



ACP-2023-075

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

### Trial Implementation Plan: Phase B

Change History	
Version	Date
1.0	December 2025



# Table of Contents

<b>1</b>	<b>INTRODUCTION</b> .....	<b>3</b>
<b>2</b>	<b>PHASE A: GROUND &amp; FLIGHT IFP VALIDATION</b> .....	<b>4</b>
<b>3</b>	<b>THE RNP APCH PROCEDURE FOR LIVE TRIAL</b> .....	<b>6</b>
<b>4</b>	<b>PHASE B PLAN</b> .....	<b>7</b>
4.1	OVERVIEW.....	7
4.2	CHOSEN OPERATORS.....	7
4.3	PHASE B OBJECTIVES AND ASSOCIATED EVIDENCE TO BE CAPTURED.....	8
4.4	SAFETY MITIGATIONS TO BE IMPLEMENTED AHEAD OF PHASE B.....	11
4.5	ACTIONS TO BE TAKEN IN THE EVENT OF A SAFETY EVENT ASSOCIATED WITH THE TRIAL.....	14
<b>5</b>	<b>STAKEHOLDER ENGAGEMENT LOG</b> .....	<b>15</b>
5.1	ENGAGEMENT ACTIVITY DURING PHASE A.....	15
<b>6</b>	<b>ANNEX A: OPERATOR QUESTIONNAIRE</b> .....	<b>18</b>

# 1 Introduction

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As set out in [CAA's Trial Plan review response May 2024](#), their approval decision 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 summarises the outcome of the Phase A activities and describes the activities that are due to take place to satisfy Phase B of the trial implementation.

## 2 Phase A: Ground & Flight IFP Validation

The ground (simulator) validation activity took place on the 14th and 15th of April 2025 and 26<sup>th</sup> June 2025 at CAE London Burgess Hill (Innovation Dr, Burgess Hill, RH15 9TW) 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.

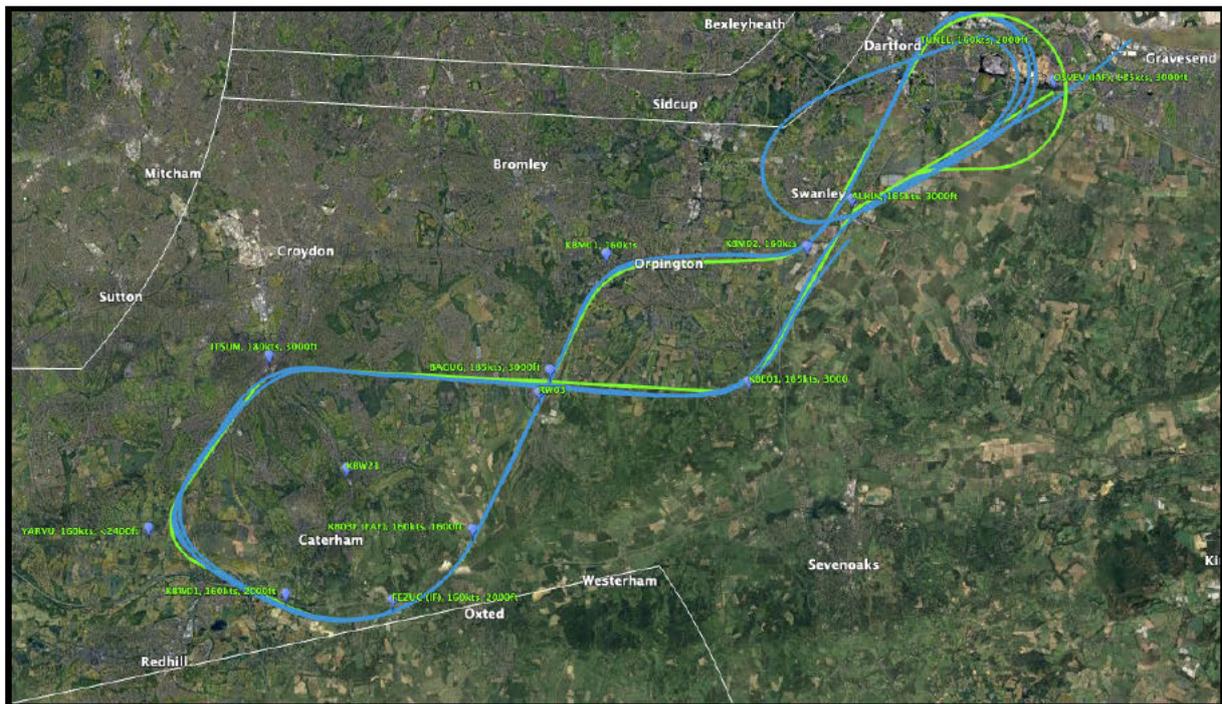


Figure 1: Lj45 centreline adherence (simulator)

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 took place on 19<sup>th</sup> September 2025, following acceptance of a validation plan by the CAA. The proposed RNP APCH procedure for Biggin Hill RWY 03 was flown comfortably and safely further confirming the flyability of the procedure and the validation report has been accepted by the CAA.

