

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

In reference to ACP-2023-075 (EGKB 03 RNP Trial), the CAA agrees that the Phase B objectives (which consisted of controlled further data gathering by a limited number of fully briefed operators) have been satisfactorily met in accordance with the agreed control conditions in order to permit progression to Phase C.

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

Permission is granted for Phase C to commence operation on 30th April 2026, with the stage ending on 14th October 2026, for the purpose of continuing to gather data from all operators to assess performance against the objectives of the trial as approved. The trial shall continue under agreed Phase B conditions until the commencement of Phase C.

The sponsor shall provide a full report in accordance with CAP 670 GEN.03 requirements by 11th December 2026 detailing evidence gathered throughout all phases of the trial, 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 bi-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. There must be robust procedures for the suspension of the trial should a safety event occur.

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 following conditions shall apply to Phase C:

- The RNP Approach Procedure for Runway 03 shall be promulgated in the UK AIP via an AIP Supplement. The SUP should reinforce expected level adherence at each 5LNC on the RNP Approach Procedure.*
- All relevant stakeholders are updated prior to the commencement of Phase C.*
- ATM Procedures (TOI) and any associated Letters of Agreement are agreed as required and signed by all relevant signatories – and accepted by the relevant ATM Inspector - prior to Phase C 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 C 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.*
- Submission of the final version of the Trial Plan for Phase C to the CAA, with a copy uploaded to the Airspace Change Portal (redacted as appropriate).*

The sponsor shall take due cognisance of ACP-2023-027 and ACP-2023-077 with regards to objective 3, should implementation of either of those ACP's occur within the Phase C period.

The following recommendation applies to Phase C:

- *The sponsor is recommended to offer a briefing for pilots and operators should they require one – with the AIP Supplement updated with appropriate text. However, the publication of the AIP Supplement is deemed sufficient to brief participating operators for Phase C.*

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 but 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 C to ensure safety is not compromised following the end of the trial.

Airspace Regulation
UK Civil Aviation Authority
19th March 2026