

LONDON BIGGIN HILL AIRPORT

FASI-South Airspace Change

(ACP-2018-69)

Comprehensive List of Options

London Airspace is changing,

Over the coming years, a national program of airspace modernisation will result in the redesign the airspace above London and the South East of England. In June 2018, the Aviation Minister, Baroness Sugg, wrote to London Biggin Hill Airport (LBHA), setting out the need for an Airspace Modernisation Programme to facilitate the future needs of UK airspace users and asking for our commitment to the development and delivery of this programme. As part of this modernisation process, London Biggin Hill Airport is required to redesign the portion of the arrival and departure routes at the airport up to an height of 7,000 ft above mean sea level (amsl), where those routes must join and integrate with a new overarching route structure to be designed entirely by National Air Traffic Services (NATS), the UK's en-route air traffic service provider. London Biggin Hill Airport is asking all airport users to assist it in ensuring that the designs of any new arrival and departure routes are suitable for the aircraft operators that use the airport.

Previously London Biggin Hill Airport drew up a list of Design Principles which will steer and guide the development of its route options. These were agreed with the national airspace regulator, the UK CAA.

Prioritised List of agreed Design Principles;

1SAFETY – New routes must be safe.

2COMPLIANCE – Route should, where possible, be designed to be PANS OPS compliant.

3ENVIRONMENTAL CONCERNS - Arrival and Departure routes should, where possible, be designed to minimise the impact of noise below 7,000 ft and should avoid the overflight of populations not previously overflown.

4WORKLOAD - Routes must be designed to introduce capacity to Air traffic Control workload to facilitate adequate deconfliction in the vicinity.

5HARMONISED ROUTES – LBHA should consider the effect of any changes in its flight routes on the behaviour of other airspace users making use of the airspace around Biggin Hill Airport.

6 EFFICIENT ROUTES - Arrival and Departure routes should, where possible, be designed to minimise emissions and optimise operational efficiencies.

7= AONB/SCHOOLS - Procedures should be designed to avoid, where possible, overflight of sensitive areas e.g. hospitals, schools, country parks or Areas of Outstanding Natural Beauty (AONB).

7= NAVIGATION STANDARDS – New routes must be designed to use Performance Based Navigation.

9 IMPROVED AIRCRAFT PERFORMANCE – Departure routes should, where possible, aim to take advantage of the high-performance climb characteristics of typical Business Jet types by offering a continuous and uninterrupted climb direct to 7,000 ft amsl.

In the [attached document](#), we have set out several different routing options for consideration and comment. These are not specific or defined routes – they are simply representative swathes of potential operations and are published for discussion as to where we might find the optimum routes having regard to our agreed Design Principles.

Aircraft operators might desire something that is less appealing to those in the community who live under any proposed flight path. Our task is to measure any proposals made against our Design Principles and where possible, seek a solution that is the most acceptable to all concerned.

In accordance with our Design Principles, some routes or flight profiles might be discounted on the basis that they are not safe to fly. Others may be acceptable to some

operators, but not to others, for a variety of reasons to do with aircraft performance characteristics.

To supplement the attached presentation, we will be holding 2 focus group sessions on the 26th October 2022, for any stakeholders who require further information regarding this ACP.

The focus group presentations will be held online via Teams, at;

AM 1000 - 1200 Wednesday 26th October 2022

PM 1400 – 1600 Wednesday 26th October 2022

If you wish to attend, please advise us via email to Airspace.Change@bigginhillairport.com and we will send you an invite.

Please specify which focus you wish to attend, AM or PM.

We are seeking your feedback on the following;

1. Is this list of options comprehensive and been generated with due consideration for the Design Principles?
1. Are there any other route options we should consider that have not already been introduced?

Again, at this stage these 'swathes' do not represent precise routes, but rather the potential direction of travel and broader route options.

Once we have received feedback from our various stakeholders, we will consider all points of view before refining our designs into a more focused set of route options.

Our list of Design Principles will be the primary influence guiding our defined route options.

Please provide feedback through the Biggin Hill Airport email address at:

Airspace.Change@bigginhillairport.com

Alternatively, you can respond by mail to;

FASI-SOUTH ACP
LONDON BIGGIN HILL AIRPORT
BIGGIN HILL
BROMLEY
TN16 3BH

If you wish to provide feedback to this engagement, please do so by Friday 4th November 2022.

Thank you for giving your time to help with this important project. Your feedback will help to us to define the departure and arrival routes for London Biggin Hill Airport which will serve aircraft operators and the UK economy for the coming 50 years.

Regards,

The Biggin Hill Airport Airspace Team