AIP SUPPLEMENT 120/2026

UNITED KINGDOM

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Notes
(a) All times are UTC.
(b) References are to the UK AIP.
(c) Information, where applicable, should also be used to amend appropriate charts.

Civil Aviation Authority

BIGGIN HILL AIRPORT (EGKB) - RUNWAY 03 RNP APPROACH - AIRSPACE TRIAL 15 OCTOBER 2026 - 13 OCTOBER 2027 - REPLACES SUP 036/2026

1 Introduction

1.1 The purpose of this AIP Supplement is to provide details on the Biggin Hill RNP RWY 03 trial procedure.

1.2 The Biggin Hill RNP RWY 03 procedure is available only to aircraft which have the capability to execute a Radius to Fix (RF) leg.

1.3 A trial of an RNP Instrument Approach Procedure (IAP) to Runway 03 at London Biggin Hill Airport (LBHA) is to be conducted **between 15 October 2026 and 13 October 2027** during Biggin Hill Airport operational hours. The extension of this trial is to ensure operational continuity of the procedure whilst LBHA progresses an Airspace Change Proposal to implement the procedure on a permanent basis. For more details on the progression of the permanent ACP, please refer to ACP-2026-0151.

1.4 The trial procedure is only available IFR arrivals from the ATS En-Route Structure via JACKO or GODLU (EGKB AD 2.22 FLIGHT PROCEDURES, 4 PROCEDURES FOR INBOUND AIRCRAFT.)

2 Purpose of the Trial

2.1 The Instrument Flight Procedure (IFP) has been validated in accordance with CAP 785B. The initial part of the trial was to further test the IFP and associated ATC procedures with specifically briefed operators ahead of making them available to more operators. Following successful testing, the RNP RWY 03 procedure is now available to all aircraft with RF capability.

2.2 The trial objectives of this trial are to:

- Understand and analyse RNP flyby and RF leg Actual Navigation Performance on arriving traffic to a short final approach.
- 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.
- Demonstrate safe integration of traffic, where different agencies require the use of multiple, innovative Instrument Approach Procedures (IAPs) in Class G Airspace.

3 Details

3.1 The trial Biggin Hill RNP RWY 03 chart and coding tables are appended to this Supplement. **Navigation database suppliers** are to be aware of the following altitude restrictions relevant to this procedure:

OSVEV	AT 3000 FT
ITSUM	AT 3000 FT
YARVU	AT or BELOW 2400 FT
KBW01	AT 2000 FT
FEZUC	AT 2000 FT

3.2 The IFP is for IFR arrivals from the ATS En-Route Structure via the OSVEV 1G or OSVEV 1J Approach Transition only.

3.3 The preferred instrument approach for IFR arrivals to Runway 03 is the RNP Approach. Pilots wanting to request the RNP RWY 03 procedure shall make the request on first contact with Thames Radar. There may be operational reasons why the RNP RWY 03 approach may not be available. Pilots unable or not wanting to fly the RNP approach may elect to continue with an ILS/DME or VOR/DME approach RWY 21 and Visual Manoeuvring (Circling) to land Runway 03 or carry out a visual approach.

3.4 The RNP RWY 03 procedure begins inside Controlled Airspace (CAS) at OSVEV at 3000 FT before leaving 3000 FT 5.6 NM to the west of Biggin Hill Airport to descend into Class G airspace. Thames Director may position aircraft to start the procedure from either OSVEV or KBE01.

3.5 The portion of the IFP outside of CAS is in close proximity to the Gatwick CTA and approximately follows the M25 motorway, passing over the M25 Junction 7/ M23 Junction 8 VRP before turning onto a final approach as it passes the abeam the A25 (Godstone Junction) VRP for Runway 03 at Biggin Hill. **Other airspace users operating in Class G airspace in the vicinity of the IFP should keep a good look out at all times and are encouraged to be electronically conspicuous via Mode S or**

ADS-B.

3.6 **Aircraft flying the trial procedure will be present in parts of Class G airspace not typically currently utilised by Biggin Hill Runway 03 IFR airways arrivals**. This is because IFP design rules do not allow for a procedure that replicates the existing paths typically flown by IFR airways arrivals to Runway 03 (see Figure 1 below).

