigation equipment is owned by National Air Traffic Services (NATS Ltd) and is due to be removed as part of a national programme of decommissioning, approved by the CAA. In the short term, the life of the BIG VOR has been extended under a contractual agreement between LBHA and NATS; however, paucity of spares will result in this equipment being removed in the long term.

Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
		Route options 2A and 2AD show a northerly loop whereas Option PE shows a shorter in bound route. As residents we are already subjected to intolerable Noise intrusion and being under the flightpath are unable to enjoy their outside space. ACP-2019-86 does not make it clear what impact these options will have on Noise under the flightpath. We believe that Option PE, being a shorter route, would impact to a greater extent. We would prefer aircraft to stay higher for longer or better still choose a route other than flying over densely populated residential areas.		Noise	<p>The new approach will only be utilised on the rare occasion that radar vectors are not available from Thames Director to position aircraft onto the ILS. There will be no discernible change in the impact of noise because of implementing this new procedure.</p> <p>The respondent's location is inside the final descent point for both the existing and proposed procedures; therefore, there will be no expected change to aircraft parameters in this location because of implementing the new procedure over current operations.</p>
		<p>As a Crofton resident we have already suffered a huge disappointment in the recent refusal for the use of R03. There are no definitive timescales for this to be implemented. It was promised in 2015 in exchange for increased operating hours.</p> <p>To agree any changes which could result in increased noise would be totally unacceptable.</p>		Noise	<p>There will be no discernible change in the impact of noise because of implementing this new procedure.</p> <p>The introduction of an Instrument Approach Procedure to Runway 03 should mitigate this issue. LBHA continue to investigate the feasibility of the introduction of an IAP to Runway 03.</p>

Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
14	512235558	Strongly object to Option PE as I believe this could mean that aircraft will arrive lower and faster and there I understand there would be no restrictions on the amount of aircraft coming in. As I am on the Flightpath that's the last thing I want as it's bad enough already.	No new information or suggestions relevant to the design of the proposed airspace solution.	Noise	The respondent's location is inside the final descent point for both the existing and proposed procedures; therefore, there will be no expected change to aircraft parameters in this location because of implementing the new procedure over current operations.
15	60754887	I object to Option PE as I understand it could result in incoming aircraft flying lower and faster into Biggin Hill and as I live on the flight path this will negatively affect my quality of life and enjoyment of my garden. I also understand that there would be no restriction on the number of aircraft arriving. The air traffic going over our house has become more frequent and the size of the jets has increased so that for the last two years the noise has become significant and impacted upon the enjoyment of our home. Whilst in the garden when a jet flies over we have to stop talking. Any increase would be intolerable.	No new information or suggestions relevant to the design of the proposed airspace solution.	Noise	<p>This change is required to replace an existing conventional approach procedure which utilises old navigational aids that are due to be removed from service due to paucity of spares. This change is not about expanding the airport capacity and increasing number of aircraft using the airport.</p> <p>The respondent's location is inside the final descent point for both the existing and proposed procedures; therefore, there will be no expected change to aircraft parameters in this location because of implementing the new procedure over current operations.</p>

Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
16	492061317	There is no requirement for this change other than BHAL wish to alter the current flight path and increase the number of aircraft that use the airport.	No new information or suggestions relevant to the design of the proposed airspace solution.	Other	This change is required to replace an existing conventional approach procedure which utilises old navigational aids that are due to be removed from service due to the paucity of spares. This change is not about expanding the airport capacity and increasing number of aircraft using the airport.
17	993289219	<p>Those of us living below the existing flight path of incoming flights to runway 21 have seen a 25-30% increase in traffic over the past 3 years. The noise and pollution from these aircraft is already intolerable and the essence of this proposal is that traffic will increase on this route.</p> <p>I have absolutely no faith in anything BHAL or Bromley BC state with respect to the protection of citizens living below the approach to runway 21 from noise or air pollution. It is obvious that profit will once again take priority over our health and well-being.</p>	No new information or suggestions relevant to the design of the proposed airspace solution.	Environmental	<p>This change is required to replace an existing conventional approach procedure which utilises old navigational aids that are due to be removed from service due to the paucity of spares. This change is not about expanding the airport capacity and increasing number of aircraft using the airport.</p> <p>The respondent's location is inside the final descent point for both the existing and proposed procedures; therefore, there will be no expected change to aircraft parameters in this location as a result of implementing the new procedure over current operations.</p>

Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:					
Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
18	998853654	Air traffic significantly increased after the pandemic lockdown. In the last consultation we were promised the approach to runway 21 landings would be varied to offset this increase and the disruption that it inevitably caused, but this proposal says runway 21 would be the only approach. We lived here happily for 19 years but in the last 2 years the noise from larger and more frequent aircraft has been unbearable and many of them appear to be flying much lower than the agreed height.	No new information or suggestions relevant to the design of the proposed airspace solution.	Noise	<p>This change is required to replace an existing conventional approach procedure which utilises old navigational aids that are due to be removed from service due to the paucity of spares. This change is not about expanding the airport capacity and increasing number of aircraft using the airport.</p> <p>The respondent's location is inside the final descent point for both the existing and proposed procedures; therefore, there will be no expected change to aircraft parameters in this location as a result of implementing the new procedure over current operations.</p>
19	656472973	<p>The issue is option PE gives a shorter in bound route, aircraft could arrive lower and faster and there is no restriction to the amount that can arrive.</p> <p>Seems BHAL are being economical with the motivation behind the change air restrictions.</p>	No new information or suggestions relevant to the design of the proposed airspace solution.	Noise	<p>This change is required to replace an existing conventional approach procedure which utilises old navigational aids that are due to be removed from service due to the paucity of spares. This change is not about expanding the airport capacity and increasing number of aircraft using the airport.</p> <p>The respondent's location is inside the final descent point for both the existing and proposed procedures; therefore, there will be no expected change to aircraft parameters in this location because of implementing the new procedure over current operations.</p>

Responses which do not impact the final proposal - the content of the response does not include new information or ideas that could lead to an adaptation in a lead design option or a new design option:

Serial	Response ID	Response Summary	Why the proposal is not impacted	Response Theme	Any Relevant Considerations/Feedback
20		Option PE appears to allow BHAL more freedom (without interfering with LCY airport airspace). There is nothing in the document to suggest that planes won't fly in lower or faster or at increased levels.	No new information or suggestions relevant to the design of the proposed airspace solution.	Noise	<p>This change is required to replace an existing conventional approach procedure which utilises old navigational aids that are due to be removed from service due to the paucity of spares. This change is not about expanding the airport capacity and increasing number of aircraft using the airport.</p> <p>The respondent's location is inside the final descent point for both the existing and proposed procedures; therefore there will be no expected change to aircraft parameters in this location as a result of implementing the new procedure over current operations.</p>



3.4 Feedback on Responses Themes

Further information and feedback relating to some of the key themes identified in the consultation responses above is included in the paragraphs below.

3.4.1 Noise

A number of consultation responses expressed concern regarding the impact of noise. The Change Sponsor considers that there will be no discernible change in the impact of noise as a result of implementing this new procedure, for the reasons outlined below.

The new approach will only be utilised on the rare occasion that radar vectors are not available from Thames Director to position aircraft onto the ILS. Of the total movements for 2021, 9,472 arriving aircraft made an Instrument Approach to Runway 21; there were 8 occasions during 2021 when radar was not available. Of the total movements for 2022, 12,879 arriving aircraft made an Instrument Approach to Runway 21; there were only 2 occasions during 2022 when radar was not available. The options presented at the consultation either replicates, as closely as possible, the existing VOR/DME approach or, replicates the likely ground track for aircraft receiving radar vectors from OSVEV to intercept the ILS procedure. In both cases, no new areas are overflowed and the dispersion of traffic and noise will be relatively similar to the current day scenario.

The Missed Approach procedure (MAP) option mimics the existing MAP from Runway 21 and therefore there will be a limited impact in terms of the disruption by aircraft noise. Of the 37,000 aircraft movements at LBHA throughout 2021, only 17 aircraft were recorded as having conducted a MAP. Of the 46,000 movements in 2022, only 10 aircraft were recorded as having conducted a MAP.

Some of those aircraft that flew a MAP may have done so after receiving radar vectors from Thames Director to position the aircraft initially onto the ILS and not necessarily because of flying the existing VOR/DME approach. Not all aircraft follow a specified route as they may be provided with Radar Vectors by ATC. No new areas will be overflowed because of implementing this option.

A number of responses objecting to the proposal were received from individuals and residents' organisations; the location of these responses (along with the location of all consultation responses¹) can be seen in Figure 1 below.

¹ Figure 2 does not include the locations for the MOD and NATS NERL Ltd, who provided centralised address locations not represented on this map.



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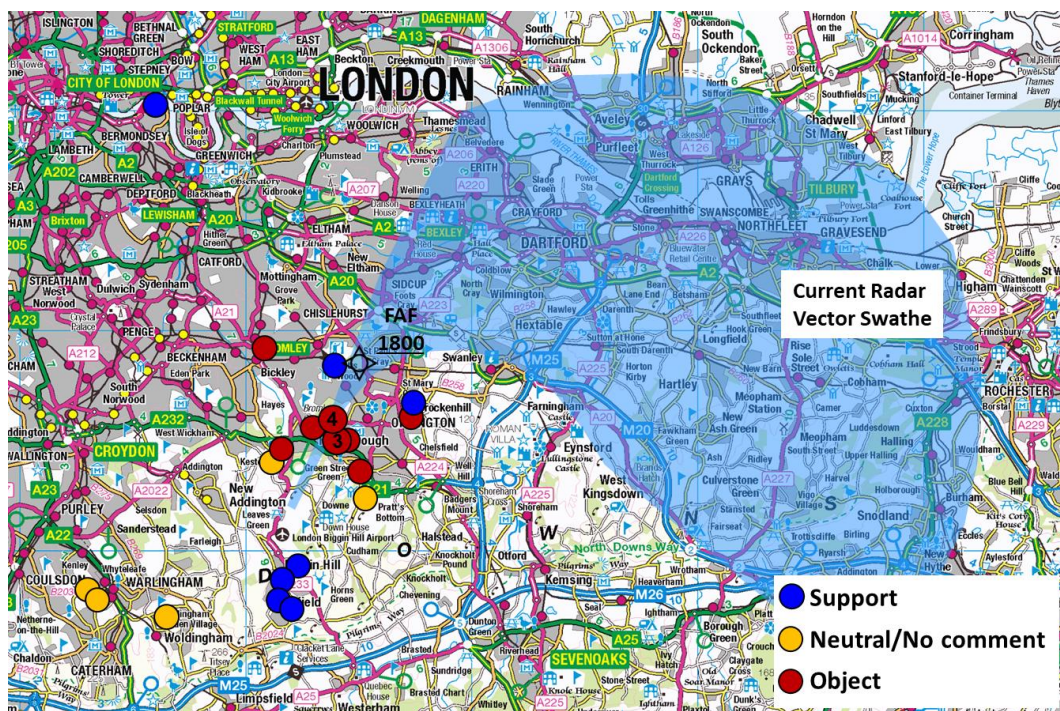


