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Airspace Change Proposal by Stapleford Aerodrome

Consultation Feedback Report

In partnership with:

HELIOS an egis company

AOPA

an egis company

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1 Introduction

This Consultation feedback report summarises all responses received during the consultation carried out by Stapleford Flight Centre (SFC) as the change sponsor and operator of Stapleford aerodrome. The consultation was undertaken in accordance with the UK Civil Aviation Authority's CAP 725 process.

The consultation ran from 18th December 2017 to 26th March 2018 with the aim of introducing new Instrument Approach Procedures (IAPs) at Stapleford aerodrome.

The implementation of these IAPs is as part of a European programme that aims to increase the availability of GNSS instrument approaches for commercial, regional, business and general aviation operations. Stapleford is one three UK aerodromes which received a 60% grant as a part of European project funded by the European Global Navigation Satellite System (GNSS) Agency (GSA) in July 2016. The project is being coordinated in the UK by the Aircraft Owners and Pilots Association (AOPA) and aviation consultancy Helios in partnership with Stapleford Aerodrome.

The proposal is to implement an IAP to runway 21L at Stapleford for general aviation and small business aircraft and helicopters.

The CAA requires an Airspace Change Proposal (ACP) to be carried out wherever there is a change to the airspace status or change to procedures. The change sponsor, in this case Stapleford Flight Centre was responsible for submitting the proposed change and undertaking consultation with the relevant aviation and non-aviation stakeholders.

Organisation of the document

Chapter 1	this section, introduces the document and provides a brief overview of the consultation, ACP process and proposed change.
Chapter 2	provides more details about the Stapleford ACP, subject of the consultation, list of consultees, methods used for notification about the change and the consultation responses.
Chapter 3	provides an analysis of responses.
Chapter 4	provides conclusion and next steps in Stapleford ACP process.
Chapter 5	provides information regarding confidentiality.

2 Stapleford Aerodrome Airspace Change Proposal

2.1 General

Stapleford aerodrome plans to improve their current operations by implementing new satellite-based instrument approach procedures. The implementation of these new procedures will improve operational efficiency at the aerodrome by allowing the recovery of SFC aircraft in deteriorating weather conditions (instead of diverting to other aerodromes). The change will also allow SFC to continue Instrument Flight training of instrument approaches at the airport when the existing VOR navigation infrastructure (not owned by SFC) is withdrawn from service.

SFC is the 'change sponsor' for this proposal and is responsible for the content of the proposal and for the consultation process. Stapleford aerodrome are following the framework laid down by CAA within CAP 725 Guidance on the Application of the Airspace Change Process.

2.2 The purpose of the consultation

The purpose of this consultation was to provide aviation and non-aviation stakeholders and members of the public an opportunity to express their opinions regarding a proposal to introduce satellite-based approach procedures at Stapleford aerodrome.

All stakeholders' opinions were gathered and analysed, and the results are presented in Section 3 of this document.

2.3 Consultees

All stakeholders were invited to submit their feedback during the consultation period through the different channels mentioned in the table below.

All information regarding the airspace change proposal was available on the SFC website at www.flysfc.com. Hard copies were also offered on request via email address staplefordacp@askhelios.com. No requests for hard copies were received.

Stakeholders were invited to submit their feedback through an online response form available at https://www.surveymonkey.co.uk/r/staplefordacp, which could also be printed and submitted via email or post back to SFC.

Channel
SFC website www.flysfc.com
Contact via email A list of the stakeholders who were contacted directly (see Annex A) via email or letters where email addresses were not available. (staplefordacp@askhelios.com)

Channel
Meeting with Southend Airport On 9th November 2017, SFC hosted a pre-consultation meeting with Southend Airport to present the proposal and motivation for the introduction of the IAP.
Drop-in session at Stapleford aerodrome: On the 13th February, the Stapleford aerodrome hosted a Drop-in session for local residents with the aim to speak about proposed change. This was attended by one local resident concerned about aircraft not adhering to the visual circuit and one pilot who operated out of Willingale airstrip who was concerned about the impact on aircraft operating from Willingale.
Meeting with Southend Airport On 19th February 2018, Southend Airport Hosted a meeting with SFC, AOPA and Helios undertake a detailed Hazard Identification of the potential interactions between the Stapleford IAP and the operation of Southend Airport.
Meeting with Lambourne Parish Council On 21st February, SFC attended a meeting of Lambourne Parish Council. The meeting was on the request of Lambourne Parish Council who requested a presentation of the proposal.
Meeting with NATS On 9th March, AOPA and Helios attended a meeting with NATS at the Swanwick Control Centre. The objective of the meeting was to detail to NATS TC Procedures the proposed implementation and the proximities of the instrument approach procedure to controlled airspace and adjacent aerodromes including London City, Stansted and the LTMA Airspace above the IAP.
Meeting with North Weald aerodrome On the 12th March Stapleford held a meeting at North Weald aerodrome with the aim to provide detailed information about the proposed implementation of the instrument approach procedure.
Meeting with North Weald aerodrome Prior to publishing this consultation report, Stapleford held a follow-up meeting with North Weald aerodrome on the 30th July. Its aim was to discuss the proposed mitigations.
Press releases in the local newspapers and radios A press release was sent to the following aviation websites: www.aerosociety.com, www.keypublishing.com, www.flyingmag.com, www.afeonline.com, www.pilotweb.aero, www.gasco.org.uk/ and www.flyer.co.uk/. The press release regarding implementation new IAPs at Stapleford aerodrome as also send to the following newspapers: www.eppingforestguardian.co.uk/news, www.essexlive.news, www.essexlifemag.co.uk, www.braintreeandwithamtimes.co.uk, www.chelmsfordweeklynews.co.uk and BBC Radio Essex. *The copy of articles which were published are in Annex B.*

Table 1: Methods to notify people about the consultation

2.4 Consultation responses

The total number of received responses was 184. This includes one response which was received after the consultation had closed.

Responses received	
Online questionnaire	169
E mail	7
Hard copies	4
Letters	4
Total	**184**

The analysis identified there were 7 cases of duplicate responses being received from the same person either through the online questionnaire or via email. In these cases, the comments from each person were consolidated into single response. The analysis also identified that there were 5 responses submitted blank, without a preferred option selected. There were also 2 survey administrator test responses that were not included in the analysis. Following this analysis, the admissible responses were consolidated to a total of 170 as follows.

