

**ACP-2019-86: Biggin Hill Airport - RNAV (GNSS) Runway 21
Stakeholder Engagement
17/08/2026**

Following the consultation for the Biggin Hill Airport RNAV (GNSS) Runway 21 Airspace Change proposal (ACP), modifications were made to elements of the Missed Approach Procedure. To avoid any possible interaction with aircraft conducting an approach to Runway 21, the Missed Approach Procedure (MAP) was adjusted to track aircraft back through the airfield overhead before returning to the Hold.

The solution proposed was designed to mitigate many consultees' concerns regarding the potential impact of the MAP on built up areas, by routing aircraft over the middle of the runway and keeping aircraft away from residential areas.

In their response to the consultation, RAF Kenley stated that if aircraft stick to the green line of the MAP there should be minimal impact, adding that they would be content if the MAP limiting arc for BIG DME 4NM remains. RAF Kenley also stated that there would be no impact on their operations if the MAP was to remain clear of RAF Kenley by 2NM and up to the London TMA.

As a result of all of the consultation responses, changes were made to the MAP by LBHA in order to route aircraft through the airport overhead when executing the MAP. As part of the redesign, RAF Kenley's comments regarding remaining clear of RAF Kenley to avoid any impact were also considered and the new design remains inside the existing BIG DME 4NM MAP limiting arc. Due to PANS-OPS design constraints and the location of RAF Kenley in relation to LBHA, it was not possible for the new procedure to remain clear of RAF Kenley by 2NM unless the routing was changed such that the MAP either turned left to route to the east of the airport, or routed around RAF Kenley to the west. However, both of these options were previously considered and rejected at Stage 2 (please refer to the [Stage 2 Design Principles Evaluation Gateway 2](#) document on the [airspace change portal](#)).

The Airspace Change Proposal Submission document, submitted to the CAA in September 2024 states that the MAP remains 2NM clear of RAF Kenley. This statement is incorrect and its inclusion was an error on our part. As described above, the new procedure does remain within the BIG DME 4NM limiting arc as requested by RAF Kenley but does not remain 2NM clear of the airfield. As a result, and as previously indicated by RAF Kenley, there will still only be a minimal impact on RAF Kenley. The number of occasions historically when aircraft have had to execute the MAP is very low; 17 occasions in 2021, 10 occasions in 2022, 9 occasions in 2023 and 5 occasions so far in 2026. It is expected that these figures will be similar in future years. Therefore, LBHA acknowledges that there will be a minimal impact on RAF Kenley.



LBHA have re-engaged with RAF Kenley to clarify the situation and explain that an error had occurred in the documentation. RAF Kenley have confirmed that although the new procedure does not remain clear of RAF Kenley by 2NM, they are content that it does remain inside the existing BIG DME 4NM limiting arc and that any impact will be acceptable. It should be noted that, although the BIG DME 4NM arc was used as a reference for the design of the new procedure, due to the RNP nature of the procedure, the limiting arc will not appear on the new procedure chart as it does not form part of the procedure and therefore will not be used by aircraft executing the MAP.

This 2NM error is also repeated in the description of the new procedures in Safety Case documentation submitted to the CAA. However, the 2NM limit is not assessed in the safety case to be a requirement or control measure; consequently, there is no impact on the safety evaluation of the new procedure as a result of this textual error.