

BIGGIN HILL AIRPORT CONSULTATIVE COMMITTEE
Minutes of Meeting held on Thursday, 27 July 2017 at 3.30pm.

Present:

Organisation:

Chairman
Deputy Chairman
Secretary
Biggin Hill Airport Limited (BHAL)
Tandridge District Council
Flying Schools
Private Owners
London Borough of Bromley Residents Federation (BRF)
London Borough of Bromley (LBB)
Tatsfield Parish Council
BRF/Cudham & Downe Residents Association
BRF/Leaves Green & Keston Vale Residents Association
Chairman of Noise & Safety Sub-Committee (ex-officio)
South London Business
London Borough of Bromley (LBB)
Private Owners
Biggin Hill Residents Association

Representative:

Mr J. Bowden
Mr N. Kemp
Mr G. Crowe
Mr W. Curtis, Airport Managing Director (AMD)
Councillor M. Allen
Mr A. Bamrah
Mr D. Field
Dr R. Hadley
Councillor P. Morgan
Councillor I. Mitchell
Reverend J. Musson
Mr P. Osborne
Councillor R. Parry
Mr D. Ponnosami
Councillor Mrs M. Stevens
Mr J. Willis
Mr B. Wingate

1. Welcome and Chairman's introductory remarks

1.1 The Chairman welcomed members to the meeting.

2. Membership

2.01 Members noted that:

- Councillor Mark Watson had been appointed to represent Croydon Council;
- Councillor Martin Allen had been appointed as the representative of Tandridge District Council with Councillor Keith Jecks as his substitute.

3. Apologies for absence

3.1 Apologies for absence were received from Councillor David Hodge (Surrey County Council), Councillor Roderick Hogarth (Sevenoaks District Council), Councillor Mark Watson (London Borough of Croydon), Steve O'Connell (Greater London Authority), Councillor Richard Scoates (LBB), Mr Andrew Walters, (Chairman, BHAL), Ms Bethany Russell, Policy & External Affairs Coordinator (BHAL) and Mrs Mary Manuel (LBB, Officer).

4. Minutes of the previous meeting

4.01 The minutes of the meeting held on 20 April 2017 were approved as a correct record and signed by the Chairman.

5. Matters arising from the minutes

5.01 There were no matters arising from the minutes that would not be dealt with during the consideration of the agenda for this meeting.

6. Airport Managing Director's report

- 6.01 Will Curtis's report which provided information on the following issues had previously been circulated. It included information about the following matters.
- 6.02 Market conditions – with the assistance of graphs and a diagram the report updated the Committee on aviation activity in Europe. It was noted that June had been the busiest month so far in 2017, with some 84k departures (up 2.7% on the same month in June 2016) taking the trend for the first half of the year to 3.1%, an additional 12k flights compared to the first half of 2016. However, activity in June 2017 was still 4.5% down on activity in June 2007.
- 6.03 Biggin Hill movement summary - the Airport's movement summary for the second quarter of 2017 was included in the report and it was noted that total movements for the quarter were up 1.9% on the 2016 figures.
- 6.04 A rise of 22.5% was made in the corporate market. This increase had resulted directly from the change in airport operating hours from 1 May 2017 and underlined the importance of the operating hours to the Airport's customers even though few flights actually made use of the early morning or late evening.
- 6.05 Losses were confined to the flying club sector with numbers down by 971 movements reflecting the difficulties that arise when slower light aviation mixes with the faster corporate traffic. The number of privately owned light aircraft movements rose by 10.9% compared to the same quarter in 2016.
- 6.06 A recent decision to limit circuit training operations on grounds of safety would ensure that the annual total number of movements would remain well below 50k to comply with undertakings made in the Airport's Noise Action Plan (NAP).
- 6.07 In answer to a question, the AMD mentioned that aircraft manufacturers were showing interest in investing in the UK and that no adverse effects on the aviation industry of the decision to leave the European Union had been noticed.
- 6.08 The schedule that summarised the operational movements during the second quarter of 2017 had previously been circulated and the following revised one was tabled:

	Club Circuit	Club Other	Private Owner	ATM Schld.	ATM Charter	Corp. Jet	Twin Corp.	Helis.	Military	Total
April	1,767	884	1,115	0	666	273	53	255	11	5,024
May	1,569	693	1,249	0	859	413	61	303	8	5,155
June	1,343	631	1,287	0	987	380	65	422	8	5,123
Total	4,679	2,208	3,651	0	2,512	1,066	179	980	27	15,302
Change	-965	-6	+359	0	+590	+72	+28	+213	-9	+282
Year to Date	8,600	3,181	5,305	0	4,463	1,861	290	1,637	44	24,707

6.09 During the same quarter of 2016 they had been:

	Club Circuit	Club Other	Private Owner	ATM Schld	ATM Charter	Corp. Jet	Corp. Twin	Helis.	Military	Total
April	1,788	790	972	0	571	286	28	205	8	4,648
May	1,628	634	1,124	0	667	344	62	204	6	4,669
June	2,228	790	1,196	0	684	364	61	358	22	5,703
Total	5,644	2,214	3,292	0	1,922	994	151	767	36	15,020
Year to Date	9,431	3,291	4,744	0	3,447	1,779	286	1,242	56	24,455

- 6.10 UK aviation policy and Biggin Hill Airport (LBHA) - the report advised that the Government had announced that it would shortly be publishing a comprehensive policy for UK aviation including its intentions for Brexit as it relates to aviation.
- 6.11 At the same time, the LAMP 2 South-East UK Airspace Reorganisation Plan had been revived and airspace users were being consulted about their future needs. LBHA would remain close to this process in order to ensure access to sufficient regulated London airspace. During the

AMD's presentation of his report he explained how it was proposed that the new system would work. He mentioned that it was expected that the Biggin Hill VOR navigational beacon was still expected to be relocated but that, due to the needs of Heathrow Airport, it was possible that the stacking of aircraft over Biggin Hill would continue for some time after the VOR is decommissioned.

- 6.12 RAF Northolt - members were advised that BHAL had again written to the Civil Aviation Authority (CAA) asking it to review its approval of RAF Northolt for use by civil registered aircraft. The study of RAF Northolt obstacles taken from the RAF Northolt aerodrome survey confirmed that it falls well short of civil safety standards and identifies the shortfalls. It was understood that the CAA had recently been asked to take a closer look at RAF Northolt.
- 6.13 Meanwhile, a temporary closure of RAF Northolt in the spring of 2018 had been announced while the nine-month £45m project, funded at taxpayer's expense, for Engineered Material Arrestor beds to be installed and for the runway to be repaired and strengthened.
- 6.14 BHAL application to vary Airport operating hours - the report informed members that the new airport operating hours came into force on 1 May 2017 and had operated continuously since. They had boosted all business aviation operations on the Airport and driven a significant increase in work. Many Airport businesses were considering expanding their premises and increasing their staffing levels and had the confidence to invest for the future. From enquiries received and based upon known projects, there was little doubt that the projections set out in the Bromley Draft Local Plan would be matched or exceeded. The AMD commented that the aim of an additional 2,300 on-Airport jobs by 2030 was on target.
- 6.15 The Noise Monitoring and Track Keeping System had provided useful data to support these new operations. It was noted that few genuine complaints had been received but that a local pressure group, Flightpath Watch, had been encouraging its members to use the system. Offers had been made to complainants to deploy the mobile noise monitor to their location to ascertain the noise levels but, as yet, all such offers had been declined. To date, one person had accepted the noise monitoring equipment but that person is not from Flightpath Watch.
- 6.16 Airport facilities - The revised runway 03 GPS approach proposal continued to move through the formal Airspace Change Proposal process and was with the CAA for ratification. Once this process had been completed, lighting and other supporting equipment would be installed in order to implement the procedure according to the plan in autumn 2017.
- 6.17 The construction of the T2 hangar to the north of the main terminal was making good progress and remained on schedule to open in December 2017.
- 6.18 Finance was in place to fund the proposed hotel and the planning application was expected to be submitted in late August 2017. BHAL hoped to commence work on the building in early 2018.
- 6.19 While answering questions, the AMD advised the Committee that:
- occupation of the rooms at the hotel would not be restricted to airport users. It would not be available for hire for parties and similar events;
 - it would be promoted in the normal way but it was expected that it would be mainly filled by people using the Airport. Currently the Airport requires 35 rooms a day in local hotels and this would increase as Bombardier expands;
 - the Airport will be hiring a hotel manager and BHAL itself will be operating the hotel.
- 6.20 Consideration would be given to resurfacing of the runway in due course. Concurrently, BHAL might seek to replace the legacy aerodrome lighting system and look at whether the runway end safety area could be lengthened.
- 6.21 Tenants and businesses at Biggin Hill – the report advised that Bombardier was now fully operational with some 80 staff engaged and further staff recruitment was ongoing. The operation was fully booked and a success with customers.
- 6.22 As business aviation continued to be displaced from major hub airports, more of it would be expected to use LBHA. Airports such as Biggin Hill were being expected by Government to

