BIGGIN HILL AIRPORT CONSULTATIVE COMMITTEE

Minutes of Meeting held on Thursday, 21 April 2016 at 3.35pm.

Present:
Organisation:
Chairman
Secretary
Biggin Hill Airport Limited (BHAL)

Representative:
Mr J. Bowden
Mr G. Crowe
Mr A.R. Walters (Chairman)
Mr W. Curtis, Airport Managing Director (AMD)
Ms B. Russell
Mr A. Bamrah
Mr V. Endacott
Mr D. Field
Dr R. Hadley
Councillor R. Hogarth
Councillor T. Letts
Mrs M. Manuel
Councillor I. Mitchell
Councillor P. Morgan
Mr P. Osborne
Councillor R. Parry
Mr D. Ponnoosami
Councillor Mrs M. Stevens
Councillor D. Weightman
Mr J. Willis
Mr B. Wingate

1. Welcome and Chairman’s introductory remarks

1.1 The Chairman welcomed members to the meeting.

2. Apologies for absence

2.1 Apologies for absence were received from Mr N. Kemp (Deputy Chairman), Councillor D. Hodge (Surrey County Council), Councillor S. O’Connell (Greater London Authority, substitute), Councillor R. Scoates (LBB).

3. Membership

3.01 There were no membership issues to report.

4. Minutes of the previous meeting

4.01 The minutes of the meeting held on 21 January 2016 were, subject to the following amendments, approved as a correct record and signed by the Chairman:
   - apologies for absence for Councillors Hodge and Hogarth should be added;
   - “Regulation 19” in paragraph 8.01 should be amended to “Regulation 18”.

1
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 minutes for this meeting.

6. Airport Managing Director’s report

6.01 Will Curtis presented his report on the first quarter of 2016. It provided information on the following issues:

6.02 Market conditions - the report updated the Committee on aviation activity in Europe and other parts of the world.

6.03 Biggin Hill movement summary – the flying club and private owner sectors experienced a seasonal increase in movements in larger numbers than in 2015. Club circuit training flights contributed the largest portion of total airport movements (on average each one hour training flight consists of 10 movements). The report suggested that the sector needed to be monitored to identify possible excessive growth. The ATM Charter and Corporate Jet sectors also did well compared with 2015. The decline in corporate twin engine turboprop movements during March was possibly caused by a change in flight routings to the north of London (project LAMP Phase 1A) which had resulted in longer flight times for these slower aircraft when arriving from the north. Representations to the London Air Traffic Control were being made on the issue. The Air Ambulance flights from northern England and Northern Ireland which use older PA31 aircraft were thought to be landing at north London airports to avoid the extra flying time.

6.04 The operational movements during the first quarter of 2016 were:

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<tbody>
<tr>
<td>January</td>
<td>1,033</td>
<td>336</td>
<td>432</td>
<td>0</td>
<td>509</td>
<td>249</td>
<td>35</td>
<td>165</td>
<td>8</td>
<td>2,767</td>
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<td>February</td>
<td>1,539</td>
<td>414</td>
<td>497</td>
<td>0</td>
<td>592</td>
<td>276</td>
<td>51</td>
<td>196</td>
<td>6</td>
<td>3,551</td>
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<td>March</td>
<td>2,133</td>
<td>440</td>
<td>691</td>
<td>0</td>
<td>574</td>
<td>276</td>
<td>35</td>
<td>184</td>
<td>8</td>
<td>4,341</td>
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<tr>
<td>Total</td>
<td>4,685</td>
<td>1,190</td>
<td>1,620</td>
<td>0</td>
<td>1,675</td>
<td>801</td>
<td>121</td>
<td>545</td>
<td>22</td>
<td>10,659</td>
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<tr>
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<td>+113</td>
<td>+168</td>
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<td>+150</td>
<td>+16</td>
<td>-14</td>
<td>+77</td>
<td>0</td>
<td>+1,408</td>
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<tr>
<td>Year to date</td>
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<td>1,190</td>
<td>1,620</td>
<td>0</td>
<td>1,675</td>
<td>801</td>
<td>121</td>
<td>545</td>
<td>22</td>
<td>10,659</td>
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6.05 During the same quarter of 2015 they had been:

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<tr>
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<td>341</td>
<td>377</td>
<td>0</td>
<td>446</td>
<td>234</td>
<td>32</td>
<td>113</td>
<td>8</td>
<td>2,581</td>
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<td>February</td>
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<td>47</td>
<td>178</td>
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<tr>
<td>March</td>
<td>1,583</td>
<td>443</td>
<td>676</td>
<td>0</td>
<td>616</td>
<td>278</td>
<td>56</td>
<td>177</td>
<td>8</td>
<td>3,837</td>
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<td>Total</td>
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<td>1,077</td>
<td>1,452</td>
<td>0</td>
<td>1,525</td>
<td>785</td>
<td>135</td>
<td>468</td>
<td>22</td>
<td>9,251</td>
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<td>Year to date</td>
<td>3,787</td>
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<td>785</td>
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6.06 UK aviation policy and Biggin Hill Airport - in 2017, BHAL would be required to have a European Aviation Safety Agency (EASA) aerodrome licence. Most EASA regulations had already been adopted but the manner in which BHAL would be able to control access to the Airport would change. In particular, EASA regulations require airports to be open to all on an equivalent basis. The exclusion of individual users on the basis of local restrictions could contravene EU law.

6.07 RAF Northolt - BHAL had responded to a communication from the UK Civil Aviation Authority (CAA) stating that it did not intend to take any action on the use of RAF Northolt for civil aviation, pointing out that it seemed to be failing in its statutory duty as determined by the judgment of January 2014. It appeared that a desire to keep RAF Northolt operating for civil aircraft was being driven by the reported recent acquisition of two Global Express aircraft for the use of the Government/Ministry of Defence. Lobbying at all levels was continuing. The AMD advised that a useful meeting had been held recently
with the CAA which was doing its best to require compliance but this was not supported by the Government.

6.08 In answer to a question, the AMD advised that the judgement referred to above and at previous Consultative Committee meetings required Northolt Airport to comply with civil aviation airport standards. He explained that, as an example, some obstacles around the Airport facility are not lit.

6.09 Councillor Mrs Letts advised that, following the last meeting of the Committee, she had sent a letter to the Minister which to date was unanswered making representations about the unfair competition issue, etc. She undertook to forward a copy of the letter to the AMD and it was suggested that she would send a copy to the Prime Minister. Councillor Parry advised that he would be meeting with the Minister the following day and undertook to speak to him about the response to the letter if Councillor Mrs Letts would let him have a copy.

6.10 BHAL application to vary Airport operating hours - a great deal of work was being carried out on the detail of the wording of the new operating criteria in the Airport lease. Once they are agreed, they would be incorporated into the existing lease. They would be over and above the existing limitations and controls which would remain in force. Following this agreement being completed, BHAL would begin to install and calibrate the Noise Monitoring and Track Keeping System and implement other measures set out in the Noise Action Plan, the majority of which must be in place before the new hours can be physically adopted. Once these required mitigations have been signed off by the Council as having been satisfied, the airport hours would be as follows:

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<tr>
<td>Monday to Friday</td>
<td>0630-2300</td>
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<td>Saturdays</td>
<td>0800-2200</td>
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<td>Sundays and Bank Holidays</td>
<td>0800-2200</td>
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6.11 At the meeting the AMD advised that:

- LBB’s consultants had done an excellent job but there was still a lot of work to be done before the revised airport opening hours could be implemented;
- a proposed legal action to prevent the implementation of the revised opening hours had now fallen.

6.12 Airport facilities - the new runway 03 GPS approach had passed the stakeholder consultation stage and a report setting out the proposal had been submitted to the CAA for approval. Implementation of the new approach was expected in the autumn of 2016. Approach lighting to serve the new runway 03 GPS approach would be installed during the summer months.

6.13 During the presentation of the report the AMD referred to the interactions document relating to ATC procedures for Biggin Hill and other airports which would be posted on Biggin Hill Airport’s website.

6.14 As previously reported, new ATC radio transmitters were currently being installed to replace obsolete equipment. These were now being tested prior to replacing the old transmitters. Obsolete ATC radio receivers would also be replaced before the end of 2016 in line with an EASA requirement for aerodromes to have 8.33khz channel spacing capability by late in 2017.

6.15 Resurfacing work had been completed at the junction of runway 29/11 and taxiways Juliet and Lima.

6.16 Economic Development/LoCATE@BigginHill - positive progress was being made with the aviation college development. Bromley College which had recently acquired Greenwich and Bexley colleges had shown a keen interest in being the principle education provider. LBB was due to consult stakeholders on a Master Plan of West Camp which would set out proposals to regenerate the site with an aviation training facility and incubation business units. LBB had stated that the Master Plan would feed into plans for a college at West Camp and would be presented to the site owner for approval. During the meeting the Committee was advised that the Master Plan would be published during June.