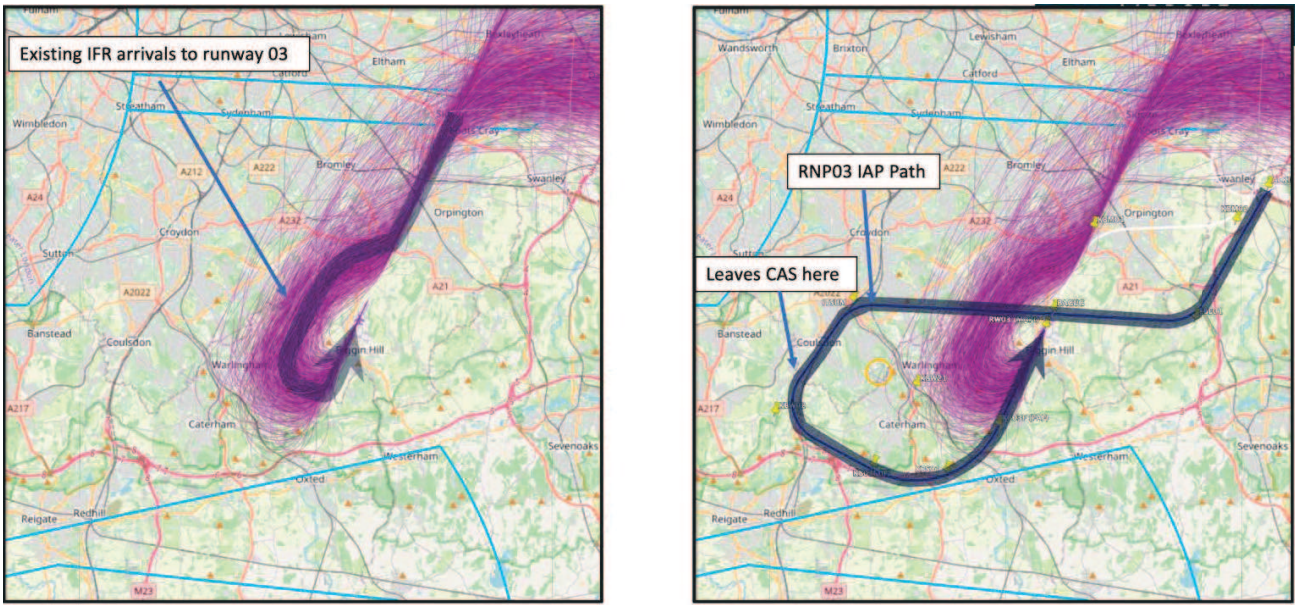


Figure 1: Plot of radar returns of Runway 03 visual arrivals (purple) compared to nominal centreline of trial RNP approach (blue)



Figure 2: Nominal centreline of trial RNP approach (blue)

3.7 Biggin Hill ATC will contact Redhill ATC to inform them that there is an aircraft inbound on the Biggin Hill Runway 03 RNP Approach, stating the aircraft type. Redhill traffic utilises the M25 Junction 7/ M23 Junction 8 VRP (511550N 0000741W) for their outbound traffic (Redhill departures are typically at 1400 FT at this VRP).

3.8 TC Thames Director will inform the pilot when Kenley Gliding Site is known to be active.

3.9 If Biggin Hill ATC Tower observes any potential confliction with another aircraft, the pilot shall be advised immediately, traffic information passed and avoiding action given if required.

3.10 If the pilot informs ATC that they have the conflicting aircraft in sight and wishes to continue this shall be permitted provided that the aircraft is able to remain on the flight profile for the Runway 03 RNP Approach procedure.

3.11 Pilots should be aware of the proximity of the RF leg to Gatwick's controlled airspace boundary. If it is observed by ATC that the aircraft will or has penetrated Gatwick's CTA the ATCO shall initiate the missed approach procedure stating the reason e.g. "G-ABCD you are about to/have infringed Gatwick's CTA, route to the Biggin overhead and commence a standard missed approach".

3.12 Should the pilot encounter an 'Unable RNP' message or equivalent, the pilot should break off the RNP RWY 03 approach and shall inform the controller of the event together with their intentions.

4 Radio Communication Failure (RCF) Procedure

4.1 These RCF procedures are in addition to the RCF procedures detailed in EGKB AD 2.22.6 and AD 2.EGKB-5-1

4.2 The Runway 03 RNP Approach is not available to RCF aircraft who have not already been cleared onto the procedure.

4.3 Aircraft who have commenced the procedure may continue until landing.

4.4 In the event of a go-around the aircraft shall carry out the standard missed approach procedure RNP RWY 03.

4.5 The pilot may elect to make a second alternative approach such as a visual approach, ILS/DME or VOR/DME approach RWY 21, visual approach, Visual Manoeuvring (Circling) to Runway 03 or divert.

4.6 RCF aircraft shall not re-establish onto the Runway 03 RNP procedure.

5 Trial Period

5.1 A trial of an RNP Instrument Approach Procedure (IAP) to Runway 03 at London Biggin Hill Airport (LBHA) is to be conducted **between 15 October 2026 and 13 October 2027** during Biggin Hill Airport operational hours.

6 Contact

6.1 More information on the trial can be found on the CAA's Airspace Change Portal under ACP-2023-075 and please address any queries or requests for an operational briefing to EGKB03Trial@traxinternational.co.uk.