Figure 2 shows the tracks flown during the flight validation flown (blue) closely matching the nominal designed path of the procedure (green). Figure 3 shows the adherence at the closest point to the Gatwick CTA in more detail.

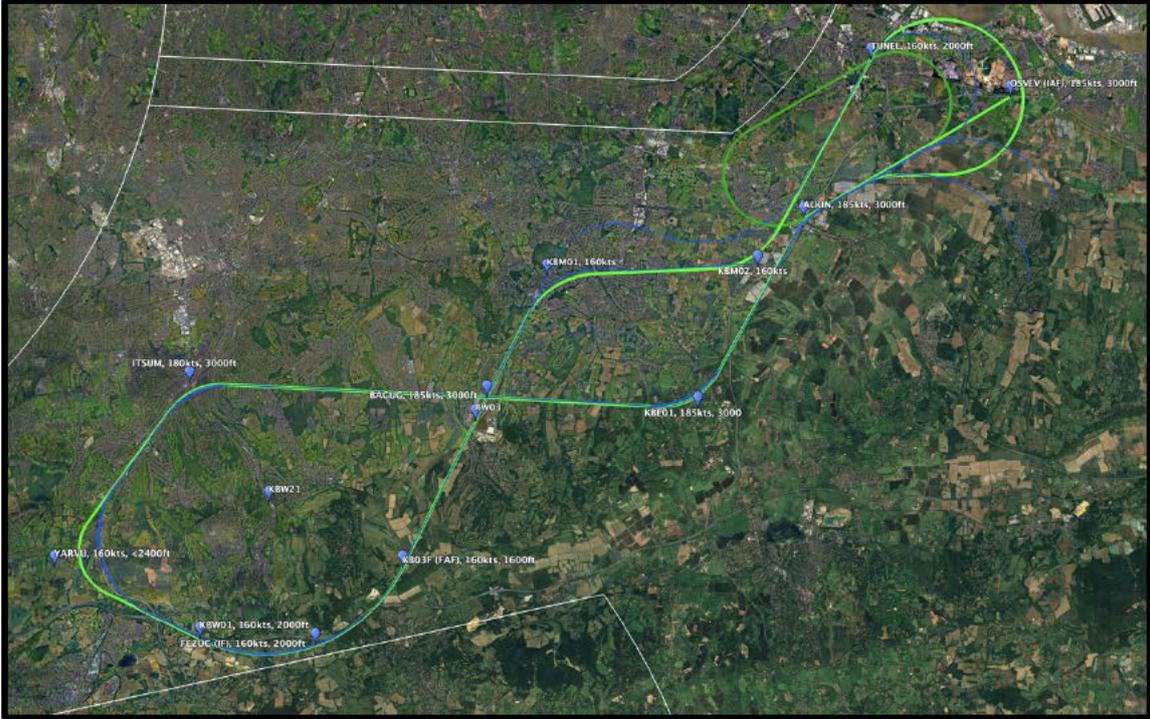


Figure 2: LJ75 centreline adherence (flight validation)