6.17 BHAL was engaging consultants to push the agenda for improved surface access to the Airport and there would be lobbying for improved infrastructure to support the future jobs growth at the Airport.

6.18 Health & Safety/security - the Airport Safety Management System continued to deliver valuable information to Airport management and had resulted in actions to improve some areas of Airport infrastructure.
6.19 There had been no significant safety reports or incidents.

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

7.01 The report of the Flight Evaluation Unit for the first quarter of 2016 was tabled together with a map that plotted the areas from which the comments had emanated.

7.02 Councillor Parry, the Chairman of the Sub-Committee, advised that the total number of complaints made in the quarter was 10 which were fewer than in the previous quarter and the same quarter of 2015. He commented that, as usual, they had all been handled extraordinarily well and fully.

7.03 The Committee was informed that most of the complaints were unsubstantiated but the Airport had apologised about one which related to a training aircraft which had been carrying out circuits and bumps.

7.04 So far as the other complaints were concerned, Councillor Parry reported that one complaint from a resident of Keston had 13 pages relating to a number of issues. As an example, it referred to the number of movements having increased over a period when, in fact, they had reduced. Another complainant mentioned landings after 10pm at night which had not occurred.

7.05 In answer to questions, Councillor Parry advised that:

- the 13 page complaint came close to being vexatious. The author had asked for a copy of the Sub-Committee’s minutes and would be sent a copy of the minute relating to the particular complain
- complaints relating to allegations of planes landing or taking off at the Airport between 10pm and 10.30pm would normally be categorised as “not Biggin Hill’s”. The one referred to above in paragraph 7.04, however also mentioned other issues so was not included in that category.

7.06 The AMD responded to a further question about the cost of answering complaints by advising that he personally dealt with them and that a number in the order of 10 or 11 a quarter was not a problem but to deal with 50 a quarter would be. He added that the new noise monitoring system will help with the dealing with complaints and that movements will be able to be tracked on the system by members of the public.

8. **Planning issues**

8.01 **Planning application - runway 03 approach lights** - the Committee was informed that an application for the installation of additional runway lights had been submitted.

8.02 **Local Plan** - Mary Manuel reported that the draft Local Plan was being amended to take into account comments in response to the consultation and changes to regulations. It was proposed that the draft Plan would be submitted to members in July. Regulation 19 consultations would be taking place for 6 weeks starting in September. The Plan would then be submitted to the Secretary of State with a view to it being adopted for implementation in early 2017.

9. **Community Relations**

9.01 **Press cuttings** - The press cuttings for the last quarter had been circulated with the agenda for the meeting.

9.02 The Chairman referred to the cuttings including copies of three press advertisements publicising the comments telephone number.

10. **Any other business**

10.01 **EU Referendum** - in answer to a question about BHAL’s position on the possible withdrawal from the European Union, the AMD gave his personal view that Europe would become less important as an economic bloc in due course and that withdrawal may enable the UK to perform better economically.
10.02 Milking Lane Farm - Peter Osborne advised that members of the public had been wandering all over the field because the footpath has not been marked out. The AMD undertook to bring the issue to the attention of the tenant farmer.

10.03 Air Show 2016 - the AMD advised that the CAA, which had been doing a lot of work on air show regulations following the crash at last year’s Shoreham Air Show, had approved the plans and risk assessments for the Festival of Flight which would be taking place on Saturday, 11 June.

10.04 RizonJet - the AMD responded to a question about developments at the company by informing the Committee that it was remodelling itself. This was because of the Middle East situation, the delay in implementing the revised opening hours and unfair competition from Northolt Airport. As a result, it was winding down its operations at Biggin Hill Airport. He advised that another tenant of the Airport was prepared to take over the operations and most staff would transfer. However, this depended on the revised opening hours being implemented in the reasonably near future. He said that it may not be helpful for there to be a story in the media about the matter and that companies continually come to and go from the Airport.

11. Dates of next meetings

11.01 Members were reminded that the dates of the next meetings had been agreed as follows:
   - Thursday, 14 July 2016;
   - Thursday, 20 October 2016;
   - Thursday, 19 January 2017 (with AGM).

The meeting closed at 4.20pm.