6.2 Airspace users operating in Class G airspace can provide feedback on any interactions with IFR arrivals to Runway 03 following the RNP IAP by completing a questionnaire here:

https://docs.google.com/forms/d/e/1FAIpQLSfMxfJUPUHTcHUe5vfA_GyIWUWwWzgWyTTWjMwm9XfJ1Hpwrg/viewform

6.3 More details on the progression of ACP-2026-015 to introduce this procedure on a permanent basis can be found at:

https://airspacechange.caa.co.uk/PublicProposalArea?pID=808

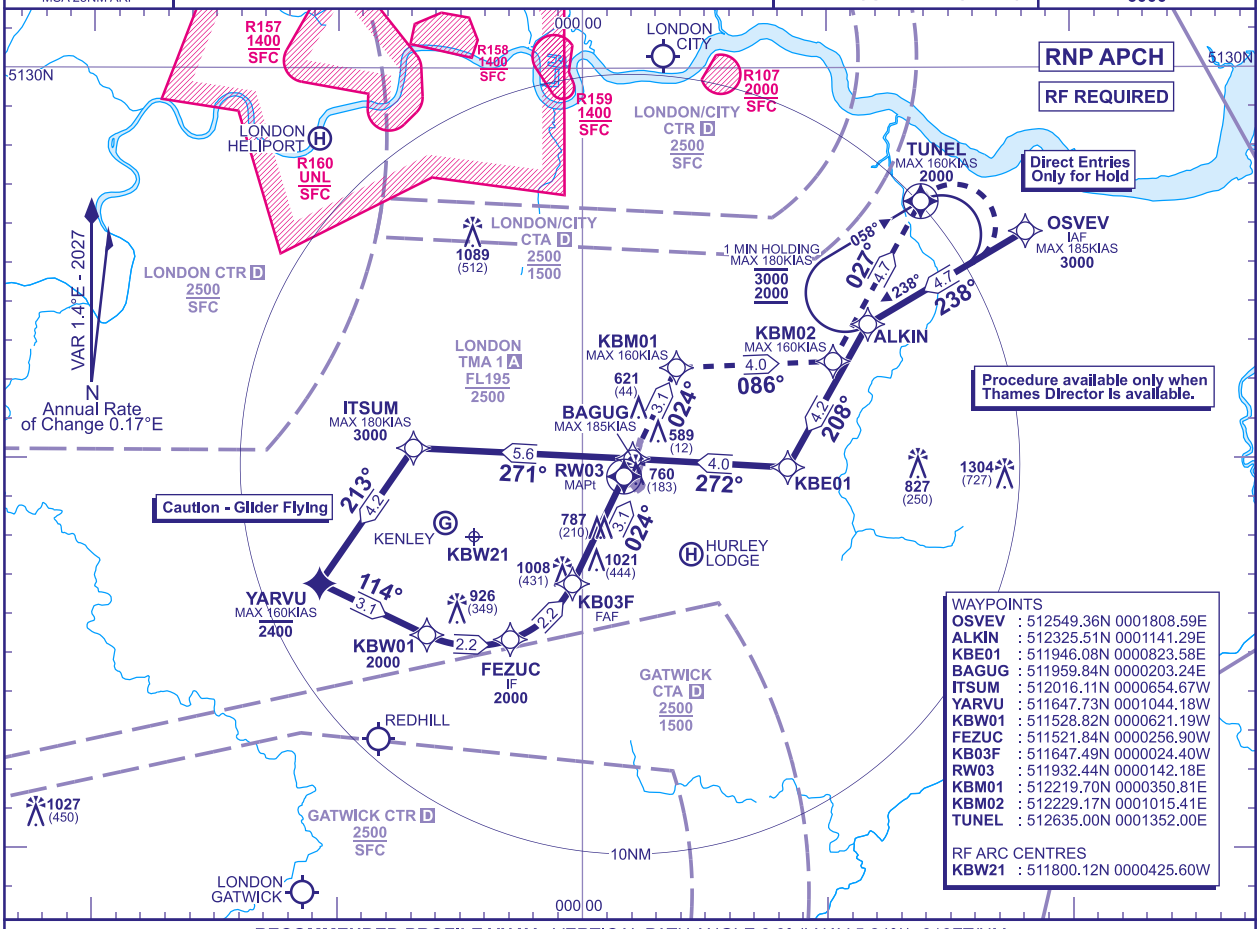
INSTRUMENT APPROACH CHART - ICAO

BIGGIN HILL
RNP
RWY 03
(ACFT CAT A,B,C)