take the surplus business aviation activity and this would inevitably displace light aviation. A meeting had been held with flight training organisations (FTOs) based at the Airport and set out its belief that it was fast becoming one suitable for experienced pilots only and advised that LBHA would be ready to assist them to embrace that change. The AMD added that he did not want the Airport to lose light aviation but that it would need to fit in with business aviation. However, one flight training company had already moved its circuit training operations to Redhill Aerodrome. LBHA would continue to monitor the safety implications of mixing light aviation and business aviation in order to ensure that the needs of business aviation were met without compromising safety. Further action would be taken if deemed necessary but for now LBHA continued to monitor the Safety Management System and customer sentiment.

- 6.23 In answer to a question about the future of Bernie Ecclestone's hangar now that he no longer owned Formula 1, the AMD advised that discussions had been taking place and that he was still considering his options.
- 6.24 Economic Development/LoCATE@BigginHill
- 6.25 *College Update* - London South East Colleges had submitted a bid for £9m from the £114m Skills for Londoners Capital Fund to build a dedicated campus for aerospace and technology skills at Biggin Hill London Aerospace & Technology College (LATC). Ahead of the building of the campus, which was expected in 2019, London South East Colleges was launching 30 placements in Level 2 Diploma courses in Aerospace and Aviation Engineering to be run by City and Guilds starting in September. Students who wished to sign up for the LATC courses had visited the Airport recently. The College was intending to have a significant presence at this year's Festival of Flight in partnership with Falcon Flying Services to promote the engineering courses. The AMD confirmed, in answer to a question, that the students would be expected to become apprentices in due course.
- 6.26 *Infrastructure* - BHAL had responded to a report by Arup Group Ltd into improved infrastructure connectivity in the South London region. LoCATE had also been represented at a Westminster Forum for London event in June. It had emphasised the need for increased investment south of the Thames. The AMD commented that the south-east of London was the only quarter without a major arterial road.
- 6.27 LoCATE - The Case for Growth paper was now completed and was expected to be launched in September in London, targeting local authority officials and other relevant stakeholders. The LoCATE brochure would be presented to members at the next consultative committee meeting.
- 6.28 Health & Safety/security - the report advised that LBHA was following European Aviation Safety Agency (EASA) protocols and would be adding a compliance function to its safety department in the near future. This would ensure that all operational departures were regularly audited to ensure compliance with published procedures and standards.
- 6.29 In June it had been decided to limit the number of training circuits that take place at the Airport. FTOs had been asked to fly training circuits at other local aerodromes to avoid causing undue load on air traffic control at LBHA. Only one aircraft undertaking circuit training was permitted in the visual circuit at any one time and circuit 'touch and go' operations were to be reduced by around 10k movements per annum. In response to a question members were advised that 'touch and go' activities were recorded as two movements and a short discussion ensued about whether they should count as one movement.
- 6.30 Environment – it was noted that the NAP was being used to improve the behaviour of pilots of aircraft using the Airport. The addition of new GPS approaches, area navigation standard instrument departures and other aircraft noise initiatives would ensure that increasing weight was given to the control of noise as the activity grows. This would ensure that the Airport could maintain sufficient headroom within its agreed noise footprint for the life of the existing NAP. LBHA had more controls and was quieter than any other commercial airport in the UK. The NAP contained some of the most stringent noise controls of any UK airport. Ground noise was now controlled by measures set out in the Ground NAP and included the orientation of

new buildings and the siting of screening, such as earth bunds, so that aircraft ground noise was contained within the Airport boundary. Air quality monitoring activity around the boundary of the Airport by LBB had showed no significant anomalies with air quality found to be good.