Consolidated responses	
Online questionnaire	156
E mail	6
Hard copies	4
Letters	4
Total	**170**

3 Analysis of responses

The following chart presents the breakdown of responses received through the different response channels. The largest number of responses were received via the online questionnaire (156 responses), which presents 91.8% of total value. Other responses were received via email (6) representing 3.5%, hard copy (4) representing 2.4% and letter (4) representing 2.4% of the total value.

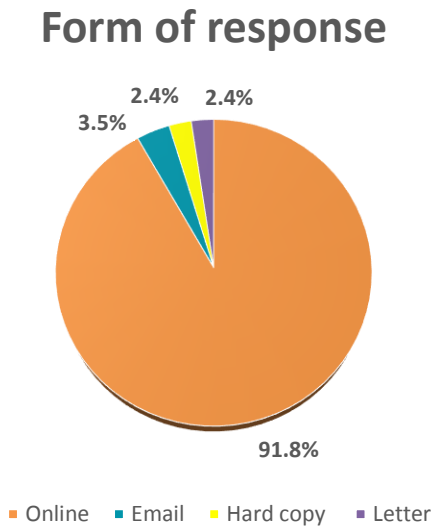


Figure 1: Percentage of responses by form

3.1 Analysis of responses by groups

The following graph shows the breakdown of responses received from individuals, aviation organisations and other organisations. The largest number of responses were received from individuals (146), representing 86% of the total value. Of the remainder, aviation organisation submitted 17 responses (10%) and other organisations submitted 7 responses (4%).

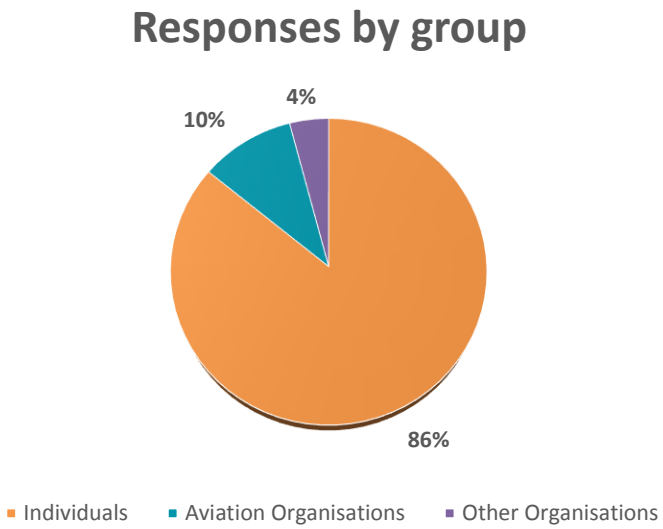


Figure 2: Percentage of responses by groups

3.2 Analysis of responses by preferred option

Of the 170 received responses, 143 (84%) gave their support to “Option A: Implementation of instrument approaches”, and 27 responses (16%) supported “Option B: Do nothing”.

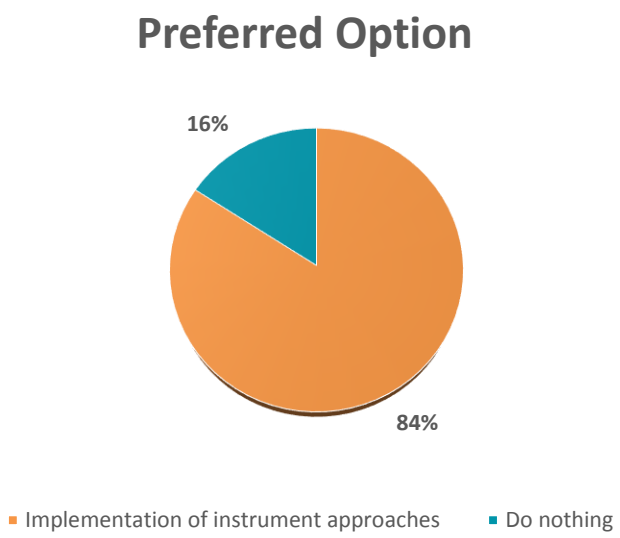


Figure 3: Percentage of responses by preferred option

3.3 Analysis of Option A responses by key areas

Where responders to the consultation provided comments in addition to indicating their support for the preferred option, these comments were further analysed and categorised according to the benefit identified by the responder. We have categorised all the identified benefits from these comments into eight key areas. Some responses managed to identify more than one benefit.

The number of responses received for each benefit area and summarised in the following chart is:

- 57: safety benefit;
- 46: commercial training activities;
- 26: improved accessibility of the airport;
- 9: valuable asset for Airfield;
- 8: GA improvement;
- 3: economic benefit to local community;
- 1: noise reduction;
- 1: support to GA operations in UK.

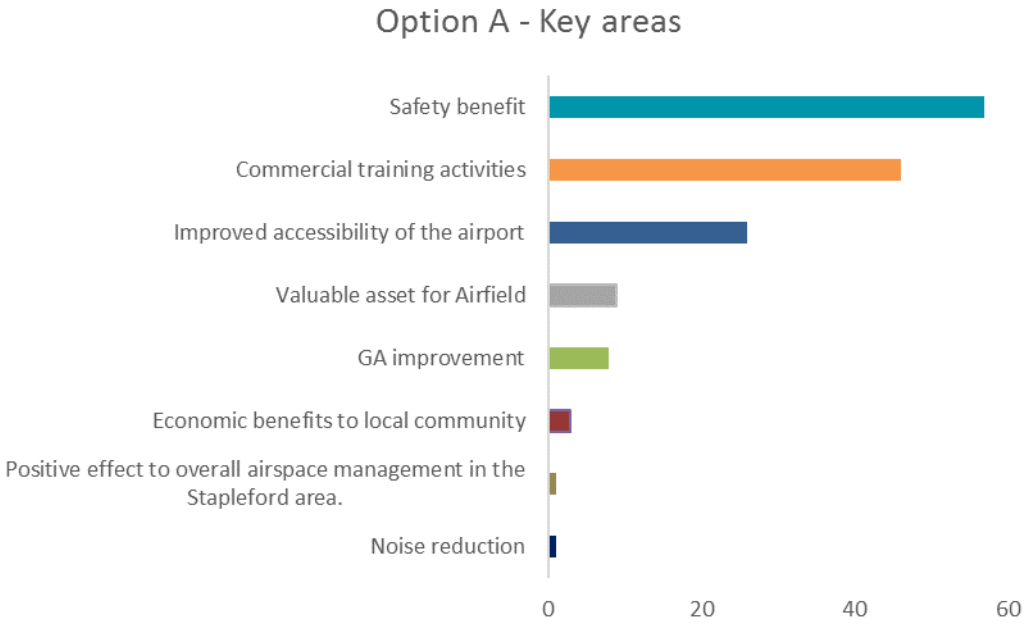


Figure 4: Option A - Key areas of benefits

3.4 Analysis of Option B responses by key areas

Where responders to the consultation provided comments in addition to indicating their support for the do-nothing option, these comments were further analysed and categorised according to the concerns identified by the responder. We have categorised all the identified concerns into four key areas. Some responses identified more than one area of concern. There were also two responses with no comment.