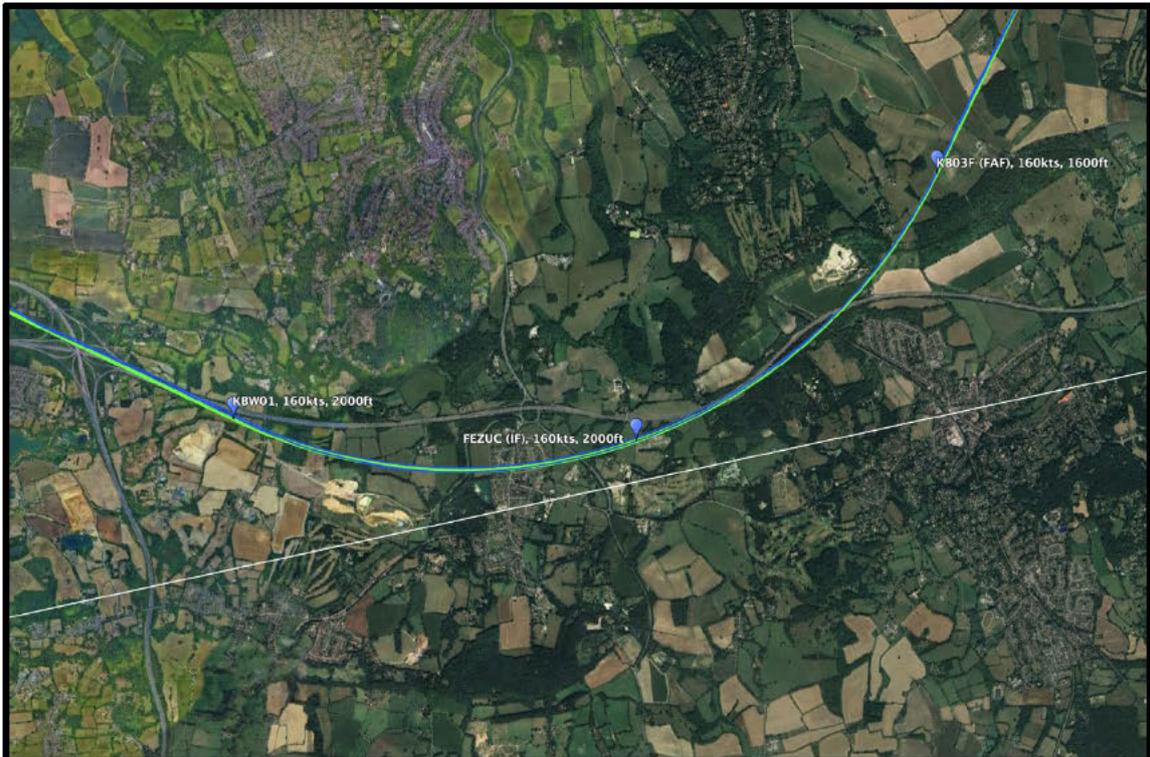


Figure 3: LJ75 centreline adherence (flight validation).



### 3 The RNP APCH procedure for live trial

Figure 4 shows IAP chart published in the AIP Supplement for the RNP APCH+RF (RNP RWY 03) procedure, to be tested during the trial.

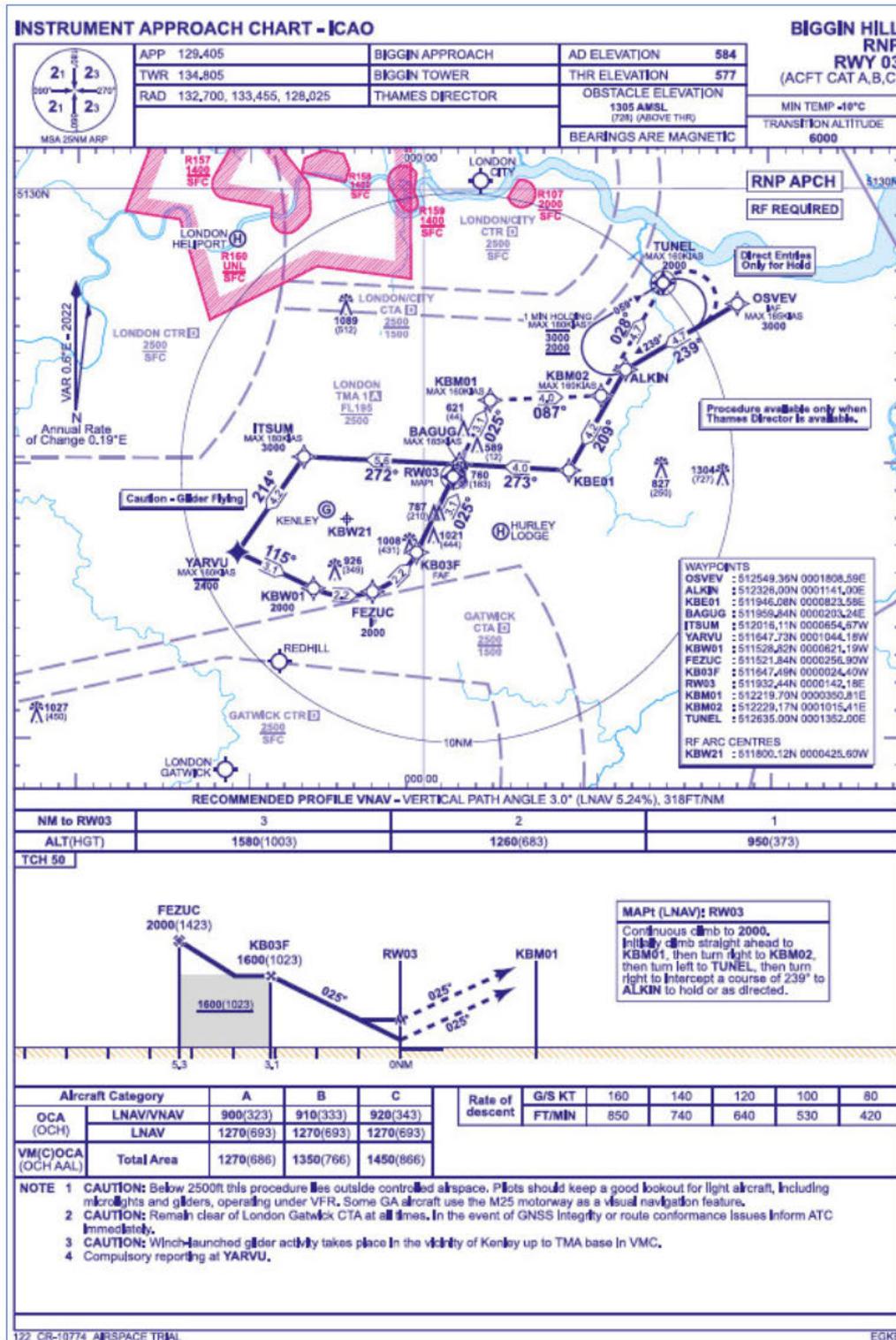


Figure 4: EGKB RNP03 Chart

## 4 Phase B Plan

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### 4.1 Overview

Phase B will consist of pre-planned testing of the procedure under control conditions, the detail of which need to be agreed with CAA. This section defines this detail for CAA's consideration.