MSA 25NM ARP

APP 134.805	BIGGIN APPROACH	AD ELEVATION	584
TWR 134.805	BIGGIN TOWER	THR ELEVATION	577
RAD 132.700, 133.455, 128.025	THAMES DIRECTOR	OBSTACLE ELEVATION 1305 AMSL (728) (ABOVE THR)	
		BEARINGS ARE MAGNETIC	

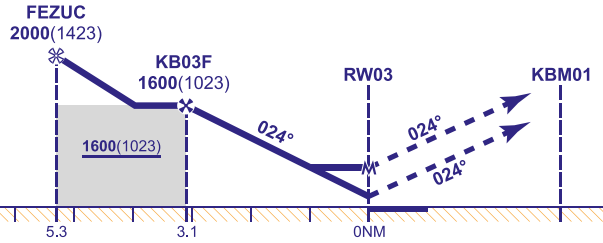
MIN TEMP -10°C
TRANSITION ALTITUDE 6000



RECOMMENDED PROFILE VNAV - VERTICAL PATH ANGLE 3.0° (LNAV 5.24%), 318FT/NM

NM to RW03	3	2	1
ALT(HGT)	**1580**(1003)	**1260**(683)	**950**(373)

TCH 50



MAPt (LNAV): RW03

Continuous climb to **2000**. Initially climb straight ahead to **KBM01**, then turn right to **KBM02**, then turn left to **TUNEL**, then turn right to intercept a course of 238° to **ALKIN** to hold or as directed.

Aircraft Category		A	B	C
OCA (OCH)	**LNAV/VNAV**	**900**(323)	**910**(333)	**920**(343)
	LNAV	**1270**(693)	**1270**(693)	**1270**(693)
VM(C)OCA (OCH AAL)	**Total Area**	**1270**(686)	**1350**(766)	**1450**(866)

Rate of descent	G/S KT	160	140	120	100	80
	FT/MIN	850	740	640	530	420

NOTE 1 **CAUTION:** Below 2500ft this procedure lies outside controlled airspace. Pilots should keep a good lookout for light aircraft, including microlights and gliders, operating under VFR. Some GA aircraft use the M25 motorway as a visual navigation feature.
2 **CAUTION:** Remain clear of London Gatwick CTA at all times. In the event of GNSS integrity or route conformance issues inform ATC immediately.
3 **CAUTION:** Winch-launched glider activity takes place in the vicinity of Kenley up to TMA base in VMC.
4 Compulsory reporting at **YARVU**.

082_CR-12708_AIRSPACE TRIAL EGKB

Instrument Approach Procedure Coding Tables

BIGGIN HILL RNP RW03 - Instrument Approach Procedure via OSVEV

Designator	Sequence Number	Path Term-inator	Waypoint Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Arc Centre Name (Radius)	Arc Centre Co-ordinates	Remarks and Distance to MAPt
R03	001	IF	OSVEV	N	-	-	3000	-185	512549.36N 0001808.59E	-	-	IAF
R03	002	TF	ALKIN	N	238° (239.3°)	LEFT	-	-	512325.51N 0001141.29E	-	-	-
R03	003	TF	KBE01	N	208° (209.4°)	RIGHT	-	-	511946.08N 0000823.58E	-	-	-
R03	004	TF	BAGUG	N	272° (273.4°)	-	-	-185	511959.84N 0000203.24E	-	-	-
R03	005	TF	ITSUM	N	271° (272.8°)	LEFT	3000	-180	512016.11N 0000654.67W	-	-	-
R03	006	TF	YARVU	N	213° (214.6°)	LEFT	$\overline{2400}$	-160	511647.73N 0001044.18W	-	-	-
R03	007	TF	KBW01	N	114° (115.5°)	-	2000	-	511528.82N 0000621.19W	-	-	-
R03	008	RF	FEZUC	N	-	LEFT	2000	-	511521.84N 0000256.90W	KBW21 (2.8NM)	511800.12N 0000425.60W	IF / 5.3NM
R03	009	RF	KB03F	N	-	LEFT	1600	-	511647.49N 0000024.40W	KBW21 (2.8NM)	511800.12N 0000425.60W	FAF / 3.1NM
R03	010	TF	RW03	Y	024° (025.7°)	-	-	-	511932.44N 0000142.18E	-	-	MAPt
R03	011	CF	KBM01	N	024° (025.7°)	RIGHT	-	-160	512219.70N 0000350.81E	-	-	-
R03	012	TF	KBM02	N	086° (087.7°)	LEFT	-	-160	512229.17N 0001015.41E	-	-	-
R03	013	TF	TUNEL	Y	027° (028.8°)	RIGHT	2000	-160	512635.00N 0001352.00E	-	-	-
R03	014	CF	ALKIN	Y	238° (239.3°)	RIGHT	2000	-180	512325.51N 0001141.29E	-	-	HOLD