

## **BIGGIN HILL AIRPORT CONSULTATIVE COMMITTEE**

### **Minutes of Meeting held on Thursday, 19 April 2018 at 3.30pm.**

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#### **Present:**

##### **Organisation:**

Deputy Chairman (in the chair)  
Secretary  
Biggin Hill Airport Limited (BHAL)  
Tandridge District Council  
Flying Schools  
Private Owners  
London Borough of Bromley Residents Federation (BRF)  
Sevenoaks District Council  
Surrey County Council  
Biggin Hill Residents Association  
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) (Officer)  
LBB  
Private Owners

##### **Representative:**

Mr Nick Kemp  
Mr George Crowe  
Mr Will Curtis, Airport Managing Director (AMD)  
Councillor Martin Allen  
Mr Anoop Bamrah  
Mr Doug Field  
Dr Robert Hadley  
Councillor Roderick Hogarth  
Councillor Cameron McIntosh  
Mr Peter Martin  
Councillor Ian Mitchell  
Reverend John Musson  
Mr Peter Osborne  
Mr Richard Parry  
Mr Deva Pannoosami  
Ms Gill Slater  
Councillor Mrs Melanie Stevens  
Mr John Willis

#### **1. Welcome and Chairman's introductory remarks**

- 1.1 The Chairman welcomed members to the meeting including Gill Slater who was attending her first Airport Consultative Committee meeting.

#### **2. Membership**

- 2.01 There were no membership issues to report.

#### **3. Apologies for absence**

- 3.1 Apologies for absence were received from the Chairman, Mr John Bowden, Councillor Peter Morgan (LBB), Steve O'Connell (Greater London Authority) and Mr Andrew Walters (Chairman of BHAL).
- 3.2 Apologies for late arrival were received from Peter Osborne.

#### **4. Minutes of the previous meeting**

- 4.01 The minutes of the meeting held on 18 January 2018 were, subject to a minor amendment, 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.
- 6.02 Market conditions across Europe - with the assistance of graphs and diagrams, the report updated the Committee on aviation activity in Europe. It was noted that there had been a 3.6% decline in business aviation flights from Europe in March 2018 compared with March 2017. At Biggin Hill, business jets activity increased 0.4%, with 6% gains in AOC/Charter which had offset the 10% drop in Private flights. Overall, business aviation flights within Europe were down by 4%. The AMD concluded his presentation of this section of his report by saying that peak 2007 movement levels had still not been recovered.
- 6.03 Biggin Hill movement summary - it was noted that two spells of snow during March affected the results. Flying club activity continued to be depressed due to the imposition of restrictions on training activities. The privately operated light aircraft fared better and had a very good February compared to 2017. The corporate and charter sectors continued to follow the trend of previous months with growth in January and February. However, this did not continue in March, probably due to the snow and fog.
- 6.04 The following schedule that summarised the operational movements during the first quarter of 2018 was included in the report:

	Club Circuit	Club Other	Private Owner	ATM Schld.	ATM Charter	Corp. Jet	Twin Corp.	Helis.	Military	Total
January	961	189	465	0	675	348	9	179	2	2,828
February	786	219	850	0	758	348	20	215	6	3,202
March	714	163	750	0	719	289	52	270	4	2,961
Total	2,461	571	2,065	0	2,152	985	81	664	12	8,991
Change	-1,460	-402	411	0	201	190	-30	48	-5	-1,047
Year to Date	2,461	571	2,065	0	2,152	985	81	664	12	8,991

- 6.05 During the same quarter of 2017 they had been:

	Club Circuit	Club Other	Private Owner	ATM Schld	ATM Charter	Corp. Jet	Corp. Twin	Helis.	Military	Total
January	1,473	310	470	0	557	249	29	124	8	3,220
February	877	211	427	0	674	249	26	199	3	2,666
March	1,571	452	757	0	720	297	56	293	6	4,152
Total	3,921	973	1,654	0	1,951	795	111	616	17	10,038
Year to Date	3,921	973	1,654	0	1,951	795	111	616	17	10,038