Figure 1 – Consultation Response Locations

As can be seen from Figure 1 above, the majority of objections were received from respondents whose location is inside the final descent point for both the existing and proposed procedures. There is expected to be no change to aircraft parameters in this location, and therefore no change in the impact of noise, as a result of implementing the new procedure over current operations. Some of these locations may have been overflown by the small number of aircraft executing the current Missed Approach Procedure. Changes to the proposed Missed Approach Procedure (as shown in the Consultation Document) because of stakeholder concerns, could see a reduction in overflight of these areas by aircraft executing the Missed Approach procedure, thereby reducing any impact of noise.

One respondent stated that they had hoped that this opportunity would be used to increase the gradient of descent so that aircraft would stay higher for longer. The opportunity to increase the descent gradients of the approach procedures, to 3.2° or 3.5°, were considered at Stage 2 and were rejected. There was the possibility that a 3.5° approach angle would be unavailable during the summer months due to the impact that temperature has on the glideslope angle of a PBN approach. This means that the Statement of Need requirement would not be met, and hence this option was rejected. It was considered that a 3.2° descent gradient of the approach procedures would not show any impact on the annual noise contour survey due to the small number of aircraft that are likely to fly this procedure. Any small noise reduction because of a few aircraft being slightly higher were considered to not be discernible to the human ear, hence this option was also rejected.

This ACP is only concerned with the introduction of a new IAP which is required to replace an existing conventional approach procedure which utilises old navigational aids that are due to be removed from service due to paucity of spares. Introduction of this new procedure is not about expanding the airport capacity, increasing the



number of aircraft movements or changing the type of aircraft that will operate at the airport.

3.4.2 Environmental

A number of responses commented on the importance of the impact of aircraft emissions and pollution on residents. Implementing this new procedure will not cause aircraft to arrive lower or faster at the airport. Aircraft parameters when flying this approach will be the same as currently for aircraft arriving at the airport, and therefore there will be no change in the impact of emissions because of implementing the new procedure over current operations.

4 Conclusion

4.1 Modification of Final Design

After careful consideration of the responses to the consultation, London Biggin Hill Airport has decided to take forward Option PE with Option 9, as described in the Consultation Document, through the formal ACP submission at Stage 4B in accordance with CAP 1616. The following modifications will be made to the procedures that were presented through the consultation process:

4.1.1 Option PE RNP RNAV Approach

A direct route from OSVEV to the IF (avoiding TUNEL). This change has been made so that the orientation of the ALKIN Hold can remain the same as currently (clockwise circuit) to remain compatible with the potential introduction of a new Instrument Approach Procedure to Runway 03. This change will slightly reduce the overall distance flown but will have no discernible change in the impact of noise or emissions as a result as the area is currently overflown by aircraft receiving radar vectors when arriving at the airport.

A second procedure will also be introduced which will allow aircraft without ATC assistance to navigate from the Hold (following a Missed Approach Procedure) back onto the Approach Procedure at OSVEV. This change will increase the overall distance flown but will have no discernible change in the impact of noise or emissions as a result. Only a very small number of aircraft are expected to require the use of this procedure as it will only be required for those aircraft that are unable to land off an initial approach utilising the new procedure. Aircraft that are required to execute a Missed Approach Procedure when ATC is available will continue to receive radar vectors to enable the aircraft to re-position onto the ILS.

4.1.2 Option PE RNP to ILS Approach

To remain PANS-Ops compliant, the design parameters for an RNP to ILS Approach do not allow the aircraft track to be offset from the final approach track prior to the Final Approach Fix (FAF). Therefore, the design for this procedure has moved the Initial Fix (IF) further north (whilst remaining outside of the London City CTR) and adjusted the track from OSVEV to the IF. This change will have no discernible change in the impact of noise or emissions as a result as the area is currently overflown by aircraft receiving radar vectors when arriving at the airport.