The number of responses received for each key area and summarised in the following chart is:

- 20: Negative impact on safety (reduced separation/ airprox / infringements);
- 14: Other concerns raised by North Weald aerodrome;
- 3: Increase in the number of aircraft using the airfield / noise; and
- 1: Concern over jet aircraft using the procedure.

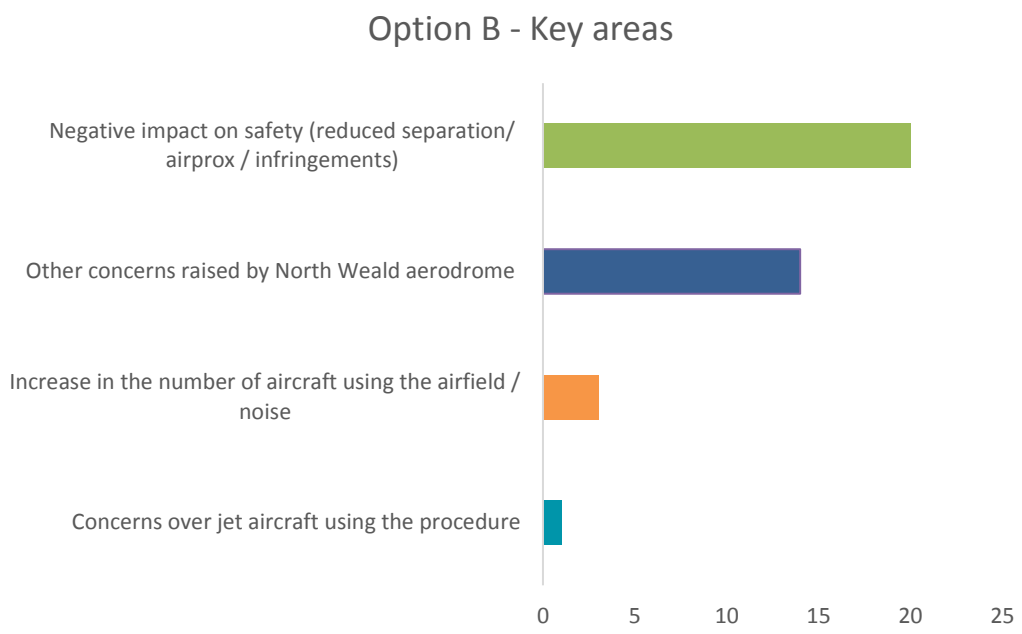


Figure 5: Option B – Key areas of concern

3.4.1 Negative impact on safety (reduces separation/ airprox/ infringements) (20 Responses)

North Weald

Due to the number of comments received from North Weald pilots early in the consultation, SFC and Helios requested a meeting with North Weald and on 12th of March met with representatives from the aerodrome operator and Flight Training organisations. The purpose of this meeting was to further understand the comments from North Weald and to explain the conditions under which the Stapleford IAP would be used.

North Weald aerodrome is situated approximately 4.5 miles north of Stapleford aerodrome. In good weather conditions that allow aircraft to operate under Visual Flight Rules (VFR) North Weald can be busy, however North Weald cannot support aircraft operating under Instrument Flight Rules (IFR) as required in poor visibility or low cloud base.

The main concern raised at this meeting and submitted through the consultation responses was that the introduction of the Stapleford IAP as described in the consultation document, would have a negative impact on safety due to the potential for conflict between North Weald VFR departures or arrivals and aircraft participating in the Stapleford approach.

Additional analysis of traffic using the Airspace Explorer app has been conducted to determine potential interactions between traffic at both aerodromes.

This potential for conflict arises as North Weald traffic to, or from the east follows the A404 crossing under the Intermediate segment of the Stapleford IAP at a similar altitude to that specified for the Final Approach Fix (FAF) of new IAPs. The following points outline proposals by Stapleford aerodrome on how these might be mitigated.

1) As North Weald is a VFR airfield, when the IAP is used in Instrument Meteorological Conditions (IMC), there should not be any North Weald aircraft in the vicinity of the IAP.

2) When the IAP is used in Visual Metrological Conditions (VMC) for training purposes primarily during week-days, students will be accompanied by an instructor who will act as a Safety Pilot maintaining a visual lookout for other traffic. Other use of the IAP in VMC will be strictly limited to avoid disruption to visual operations at Stapleford.

3) One respondent commented that an instructor with a student in visual conditions may become distracted by the student and not maintain an effective look out for conflicting traffic. To reduce the level of 'instruction' of the Safety Pilot, all SFC students flying the IAP will have gained competence in SFC's flight simulator before conducting a live instrument approach to Stapleford.

4) The design of the IAP is in accordance with criteria established on a global basis by the International Civil Aviation Organisation (ICAO). The design criteria together with the proximity of Stansted controlled airspace, constrain the approach in both the horizontal and vertical dimensions. Noting the concerns raised by North Weald (and Willingale), the only opportunity was taken to raise the height of the Intermediate Fix from 1700' to 1900' to provide additional vertical spacing with departing or arrival traffic. The revised Instrument Approach Chart is included at Annex C.

5) A further meeting was held at North Weald on 30th August 2018 where it was agreed that a Letter of Agreement (LOA) would be established between North Weald and Stapleford aerodromes. The objective of the LOA being to limit the impact of the IAP and to define and agree a notification mechanism for planned use and the conditions under which Stapleford will use the IAP. The LoA is under preparation and will consider the appropriate communication channels.

Willingale

Willingale is an unlicensed VFR airfield with a grass runway located approximately 7.4 miles north- north - east of Stapleford, just to the north of the Initial Approach Segment. Similarly, as in the case of North Weald, concerns were raised over increased risk of conflict between aircraft in the Willingale circuit and aircraft participating in the proposed IAP. (It has been noted that Willingale has a low volume of traffic and that details of the Willingale operation and procedures are not widely available).

