

# Airspace Change Proposal (ACP2023-075): London Biggin Hill Airport RWY 03 RNP Trial – CAA Permission to proceed to Phase B

*In reference to ACP-2023-075 (EGKB 03 RNP Trial), the CAA agrees that Phase A (which consisted of flight validation (ground simulator and air flight) to ensure the procedure is coded correctly and could be flown in accordance with a Flight Management System) was satisfactorily concluded in accordance with the agreed control conditions.*

*The CAA have reviewed the draft Trial Plan v0.6 provided on behalf of the sponsor, and grants conditional permission to the sponsor to commence Phase B of the trial in accordance with the conditions detailed in this letter.*

*Permission is granted for Phase B to commence operation on 13<sup>th</sup> November 2025, with the stage ending on 7<sup>th</sup> January 2026, for the purpose of gathering data to meet the objectives of the trial as approved.*

*The sponsor shall provide a full report in accordance with CAP 670 GEN.03 requirements by 22<sup>nd</sup> January 2026 detailing evidence gathered between 13<sup>th</sup> November 2025 and 7<sup>th</sup> January 2026, including procedure use numbers and time of day used, any operational or stakeholder feedback, flight procedure adherence data and any data collected in accordance with the Safety Management System of the participating ATC.*

*The sponsor shall provide weekly updates to the CAA throughout the trial period, including nil to report, on flight procedure adherence, reports submitted in accordance with the relevant unit Safety Management System, and any operator or stakeholder feedback.*

*The CAA have considered the criteria stated in our trial review response issued on 16th May 2024, which required the trial to be phased with permission to be granted before the commencement of each stage based on the trial performance during the previous phase and agreement of trial conditions for the following phase. The CAA have also considered their requirement under section 70 Transport Act 2000 to exercise its' air navigation functions to maintain a high standard of safety in the provision of air traffic services. The CAA acknowledges the operational training and currency requirement of Biggin Hill ATC and Thames Radar, and the resultant safety benefit of trial continuity between Phase B and C. As a result, Phase B is permitted to continue after the objectives have been met until 2359 (local) 1<sup>st</sup> April 2026 for the purposes of ATC currency subject to the following conditions:*

- 1. A review meeting must occur on 6<sup>th</sup> January 2026 to confirm the continued safe operation of the trial after the initial stage of Phase B is complete and that the Phase B objectives have been met.*
- 2. The trial continues in accordance with the Phase B conditions detailed below.*
- 3. Weekly updates continue to be supplied to the CAA.*
- 4. Robust procedures for the suspension of the trial should a safety event occur.*

*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 has agreed to the conditions of the next phase. Demonstration of safe usage by operators and relevant ATC units will be essential prior to permission to entering Phase C being granted.*

*The following conditions shall apply to Phase B until notified otherwise:*

1. *The RNP Approach Procedure for Runway 03 shall be promulgated in the UK AIP via an AIP Supplement. The sponsor shall ensure the dates contained within the draft SUP are clear, and that it only covers Phase B of the trial (please see the comments shared on draft AIP Supplement). A separate SUP will be required for Phase C.*
2. *Only approved and fully briefed aircraft operators will be permitted to fly the RNP 03 Approach Procedure as promulgated. The procedure shall only be flown by [REDACTED], by the pilots identified by the sponsor in their Trial Plan v0.6 as briefed and approved to operate the procedure.*
3. *Any addition of aircraft operators to the agreed list of [REDACTED] aircraft shall require written approval from the CAA.*

*In addition, the sponsor must complete the following requirements before commencement of Phase B:*

- *All relevant stakeholders are updated prior to the commencement of Phase B.*
- *ATM Procedures (TOI) and any associated Letters of Agreement are agreed and signed by all relevant signatories – and accepted by the relevant ATM Inspector - prior to Phase B commencing. This includes any Safety Assessments and evidence of Training Plan completion by relevant ATC operational staff.*
- *Clear entry and exit criteria are established for Phase B of the trial, and agreed with the relevant ATM Inspector, in accordance with CAP 670 GEN.03. This includes procedures for suspending the trial should an incident occur, in accordance with the Safety Risk Assessment.*
- *The change of PAPI angle from 4° to 3° can be implemented before Phase B commences.*
- *Submission of the final version of the Trial Plan for Phase B to the CAA, with a copy uploaded to the Airspace Change Portal (redacted as appropriate).*

*The CAA requests evidence of the completion of all actions above to be sent to the Airspace Change Account Manager and Air Traffic Management Regulator by Monday 10<sup>th</sup> November 2025. If these conditions are not met, the sponsor is not permitted to commence Phase B on Thursday 13<sup>th</sup> November 2025.*

*The sponsor is reminded that a full CAP 1616 Airspace Change Proposal is required should they wish to make the trial procedure permanent. The CAA notes the safety arguments made by the sponsor for continuity between Phase B and C. Should permission be granted for the commencement of Phase C, there is a likelihood of discontinuity between the end of a Phase C and the implementation of a permanent procedure. The sponsor is encouraged to consider this during Phase B to ensure safety is not compromised following the end of the trial.*

**Airspace Regulation**  
**UK Civil Aviation Authority**  
**3<sup>rd</sup> October 2025**