LBHA propose that, subject to a successful live flight validation activity, the RNP 03 procedure will be promulgated in the UK Aeronautical Information Publication (AIP) via an AIP Supplement<sup>1</sup>, to be used by a small number of specifically briefed operators for 2 months to demonstrate that a high standard of safety can be maintained before progressing to Phase C<sup>2</sup>.

Phase B will commence from 13<sup>th</sup> November 2025 running through to 7<sup>th</sup> January 2026 requiring that this Phase B plan is accepted by CAA in time for submission of the AIP Supplement to AIS by 3<sup>rd</sup> October 2025.

Throughout the 2 months of Phase B, data will be shared with CAA to enable them to make a decision on progression to Phase C in time for the AIP Supplement Sponsor Submission cut-off date of 20<sup>th</sup> February for 2<sup>nd</sup> April effective date.

Subject to CAA approving progression to Phase C, the full live trial for all RF-capable operators will commence from 2<sup>nd</sup> April 2026 until 17<sup>th</sup> Sept 2026. In the period between 7<sup>th</sup> Jan and 2<sup>nd</sup> April, the operators within this plan will continue to be able to request the procedure. From CAA decision to the 2<sup>nd</sup> April (assuming a positive CAA decision), LBHA will increase the number of operators who can request the RNP RWY 03 approach subject to those operators receiving specific briefings, subject to CAA permission.

### 4.2 Chosen Operators

Table 1 provides a list of the operators who will be specifically briefed by Biggin ATC and able to request an RNP Approach to Runway 03 during Phase B.

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<sup>1</sup> Draft supplied to CAA with this plan

<sup>2</sup> Phase C will consist of open testing of the procedure with all suitably qualified AOs and reduced/nil control conditions.

Operator	Aircraft Types (Reg)	Pilot name
[REDACTED]	[REDACTED]	[REDACTED] [REDACTED] [REDACTED] [REDACTED]
[REDACTED]	[REDACTED] [REDACTED]	[REDACTED] [REDACTED]
[REDACTED]	[REDACTED]	[REDACTED] [REDACTED]
[REDACTED]	[REDACTED]	[REDACTED] [REDACTED] [REDACTED]

Table 1: Approved operators for Phase B

TC Thames will be provided with a list of aircraft registrations eligible for participation in Phase B.

#### 4.3 Phase B objectives and associated evidence to be captured

Three core trial objectives for Phase C are presented in the original Trial Plan V1.0. We propose that 2 of those core trial objectives are relevant for Phase B to demonstrate that a high standard of safety can be maintained. The reason for excluding the 3<sup>rd</sup> objective from Phase B is explained below. Not all evidence collection as set out in the trial plan is proposed for Phase B though the full set will be performed for Phase C.

It is expected that this data collection will be used as evidence for CAA’s decision making as to whether the trial can progress to Phase C.

**OBJECTIVE 1: Understand and analyse RNP flyby and RF leg Actual Navigation Performance on arriving traffic to a short final approach.**

The trial will provide real-life data on the vertical and lateral actual navigation performance of aircraft flying the RNP APCH + RF procedure. We will be able to accurately assess the distances achieved between any aircraft operating within the Gatwick CTA Class D airspace and Biggin Hill RNP APCH + RF arrivals in Class G uncontrolled airspace. This data will also better inform both

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<sup>3</sup> Performed the flight validation in LJ75 Phase A  
<sup>4</sup> Performed the ground validation in the LJ45 in Phase A  
<sup>5</sup> Performed the ground validation in the BD700 in Phase A

Gatwick and Biggin Hill as to the most suitable CAS volume structure in the area in support of their ongoing FASI ACPs.

### **Evidence Capture for Objective 1**

LBHA's Aerodrome Traffic Monitor (ATM) has a Mode-S radar feed and they have also installed an ADS-B receiver on the aerodrome, specifically to capture data for this trial<sup>3</sup>. This data will be used to analyse the vertical and lateral actual navigation performance of aircraft flying the RNP APCH + RF procedure.

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### **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 trial will enable us to understand whether the procedure is understood and flown correctly, log any occurrences of 'procedure breakdown', determine whether the procedure exacerbates the issues of pilot workload compared to the existing circling approach and understand if the RNP APCH + RF procedure increases interactions with other airspace users and/or created conflicts in Class G airspace.

### **Evidence Capture for Objective 2**

After each operator has flown their first RNP RWY03 procedure, we will ask LHBA's operators to complete a short survey<sup>4</sup> to report on any issues with procedure misunderstanding, procedure breakdown or flyability and general workload associated with the RNP APCH+RF procedure.