It is understood that aircraft operating from Willingale have a joining height 1800' and with the circuit at 1700'. The change to the Instrument Approach Procedure to increase the height at the Intermediate Fix to 1900' provides additional margin over the Willingale circuit.

Stapleford aerodrome proposed the following additional mitigations:

1) Proposal to provide Willingale with copies of procedures and access to IAP activation in line with PPR utilisation.

2) Online status report on availability of the IAP (as currently exist for Stapleford IFR operations).

3.4.2 Other concerns raised by North Weald aerodrome (14 Responses)

The analysis of responses also highlights a variety of operational concerns, other than safety, which were grouped into this key area. The operational concerns raised were:

- Lack of consideration of North Weald operation;
- That frequency of use of the IAP is underestimated in the ACP;
- Absence of CAA approved aviation maps in the ACP; and
- Concern about future Controlled Airspace (CA).

Stapleford aerodrome hosted a drop-in session for local residents and stakeholders to provide them the opportunity to raise any concerns. It was attended by one resident only – pilot operating from Willingale airfield, but there was no presence from North Weald aerodrome.

In March 2018 Stapleford held a meeting at North Weald aerodrome to provide detailed information about the proposed implementation of the instrument approach procedure. In July a follow-up meeting was held prior to publishing this consultation feedback report, the meeting with North Weald was held to discuss the proposed mitigations (see section 3.4.1). As is stated in this section, the LOA would be established between North Weald and Stapleford aerodromes with the aim to define and agree a notification mechanism for planned use of the IAP. Also, the IAP will primarily be used in VMC for training flights, which use the aerodrome mostly during weekdays. During weekends, which are the main operational days for North Weald, the IAP for Stapleford will be used less frequently.

The primary business at Stapleford is VFR training and it is in the aerodrome's interest to ensure that visual operations are minimally impacted by the introduction of new instrument procedures. It was stated in the consultation document, aircraft capability to use the procedure is expected to evolve within five years to about 700 potential movements per year, which represents around 3% of all arrivals, which, on average, equates to only 2 arrivals per day.

One of the received comments criticised the absence of aeronautical charts in the consultation document. To make the document more readable and understandable for general public, it was decided to not use the aviation map. The maps which were used were based on Ordnance Survey maps suitable for informing the public about the location of the IAP and general placement of aircraft.

With respect to concerns about future expansion of Controlled Airspace in the vicinity of Stapleford, which could, according to the respondents, be triggered by the existence of the proposed IAP, it has to be noted that this is not the intention of Stapleford aerodrome to support such changes in future. In each case, this topic is out of scope of this ACP process.

3.4.3 Increased in the number of aircraft using the airfield / noise (3 Responses)

There were five responses (Option A and Option B) that raised concerns about the potential increase in noise due to the increased number of aircraft using the airfield. Two

responses that raised concerns gave their support to “Option A: Implementation of instrument approaches” and three responses gave their support to “Option B: Do nothing”.

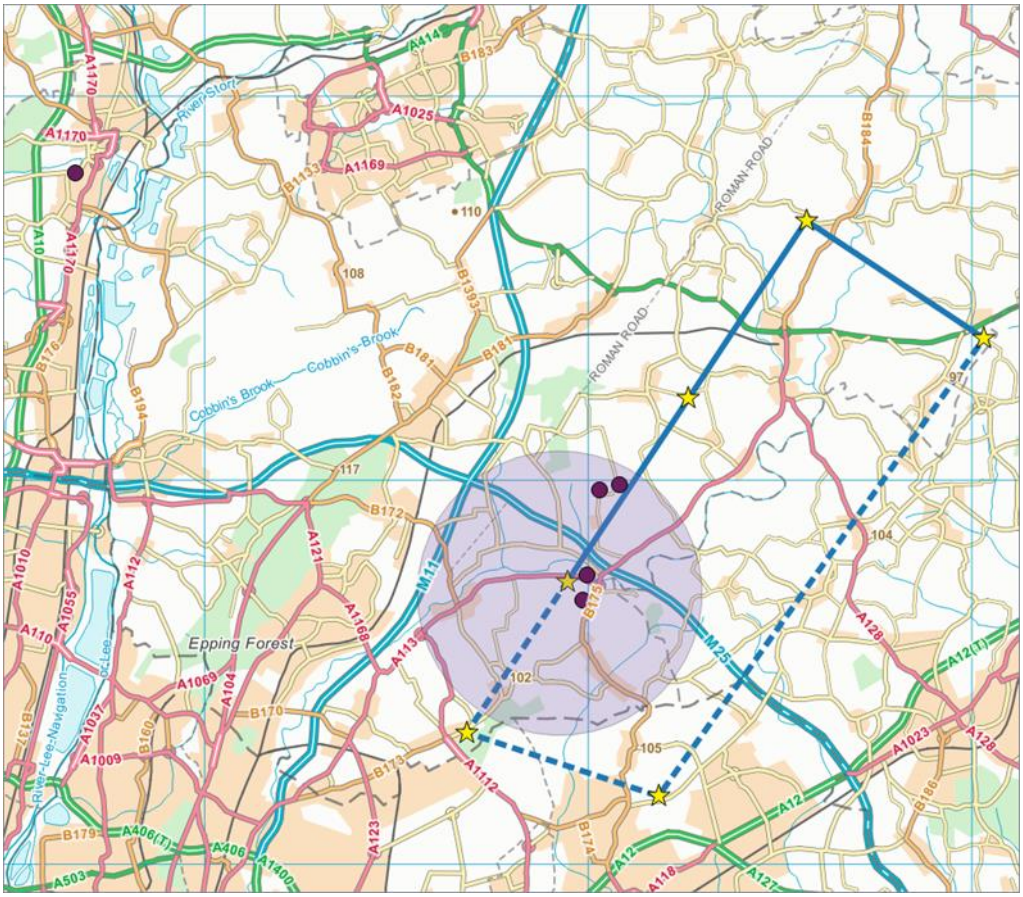


Figure 6: Geographic location of respondents complaining about potential noise increase

The figure above displays that one respondent, who lives to the north-west of the aerodrome, will not be affected by noise as the postcode provided is located approximately 10.5 statute miles from IAP. The other four respondents concerned about potential increase in noise and the number of aircraft using the airfield live close to, or directly underneath the path of the proposed procedure, although these properties are equally affected by existing visual operations. Stapleford airfield expects an average increase of two movements per day due to the existence of the IAP. Considering all existing general aviation movements in the area, such an increase is considered imperceptible and it would be impossible to distinguish between noise attributed to IFR movements vs those on the visual circuit.