A second procedure will also be introduced which will allow aircraft without ATC assistance to navigate from the Hold (following a Missed Approach Procedure) back onto the Approach Procedure at OSVEV. This change will increase the overall distance flown but will have no discernible change in the impact of noise or emissions as a result. Only a very small number of aircraft are expected to require the use of this procedure as it will only be required for those aircraft that are unable to land off an initial approach utilising the new procedure. Aircraft that are required to execute a Missed Approach Procedure when ATC is available will continue to receive radar vectors to re-position onto the ILS.



4.1.3 Option 9 Missed Approach Procedure

To avoid any possible interaction with aircraft conducting an approach to Runway 21, the Missed Approach Procedure has been adjusted to track aircraft back through the airfield overhead before returning to the Hold. Once through the airfield overhead, aircraft will track south-east before turning north to join the Hold.

The solution proposed responds to many consultees concerns about the potential impact of the procedure by routing aircraft over the middle of the runway and keeping aircraft away from residential areas.

4.2 Requirement to Re-Consult

Following discussion with the CAA, LBHA considers that there is no requirement to re-consult on the changes made to the procedures as a result consultation feedback and further design work. This is because there will be no changes to the impact, in particular noise and emissions, as a result of the modifications. The modified procedures will still overfly areas that are overflowed by the current procedures and the numbers that are expected to utilise the new procedure will remain very low compared to the overall number of arrivals at the airport. LBHA considers that there is no fundamental difference between the proposals consulted on and those which will be subsequently applied for and the next step. The impact of the changes will not change substantially on any stakeholders already consulted (CAP 1616 Fourth edition paragraph 200).

4.3 Next Steps

This report forms output from Step 4A of the CAP1616 process.

At Step 4B, LBHA prepares and submits the formal airspace change proposal to the CAA. The submission documents will include full details of the procedures being submitted for approval, including any modifications to the designs consulted on, as described in paragraph 4.1. above. The CAA will review and assess the airspace change proposal and will inform about their decision on airspace change portal website.



A1 Consultation Response Questionnaire

A1.1 Citizen Space Questionnaire.

1. What is your name?

Name *(Required)*

2. What is your email address?

If you enter your email address then you will automatically receive an acknowledgement email when you submit your response.

Email *(Required)*

3. Please enter your postcode (most relevant to your response e.g. home / work / organisation etc).

Postcode *(Required)*

4. Are you responding as an individual or do you represent an organisation?

Please select one item

(Required)

- ☐ I am responding as an individual
- ☐ I am responding on behalf of an organisation

5. If you are responding on behalf of an organisation, what is the organisation name?

Organisation



6. In accordance with the UK Civil Aviation Authority's CAP 1616 airspace change process, consultation responses will be published on Citizen Space via the Airspace Change Portal. Responses will be subject to moderation by the Civil Aviation Authority (CAA). If you wish your response to be published anonymously your personal details (Name, Address & Position) will be redacted and only be seen by the CAA.

Please select one item
(Required)

- ☐ Yes - I want my response to be published with my details.
- ☐ No - I want my response to be published anonymously.

Our Proposals for Consultation

7. Do you support the proposed Airspace Change Proposal?

Please select one item
(Required)

- ☐ SUPPORT – I support the proposed changes
- ☐ NEUTRAL – I neither support nor object
- ☐ OBJECT – I object to the proposed changes
- ☐ NO COMMENT – I have no comment to make on the proposed changes

8. Response Rationale - Please provide any additional comments to allow us to understand why you have responded as above:



9. Consultation Options – Please indicate which is your preferred option:

Please select one item
(Required)

- ☐ Option 2A + Option 9
- ☐ Option 2AD + Option 9
- ☐ Option PE + Option 9
- ☐ Do not support either option
- ☐ No preference

Further Feedback

10. Do you have any further feedback on this airspace change proposal?

A2 List of Stakeholders

A2.1 Non-Aviation Stakeholders

A2.1.1 Regional and Local Authorities

Regional and Local Authorities	
East Sussex County Council	Kent County Council
Surrey County Council	West Sussex County Council
Sevenoaks District Council	Tandridge District Council
Tatsfield & Titsey District Council	Dartford Borough Council
Reigate & Banstead Borough Council	London Assembly
London Borough Councils	London Borough of Bexley
London Borough of Bromley	London Borough of Croydon

Table 4 – Regional and Local Authorities

A2.1.2 Town and Parish Councils

Town Councils (TC) and Parish Councils (PC)	
Badgers Mount Parish Council	Bletchingley Parish Council
Caterham on the Hill Parish Council	Caterham Valley Parish Council
Chaldon Village Council	Chelsham & Farleigh Parish Council
Crockenhill Parish Council	Eynsford Parish Council
Farningham Parish Council	Godstone Parish Council
Halstead Parish Council	Hextable Parish Council
Horton Kirby & South Darenth Parish Council	Keston Village Residents Association
Knockholt Parish Council	Nutfield Parish Council
Oxted Parish Council	Swanley Town Council
Tatsfield Parish Council	Warlingham Parish Council
Westerham Town Council	Whyteleafe Village Council
Woldingham Parish Council	

Table 5 –Town and Parish Councils

A2.1.3 National Environmental Stakeholders

National Environmental/Conservation Organisations	
CPRE - Kent	Flightpath Watch
Kent Downs AONB	Natural England
Surrey Hills AONB	Surrey Hill AONB Board