We will ask them to complete another survey in December and again in January.

An online survey for GA users is also available to collect feedback and a link included with the AIP Supplement.

LBHA will log any occurrences of 'procedure breakdown' or issues with flyability as these could be expected to cause a sudden increase in pilot workload.

We propose that a procedure breakdown occurs when a Flight Management Computer (FMC) Disconnect takes place resulting in the aircraft not making a turn at a waypoint and instead flying 'wings level' through that waypoint.

Excessive ballooning around a waypoint, over and above that which could be expected by an aircraft established on an RNP APCH procedure will be logged as a flyability issue.

An unstable approach caused by excessive speed and/or rate of descent above that defined by the IFP is not considered to be a breakdown of the procedure. ATC or the pilot purposefully breaking an aircraft off the procedure is not considered to be a breakdown of the procedure.

A procedure breakdown or flyability issue will either be raised by NATS Terminal Control, Biggin Hill ATC or pilot. In the event of a single procedure breakdown or a single flyability issue

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<sup>3</sup> The ADS-B data is not included in the ATCO's ATM surveillance feed.

<sup>4</sup> See Annex A

occurring, LHBA will engage with the operator to understand the reason. Multiple occurrences (more than 1) by the same aircraft or operator may, depending on the location and severity or the issue, lead to ATC stopping the aircraft or operator being cleared on the IAP, until the issue has been addressed.

Multiple occurrences of procedure breakdown or flyability issues across multiple operators or FMC manufacturer or aircraft types may, depending on the location and severity or the issue, lead to suspension of Phase B until the fault has been identified and corrected through either operational procedures or a change to the IFP.

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**OBJECTIVE 3: Demonstrate safe integration of traffic, where different agencies require the use of multiple, innovative Instrument Approach Procedures (IAPs) in Class G Airspace.**

Our engagement identified two ongoing ACPs<sup>5</sup> to implement one or more Point in Space (PinS) Instrument Approach and Departure Procedures in close proximity to LBHA's RNP APCH+RF procedure. These procedures aim to enhance the capability of the blue light services that operate out of Redhill Aerodrome and King's College Hospital, Denmark Hill – namely, Air Ambulance Charity Kent Surrey Sussex (AACKSS) Helicopter Emergency Medical Service (HEMS) and flights in support of police operations that are conducted by the National Police Aviation Service (NPAS). Based on current timescales, the sponsors could see their PinS procedures operational within the timeframe of this trial.

The ability for LBHA to assess this objective is dependent on the progress of ACP-2023-027 and ACP-2023-077. After speaking with the Sponsors, the current estimate for implementation of the PinS procedures are Kings College Hospital Q2 2026 and Redhill Q4 2026. Therefore, this objective is unlikely to be tested during Phase B of the trial.

In addition to capturing evidence for Objectives 1 and 2, Phase B will allow us to:

- Demonstrate the ATC operating procedures are acceptable
- Confirm the pilot and GA questionnaires do not need any amendments

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<sup>5</sup> ACP-2023-027 and ACP-2023-077

#### 4.4 Safety mitigations to be implemented ahead of Phase B

Prior to the commencement of Phase B, a number of activities identified in our initial trial plan need to be put into place. Table 1 sets out these mitigations together with their current status or plan for addressing. It is anticipated this table will be updated as we approach Phase B commencement.

LBHA Safety Requirement	Status or plan to address
Safety Requirement (SR) 03 The RWY03 RNP IAP is designed to CAA and ICAO requirements	Complete. CAA accepted the design ahead of ground validation. Small adjustments were made after the initial ground validation and have been accepted by CAA.
SR04 The RWY03 RNP IAP is validated to CAA and ICAO requirements	Complete
SR05 The RWY03 RNP IAP is subject to flight validation prior to being released for operational use	Complete
SR15 Relevant obstacles are promulgated to pilots in the UK AIP	Complete. IFP has been re-assessed against the LBHA's latest (2024) survey data and accepted by CAA.
SR21 RWY 03 PAPIs adjusted to 3.0°.	Complete. RWY03 PAPIs permanently set to 3.0° from 17th October 2025. PERM NOTAM C6427/25 refers
SR22 Letter of Agreement (LoA) between LBHA and Redhill is to be agreed where LBHA will make a coordination call with Redhill when inbound traffic is expected to LBHA RWY 03 for Redhill operators to be made aware	Complete. LoA signed by both Redhill and Biggin Hill ATC. Procedure has been included in LBHA's TOI.
SR23 Since the RWY03 RNP IAP passes over the VRPs at 2,000ft, the Redhill LoA will also detail how Redhill will advise aircraft to fly not above 1,400ft at the "JUNC M25/M23" VRP, "A25 GODSTONE" VRP and "GODSTONE RAILWAY STATION" VRP.	
SR24 If Thames radar observes conflicts in the vicinity of YARVU then this traffic information should be passed prior to IFR (RWY03 RNP IAP) traffic leaving CAS by Thames Radar	Complete. Procedure has been included in ATC TOIs.
SR25 The presence of the RWY03 RNP IAP is to be depicted in the UK IAIP and on aeronautical charts (final approach Chevron on VFR Charts)	As this is a trial it may not be able to be depicted as Chevron on VFR chart (TBC). It will be promulgated via AIP Supplement in the AIP.  <i>We spoke with CAA to understand whether the IAP chart can be placed in AD2.24 as well as/instead of in the AIP Supplement. This will enable VFR chevron charts to be depicted on Electronic Flight Bags. CAA responded 8th July</i>



