



Wycombe Air Park

Introduction of a GNSS Approach to Runway 24



- Utilisation of Satellites to provide lateral and vertical guidance on approach to a runway
- Added layer of accuracy and safety using EGNOS the European Satellite Based Augmentation Service
- Already in use by other UK Airports (Cranfield, Gloucester, Shoreham)
- Currently approx 25% of aircraft based at WAP are equipped to use the procedure

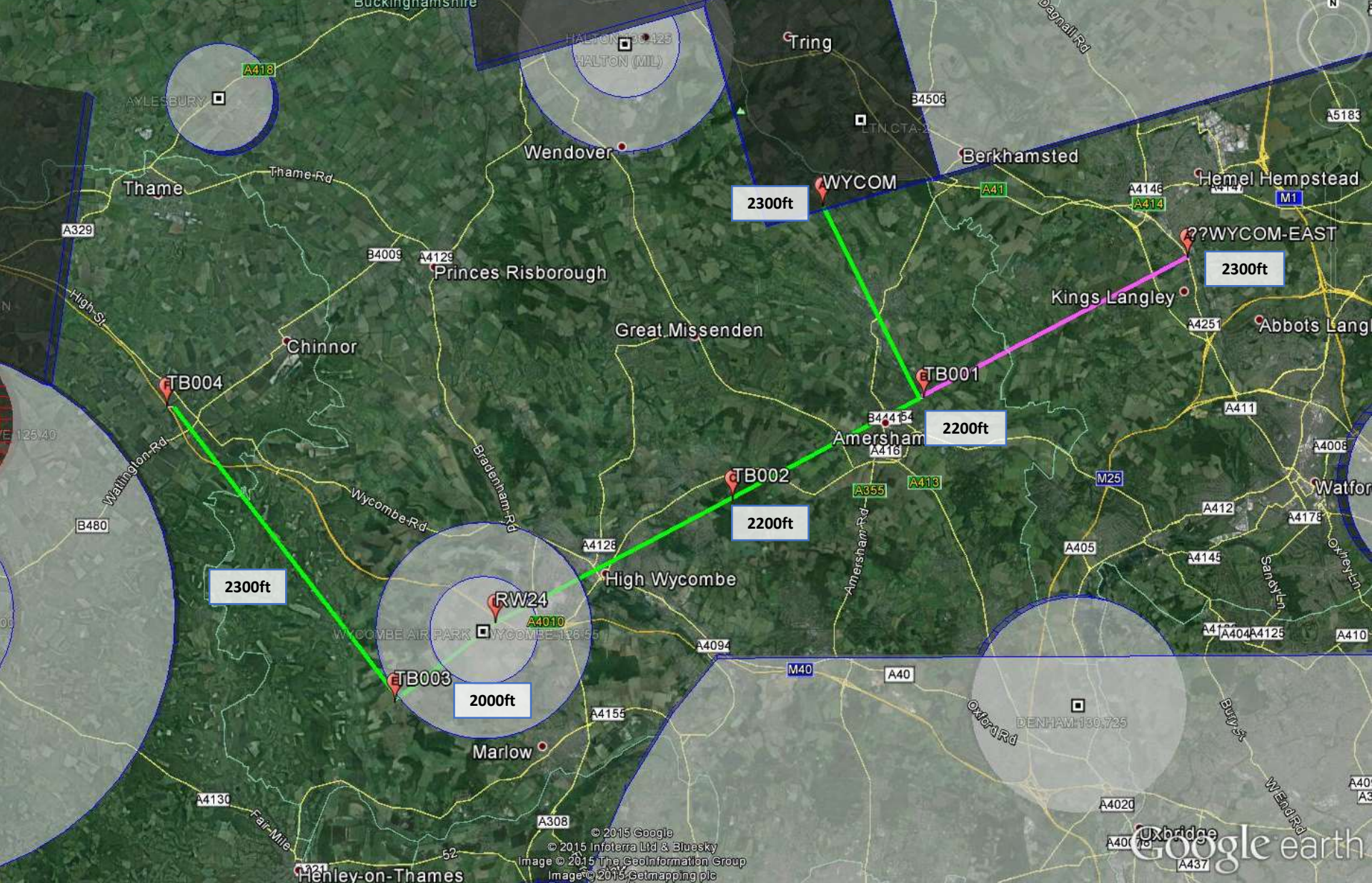
What is a GNSS Approach?

- NOT to increase traffic, only make existing bad weather operations safer
 - We do not envisage any change to the type of traffic as we are not changing the airfield infrastructure
- Existing Procedure
 - Pilots make an approach to the runway using visual references
 - There are several unofficial methods to break cloud and carry out a landing none of which are officially safeguarded
- GNSS Approach
 - Primarily for use in weather which makes a visual approach very challenging
 - Safeguarded in terms of procedure design and obstacle survey making it safer

Why do we want a GNSS Approach?