Table 6 – National Environmental/Conservation Organisations

A2.1.4 Members of Parliament

Member of Parliament	Constituency
Bob Stewart	Beckenham
Sir David Evennett	Bexleyheath & Crayford
Sir Robert Neill	Bromley & Chislehurst
Sarah Jones	Croydon Central
Steve Reed	Croydon North
Chris Philp	Croydon South
Gareth Johnson	Dartford
Claire Coutinho	East Surrey
Louie French	Old Bexley & Sidcup
Gareth Bacon	Orpington
Crispin Blunt	Reigate
Laura Trott MBE	Sevenoaks
Paul Scully	Sutton & Cheam

Table 7 – Members of Parliament

A2.1.5 Other Organisations/Consultees

Other Organisations/Consultees	
Breed Aviation (CI)	Farnborough Park (G Voisey)
Godstone Preservation Society	London Borough of Bromley Residents Federation
Nutfield Conservation Society	Woldingham
Jon Allbutt	James Chan
David Clapham	Laura Magee

Other Organisations/Consultees	
Michael Nicolai	Jack Pease
Ramesh Selvamani	Paul Sweeting
Mr R Trott	Richard Woods

Table 8 – Other Organisations/Consultees

A2.2 Aviation Stakeholders

A2.2.1 LBHA Operators

Operators	
1 Aviation	Acropolis Aviation
Alouette Flying Club	Alpha Golf
Avalon Aerojet	Bombardier
Castle Air	Catreus Ltd
Centreline Air Charter	Cirrus Aircraft
Echelon Air	EFG Flying School
Falcon Flying Services	Heritage Hangar
Interflight Air Charter	JETMS Completions
JT Air Ltd	Linkinjet
London Executive Aviation	Net Jets
Oriens Aviation	Signature Flight Support
Shipping & Airlines	Sovereign Business Jets
Textron	Voluxis
Wessex Aviation	Zenith Aviation

Table 9 – LBHA Operators

A2.2.2 NATMAC Members

National Aviation Organisations	
Airlines UK	Airspace 4All
Airport Operators Association (AOA)	Airfield Operators Group (AOG)
Aircraft Owners and Pilots Association (AOPA)	Airspace Change Organising Group (ACOG)

National Aviation Organisations	
Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)	Aviation Environment Federation (AEF)
British Airways (BA)	BAe Systems
British Airline Pilots Association (BALPA)	British Balloon and Airship Club
British Business and General Aviation Association (BBGA)	British Gliding Association (BGA)
British Helicopter Association (BHA)	British Hang Gliding and Paragliding Association (BHPA)
British Microlight Aircraft Association (BMAA)	British Model Flying Association (BMFA)
British Skydiving	Drone Major
General Aviation Alliance (GAA)	Guild of Air Traffic Control Officers (GATCO)
Honourable Company of Air Pilots (HCAP)	Helicopter Club of Great Britain (HCGB)
Heavy Airlines	Iprosurv
Isle of Man CAA	Light Aircraft Association (LAA)
Low Fare Airlines	Military Aviation Authority (MAA)
Ministry of Defence - Defence Airspace and Air Traffic Management (MoD DAATM)	NATS
Navy Command HQ	PPL/IR (Europe)
UK Airprox Board (UKAB)	UK Flight Safety Committee (UKFSC)
United States Visiting Forces (USVF), HQ United States Country Rep-UK (HQ USCR-UK)	

Table 10 – NATMAC members



A2.2.3 Adjacent Airports/ANSPs

Adjacent Airports/ANSPs	
Gatwick Airport	London City Airport
Heathrow Airport	Farnborough Airport
Redhill Aerodrome	Kenley Airfield
Rochester Airport	NATS Ltd

Table 11 – Adjacent Airports/ANSPs

A2.2.4 LBHA Airport Consultative Committee

A2.2.5 LBHA Safety and Noise Review Board

A2.2.6 Light Aviation Steering Group

A3 Consultation Emails

Date	Email Text	Recipients
Friday 8 th September 2023	<p>Dear Stakeholder,</p> <p>Airspace Change Proposal Consultation for 21 RNAV ACP ACP-2019-86</p> <p>I am writing to inform you that on Monday 11th September 2023, we will be launching a consultation relating to changes to the airspace around London Biggin Hill Airport. The consultation will close on Monday 9th October 2023.</p> <p>This Airspace Change Proposal (ACP) consultation, sponsored by London Biggin Hill Airport, is being held to share information, and importantly, receive feedback on proposed airspace solutions.</p> <p>About the ACP</p> <p>London Biggin Hill Airport is responsible for providing the formal procedures into and out of the airport. In this change we have initiated, and as the notified sponsors of this change, we are looking to implement a new Instrument Approach Procedure that will be flown by aircraft arriving at London Biggin Hill Airport.</p> <p>The current existing Instrument Approach Procedure and associated Missed Approach Procedure are shortly to be removed from use, as they use navigational facilities on the ground that are reaching the end of life, so will no longer be available. We need to replace them with modern procedures (based on satellites), to ensure we remain resilient. These procedures can be integrated into UK airspace, which is currently being modernised to incorporate new technologies, such as Satellite Navigation.</p> <p>This consultation is about introducing a new Instrument Approach Procedure, which includes the Missed Approach Procedure, which will ensure the continued availability of approaches, when older navigation methods are no longer available. The new procedure will follow the existing approach made, and the change will not be discernible from the ground.</p> <p>All ACPs must be managed by the Civil Aviation Authority (CAA) and follow CAA procedures. Guidance on the regulatory process for changing the notified airspace design is available in the CAA Civil Aviation Publication (CAP) 1616. Full details of what 'Airspace Change' means can be seen on the CAA's website (https://protect-eu.mimecast.com/s/HBaSCOYPAcwkOGfq4qKW?domain=caa.co.uk/).</p>	All Stakeholders