	<p>saying "You have inquired about whether the Biggin Hill RNP RWY 03 (Trial) chart can be published in EGKB AD2.24 instead of, or as well as, in the AIP Supplement. After careful consideration of this request, we would like to advise that the Biggin Hill RNP RWY 03 chart cannot be published in EGKB AD2.24 for a trial procedure."</p> <p>This action is therefore closed for the trial.</p>
SR26 An LoA between LBHA and the RAF Kenley Aerodrome Operator is to be agreed that details how RAF Kenley users (both Surrey Hills Gliding Club and the RAF Volunteer Gliding Squadron) will make a coordination call with LBHA when they start and finish operating	Complete. LoA signed by RAF Kenley and Biggin Hill ATC
SR27 If notified that the gliders operating from RAF Kenley are active, LBHA shall advise RWY03 RNP IAP traffic that RAF Kenley Gliding site is active	Complete. Procedure is included in ATC TOIs.
SR33 LBHA departing traffic shall not be released, subject to Thames Radar coordination, until RWY03 RNAV IAP traffic is through overhead & inbound ITSUM	Complete. Procedure is included in ATC TOIs.
SR34 An amended LoA between LBHA and Thames Radar shall state the inbound spacing policy	Complete Procedure is included in ATC TOIs.
SR37 Training for LBHA ATC on new procedures shall be appropriately planned	Complete. UTPs accepted and in progress.
SR43 An entry shall be added in the UK AIP for Redhill warning of aircraft using the LBHA RWY03 RNP IAP.	Permanent AIP entry not possible during trial but LoA contains procedures for both LBHA and Redhill ATC and trial promulgated via AIP Supplement.
SR45 LBHA ATC require flight crews to make position reports during the procedure to monitor that aircraft are following the nominated instrument approach track	Complete. YARVU added as compulsory reporting point.
SR46 The RWY 03 RNAV IAP track will be annotated on the ATM Display	Complete
SR47 LBHA will advise RAF Kenley users when RWY03 is active	Complete. Procedure is included in LBHA's TOI
SR48 The LBHA RWY03 IAP shall not be flown manually	Complete. The RWY03 IAP will be accessed and flown via LNAV. This was confirmed in IFP Validation.
SR49 A Navigation Database Validation to be performed including check of Coding House charts (i.e. Lido/Jepps)	Completed 27 <sup>th</sup> Nov 2025.



Other Actions	Status or plan to address
ATC Training Needs Analysis and subsequent ATCO training, where required (Swanwick)	Complete.
LoA signed between LBHA and NATS Gatwick Airport	Complete. LoA signed by Gatwick and Biggin Hill ATC. In the <u>03 RNP Trial Plan Version 1</u> there was a query from Gatwick if TC needed to be a signatory. TC advised they do not as they have their own LoA with Biggin Hill.
LoA signed between LBHA and NATS Farnborough LARS	<p>Since submitted the trial plan to CAA in March 2024, the position from Farnborough has changed due to their experience of similar procedures within the LARS Area of Responsibility at other airfields.</p> <p>An LOA implies a level of service is being focussed on this particular procedure and Farnborough need to keep consistency with how other procedures are operated with other units within the AOR. In this regard, Farnborough do not have LOAs in place with other airports for Class G procedures and have covered implementations with an Operational Notice, briefing the ATCOs to ensure they are aware the procedure is in place. We will manage this Biggin trial in the same way, LARS East already has procedures in place with Thames for management of traffic and these can remain unchanged by this trial.</p>
Investigation with CAA as to whether Green Dragons Airsports members will be allowed to transmit their location on their Sky Echo 2s	<p>We enquired with CAA who advised “This webpage covers the use of devices that require a 24 bit address: <a href="#">Electronic conspicuity devices   UK Civil Aviation Authority</a> It also tackles the licensing aspect (towards the end of the document). I’m sure the organisation involved can find the appropriate WTA licence for the situation”</p> <p>This information has been passed to Green Dragons Airsports.</p>
Investigation with CAA as to whether a NOTAM can be promulgated by Biggin Hill and Redhill for a period of 6 months as to the presence of the trial IAP	NOTAMs can only be promulgated for 3 months. The trial will be promulgated via AIP Supplement.
An AIP Supplement for the trial promulgated	Complete. AIP Supplement 104/2025.
Feedback mechanism for GA	AIP Supplement contains <a href="#">this link</a> to an online survey
Hazard relating to a related to a slow climbing Heathrow 09 DET departure that does not reach	Procedures already exist for Heathrow Tower to notify Thames Radar of a slow climbing aircraft. This allows Thames Radar to take action with the arriving Biggin Hill