3.4.4 Concerns over jet aircraft using the procedure (1 Response)

There was one concern over the possibility of jet aircraft operating into Stapleford. It is confirmed that the runway characteristics (length, width, mixed asphalt and grass surface) are unsuitable for jet aircraft and therefore no jet aircraft will operate into Stapleford following the introduction of the IAP.

3.5 Analysis of geographic location of respondents

From the 170 received responses, 3 respondents submitted their responses outside of UK, one from Greece, one from Germany and one from Switzerland. One respondent

submitted his responses via email, but without address and one respondent was anonymous.

The following pictures depict the spread of respondents across the country.

All the following pictures contains the following:

- Single dot (black) = single response from postcode.
- Double dot (purple) = two responses from single postcode (respondents from the same street).
- Large dot (yellow) = four response from single postcode (respondents from the same street).

Figure 7: Geographic location of respondents in UK

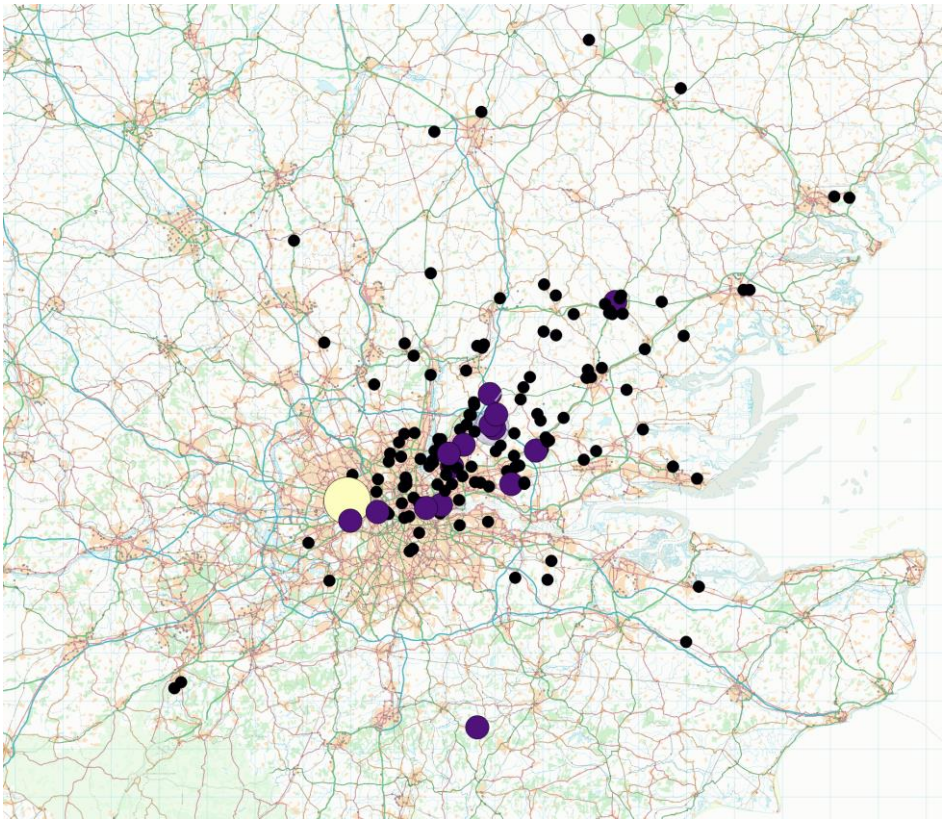


Figure 8: Geographic location of respondents in UK - zoom

The next picture depicts geographic location of respondents within Stapleford Aerodrome Traffic Zone (ATZ) and in the surrounding area.

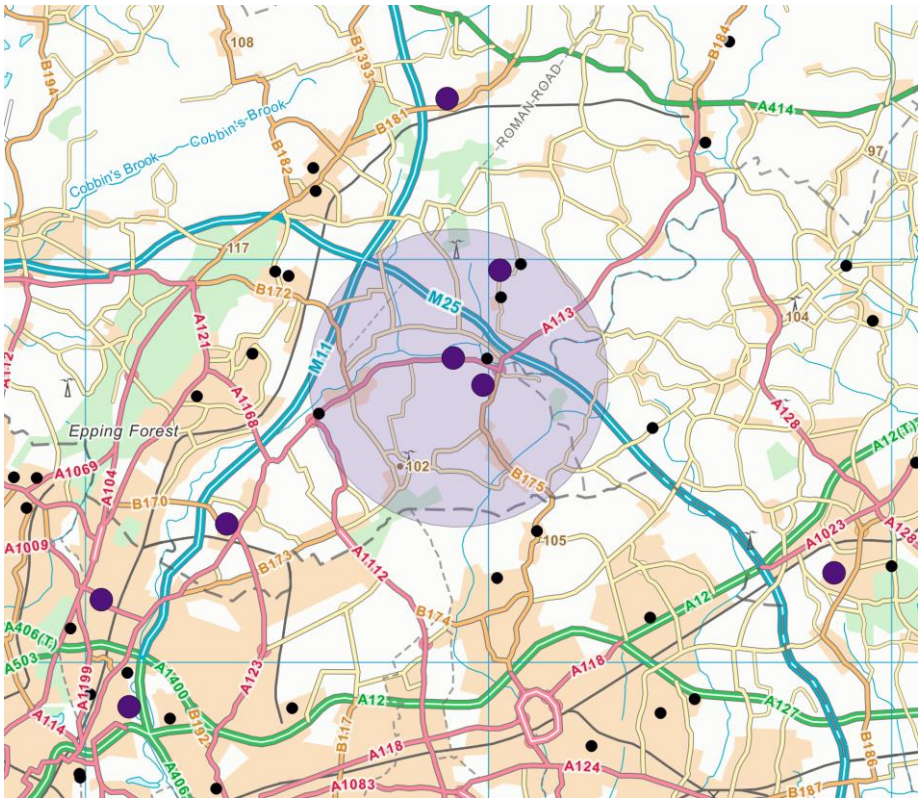


Figure 9: Geographic location of respondents in within Stapleford ATZ and in surrounding area

4 Conclusions and next steps

4.1 Conclusions

After careful consideration of the responses to the consultation, Stapleford Airport will be taking forward Option A, to implement new IAPs by submitting a formal Airspace Change Proposal to the CAA. There has been one additional change to the design of the Instrument Approach Procedure after consideration of the consultation responses which was:

- During the consultation, North Weald and Willingale pilots expressed concern that the IAP crosses their departure and arrival routes.