- 6.31 BHAL continued to seek initiatives to reduce its environmental footprint including electric vehicles and aircraft tugs along with dedicated aircraft electric power points to reduce the use of aircraft power units. A question was asked about whether there were any plans for charge points for electric cars to be installed at the Airport and the AMD replied that it was planned that they would be provided at the proposed hotel. In addition, an application would likely to be submitted for the Airport to participate in a London-wide electric vehicle scheme.
- 6.32 Further questions were answered as follows:
- consideration was being given to replacing the runway lighting with LED lights;
 - a survey of air quality at the Airport had been carried out by LBB 18 months previously. It was understood that a further sample might be carried out by LBB in due course to assess the impact of the additional hours. Alternatively, as the Airport estate develops, BHAL may choose to adopt its own system and have the results validated by LBB;
 - air quality monitors would be placed around the Airport and not on local roads.

7. Report by the Chairman of the Noise and Safety Sub-Committee

- 7.01 The report of the Flight Evaluation Unit for the second quarter of 2017 was tabled together with a map that plotted the areas from which the comments had emanated. Richard Parry, the Chairman of the Sub-Committee, reported that 81 comments had been received by the Airport.
- 7.02 He advised that a significant number were not noise-related but had been raised where aircraft had been perceived to deviated from the required track. Many of these, however, had followed standard procedures. Only 20 of the 81 movements related to genuine deviations from the Airport's procedures. He added that many of the people that had raised issues had clearly not understood the tracking routes that aircraft were required to follow. It was likely that the increase in the number of comments/complaints was due to the implementation of the new noise monitoring and track keeping system.
- 7.03 It was noted that four of the genuine complaints had been submitted via Councillor Mitchell who advised that Tatsfield residents were saying that nothing appears to have changed and some pilots continue to contravene the Airport's tracking regulations. Whilst agreeing that it could lead to further complaints being submitted, he suggested that publicity should be given to the penalties, including the fines that are imposed, when aircraft contravene regulations. The AMD agreed that some aircraft were still following prohibited courses and said that the difference is that the Airport would now have the evidence and would deal with contraventions accordingly. He added that base pilots understand the requirements but some visiting pilots still do not. He said that a leaflet for pilots had been produced and education was the best method of stopping infringements.
- 7.04 John Willis agreed saying that based schools and clubs take procedures very seriously and that was confirmed by Anoop Bamrah who said that some pilots had been prevented from using the Airport for disobeying procedures.
- 7.05 Richard Parry also advised that the Sub-Committee had agreed that all of the comments/complaints had been dealt with professionally and well and that a member of the Sub-Committee had asked that it be recorded in its minutes that it believes that all complaints are dealt with effectively and fairly.
- 7.06 A paper setting out the Airport's policy on processing noise complaints was tabled. The Committee was informed that it would be posted on the Airport's website. Councillor Mitchell

said that a further newsletter for Tatsfield residents was being produced and that an item about the Policy would be included in it.

7.07 In answer to questions the AMD:

- confirmed that the Policy was to be published on the Airport's website and added that notice boards were being put up in appropriate places advising pilots that if they do not know the noise abatement procedures they must ask;
- advised that one fine had been implemented in the last quarter in a case where the pilot had behaved selfishly and foolishly. The fine imposed had been substantial. In addition, one pilot from a flying school had been banned from the Airport and a number of pilots had received warning letters;
- informed Councillor Morgan that he would be advised about how many of the 20 incidents referred to in paragraph 7.02 above related to aircraft that had breached the procedure regulations. Richard Parry added that some of the aircraft were only 2 or 3 metres outside the required track;
- advised that the Airport would become more stringent in dealing with breaches in due course;
- said that, currently, where an aircraft merely clips the edge of the tracking area or in the case of other minor infringements, a warning only is issued.