<p>4,000ft in time and comes into conflict with an aircraft inbound to Biggin Hill at 3,000ft on the RWY03 RNP IAP.</p>	<p>aircraft, if required, until such a time that the conflict no longer exists. Thames Radar will keep hold of the EGKB RNP03 arrival until passed ITSUM and on leaving CAS, at which point it is travelling away from Heathrow DET09 SID tracks. See Thames Radar and TC TOI.</p>
<p>Notification of the trial and associated noise impacts to relevant community groups</p>	<p>All industry stakeholders were emailed with project update including link to CAA Phase B statement on the portal on 22/10/2025.</p> <p>LBHA ACC were briefed on the project on 30/10/2025. This included the associated noise impacts and the slides have been shared with CAA.</p> <p>Reigate and Banstead district council are not represented on the LBHA ACC so they were informed via email 6<sup>th</sup> Nov 2025.</p> <p>LBHA website updated 06/11/2025 to include associated noise impacts.</p> <p>LBHA posted project updates on their Social media pages with links to the website on 06/11/2025.</p> <p>Botley Hill Farmhouse was emailed with a link to the LBHA website 06/11/2025</p>

#### 4.5 Actions to be taken in the event of a safety event associated with the trial

The CAA’s Trial Plan review response May 2024 states that the trial approval will be conditional on *“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.)”*

In the event of any safety occurrence, it will be reported and addressed within the normal reporting processes from the ATS unit and/or pilot so that the appropriate investigations can take place.

However, in the event that ATC at Biggin Hill, Swanwick Terminal Control or NATS Gatwick or a Pilot flying the Runway 03 RNP Approach considers that the IFP itself or associated ATC procedures may have been responsible for the safety event, or there is a failure of Biggin Hill’s ATM, the trial can be immediately suspended by Thames Radar stopping issuing clearance for the RNP RWY 03 procedure until the issue is rectified.

As articulated in the trial objectives, it may not be necessary to suspend the trial in all events. For example, it may be appropriate to suspend a particular operator or aircraft type from participating in the trial until such a time as the causal issues have been identified and resolved.

## 5 Stakeholder Engagement Log

### 5.1 Engagement Activity during Phases A and B

In addition to continual dialogue with the lead operators (Zenith Aviation and Jet Concierge), NATS Terminal Control and liaison with CAA, the following stakeholder engagement activities have taken place.

Stakeholder	Topic	Date
Green Dragons Airports	Sky Echo broadcast requirements	July 2025
[REDACTED]	ACP-2023-027 and ACP-2023-077 and project update	July 2025
Redhill Aerodrome	Project update	July 2025
RAF Kenley and Surrey Hills Gliding Club	Project update	July 2025
Gatwick Airport	Project update	July 2025
NATS Gatwick ATC	Project update	July 2025
NATS Farnborough ATC	Project update	July 2025
Heathrow Airport	Project update	July 2025
NERL Operational policy	Project update	July 2025
NPAS	Project update	July 2025
London City Airport	Project update	July 2025
DAATM	Project update	July 2025
1 aviation (Biggin Hill Operator)	Project update	July 2025
Acropolis Aviation (Biggin Hill Operator)	Project update	July 2025
Alouette Flying Club (Biggin Hill Operator)	Project update	July 2025
Alpha Golf (Biggin Hill Operator)	Project update	July 2025
Avalon Aerojet (Biggin Hill Operator)	Project update	July 2025
Bombardier (Biggin Hill Operator)	Project update	July 2025
Castle Air (Biggin Hill Operator)	Project update	July 2025
Catreus Ltd (Biggin Hill Operator)	Project update	July 2025
Cirrus Aircraft (Biggin Hill Operator)	Project update	July 2025
EFG Flying Club (Biggin Hill Operator)	Project update	July 2025
Heritage Hangar (Biggin Hill Operator)	Project update	July 2025
Interflight Air Charter (Biggin Hill Operator)	Project update	July 2025
Linkinjet (Biggin Hill Operator)	Project update	July 2025
London Executive Aviation (Biggin Hill Operator)	Project update	July 2025
Net Jets (Biggin Hill Operator)	Project update	July 2025
Oriens Aviation (Biggin Hill Operator)	Project update	July 2025
RAS Completions (Biggin Hill Operator)	Project update	July 2025
JETEX (Biggin Hill Operator)	Project update	July 2025
Shipping & Airlines (Biggin Hill Operator)	Project update	July 2025
Sovereign Business Jets (Biggin Hill Operator)	Project update	July 2025
Voluxis (Biggin Hill Operator)	Project update	July 2025
MP Flying Club (Biggin Hill Operator)	Project update	July 2025
Rochester Airport	Project update	July 2025
London Heliport	Project update	July 2025
Oxford Airport	Project update	July 2025
Sussex Gliding	Project update	July 2025
Kent Gliding	Project update	July 2025
Lasham	Project update	July 2025
Rochester Microlights	Project update	July 2025