  Although in IMC, the potential for conflict with North Weald and Willingale traffic is very low, Stapleford Flight Centre has taken the decision to increase the height of the procedure at the Intermediate Fix (IF) from 1700ft to 1900ft to provide additional 'headroom' under the Initial and Intermediate Segments. The revised Instrument Approach Chart is included at Annex C.

Stapleford Flight Centre (SFC), as a change sponsor, notifies the consultees that if a representative organisation or individual wishes to present new evidence or data to the Group Director, SARG, for his consideration prior to making his regulatory decision regarding the IAP proposal, the representative organisation or individual must submit, in writing, the information to the following address:

Group Director

Safety and Airspace Regulation Group CAA House

45-59 Kingsway

London

WC2B 6TE

The CAA is responsible for the ACP and any complaints regarding the aerodromes adherence to the process should be made to the address below. Any other responses will be referred to Stapleford Aerodrome.

Airspace Regulator (Coordination) Airspace, ATM and Aerodromes Safety and Airspace Regulation Group

CAA House

45-59 Kingsway

London

WC2B 6TE

4.2 Next steps

The Consultation Feedback report (this report) and the Consultation Document, together with associated flight validation and safety case will be submitted to the CAA Safety and Airspace Regulation Group (SARG). The CAA will then complete their regulatory assessment of the proposal and will publish their decision on its website.

Stapleford Airport is publishing this Consultation Feedback report to publicly report the feedback received from the consultation and its findings.

The SFC therefore anticipates the new procedures to be operational in late Q2 2019.

The following table contains planned activities regarding this ACP process.

Date	Action
Q4 2018	Submission of Formal Airspace Change Proposal to CAA
Q1 2019	Regulatory decision by CAA
Q2 2019	Implementation of IAPs at Stapleford aerodrome (if approved)

Table 2: Next steps

5 Confidentiality

It is required by the CAA, that all consultation material, copies of responses from consultees and others, are included in any formal submission to the CAA of an ACP.

Stapleford Airport undertakes that, apart from the necessary submission of material to the CAA and essential use by our consultants for analytical purposes in developing this Report and subsequent ACP material, it will not disclose the personal details or content of responses and submissions to any third parties. Our consultants are signatories to confidentiality agreements in this respect.

Stapleford Airport would like to extend its thanks to all stakeholder consultees and members of the public who have taken the time to respond to the consultation. We take the concerns and views of our local stakeholders very seriously and try to maintain a constant dialogue with our neighbours that is characterised by a straightforward, open and honest approach, aimed at building understanding, trust and mutual respect.

A List of consultees

A.1 Aviation Consultees

Airspace and airport users' group

Consultee	Description
Stapleford flight centre	Commercial and private pilot training
London Executive Aviation	Air Charter Airline
Air Charter Service	Private Jet Charter
HERTS and ESSEX Aero Club Limited	Aeroclub

Local airports

Consultee	Description
Southend Airport	Major Airport
Stansted Airport	Major Airport
London City Airport	Major Airport
North Weald	General Aviation Airfield

The National Air Traffic Management Advisory Committee (NATMAC)

Consultee	Acronym
Aircraft Owners & Pilots Association	AOPA UK
Airfield Operators Group	AOG
Airlines UK	
Airport Operators Association	AOA
Aviation Environment Federation	AEF
British Aerospace Systems	BAE Systems
British Air Transport Association	BATA
British Airline Pilots Association	BALPA
British Airways	BA
British Balloon & Airship Club	BBAC
British Business & General Aviation Assc	BBGA
British Gliding Association	BGA
British Hang Gliding & Paragliding Assc	BHPA
British Helicopter Association	BHA
British Microlight Aircraft Association	BMAA
British Model Flying Association	BMFA
British Parachute Association	BPA
Civil Aviation Authority	CAA

Consultee	Acronym
Defence Airspace & Air Traffic Management	DAATM
Future Airspace Strategy VFR Implementation Group	FASVIG
GAA	
General Aviation Safety Council	GASCo
Guild of Air Pilots & Air Navigators	GAPAN
Guild of Air Traffic Control Officers	GATCO
Heathrow Airport Ltd	HAL
Heavy Airlines	
Helicopter Club of Great Britain	HCGB
Honourable Company of Air Pilots	
Isle of Man	IoM
Light Aircraft Association	LAA
Light Airlines	
Low Fares Airlines	LFA
Military Aviation Authority	MAA
Ministry of Defence	MoD
National Air Traffic Services	NATS
PPL/IR	
UK Airprox Board	UKAB
UK Flight Safety Committee	UKFSC
Unmanned Aerial Vehicles Association	UAVS