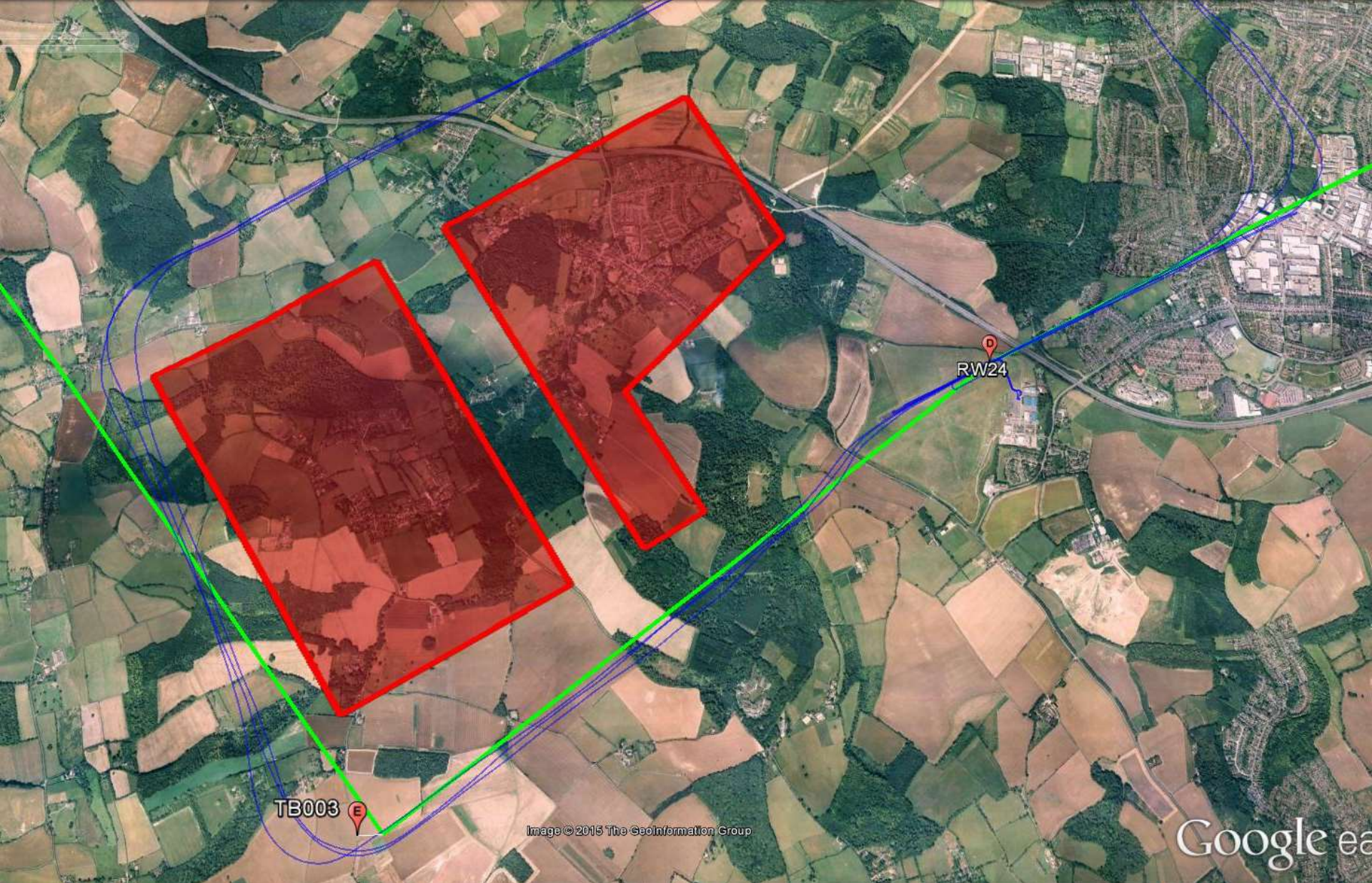
- There will be very little change to type and intensity of traffic
- Most aircraft that will utilise the approach will be newer aircraft that are equipped with built-in GPS systems
- Visiting aircraft using the procedure will be in the correct place
- PPR Only - approx 2 slots per hour
- Frequency - approx 4 approaches per hour

What does this mean for you?



Planned Procedure





Planned Procedure - Noise Abatement

Next Steps:

- CAA Approval process
- Procedure Trials
- Airspace Users Awareness Campaign
- Publication and implementation – Spring 2016
- Phased introduction:
 - Phase 1 - Booker Aviation Aircraft
 - Phase 2 - WAP Based Aircraft
 - Phase 3 - Other Operators

- Please let us have any feedback via email:

gnsconsultation@bookeraviation.aero

- Consultation closes: 7th August 2015

What happens next?