Consultation Events

In support of this consultation, we will be holding a number of events – both virtual and in-person – to share information, receive feedback, and answer any questions you may have.

Virtual Consultation Events

To join one of our virtual consultation sessions, please email 21RNAVACP@bigginhillairport.com for joining details.

Wednesday 20th September 2023

Online
10am – 12pm

Wednesday 27th September 2023

Online
10am – 12pm

In-Person Consultation Events

We will also be holding in-person events, where members of the public and all those with an interest in the ACP will be welcome to attend. All in-person events will be held at **The Hub, Building 707, Churchill Way, Biggin Hill, TN16 3BN**. Complimentary parking is available.

Thursday 21st September 2023

12pm – 2pm
4pm – 6pm
7pm – 9pm

Tuesday 3rd October 2023

12pm – 2pm
4pm – 6pm
7pm – 9pm

Details of The Hub's location can be found under the Services tab on the London Biggin Hill Airport website, at the following address: [The Hub - Skills & Development - London Biggin Hill Airport](#)



Responding to the Consultation

This consultation is being carried out in accordance with Civil Aviation Authority (CAA) requirements. Details of the ACP, including all previous work undertaken, can be found on the CAA airspace change portal at the following link: [Airspace change proposal public view \(caa.co.uk\)](#)

It is important to note that all consultation responses must be submitted via the CAA Citizen Space consultation website. This can be accessed via the following link or by scanning the QR code below: note that all consultation responses must be submitted via the CAA Citizen Space consultation website. This can be accessed via the following link or by scanning the QR code below:



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	<p>Citizen Space Consultation Hub</p>  <p>Please note, email responses to the consultation will not be accepted. All responses should be submitted via the CAA Citizen Space consultation website. However, should you prefer, postal responses will be accepted and can be sent to:</p> <p>21 RNAV ACP London Biggin Hill Airport Biggin Hill Bromley TN16 3BH</p> <p>Next Steps</p> <p>The consultation will run for a 4-week period, ending on Monday 9th October 2023. We look forward to welcoming all those with an interest in the ACP to one of our consultation events.</p> <p>If you have any questions or require further information about the consultation events, please contact 21RNAVACP@bigginhillairport.com.</p> <p>Yours sincerely,</p> <p>The Airspace Team London Biggin Hill Airport</p>  <p>London Biggin Hill Airport EGKB, Biggin Hill, Bromley TN16 3BH, UK</p>	
Monday 25 th September 2023	<p>Dear Stakeholder,</p> <p>Airspace Change Proposal Consultation for 21 RNAV ACP ACP-2019-86</p>	All Stakeholders



This is a reminder email regarding the 21 RNAV Consultation at Biggin Hill Airport.

I am writing to inform you that on **Monday 11th September 2023**, we will be launching a consultation relating to changes to the airspace around London Biggin Hill Airport. The consultation will close on **Monday 9th October 2023**.

This Airspace Change Proposal (ACP) consultation, sponsored by London Biggin Hill Airport, is being held to share information, and importantly, receive feedback on proposed airspace solutions.

About the ACP

London Biggin Hill Airport is responsible for providing the formal procedures into and out of the airport. In this change we have initiated, and as the notified sponsors of this change, we are looking to implement a new Instrument Approach Procedure that will be flown by aircraft arriving at London Biggin Hill Airport.

The current existing Instrument Approach Procedure and associated Missed Approach Procedure are shortly to be removed from use, as they use navigational facilities on the ground that are reaching the end of life, so will no longer be available. We need to replace them with modern procedures (based on satellites), to ensure we remain resilient. These procedures can be integrated into UK airspace, which is currently being modernised to incorporate new technologies, such as Satellite Navigation.

This consultation is about introducing a new Instrument Approach Procedure, which includes the Missed Approach Procedure, which will ensure the continued availability of approaches, when older navigation methods are no longer available. The new procedure will follow the existing approach made, and the change will not be discernible from the ground.

All ACPs must be managed by the Civil Aviation Authority (CAA) and follow CAA procedures. Guidance on the regulatory process for changing the notified airspace design is available in the CAA Civil Aviation Publication (CAP) 1616. Full details of what 'Airspace Change' means can be seen on the CAA's website (<https://protect-eu.mimecast.com/s/HBaSC0YPACwkOGfq4qKW?domain=caa.co.uk/>).

