

# Airspace Change Proposal (ACP2023-075): London Biggin Hill Airport RWY 03 RNP Trial – CAA Trial Plan review response

*In December 2022, the CAA decided not to approve airspace change proposal [ACP-2013-08](#), which sought to introduce an Area Navigation (RNAV) Instrument Approach Procedure (IAP) to Runway 03 at London Biggin Hill Airport. The CAA agreed that the overall objectives of the proposal were in accordance with the Airspace Modernisation Strategy, but decided that the Instrument Approach Procedure as designed and submitted by the change sponsor would not maintain a high standard of safety. The CAA's decision with reasons is published in [CAP 2500 - London Biggin Hill Airport Runway 03 Instrument Approach Procedure Airspace Change Decision](#).*

*Further to that decision, the change sponsor has submitted this airspace change proposal for a trial in order to develop a procedure that addresses the reasons the CAA did not approve the change proposed in [ACP-2013-08](#), stated as 'outstanding issues' in para 81 of CAP 2500.*

*The sponsor's objective is that completion of the trial should provide evidence to the change sponsor to support satisfactory outcomes against the 3 objectives in the current trial plan (v1.0).*

- *OBJECTIVE 1: Understand and analyse RNP flyby and RF leg Actual Navigation Performance on arriving traffic to a short final approach.*
- *OBJECTIVE 2: Understand the impact on pilot workload associated with the use of RF to a short final approach, together with its suitability in Class G airspace. (The CAA would want information on air traffic controller workload to also be considered.)*
- *OBJECTIVE 3: Demonstrate safe integration of traffic, where different agencies require the use of multiple, innovative IAPs in Class G Airspace.*

*The CAA is satisfied that the airspace change proposal is an airspace trial as defined in the [Civil Aviation Authority \(Air Navigation\) Directions 2023](#), being a change to airspace design of a temporary nature for the purposes of investigating the feasibility of innovative airspace design and assessing its performance and effect. The CAA is satisfied that the work carried out under ACP-2013-08 can be used to inform the development of a new procedure.*

*The CAA has considered the information provided by the sponsor in the [Trial Plan \(v1.0\)](#) and the Annex D risk assessment.*

*The CAA has decided to provide this update to inform the sponsor and stakeholders on our approach to our consideration of this ongoing and developing airspace change proposal for an airspace trial.*

*In the event the CAA is able to, and decides to approve this airspace trial, in order to maintain a high standard of safety, (and in addition to the obligations on the sponsor set out in Part 1b CAP1616 v.4) the trial approval decision will be conditional upon:*

*(a) a phased implementation of the trialled process.*

- Phase A will consist of a flight validation to ensure the procedure is coded correctly and can be flown in accordance with a Flight Management System. This would take place under control conditions (to be defined and agreed, see SR 03, 04, 05 and 49 in Annex E safety requirements).*
- Phase B will consist of pre-planned testing of the procedure under control conditions (to be defined and agreed upon completion of phase A).*
- Phase C will consist of open testing of the procedure with all suitably qualified AOs and reduced/nil control conditions (to be defined and agreed upon completion of phase B); and*

*(b) The CAA being informed throughout the trial of any incursions of Controlled Airspace that occur and any other incidents that would require Mandatory Occurrence Reporting. (in accordance with para 324 CAP 1616 v.4 the subsequent investigation into any incident during the trial may result in the CAA suspending or ending the trial.)*

*The CAA will not permit progression to the next phase until it has determined that the objectives of the previous phase have been met, which include maintaining a high standard of safety, and the CAA agreement to the conditions of the next phase.*

*If the airspace trial is approved, all phases of the trial are completed successfully and the change sponsor wishes to make the procedures being trialled permanent, the sponsor will need to request a permanent airspace change and follow the permanent airspace change process. As set out in CAP 1616 Ed5, the permanent airspace change process requires the change sponsor to provide a more detailed assessment of the impacts of the proposal, including safety, and publicly consult on its proposed designs.*

*As set out in Part 1b CAP1616 v.4 normally, the airspace will revert back to the design that existed prior to the trial until such time as the full process for a change in airspace design can be completed and CAA has, if applicable, approved it.*

**Airspace Regulation**  
**UK Civil Aviation Authority**  
**16th May 2024**