



ACP-2023-075

TRIAL OF AN RNP APPROACH TO RUNWAY 03 AT BIGGIN HILL AIRPORT

Phase A Update

Change History	
Version	Date
V1.0	August 2025



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1 Introduction

As set out in [CAA's Trial Plan review response May 2024](#), their approval decision for the trial is conditional on London Biggin Hill Airport (LBHA) progressing through three phases of trial implementation activities:

- 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).

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.

This document provides stakeholders with an update on the Phase A activities which are still in progress.

2 Phase A progress: Ground & Flight IFP Validation

The ground (simulator) validation activity took place during April and June this year on a Bombardier Global Express XRS BD700 and Learjet 45 simulators.

Figure 1 provides an example of how the simulation runs (blue) carried out closely match the nominal designed path of the procedure (green). In particular, the simulated and nominal RF legs in the vicinity of Gatwick CTA match perfectly in all meteorological conditions.



Figure 1: Centreline adherence (simulator)

The proposed RNP APCH procedure for Biggin Hill RWY 03 was flown comfortably and safely in all simulated conditions (see Annex A); confirming the flyability of the procedure and the validation report has been accepted by the CAA.

The live flight validation will take during August or September 2025 and a validation plan for the activity has been accepted by CAA. The following summarises the activity:

- The flight validation will take place on a LJ75, wholly outside CAS, with the legs from OSVEV to YARVU flown not above 2400ft.
- However, owing to proximity of the KBW01 – FEZUC – KB03F Radius-to-Fix leg to the Gatwick CTA, ATC at TC will be monitoring the flight on radar and activity will be co-ordinated on the day with adjacent units. The activity will be promulgated via NOTAM.
- The IFP validation flight shall be conducted during daylight hours in visual meteorological conditions (VMC), which allow the flight to be carried out with a flight visibility of not less than 8KM, and in sight of the surface throughout the flight validation of the procedure. (CAP785b).

- We will aim for validation flights to take place late evening but during daylight hours when General Aviation activity is expected to be low.
- The activity should take around 2 hours to complete as there needs to be multiple runs performed in accordance with CAP785B.

If you have any questions regarding the flight validation activity, please email them to egkb03trial@traxinternational.co.uk

Subject to a successful flight validation, we currently anticipate Phase B to commence in November 2025