A.2 Non-aviation Consultees

National organisations

Consultee
Natural Environment Research Council
Natural England
National Trust

Local authorities

Consultee
Essex County Council
Greater London Authority

Town and Community Councils

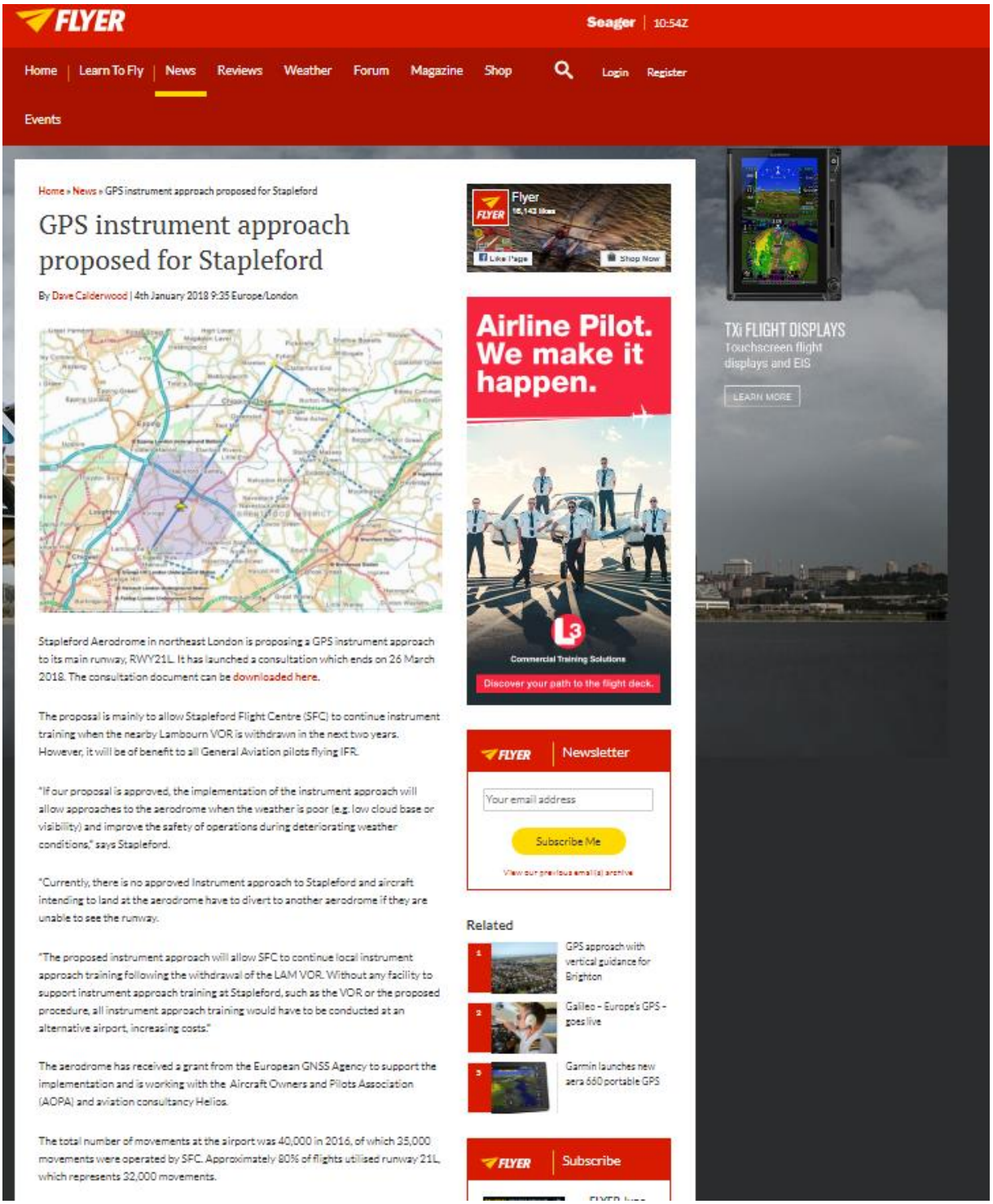
Consultee
Brentwood District
Epping Forest District
Havering London Borough
Redbridge London Borough
Blackmore, Hook End and Wyatts Green CP
Doddinghurst CP
Fyfield CP
High Ongar CP
Highwood CP
Ingatestone and Fryerning CP
Kelvedon Hatch CP
Lambourne CP
Moreton, Bobbingworth and the Lavers CP
Mountnessing CP
Navestock CP
Ongar CP
Stanford Rivers CP
Stapleford Abbotts CP
Stapleford Tawney CP
Stondon Massey CP
Theydon Garnon CP
Theydon Mount CP

Members of Parliament

Consultee
Alex Burghart, Member for Brentwood and Ongar
Eleanor Laing, Member for Epping Forest
Julia Lopez, Member for Hornchurch and Upminster
Wes Streeting, Member for Ilford North
Andrew Rosindell, Member for Romford

B Copy of published articles and weblinks

B.1 Copy of published articles



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GPS instrument approach proposed for Stapleford

By Dave Calderwood | 4th January 2018 9:35 Europe/London

Stapleford Aerodrome in northeast London is proposing a GPS instrument approach to its main runway, RWY21L. It has launched a consultation which ends on 26 March 2018. The consultation document can be downloaded here.

The proposal is mainly to allow Stapleford Flight Centre (SFC) to continue instrument training when the nearby Lambourn VOR is withdrawn in the next two years. However, it will be of benefit to all General Aviation pilots flying IFR.

"If our proposal is approved, the implementation of the instrument approach will allow approaches to the aerodrome when the weather is poor (e.g. low cloud base or visibility) and improve the safety of operations during deteriorating weather conditions," says Stapleford.

"Currently, there is no approved Instrument approach to Stapleford and aircraft intending to land at the aerodrome have to divert to another aerodrome if they are unable to see the runway.

"The proposed instrument approach will allow SFC to continue local instrument approach training following the withdrawal of the LAM VOR. Without any facility to support instrument approach training at Stapleford, such as the VOR or the proposed procedure, all instrument approach training would have to be conducted at an alternative airport, increasing costs."

The aerodrome has received a grant from the European GNSS Agency to support the implementation and is working with the Aircraft Owners and Pilots Association (AOPA) and aviation consultancy Helios.

The total number of movements at the airport was 40,000 in 2016, of which 35,000 movements were operated by SFC. Approximately 80% of flights utilised runway 21L, which represents 32,000 movements.

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15th January

The Stapleford Flight Centre plans to introduce a new navigation system

Mile Boyd @EppForestMile
Senior reporter covering Epping. Call me on 07795 216211

One of several training planes introduced to Stapleford Flight Centre in 2014. Image by Nick Francis.

PILOTS flying into the Stapleford Flight Centre could soon be able to land in poor weather conditions.

From 2019 the flight training school and private flying club plans to use a GPS-based instrument approach system on its main runway.

With the centre's navigation beacon to be removed in the new couple of years and no instruments that can guide pilots safely to the ground, currently aircraft planning to land at the aerodrome have to divert to another strip if visibility is low.

Colin Dobney, head of training, said: "The implementation of the instrument approach would allow approaches to the aerodrome to continue when the weather is poor, when there is a low cloud base or poor visibility.

"It will improve the safety of operations during deteriorating weather conditions.

"We do not anticipate the proposed new system would be any significant increase in traffic locally."

A consultation into the system has begun and runs until March 28, with an open day at the aerodrome on February 13 providing further details.

To access the consultant document and to book in for the Open Day drop in sessions click here.

