

**MINUTES OF ACP-2023-075 TRIAL OF AN RNP APPROACH TO RUNWAY 03
PHASE B PROGRESS MEETING**

Online 6th Jan 2026

Attendees

Present	Appointment	Representing
[REDACTED]	Airspace Change Account Manager	CAA
	Airspace Regulator (Technical)	CAA
	Airspace Regulator (IFP)	CAA
	Airspace Regulator (E&C)	CAA
	Airspace Regulator (Environmental)	CAA
	Inspector ATS	CAA
	NATS ATC Procedures	NATS
	Head of Safety & Compliance Manager	London Biggin Hill
	Head of ATS Biggin Hill	London Biggin Hill
	CEO Biggin Hill	London Biggin Hill
	Commercial Director Biggin Hill	London Biggin Hill
	Airspace Consultant	London Biggin Hill

[REDACTED] presented an update to CAA on the progress of Phase B so far. This included:

- Lessons learned regarding AIP SUP promulgation dates versus AIRAC dates. For future airspace trials involving new IFPs, sponsors should be aware that Navigation Database (NDB) providers only provide updated databases in line with AIRAC cycles, not AIP Supplement cycles.
- The latest list of approved operators with CA permission for Phase B.
- Reminder of Phase B objectives
- Details of the single RNP03 flight that took place 26th December. This included:
 - Lateral conformance to the RF leg with a maximum 25 metre / 0.01nm deviation
 - Vertical conformance demonstrating strict compliance
 - Pilot report which advised of an FMC disconnect between the end of existing STAR and start of the existing Approach Transition. Not thought to be related to RNP03 procedure which begins at the end of the Approach transition (OSVEV). Also reported similar workload compared to visual approach owing to requirement to closely monitor proximity to Gatwick CTA, no issues with the procedure or any interactions with airspace users in Class G.
 - No ATC issues
 - No issues reported by GA
- [REDACTED] advised that many other operators had requested the procedure but they had been declined by ATC as the operators did not have CAA permission, demonstrating the ATC procedures were working as intended. Declining the procedure did result in one diversion as the weather was not suitable for the existing circling approach, demonstrating the benefit of such a procedure to LBHA.

LBHA proposed that in conjunction with the 3 approaches flown in the flight validation, the Phase B objectives had been met. CAA advised they welcomed the detail provided and the evidence was very encouraging however they required more RNP03 flights before allowing progression to Phase C. [REDACTED] asked how many flights were needed with CAA advising they didn't want to put a number on it ,but they would need to see a mix of different aircraft types.

[REDACTED] advised that the operational demand to fly the procedure was there, but the small number of approved operators was clearly hampering the ability to further demonstrate the objectives. [REDACTED] advised that NetJets had requested to participate and were able to roll out a briefing programme to their pilots. As the largest private jet operator in the world, their participation would ensure an increase in RNP03 flights across a variety of aircraft types. [REDACTED] asked if CAA would consider adding NetJets to the approved operator list. [REDACTED] advised they would certainly consider this and invited LBHA to submit a written request. **ACTION: LBHA to liaise with NetJets and submit written request to CAA for NetJet fleet participation in Phase B.**

[REDACTED] stated that CAA to confirm TC and LBHA could extend their TOIs to 22nd Jan. [REDACTED] Suggested to extend to any date, as the TOI can always be cancelled or superseded at anytime. [REDACTED] also suggested to remove the

airframes from the TOIs to avoid further, multiple TOI updates. **ACTION: LBHA and TC to update and action TOIs accordingly.**