7.08 Richard Parry answered a further question by advising the Committee that consideration was being given to whether to break down complaints into those relating to noise and those relating to breaches of track keeping regulations.

7.09 Councillor Allen reported that he gets aircraft flying over his garden at Tatsfield. He advised that he did not understand the new noise monitoring and track keeping system and in answer to his question about what '72 on the orange' meant, the AMD explained and added that the system automatically issues the ticket. The AMD answered further questions from Councillor Allen as follows:

- normally people do not complain about tracking issues except when noise issues were also involved. The Airport would reply to any complainants advising that any infringements would automatically be picked up. The issues at Tatsfield are because it is situated in an elevated position. He invited Councillor Allen to visit to view the system in operation and how it is used by the Airport;
- the noise monitoring and track keeping system is also applied to the Spitfire.

8. Noise contours

8.01 The AMD tabled a paper that advised that Bickerdike Allen Partners LLP had produced noise contours for the operations at the Airport following the changes to the operating hours. They were based on the average daily movements in the period 1 May to 16 July 2017. Three diagrams were attached to the paper setting out the contours for daytime (07:00 hours to 23:00 hours), early morning (06:30 hours to 07:00 hours) and late evening (22:00 hours to 23:00 hours).

8.02 When presenting the paper, the AMD particularly commented that:

- the following areas being achieved –
 - daytime contour area limit is 4.3 km² and reasonable endeavours are used to keep it to no more than 2.9 km². The area achieved was 2.4 km²;
 - early morning - reasonable endeavours are used to keep the area no more than 2.2 km². The area achieved was 1.1 km²;
 - late evening - reasonable endeavours are used to keep the area no more than 1.3 km². The area achieved was 0.6 km² (well within the Airport boundary).

8.03 In answer to a question the AMD advised that the blue contour area is larger due to aircraft being nearer the ground.

9. Planning issues

- 9.01 Bromley Local Plan – in the absence of Mary Manuel, Councillor Morgan reported that the Local Plan had now been approved by LBB and it was expected that the examination-in-public before an inspector would be held in the autumn.

10. Community Relations

- 10.01 Press cuttings - the press cuttings for the last quarter had been circulated with the agenda for the meeting.
- 10.02 Festival of Flight, 19/20 August 2017 - the Committee was informed that tickets sales for the Festival of Flight were ahead of target and said that the price increases the following week. Tickets contain a barcode which will be read at the gate.
- 10.03 Because 2017 is the 100th anniversary of the Airport, there will be a good representation from foreign military aircraft.
- 10.04 In answer to questions, the AMD reported that:
- security had been carefully considered and an extensive security exercise had been carried out;
 - he was unable at present to say whether the Saturday or the Sunday will be the most popular day.
- 10.05 Reverend Musson commented that the ticket system for local people was working well this year and Brian Wingate said that he had been receiving positive feedback. The AMD informed the Committee that proof of residence was being requested this year.

11. Any other business

- 11.01 The AMD was asked about when a charter flight was not a charter. The AMD responded that EASA says that anyone can hire an aircraft and take passengers at their expense. He said that the law needs to be strengthened to make it an illegal activity. If LBHA becomes aware of such a flight it would stop it or require the organiser to use another airport. John Willis added that no genuine aviation person agrees with the practice and Anoop Bamrah said that none of the Airport-based flying organisations would knowingly participate in such an operation.
- 11.02 In answer to a question the AMD confirmed that the Airport monitors flights to ensure that the practice does not take place there.

12. Dates of next meetings

- 12.01 Members were reminded that had it been agreed that the next meetings would be held at the Airport at 3.30pm on the following dates:
- Thursday, 19 October 2017;
 - Thursday, 18 January 2018.

The meeting closed at 5.05pm.