- 6.06 UK aviation policy and Biggin Hill Airport (LBHA) - the Committee was informed that a new draft of the Government's Aviation Policy was being evaluated by BHAL and further representation would be made at the appropriate time.
- 6.07 There was continuing concern about the London Airspace Management Programme 2 (LAMP) with little co-ordination from regulators and the Government, mixed messages being given to industry and impractical demands being made. The London TMA (Terminal Manoeuvring Area) Working Group (consisting of Heathrow, Gatwick, Luton, Stansted, City and Biggin Hill airport representatives) was working to rationalise the processes. The AMD told the Committee that he would suggest to the Working Group that a single air route designer should be engaged to design the proposals which were intended to get aircraft higher and sooner to reduce the amount of fuel being used whilst increasing the capacity of the airspace in the London TMA. The constant descent approach which was intended to be adopted would reduce the amount of carbon emitted.
- 6.08 Luton Airport had recently announced that, from June, it would no longer accept non-scheduled air traffic between 11pm and 7am. The effect was likely to be that some companies would look elsewhere and that Biggin Hill and Farnborough airports would receive more traffic.
- 6.09 RAF Northolt - the report advised that, following the Civil Aviation Authority (CAA) study of safety at RAF Northolt, all safety related data from RAF Northolt, including a draft of the long

awaited Type A obstacle chart, had now been received. This confirmed BHAL's understanding of the obstacle environment around that airport. The Ministry of Defence (MOD) appeared to be doing its utmost to prevent the publication of the Type A chart in the UK Aeronautical Information Publication (AIP), the primary method of promulgating international aviation aerodrome data. It would prefer to retain it in the military AIP which is not routinely used by flight planners and which was not promulgated internationally..

- 6.10 The planned closure of RAF Northolt to civil traffic for 9 months during 2018 for work to take place on the runway had been delayed, the primary reason apparently being that the contracted engineers, Carillion, had gone out of business. BHAL continued to monitor the situation and would be prepared to return to court if the CAA fails to properly regulate RAF Northolt by publishing all relevant obstacle data, including the Type A chart, in the UK AIP as part of the notification process.
- 6.11 Martin Allen asked why Biggin Hill should have issue with Northolt if it was unable to accommodate any more flights. Will Curtis replied that the Airport could take more flights and that, in the event of a high profile accident resulting from safety shortfalls, Northolt had the potential to seriously damage the image of the business aviation sector and that it was wrong that Biggin Hill should have to compete with Northolt's Government subsidised operations. During his presentation of the report of the Noise and Safety Sub-Committee (minute 8 below), Richard Parry said that he shares the concerns about Northolt. It does not comply with aviation best practice there was the potential for a disaster.
- 6.12 Airport facilities - it was noted that the revised runway 03 GPS approach continued to go through the formal Airspace Change Proposal process. The Gliding Club at RAF Kenley was refusing to enter into an agreement to liaise with Biggin Hill Air Traffic Control Unit when commencing and ceasing operations. This would be taken up with the CAA and in the meantime, the lighting would be installed.
- 6.13 The T2 hangar to the north of the main terminal was now almost fully subscribed and when the office accommodation was ready for occupation, BHAL would be moving its administration into this building to, in the future, enable a new terminal building to be built.
- 6.14 Airport Hotel - the application for planning permission for the hotel had been granted and construction work was expected to begin later in the year once a contractor had been appointed. In response to a question the AMD advised that the hotel would be a 54-bed one which could be increased to 75 subject to planning consent.
- 6.15 Tenants and businesses at Biggin Hill - the report advised that a new hangar was to be built on the south apron on the site of the old control tower. Some temporary structures would need to be removed and associated access and car parking would be included. The hangar was for a new customer.
- 6.16 Notice had been served on the premises occupied by three flying schools at the Airport as their sites were to be redeveloped. The AMD advised that LBB's policy relating to the release of Green Belt land over which the Airport had permitted development rights was irrational. It had resulted in the need to prioritise redevelopment of existing brown field sites located in South Camp by evicting existing tenants to create additional decanting capacity because there was increased difficulty in providing decanting space for existing firms allowing less disruptive redevelopment in due course.
- 6.17 Economic Development/LoCATE@BigginHill
- 6.18 College Update - the London Aerospace and Technology College bid had been successful with some £12.5 million now allocated to the project. More detailed plans were now being drawn up. It was understood that London and South East Colleges anticipate that the new facility may have a throughput of up to 400 students annually. The AMD answered a question from Deva Pannoosami about the £12.5 million by saying that he did not have a breakdown of it.
- 6.19 Infrastructure - as previously mentioned, industry partner meetings with had been held with representatives from Croydon and Sevenoaks councils to discuss shared interests and problems with roads in the locality. Problems consistently identified were Salt Box Hill, Shire Lane and the

lack of M25 access. Resolution of these was a long term aim but the report commented that repair of local roads would be a good start. The AMD reported that there was a proposal for Leaves Green Road to be closed for three months for Thames Water to carry out works. He undertook to advise the residents associations and LBB when he gets any more information.