Consultation Events

In support of this consultation, we will be holding a number of events – both virtual and in-person – to share information, receive feedback, and answer any questions you may have.

Virtual Consultation Events

To join one of our virtual consultation sessions, please email 21RNAVACP@bigginhillairport.com for joining details.



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	<p>Wednesday 20th September 2023 Online 10am – 12pm</p> <p>Wednesday 27th September 2023 Online 10am – 12pm</p> <p>In-Person Consultation Events</p> <p>We will also be holding in-person events, where members of the public and all those with an interest in the ACP will be welcome to attend. All in-person events will be held at The Hub, Building 707, Churchill Way, Biggin Hill, TN16 3BN. Complimentary parking is available.</p> <p>Thursday 21st September 2023 12pm – 2pm 4pm – 6pm 7pm – 9pm</p> <p>Tuesday 3rd October 2023 12pm – 2pm 4pm – 6pm 7pm – 9pm</p> <p>Details of The Hub's location can be found under the Services tab on the London Biggin Hill Airport website, at the following address: The Hub - Skills & Development - London Biggin Hill Airport</p> <p>Responding to the Consultation</p> <p>This consultation is being carried out in accordance with Civil Aviation Authority (CAA) requirements. Details of the ACP, including all previous work undertaken, can be found on the CAA airspace change portal at the following link: Airspace change proposal public view (caa.co.uk)</p> <p>It is important to note that all consultation responses must be submitted via the CAA Citizen Space consultation website. This can be accessed via the following link or by scanning the QR code below: note that all consultation responses must be submitted via the CAA Citizen Space consultation website. This can be accessed via the following link or by scanning the QR code below:</p> <p>Citizen Space Consultation Hub</p>	
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Please note, email responses to the consultation will not be accepted. All responses should be submitted via the CAA Citizen Space consultation website. However, should you prefer, postal responses will be accepted and can be sent to:

21 RNAV ACP
London Biggin Hill Airport
Biggin Hill
Bromley
TN16 3BH

Next Steps

The consultation will run for a 4-week period, ending on **Monday 9th October 2023**. We look forward to welcoming all those with an interest in the ACP to one of our consultation events.

If you have any questions or require further information about the consultation events, please contact 21RNAVACP@bigginhillairport.com.

Yours sincerely,

The Airspace Team
London Biggin Hill Airport



London Biggin Hill Airport EGKB, Biggin Hill, Bromley TN16 3BH, UK

Table 12 – Consultation Emails

A4 Consultation Exhibition Boards

A4.1 Exhibition Boards

The following exhibition boards were created for use at both the virtual and in-person drop-in events:





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Current Radar Vector Swathe



Arriving aircraft are provided with Radar Vectors from Thames Director Air Traffic Controllers until they are established on the Instrument Landing System (ILS) to land at LBHA.

This swathe contains the tracks of all aircraft receiving radar vectoring from ATC during 2021 and 2022, when making an approach to land at LBHA.

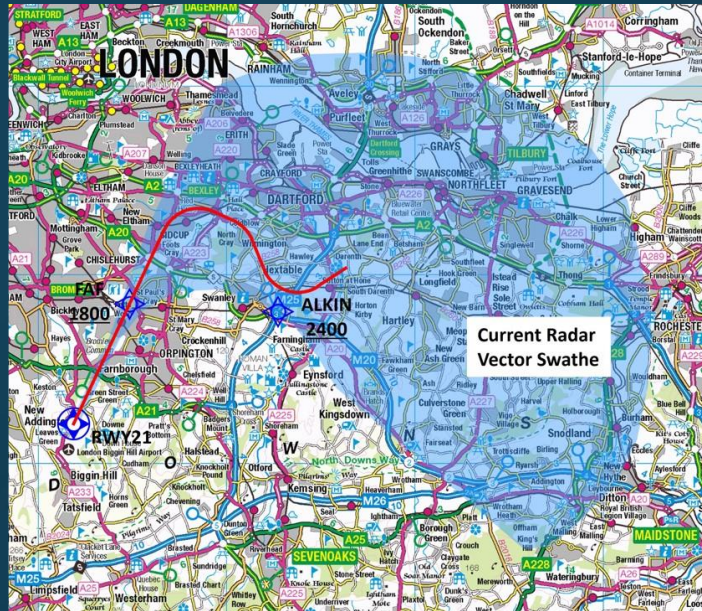
On the rare occasion that radar vectors are not available, 8 times in 2021 and 2 times in 2022, aircraft will need to use groundbased navigation aids to make the Approach onto the ILS





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Route Option 2A



A direct route from ALKIN (the existing holding point) onto the Final Approach Fix for the ILS or a full satellite -based approach.

This option requires a pilot to self - navigate to ALKIN to start the procedure; it does not link to the en - route network for arriving aircraft.