Southdown Gliding	Project update	July 2025
British Gliding Association	Project update	July 2025
Southend Airport	Project update	July 2025
NATMAC	Project update	July 2025
LBHA Consultative Committee	Project update	July 2025
NATS Gatwick ATC	Provision of more detail on the flight validation and Phase B progression (verbal update)	Aug 2025
Gatwick Airport	Provision of more detail on the flight validation and Phase B progression	Aug 2025
NATS Farnborough ATC	Provision of more detail on the flight validation and Phase B progression	Aug 2025
RAF Kenley and Surrey Hills Gliding Club	Provision of more detail on the flight validation and Phase B progression	Aug 2025
Redhill Aerodrome	Provision of more detail on the flight validation and Phase B progression	Aug 2025
Green Dragons Airsports	Provision of more detail on the flight validation	Aug 2025
CAA ACP Portal Project Update	Project update	Aug 2025
NATS Gatwick ATC	Notification of flight validation date	Aug 2025
Gatwick Airport	Notification of flight validation date	Aug 2025
RAF Kenley and Surrey Hills Gliding Club	Notification of flight validation date	Aug 2025
Redhill Aerodrome	Notification of flight validation date	Aug 2025
Green Dragons Airsports	Notification of flight validation date	Aug 2025
MP Flying Club	Provision of more detail on the flight validation and flight validation date	Aug 2025
Alouette Flying Club	Provision of more detail on the flight validation and flight validation date	Aug 2025
EFG Flying Club	Provision of more detail on the flight validation and flight validation date	Aug 2025
PlaneFinder	Confirming ADS-B recording capability for flight validation and for Phase B and C of trial	Aug 2025
NATS Farnborough	LoA	Aug-Oct 2025
RAF Kenley	LoA	Aug-Oct 2025
NATS Gatwick	LoA	Aug-Oct 2025
Redhill Aerodrome	LoA	Aug-Oct 2025
LBHA GA Safety Awareness Meeting	Update on lots of LBHA topics including the 03 trial	2 <sup>nd</sup> Oct
LBHA Airports Residents Noise Action Forum (ARNAF)	Project update	14 <sup>th</sup> Oct
Green Dragons Airsports	Project update	22 Oct
[REDACTED]	Project update	22 Oct
Redhill Aerodrome	Project update	22 Oct
RAF Kenley and Surrey Hills Gliding Club	Project update	22 Oct
Gatwick Airport	Project update	22 Oct
NATS Gatwick ATC	Project update	22 Oct
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EFG Flying Club (Biggin Hill Operator)	Project update	22 Oct
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Interflight Air Charter (Biggin Hill Operator)	Project update	22 Oct

Linkinjet (Biggin Hill Operator)	Project update	22 Oct
London Executive Aviation (Biggin Hill Operator)	Project update	22 Oct
Net Jets (Biggin Hill Operator)	Project update	22 Oct
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Kent Gliding	Project update	22 Oct
Lasham	Project update	22 Oct
Rochester Microlights	Project update	22 Oct
Southdown Gliding	Project update	22 Oct
British Gliding Association	Project update	22 Oct
Southend Airport	Project update	22 Oct
NATMAC	Project update	22 Oct
LBHA Consultative Committee	Project update including brief on Noise impacts	30 <sup>th</sup> Oct
Approved operators for Phase B	AIP Supp shared	30 <sup>th</sup> Oct
Reigate and Banstead district council	Email with information and link to LHBA website	6 <sup>th</sup> Nov
LBHA Website	Live	6 <sup>th</sup> Nov
LBHA LinkedIn	Live	6 <sup>th</sup> Nov
LBHA Facebook	Live	6 <sup>th</sup> Nov
Botley Hill Farmhouse	Email with information and link to LHBA website	6 <sup>th</sup> Nov

Email correspondence can be made available to CAA on request.

## 6 Annex A: Operator Questionnaire

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### **Trial of an RNP APCH to RWY 03 at EGKB** **EGKB Operator Questionnaire**

Organisation name:

Contact email address:

Today's Date:

1. Have your crews experienced any issues with misunderstanding the RNP RWY 03 procedure?

2. Have your crews experienced any issues with the flyability of the RNP RWY 03 procedure or any FMC disconnects?

3. How do your crews rate the workload associated with flying the RNP RWY 03 procedure compared to when flying a visual approach?

Lower workload / Similar workload / Higher workload

Reasons:



4. Have your crews reported increased interactions/conflicts with other airspace users as a result of the RNP RWY 03 procedure? If yes please give as much information as possible including date and time of the occurrence together with whether any avoidance manoeuvres were required by your crew.

### Further Feedback

Do you have any further feedback on the RNP RWY 03 trial?

Thank you for completing this questionnaire.