- 6.20 Melanie Stevens advised that Shire Lane was to be closed for 5 nights whilst resurfacing works take place.
- 6.21 Health & Safety/security - the report advised that there have been no significant security breaches or occurrences since the last report.
- 6.22 There had been two notable aircraft incidents in the last quarter involving light aircraft. In the first instance, a pilot defied air traffic control and refused to remain away from the Airport until cleared to approach. In the second, a pilot flew in weather conditions for which he did not hold the relevant licence. He eventually lost control of the aircraft in cloud and descended at a rapid rate, only recovering the aircraft at 80 feet above ground level, but at a location some considerable distance from the Airport. The pilot concerned had not been in contact with Biggin Hill ATC at the time of the incident. The Safety and Noise Abatement Review Board (SANARB) had excluded both pilots from using the Airport in perpetuity and, in the second case, had requested that a file be submitted to the CAA with evidence sufficient to allow prosecution under criminal law.
- 6.23 As a result of data gleaned from the Safety Management System, the Airport had taken the decision to reduce light aviation from the current 33k annual movements to around 12k. Flight training was the highest user of the runway with some 22k annual movements and would be progressively reduced over the next 12 months. Accordingly, flying schools had been asked to make proposals as to how they might exist within this new framework. Subject to finding an acceptable solution, consideration would be given to where any remaining schools might be housed. Flying schools were understandably upset about this change, but it was necessary if safety standards at the Airport were to be maintained. The AMD informed the Committee that he hoped that it would still be possible for limited flying training to continue to take place from the Airport, but that from later in the year, when the current flying school leases expire, unlicensed pilots would no longer be able to operate 'solo' to or from the Airport..
- 6.24 Environment - the report produced by Bickerdike Allen & Partners following its annual review of the Noise Action Plan was tabled. It was noted that noise remained well within the 'best endeavours' contours and limits set out in the Plan.

## **7. Noise contours**

- 7.01 Attached to the AMD's report were the noise contours for the quarter which had been produced by Bickerdike Allen Partners LLP using the Noise Monitoring and Track Keeping System (NMTKS). It summarised the noise contours and movements in the early morning and late evenings during the fourth quarter. As usual, it was noted that the actual noise created was well within the forecast footprints and permitted limits and that the Airport had operated in accordance with the agreed Noise Action Plan.
- 7.02 During Richard Parry's presentation of his Noise and Safety Sub-Committee report (minute 8 below), he commended the Airport for keeping well inside the permitted noise contours. The AMD responded that the Airport undertakes to use its endeavours to keep within the contours but actually only uses up to 50% of them.

## **8. Report by the Chairman of the Noise and Safety Sub-Committee**

- 8.01 The report of the Flight Evaluation Unit for the first quarter of 2018 was tabled together with a map that plotted the areas from which the comments had emanated. Also tabled was a paper setting out the breakdown of complaints for the quarter.
- 8.02 Richard Parry, the Chairman of the Sub-Committee, tabled his report that advised that:

- there had been a total of 50 comments or complaints;
  - they were received from 17 different individuals and four individuals had submitted 37 of them;
  - of these 37, only 4 were genuine complaints;
  - 47 of the total of 50 were identified as relating to Biggin Hill movements;
  - only 6 of the complaints were genuine;
  - 3 invalid complaints related to aircraft flying over Woldingham which were observing the correct procedures and were at least 770 feet above the village;
  - during the quarter there had been 8,991 movements at the Airport and only 6 infractions each of which led to a valid complaint.
- 8.03 So far as safety was concerned, Richard Parry's report also referred to SANARB having instructed two pilots not to operate from the Airport (paragraphs 6.23 and 6.24 above also refer). No significant trends had been identified from the safety reports.
- 8.04 It was noted that, due to the General Data Protection Regulation, the way that complaints were reported to the Noise and Safety Sub-Committee would be modified.
- 8.05 Peter Martin asked a question about the siting of the portable noise monitors and, in reply, the AMD advised that complainants have refused to have them placed at their properties. Possible sites were being identified with LBB. Richard Parry added that at the next Sub-Committee meeting it would be looking at the procedure to be followed where complainants will not accept a noise monitor at their property.
- 8.06 Martin Allen referred to overflying of Tatsfield having increased in the past two weeks and asked for information about why that should be the case. In reply, the AMD said that most of these flights would be likely to be from other airports and reminded the Committee that there would be a £50 fine for any pilot from Biggin Hill that contravenes the Airport's regulations. In his follow-up question, Martin Allen asked whether he could have information about the 15 Tatsfield overflights. Richard Parry responded that they would be automatically picked up by the NMTKS and that if he could be given set details of what was required he would look into the issue. The AMD suggested that Martin Allen should visit the Airport to look at the system in operation. Doug Field added that air traffic control would always tell pilots to turn left at 2 miles from the Airport. Ian Mitchell suggested that the Airport should publicise the fact that most Tatsfield overflights would be pilots operating from other airports. The Committee noted that when the revised runway 03 GPS approach is implemented the Airport would be able to control overflying of Tatsfield.
- 8.07 Ian Mitchell also suggested that all infringements should be considered by the Sub-Committee and that Biggin Hill Airport and non-Biggin Hill movements should be separated. The AMD suggested that Ian Mitchell should accompany Martin Allen to view the NMTKS in operation. Richard Parry said that the Sub-Committee does not deal with tracking issues and added that perhaps it should.
- 8.08 Doug Field asked whether the complaints included any relating to microlights and was informed that because they do not have transponders they would not be included in the NMTKS statistics.
- 8.09 Roderick Hogarth asked whether there had been any near misses involving drones and the AMD advised him that there had been 2 incidents but they had not occurred close to the Airport. He referred to the possibility of obtaining a recently introduced Drone Protection System which costs £20k and which would automatically ground drones when they get near to the Airport and return them to the owner when the police become involved.

## 9. Planning issues

- 9.01 Mary Manuel - Gill Slater reported that Mary Manuel was no longer employed by LBB.
- 9.02 Bromley Local Plan – it was noted that the draft Local Plan had been examined by an inspector and that some minor changes had been approved by the LBB Executive. No consultation on these would take place until after the local elections on 3 May and any responses would be made

directly to the inspector. The inspector's report would be expected in the autumn after which in due course the Local Plan would be formally adopted.

- 9.03 Draft London Plan and LBB Development Plan - the Committee was informed that the 2 plans go together and that the draft London Plan would be subject to hearings in the autumn and adopted in 2019. Richard Parry said that he had tried to read the London Mayor's Plan and asked about transport improvements that were included. Gill Slater replied that the Docklands Light Railway link was not included and that it should refer to the Bakerloo line extension to Lewisham. Works to improve bus times should also be included.
- 9.04 Draft National Plan - Gill Slater advised that a new draft National Plan had been published and that few changes were expected to be made to it before the final version is published in July. She added that it emphasises the importance of the Green Belt.
- 9.05 Airport Hotel - referring to paragraph 6.13 above, Gill Slater also confirmed that planning permission had been granted.
- 9.06 London Aerospace and Technology College - the Committee was advised that it was expected that there would be pre-application discussions with LBB planners about the siting, design, etc., of the proposed college. She added that there would be difficulties in releasing Green Belt land for the college building. The AMD responded that the proposed site would not be in the Green Belt or if it was, it would be on an area that had already been agreed for release.

## **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 Martin Allen referred to a press cutting relating to the creation of 2,300 new jobs and asked about the new jobs. In reply, the AMD said that 300 new jobs had already been created and that 50% of the new jobs at Bombardier went to local people. The 50 new employees at the Airport were also mainly local people and he said that he was confident that the 2,300 target would be met and that LBB's target for new jobs would also be achieved. The Airport had a business model that was practical and achievable. It was not so much about increasing the number of movements but also about increasing income for the local economy.
- 10.03 A further question from Martin Allen about where the job vacancies could be found was answered by the AMD informing the Committee that all vacancies were advertised on the Airport's website and that people can register to receive information about any vacancies. He undertook to put him in touch with the appropriate officer.
- 10.04 In answer to question from Richard Parry the AMD advised that Bombardier currently had 9 aircraft in its two hangers and said that the charge for refurbishing each aircraft can be up to £3 million.

## **11. Any other business**

- 11.01 There were no items of any other business.

## **12. Dates of next meetings**

- 12.01 The Committee was reminded that the next meetings would be held at 3.30pm at the Airport on the following dates:
- Thursday, 19 July 2018;
  - Thursday, 18 October 2018
  - Thursday, 17 January 2019.

The meeting closed at 4.45pm.