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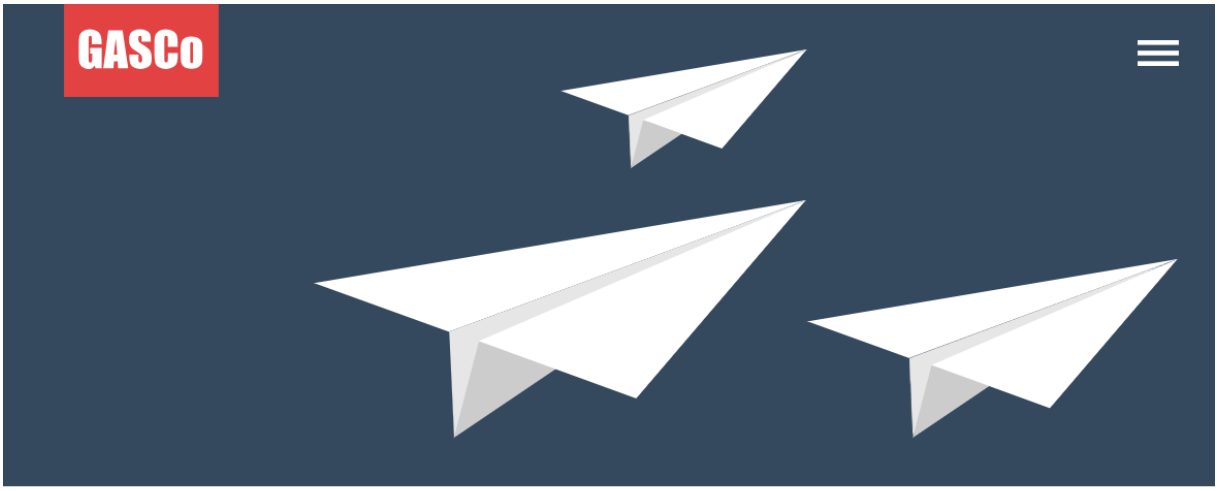


RNAV Approaches for Stapleford

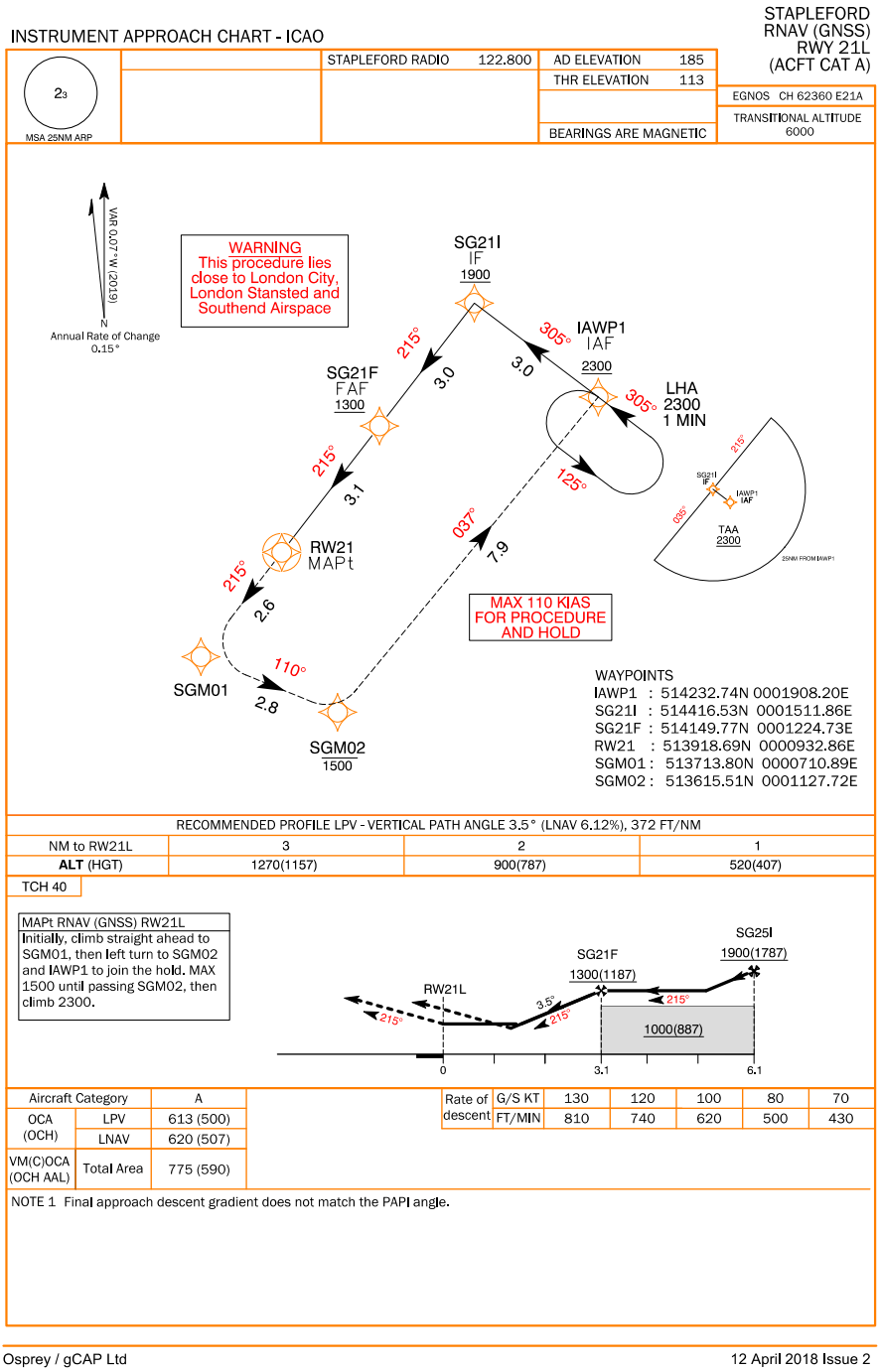
The introduction of RNAV (GPS based) approaches in the UK has proved lamentably slow. Stapleford Flight Centre in Essex is making a determined effort and a consultation process is now under way with an open day on 13 February 2018. READ MORE

Previous Contents Next

B.2 Weblinks

Flyer	https://www.flyer.co.uk/gps-instrument-approach-proposed-stapleford/
East London and West Essex Guardian	http://www.guardian-series.co.uk/news/15828346.Plans_for_poor_weather_navigation_system_at_flight_centre_could_lead_to_minor_air_traffic_increase/
GASCO	https://www.gasco.org.uk/flight-safety-extra/flight_safety_extra_feb_18/rnav_approaches_stapleford

C Updated Instrument Approach Chart



Note: The Height of the Intermediate Fix (SG211) has been increased from 1700’ to 1900’ following responses to the Stapleford Airspace Change Consultation.