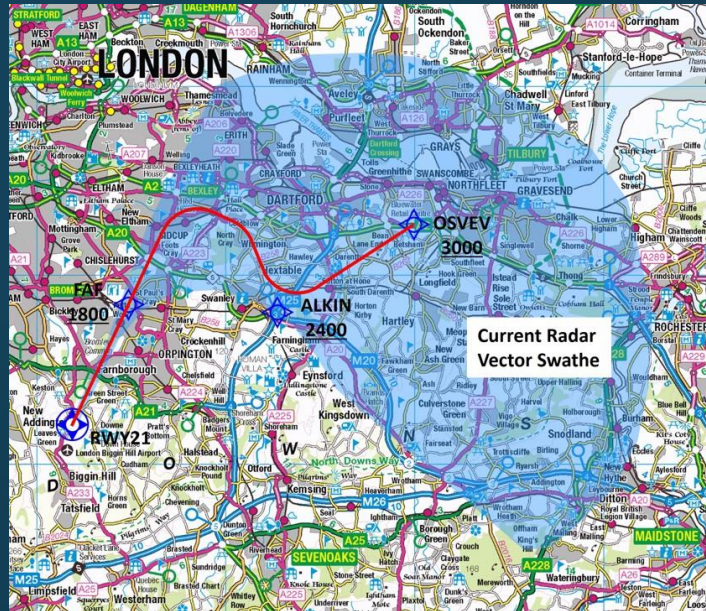
EGKB





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Route Option 2AD



A direct route from OSVEV, via ALKIN, onto the Final Approach Fix for the ILS or a full satellite-based Approach.

This design is exactly the same as the previous option with an additional section between ALKIN and OSVEV that results in connectivity with the en-route network.





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Route Option PE



The Intermediate Fix is located outside of the London City CTR. This design links to the Approach Transition at OSVEV, providing connectivity to the network.

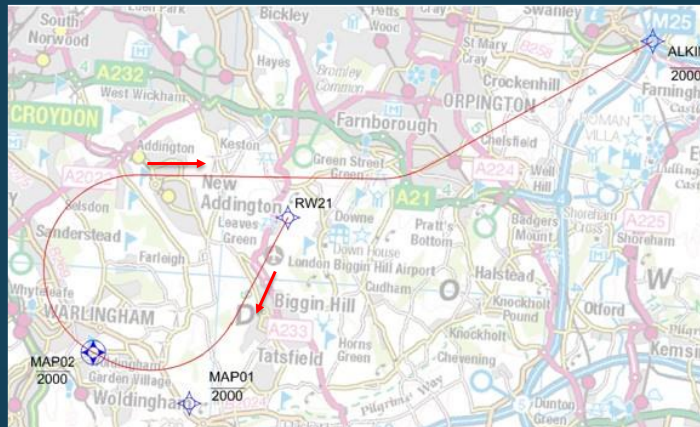
This is our preferred option as it deconflicts with London City Traffic and provides a link to the existing Approach Transition at OSVEV.





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Route Option 9 – The Missed Approach Procedure



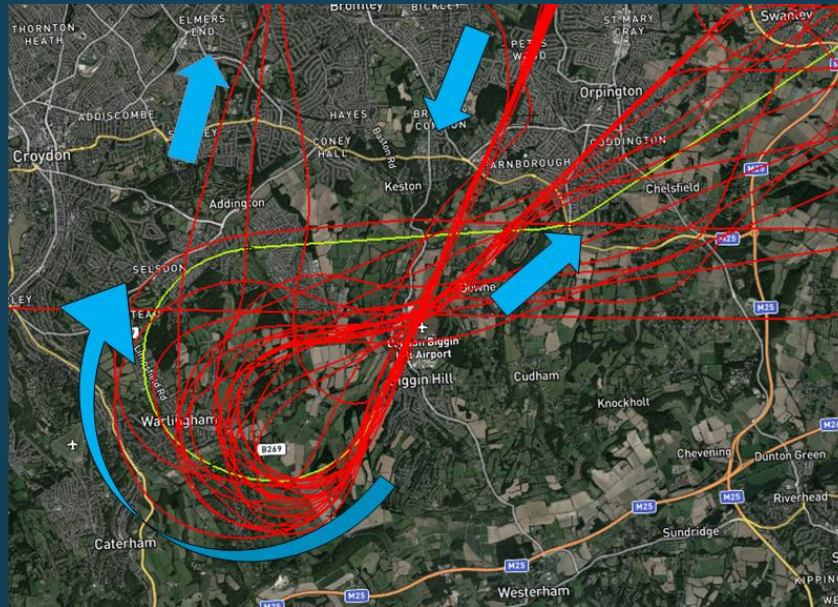
Only 17 aircraft during 2021 and 10 aircraft during 2022 executed a Missed Approach Procedure, and it is expected that this figure will be similar for future years.





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Route Option 9 – The Missed Approach Procedure



The proposed route of the MAP is shown in green.

The BLUE arrows indicate direction of flight.

In red are actual Missed Approach tracks from January 2021 to October 2022 which show natural variation due to the aircraft type, the aircraft navigation system and application of radar vectors by ATC.

The application of radar vectors is expected to continue with the MAP, therefore, not all aircraft will follow the green MAP line.



Your Response

Responses should be submitted via the Citizen Space portal at the following address:

<https://consultations.airspacechange.co.uk/biggin-hill-airport/biggin-hill-airport-21-rnav-acp/>

or using the QR code:

