

BIGGIN HILL AIRPORT CONSULTATIVE COMMITTEE

**Minutes of meeting held on Thursday 30 April 2026 at 3 pm
at the Flying High Room at The Hub, 707 Churchill Way, Biggin Hill TN16 3BN.**

Organisation:

Chairman
Vice Chairman
Secretary
Biggin Hill Airport Ltd

Chairman of the Noise and Safety Sub Committee
London Borough of Bromley Residents' Federation (BRF)/
Crofton Residents' Association
Downe & Cudham Residents' Association
London Borough of Bromley (LBB)(Officer)
LBB

Business & Commercial Users/Airport Businesses'
Association
Tandridge District Council
Biggin Hill Residents' Association
Tatsfield Parish Council
Keston Village Residents' Association
South London Business
Private Owners and Licensed Pilots

Representative:

Mr Peter Greenyer
Mr Nick Kemp
Mrs Janet Stollery
Mr Andrew Walters, Chairman BHAL
Mr David Winstanley, Chief Executive Officer
(CEO)
Mr Dan Griffith

Mr Christopher Ford
Ms Zoe Knight
Mr James George
Councillor Yvonne Bear
Councillor Melanie Stevens

Mr Edwin Brenninkmeyer
Councillor Martin Allen
Mrs Annie Charles-Webb
Councillor David Pinchin
Mr Peter Zieminski
Mr Deva Ponnoosami
Mr John High
Mr Jon-Claud Nix

Chairman's Opening Remarks

The Chairman welcomed everyone to the meeting. Annie Charles-Webb is taking over from Peter Martin at Biggin Hill Residents' Association, who attended as an observer, and Kim Cross, the Chairman of BHRA. Jon-Claud Nix is taking over from John Willis (Private Owners and Licensed Pilots).

1. Apologies for absence

Apologies for absence were received from Mr Thomas Turrell (London Assembly/GLA), Cllr Jonathan Andrews (London Borough of Bromley), and Cllr Nigel Williams (Sevenoaks District Council).

2. Minutes of the previous meeting on 29 January 2026

With the correction to point 3.06 – the sequential code is five digits, not four, these minutes were signed as a true record and will be published on the website, together with the usual extra reports and a summary ARNAF report to be provided by Zoe Knight and the CEO.

3. Actions arising from the minutes that are not covered elsewhere on the agenda

3.01 - Point 3.01 – The CEO said there has been an update to the web pages so there will be a protocol release showing what is involved with ground run procedures. The CEO confirmed that they are going to proceed with the dedicated engine ground run bay off Bravo, which could, subject to Board approval and funding, be operational in 2027. Tenants will be charged. The procedure will be attached to the minutes for the committee. **Action: CEO**

3.02 Point 3.02 -The CEO clarified two points – The circling approach commences from the Instrument Landing System to the North. At the moment once the pilots have the required Visual References, they can break off at any point. The NSSC chair is proposing a “not to turn before point” for the circling approach to minimise impact on residents to the North of the airfield. The Airport does not believe this change warrants a full air space procedural change and are discussing with the CAA, so no consultation and or design changes should be required. As soon as published it will go into operation. The CEO also was pleased to announce that on this day, 30th April, the 03 approach is now open to any appropriately equipped aircraft and in its current form it has only taken two years to achieve this which is quite quick. So far, 19 aircraft had flown it, and it went very well. Biggin Hill is the only airport in the UK that has consecutive radius to fix receptors. **Action: CEO**

3.03 Point 3.03 - The Airport have now formally appointed Ricardo to do an environmental materiality impact assessment on the Airport and the CEO said that questionnaires have been sent out to key stakeholders. Ricardo will also do the air quality monitoring as they are already doing for LBB, and they have already taken away the air quality monitors to calibrate. The air quality systems will be changed into ultra fine particle assessments. Normally PM10 is assessed and PM2.5 which relates to mass. The ultrafine measures suspended air particles so is more accurate. Ricardo will also help with standards to be met. The outcome will be shared with LBB Environmental Team and also through the ARNAF. Timescale is less than four months, so this calendar year the committee will be getting assessments.

Action: CEO

3.04 Point 3.04 - The ARNAF will be progressing from their current workstreams (to be reported on under items 5. and 7. on the agenda) and will be working on the Noise Abatement Plan.

3.05 Point 3.06 – As already mentioned – the sequential code is five digits. The CEO is chasing Envirosuite for the written explanation on why this is not missing data. **Action: CEO**

- 3.06 Point 5.04 – The outcome of the judicial review on Northolt has still not been received. The committee will be informed when this is received. **Action: CEO**
- 3.07 Point 5.07 – No news on the technical college, this is still ongoing with CA Systems and Bombardier. **Action: CEO**
- 3.08 Point 7.08 – covered under ARNAF.
- 3.09 Point 8.09 – visiting Oakland School – still ongoing **Action: CEO**
- 3.10 Point 8.11 – Any changes to data capture have not yet been made. **Action: CEO**

4. Membership

- 4.01 The Chairman reported that sadly Peter Martin is retiring from BHRA and is being replaced by Annie Charles-Webb on this committee. Peter was in attendance together with Kim Cross, the new BHRA chair. Peter once again welcomed Annie to the committee and hoped she would find it interesting and informative. The Chairman also thanked Peter Martin for all his support and hard work over the years.
- 4.02 John Willis has retired from the committee and been replaced by Jon-Claud Nix representing the PPG and said that he hoped Jon-Claud would find the content of the meetings helpful especially relating to residents' concerns. The Chairman will write to John Willis to thank him for his contribution over many years. **Action: Chairman**
- 4.03 Peter Zieminski is also retiring from the committee, and the Chairman thanked him for his hard work on the committee especially pushing things forward on ARNAF. Shelley Sturdy will be standing in for the time being until a replacement is identified at KVR.
- 4.04 The Chairman reported that Melanie Stevens is not standing for re-election on 7 May so regretfully she will be leaving the committee. The Chairman said that Melanie had shown solid support for this committee over many years and thanked her on behalf of the committee.

5. Chief Executive Officer's Report

- 5.01 The CEO informed new members present that his report is circulated in advance and taken as read. He wanted to point out that the crisis in the Middle East has impacted Biggin Hill Airport. However, the resilience of this sector has shown that in spite of the wars in Ukraine, Gaza and Iran, the Airport has secured fuel supplies through their partner, BP. 90% of their fuel supply comes from the US. This means that, unlike Italy, where fuel supplies have been highlighted as being at risk, the UK is considered a safe place to do business. The Airport is thus performing well and also keeping control of costs. Market share is down but it is expected to recover by the next quarter. The commencement of the 03 approach is a huge day for the Airport, and the CEO encouraged committee members to take a slice of the celebratory cake.
- 5.02 Andrew Walters, the Airport's Chair commented that the 03 approach had been requested by residents a number of years ago. It had taken 12 years and a considerable amount of money, with the first attempt being vetoed at the last minute. He hoped the community liked what they now have.
- 5.03 The Chairman said that Residents' Associations have been consulted, but so far, no complaints had been received. The CEO said that at some point membership of the committee would need to be looked at if they are affected by 03. The CEO thought it should be started by Residents' Associations being invited to join ARNAF, and adding a couple of RA representatives to the committee, or should it be Councillors? This could also affect the Constitution, but if Councillors were involved, they would cover a much larger geographical area. This will be reviewed again after the election on 7 May, but concerned RAs could send someone to our meeting if necessary. ARNAF is now a credible, constituted organisation, dovetailing in with the BHACC and the NSSC. Other airports have asked for a copy of the ARNAF constitution. The CEO said he had given a presentation to Keston residents and, during a discussion

afterwards with three residents, it was acknowledged that ARNAF was going a long way to allaying residents' concerns.

- 5.04 The Chairman brought up the difficult subject of engineers' accommodation. The CEO said that he, the Chair, and the Commercial Director of the Airport had a very constructive call with a senior Bombardier executive in Montreal. It is their job to drive this forward, and they now recognise the importance of getting engineers trained. The Airport Chair said how frustrating it was trying to get funding from Government for a training facility for Bombardier and others. There were funds available at one point for Bromley College, but with premises and jobs generated, the apprentices are being trained at Farnborough which is ridiculous. The Chair asked if anyone knew of anyone at the GLA or elsewhere who could pursue this for us. Bombardier have said that the cost of employment at Biggin Hill was an issue. The CEO said that, in recent discussions with LBB, there might be a path to achieve the necessary planning permission for accommodation, contrary to the original rules of LBB to get new build rental accommodation in the town centre, which wasn't suitable for engineers doing four days on and four days off at the Airport.
- 5.05 It was suggested that Peter Fortune and Tom Turrell might be able to help with this. Deva said this could be a good route.

6. Noise Action Plan review update

- 6.01 Engagement with LBB has been positive. They are now waiting for the Airport to submit to LBB changes to modernise the NAP. Complaints and ARNAF work are to be included in this. The Airport will then work with LBB to get a document both sides agree on, and this will go back to LBB to be signed off. Action Point 9 will be updated now that engine ground noise has been dealt with.
- 6.02 The Chairman asked about the new action – Review of NSAs. The CEO said they were well advanced on how they assess NSAs, not yet shared with LBB, but alterations will be made to the NSA structure. ARNAF are dealing with this, but the PPG will need to be involved because of the operational safety analysis. The CEO said the Airport needed to prove compliance with Noise Safety measures and argue the safety case first before co-projectors.

7. Update on the Airport Residents Noise Action Forum (ARNAF)

- 7.01 Zoe presented the paper from ARNAF, giving background to their current work.
- 7.02 The discussions recorded in these minutes are not included here but Zoe gave a summary of the work done since July 2025.
- 7.03 In July 2025, the Airport Residents Noise Action Forum was established in two parts and two working groups were in two parts. The first covers the complaint investigation process and the other focussed on introducing key performance indicators (KPIs) to measure compliance. The recommendations made were split into four categories (1) those for immediate implementation, (2) those needing further development, (3) those requiring amendments to the NAP and 2026 review and (4) those considered unimplementable. Fortunately, none fell into the last category thanks to the positive engagement and support of the CEO.
- 7.04 This Forum met regularly throughout the year and was supported both by ARNAF members and the Airport team, fostering a collaborative atmosphere. All recommendations were agreed by the CEO in April 2026, highlighting a commitment to tangible improvements for residents. The complaint investigation working group made significant strides in streamlining the complaint process with most improvements either completed or clearly planned. Highlights include clarifying how aircraft height is recorded, refining and publishing a five stage complaints process. enhancing the website for better

readability and neurodiversity and automating complaint handling for consistency. The complaints working group also worked towards clearer guidance for residents, improved documentation on noise abatement, especially for helicopters and VFR protocols, and arrange for ARNAF observers at key board meetings to build community trust. The review and overhaul of “Have Your Say” on the website, now renamed “Complaints,” stand out as a major achievement requiring substantial effort from the Airport team.

- 7.05 In terms of the KPIs, maintaining high standards, it is anticipated that the introduction of agreed KPIs, the outcomes of which will be regularly monitored and audited will instil confidence through the investigation process and through reductions in unjustifiable incursions into NSAs give benefits for residents.
- 7.06 The CEO said that ARNAF will continue but he wanted to say that both Chris and Peter did an outstanding job in leading those working groups, as well as thanking the volunteers including Zoe for working tirelessly in complex areas. The establishment of ARNAF has been absolutely critical in improving levels of trust and engagement with residents. The CEO reiterated that he had been approached by CEOs of similar airports to try to understand why this has been so successful compared with Flightpath Watch, which is not particularly useful. The real power of ARNAF is to integrate it into the BHACC.
- 7.07 Now that the working groups have done their job, ARNAF will go on to look at the NAP Review process to make sure all the improvements have been captured so that the representatives in ARNAF have a strong voice in the implementation of the Review. Chris said that they were in this position due to the support of the Airport in various issues they had addressed. There are still some outstanding actions but most of the work on this is finished.
- 7.08 There are non-Airport 16 members of ARNAF but not everybody comes to every meeting. Everyone has had a voice, and people are engaged and positive. Andrew Walters added his praise for the inception and success of this initiative.

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

- 8.01 Dan apologised for the report being slightly late this quarter. He pointed out on the first page that two extra graphs had been included as the numbers for the MORs had been falling due, inter alia, to the wars. Dan thought it would be useful to compare the MORs and movements. There has been quite a bit of business movement as well.
- 8.02 SANARB sits during the quarter and now with some of the complaints being dealt with it is possible to see the next stage without 30 or 40 being carried forward.
- 8.03 Section 5 shows how quickly SANARB, and the Airport are getting on dealing with complaints.
- 8.04 It has been discussed at the NSSC whether newly implemented KPIs should be going out into the public domain due to inaccuracy until the system is declared stable. The Chairman supports those concerns as so much work has been done over the past couple of years on data to make it dependable. It was agreed that as the source data for the KPI's cannot be verified until further work is undertaken and that they should not be released at present.
- 8.05 Dan said he will change the report to put explanatory paragraphs in and not have the graphs.
- 8.06 Chris Ford added, and the Chairman agreed, that this information should not be shared outside of the BHACC. The Chairman commented that eventually they will end up with a spreadsheet for analysis, with the data hopefully becoming stable by the end of the year to be shared with the committee and the Public.

Action: ARNAF/CEO

9. Planning Issues

- 9.01 James George said the consultation on the draft of the Local Plan will take place in the Summer, with the Local Plan submission due at the end of the year.
- 9.02 Cllr Bear added that the London Plan is holding up progress with the Local Plan. They had been promised some news after the election on 7 May, but they had not heard anything so far. Housing volume, emphasis on commercial development is one aspect. At the moment they are unable to identify areas in LBB suitable for development. Receipt of the targets and the Green Belt review will enable them to move forward with the next stage of public consultation. The way Local Plans are done is being changed and so far, the Council has reached their limit in terms of the old methodology and are not keen to start all over again with this. They will not be able to meet the December deadline without the new figures, and the consultation will need to start soon, to get everything back by the end of Summer. If the Council have not heard by June, it will be difficult to produce a report.

10. Any Other Business

- 10.01 The Chairman brought up the subject of correspondence from Mr Roberts of Biggin Hill. As a committee we have explained to Mr Roberts in the past that we would not progress his on-going dialogue with BHAL as it was not appropriate to the BHACC and he has often got his facts wrong.
- 10.02 On this occasion Mr Roberts has sent a note to the Biggin Hill Residents association about aircraft direction after take-off from R/W 21. After a certain amount of discussion, it was agreed that it would also be raised at the next ARNAF meeting and the CEO would consult with the PPG to produce a response – this response would be sent to the BHRA chair to get back to Mr Roberts at the proper time.
- 10.03 Dates of meetings in 2026
Members are reminded that it has been agreed that meetings will be held at 3pm on the following dates:
- Thursday 30 July 2026
 - Thursday 29 October 2026
 - Thursday 28 January 2027 (preceded by the AGM)

The meeting concluded at 4.30pm

CHIEF EXECUTIVE OFFICER'S REPORT AIRPORT CONSULTATIVE COMMITTEE JANUARY – MARCH 2026

UK BUSINESS AVIATION INDUSTRY NEWS

Department for Transport (DfT) Policy Engagement

Political engagement, at a national level, continues at pace during the first quarter of 2026 as the Airport continues to meet with the government concerning Air Passenger Duty (APD), resilience and surface access. The Airport is working alongside other Business Aviation Airports and lobby groups to provide data for the consultation on APD and work with the DfT to ensure any proposals are proportionate to the sector. Airport resilience and surface access remain key themes and continue to be supported by Airports UK (previously the Airport Operations Association (AOA)) and other lobby groups.

UK Border Force

The Airport continues to enhance the inter-operability between the UK Border Force and the Aviation industry. Fortunately, Biggin Hill has an excellent relationship with UK Border Force, ensuring a seamless operation at the Border and continues to engage in dialogue regarding any increases in charges. The Airport pays for the provision of Border Force personnel to comply with the requirements to be a Port of Entry Authority.

London Airspace Modernisation Programme (LAMP)

The newly formed UK Airspace Design Service (UK ADS) is slowly getting to grips with the enormously challenging task of leading the modernisation of London airspace. The Airport continues to play a prominent role in protecting its and residents' interest. Whilst LAMP is focused on routes primarily above 4000ft they must integrate with the existing London Airports.

Version 6 of Civil Aviation Publication (CAP) 1616 will be released, in draft, for review imminently. The CAP1616 is the process by which all Airspace Change Programmes (ACP) are managed. Version 6 is essentially the amended CAP that is required to support one architect as overall Sponsor and one public consultation as opposed to ten separate consultations. This will make the process easier for residents.

RAF Northolt

The Committee members will be aware that court proceedings took place in November 2025 and the Airport was originally advised a decision would be forthcoming in February 2026. Unfortunately, this was then further delayed until 15th April. At the time of writing this report the Airport has heard nothing.

Ride Share

As previously reported, substantial global investment is taking place in the development of aircraft to be used as Air Taxis and regional connectivity services. Biggin Hill expects its facilities to be needed for these services and in the US the FAA is conducting a detailed consultation and review on how this will be regulated in the future. The US and FAA acknowledge that this is an important and developing sector and it is important that regulations encourage and support this permission. The Airport will monitor the FAA's consultation with interest and review any outcomes accordingly. This remains an important role for the Airport and provides an opportunity to maximise the benefits of air urban mobility and the development of electrically powered aircraft.

LONDON BIGGIN HILL MOVEMENTS

FIRST QUARTER SUMMARY

Business Aviation: The first quarter this year saw a decrease in business aviation movements when compared to the same quarter in 2025. March was particularly challenging because of the developing crisis in the Middle East.

Light Aviation: Light general aviation activity and heritage movements saw a reduction in activity when compared with 2025, which might be due to the poor weather at the start of the year.

Helicopters: Helicopter movements were slightly down when compared to 2025 and mirrored 2025 regarding the monthly variations.

Military: There was only one military movement this quarter compared to 0 in 2025.

Operational Movements at Biggin Hill during the first Quarter of 2025

Q1 2025								
	General Aviation		Business Aviation		Other			Total
	Circuit	Movements	Circuit	Movements	Heritage	Helio	Military	
January	6	570	2	1261	36	151	0	2026
February	25	587	0	1264	91	144	0	2111
March	6	1076	1	1353	166	257	0	2859
Total	37	2233	3	3878	293	552	0	6996

Operational Movements at Biggin Hill during the first Quarter of 2026

Q1 2026								
	General Aviation		Business Aviation		Other			Total
	Circuit	Movements	Circuit	Movements	Heritage	Helio	Military	
January	6	445	0	1253	20	137	0	1861
February	28	572	0	1424	55	158	0	2237
March	6	897	0	1390	98	246	1	2638
Total	40	1914	0	4067	173	541	1	6736

Year to Date Movements 2025 v 2026

2025	37	2233	3	3878	293	552	0	6996
2026	40	1914	0	4067	173	541	1	6736

Charter passenger numbers of Biggin Hill during the 1st quarter of 2026 **For aircraft over 15 tonnes maximum takeoff weight (MTOW)m**

Q1 2026			
	Domestic	International	Total
October	99	379	478
November	40	122	162
December	4	424	428
Total	143	925	1068

BIGGIN HILL AIRPORT NEWS

03 Performance Based Navigation (PBN) Radius to Fix Instrument Approach

As committee members will be aware but first time readers might not, in May 2024, the CAA approved the Airport's trial plan and stated their approval decision would be conditional on London Biggin Hill Airport progressing through three phases of trial implementation activities:

The agreed phased approach for the 03 trial was as follows:

- **(A) Validate the IFP:** Only if it's proven to be flyable can the Airport move to Step B
- **(B) Planned testing under controlled conditions** to be agreed in due course with the Sponsor and CAA. This will probably be something like one or two specifically picked operators can fly the approach for a specified period, gather some feedback/data, present to CAA - see if any issues etc. Then assuming OK:
- **(C) Move to full trial**

Progress to implement the trial of the 03 PBN radius to fix instrument approach has met all the required milestones:

- Submit draft live Validation plan to CAA late May: **Complete.**
- BD700 Sim Session: 26th June: **Complete**
- Submit Sim report and finalised Live Validation plan for live validation flight to CAA end of June: **Complete 11th July**
- Submit Unit Training Plan for training of ATCOs for Live Trial end of July: **Complete 11th July**
- CAA approval or Live Flight Validation Plan: **Complete 31st July**
- Live Flight Validation: **Complete 19th September**
- Submit live flight validation report: **Complete 23rd September**
- Commence ground/tower trial: **Started 1st October**
- Update AIP entry, AIRAC submission: **Complete 3rd October**
- Nov start trial: **Confirmed 13th November 2025.**

To date, a total of 15 aircraft have flown the approach and all have comfortably met the trial objectives.

The Airport is pleased to formally announce that the CAA have approved the transition of the 03 RNP Trial from Phase B to the final stage, Phase C, effective from 30th April 2026. This means that any aircraft/crew combination which are suitably equipped/qualified may fly the approach on request. This will be particularly helpful in marginal weather conditions when a visual approach to runway 03 is not always possible. The 03 RNP Trial will formally continue until October 2026. In the meantime, Biggin Hill Airport will be submitting an Airspace Change request to the CAA to enable the procedure to be adopted permanently and for the trial to continue permanently.

Airport Residents Noise Action Forum (ARNAF)

An update on the work undertaken by the ARNAF will be covered in a separate report.

Further Engagement with residents

The Airport continues to be invited and attend residents' association meetings and considers this an important part of our engagement with local communities. The meetings are an opportunity for the Airport to not only talk about its operations, economic benefits and noise action plan, but to also provide residents with an insight into future developments.

ECONOMIC PERFORMANCE AND BENEFITS

Economic Footprint Study

As previously reported, the Airport continues to promote its Economic Footprint study and the feedback from residents, national politicians and other stakeholders remains positive and ensures the economic benefits to the region are rightly celebrated. The compelling results have completely justified the Council's decision to permit more flexible operating hours in return for a 50% reduction in the previous noise footprint for the Airport published in the UDP. The flexible hours have boosted inward investment, enhanced economic benefits for Bromley and increased opportunities for apprenticeships and training. In doing so the Airport has provided a lot of new modern, well paid and sustainable jobs.

The key highlights are:

- £200 million Gross Valued Added (GVA) to the National Economy
- 1,760 individuals directly employed
- 2,692 indirect jobs
- Circa 88 jobs sustained by every 1,000 air traffic movements.

Critically, £143 million GVA is captured within the London Borough of Bromley, which equates to 72% and businesses at the Airport spent £28.5 million in the London Borough of Bromley in 22/23.

Opportunity Bromley

As previously reported, the Airport continues to work closely with London Borough of Bromley (LBB) regarding support to and the development of both the draft 'Bromley Growth Plan 2024 – 2027 and 'Opportunity Bromley'. Daniel Murray, Head of Economic Development, acknowledges the important role the Airport plays in attracting inward investment and this is reflected in the Opportunity Bromley prospectus.

The Opportunity Bromley Advisory Board has established itself and, whilst there is still a great deal of work to be done, the formal adoption of the prospectus document is a credible achievement. The Board will meet quarterly and formal Terms of Reference have now been approved. The purpose of the Board remains as follows:

- Advisory Board purpose
 - **Strategy** – To provide insight and advice on investment priorities, target sectors, and business need to ensure Opportunity Bromley's strategy is focused, competitive, and investor-ready.
 - **Influence** – To leverage board members' networks to build relationships with developers, intermediaries, investors, and regional/national bodies (e.g. DBT, OFI, London & Partners etc), enhancing Bromley's visibility and credibility.

- **Oversight** – To offer critical oversight of programme delivery, resource allocation, and performance metrics, while supporting the transition towards an independent, arm's-length organisation.

Employment Data

At the end of this quarter the Airport company itself directly employed 229 employees across every aspect of its business, including zero hours. This figure has reduced during this quarter with the seasonal end of several zero-hour roles.

These figures exclude employment figures for the 72 resident companies on and around the Airport and those indirect jobs in the community. Additionally, the figures exclude contractors working on developments across the SOLDC, which include taxiways, Hotel, Churchill Way developments, resurfacing programmes, ongoing external maintenance contracts, design consultants and the support to local businesses.

London Centre for Aviation Technology and Enterprise (LoCATE)

As previously reported, the Airport continues to maximize its opportunities as a Strategic Outer London Development Centre (SOLDC), under the umbrella of LoCATE – London Centre for Aviation Technology and Enterprise. There have been several meetings and publications under this umbrella name over the intervening years but not on a regular basis and therefore not always as productive as they could possibly be. The purpose of the group is to focus on strategic development opportunities – both economic, employment and environmental and to optimise the value of having this aviation asset across the whole sub region.

Airport Business Leaders Meetings

The Airport continues regular dialogue with key tenant businesses across the SOLDC to ensure they can collectively address key economic challenges of attracting inward investment, promoting economic growth and creating highly skilled jobs for local people.

As previously reported, the last Airport Leaders meeting was held during the previous quarter and the need to attract and retain engineers remains a critical challenge facing both the Airport and tenant companies. Temporary or specific engineering accommodation, or more importantly the lack of it, remains one of the largest hurdles in attracting engineers to the region, especially given the cost of relocating a family. The Airport, and the strategic leaders, have identified this as requiring urgent action and this will be subject to the planning approval process. The Airport welcomed the idea of establishing a SharePoint page to allow engineers to access residents with rooms to rent to provide an immediate alternative. The Airport leaders discussed the following key topics:

- Engineering Accommodation
- Training College
- Mobile phone connectivity
- Engine run timings
- Local taxi availability
- ACI Carbon Accreditation

Airport Technical College (Skills Academy)

Despite the importance of this initiative, progress towards a long-term solution remains frustratingly slow. Whilst the need is self-evident, securing the right partnership with an industry training provider is far from straight forward. That said, the Airport continues to work with Bombardier in developing a proposal with CAE systems, which represents the perfect partnership through which the project can be delivered.

OPERATIONAL PERFORMANCE

Safety

The Airport operations continue to run smoothly and the focus remains compliance with CAA regulations and the maintenance of the highest standards of safety oversight.

The Airport reports safety occurrences through the Noise and Safety Sub-Committee and such occurrences cover the whole of the Airport operations. Safety aspects are constantly under review by the Airport through a 'Just Culture' environment and reported on through the Airport's Annual Safety Report.

The Landing Hotel

The Landing Hotel continues to perform well and, across all operational areas, continues to exceed expectations. The festive season programme was particularly successful with the Hotel helping many tenant companies and local residents celebrate in style. The Hotel team continue to deliver outstanding service whilst constantly looking at ways to improve the overall experience. Crew feedback remains extremely positive.

The Hub Training and Development Centre

As previously reported, the integration of The Hub into the hotel booking system continues to prove to be a great success and points to a potential need for additional similar facilities. Tenant companies are benefiting from the use of an ideal, on site, learning and development facility and the combined offer of hotel accommodation is proving to be very compelling.

Bombardier Aircraft Completions facility

Construction of Bombardier's new European paint facility is progressing on schedule, with the facility expected to be operational in November 2026. At the time of writing, the spray booth walls, floors and ceilings are complete, all internal walls are up / decorations ongoing, and final connections for gas and electricity are being made to site. The high-spec 51,000 sq. ft., two-bay paint hangar, the first of its kind for Bombardier in the region, represents a key phase in the expansion of their London Biggin Hill Service Centre. It will offer full exterior finishing for Bombardier's fleet, including the new Global 8000 aircraft.

Hangar Developments

Acting as a catalyst for inward investment, the Airport continues to explore options for the development of additional hangar capacity. The demand remains high and the Airport intends to meet this demand through improvements to existing hangar assets and, subject to planning, the construction of further hangars.

West Camp Development

Progress regarding the Development of West Camp continues to be a long-term focus for the Airport; however, there has not been any material progress made during this quarter.

Removal of VOR Dependencies

The Airport has submitted a new Airspace Change Process (ACP), which is expected to be undertaken as an Applicability and Policy Alignment Check, (APAC), rather than a full Airspace Change Process to replace VOR Distance Measures Equipment (DME) with the existing ILS DME. It is hoped this will now be completed by August 2026.

Runway 21 Required Navigational Performance (RNAV) overlay

The CAA has received all the documentation associated with the introduction of the new 21 RNAV approach. The CAA initiated a delay due to their lack of resources and the Airport is now waiting for a decision regarding this approach towards the end of this year. The CAA has stated that it requires the approach to be flown in a simulator and this has further delayed the process. Therefore, it is anticipated that the procedure will now be approved through AIRAC 13/2026, which is effective on 24th December 2026.

Air Quality Monitoring

As previously reported, the airport's air quality monitoring system, OMNIS, is provided by Envirosuite, which supplies similar systems worldwide to airports and industries such as open-cast mining and waste management. A one-year trial installation, which commenced in early 2024, was used to confirm the optimal locations, number of monitors, and the sensor ranges required. Following this trial, a revised configuration was agreed in collaboration with Envirosuite.

The system was also configured to issue warnings when pollutant levels reach 50% of the maximum limits published by the World Health Organisation. To date, no such thresholds have been exceeded. In September 2025, a proposal was received from BHAL's environmental advisors, Ricardo, to validate the monitoring results and to design a publicly accessible dashboard that presents the data in clear, non-technical terms for the local community. The proposal also includes an evaluation of the OMNIS monitors against a Ricardo reference monitor to verify the accuracy of the data produced by the system. This is where the project currently sits and during this year the Airport will work through the ARNAF to agree implementation.

RESIDENT COMPANIES

Oriens Aviation is the authorised distributor for Pilatus and Tecnam aircraft in the UK and Ireland, including the best-selling Pilatus PC-12 PRO and the PC-24, as well as Tecnam aircraft. Based at London Biggin Hill Airport, they provide a full range of aircraft maintenance services for Pilatus, Tecnam and Cirrus SR2X aircraft, as well as Pilatus warranty work. Oriens Aviation also holds an Aircraft Operator Certificate (AOC) and offers aircraft charter and aircraft management services. In January, the team hosted a quiz night at our training and events facility, The Hub, in support of RAF Biggin Hill Museum & Chapel. The event was attended by their colleagues, representatives from other on-site companies, and a team from the airport.

Most recently, we were delighted to welcome Lia's Wings to the airport - as the only UK air ambulance charity delivering life-saving services both nationally and internationally, the organisation is now based in Hangar 1. Using aeroplanes for urgent medical transfers, Lia's Wings plays a vital role in ensuring that babies and children can access the treatment they need, regardless of location. The charity works closely with SkyCare Repatriation, a private, medical air repatriation service also based in Hangar 1, to support their beneficiaries.

PLANNING MATTERS

LLB Policy

It is understood that the Council's intention is to consult on a submission draft Local Plan in the Summer of 2026, in order to submit the Local Plan for examination by the Government's December 2026 deadline. Latest communication is that work on the Local Plan has stalled, pending London Plan updates.

London Plan

The Government has scrapped the London Plan review with a view to take a new 'partnership approach,' collaborating with the mayor to deliver more housing in London. A high-level document – 'Towards a London Plan' was expected March 2025 with a draft London Plan consultation expected by March 2026. BHAL submitted representations which were submitted to the consultation on the 20th of June. The Airport will continue to monitor the progress of the London Plan and make representations when necessary and appropriate. The draft Integrated Impact Assessment (IIA) Report was consulted on between the 19th December 2025 and the 30th January 2026. This consultation is aimed at securing responses to help shape the framework upon which the IIA for the London Plan Review will be guided. The consultation was subsequently extended to the 13th February and has since closed.

Hangar 527

A planning submission to LBB was submitted on the 19th February. The planning submission proposal was for demolition of Hangar 527, located within Land at South Camp. The proposal was in accordance with Schedule 2, part 8, Class F of the Town and Country Planning (General Permitted Development) Order 2015 (GPDO). The proposal itself comprised the demolition of Hangar 527. Hangar 527 consists of a hangar area of 678 sq.m. with a single storey office extension of 230 sq.m. The hangar was most recently occupied by Arena Aviation a private jet charter operator who had been long term tenants at Biggin Hill Airport. However, the company went into liquidation in October 2022, leaving the unit vacant. As part of its general estate management role, the Airport has determined that the hangar is no longer in a lettable condition, or is suitable for refurbishment. It is therefore failing to meet the needs of modern aviation businesses. Instead it is an empty building liable for business rates. Consequently demolition was proposed.

The Council issued a response on the 2nd April 2026 confirming that they had no objection to the proposals.

COMMUNITY MATTERS – ‘PROUD TO SUPPORT’



Local Sponsorships / Support

During the last quarter, we've sponsored / supported a number of local events and initiatives, including:

- Raffle at our Lookout Coffee Shop – raising £275 for one of our corporate charity partners, Scotty's Little Soldiers.
- Bromley Rotary Club's Youth Awards – recognising the outstanding contributions of young people who each, in their own way, make a positive impact in their community.
- Bromley FC Community Sports Trust's Girls' Half Term Camp – sponsored free places to give local girls the opportunity to play football, learn from Bromley FC Women's players, and be inspired by sporting opportunities.
- West Kent Expo 2026 – with over 60 exhibitors and workshops throughout the day, the event showcased the variety of businesses in West Kent - combining networking, learning and discovery into a single, productive day.

Collaboration with Bromley FC Women's for International Women's Day

To celebrate International Women's Day, we hosted a walking football match at the airport – bringing together our colleagues with players from Bromley FC walking footballers. Aligned to this year's theme, #GiveToGain, the event was all about promoting equal opportunities and showing that sometimes the most important thing is simply giving it a go.

We also supported the club's 'Project 1,000', where the women's team reached their target of welcoming 1,000 supporters to the CopperJax Community Stadium for a special International Women's Day fixture on 8th March.

STEM Outreach: School Visits & Careers Fairs

As part of our commitment to engaging with local people and inspiring the next generation, we continue to connect with local schools and organisations to promote our early careers opportunities. This includes hosting numerous school & youth group visits on-site at the airport, and visiting local schools to exhibit at their careers fairs.

Over the last quarter we have attended careers events at Ravensbourne School, Bullers Wood School for Girls, Oxted School, Langley Park School for Boys and Langley Park School for Girls, Warlingham School and Ravens Wood School.

In January, we were delighted to welcome Year 2 students from Chestnut Park Primary School, in Croydon, to the airport. The students had a fantastic time meeting our airport firefighters, getting up close to the fire engines, and saying hello to our bear mascot, Captain Merlin. The visit was all about inspiring young minds and introducing them to the many exciting careers that keep the airport running every day.

Futures Week – February 2026

In February, we had the privilege of hosting our ninth 'Futures Week'. Designed to inspire young people to consider a career in aviation, our bi-annual event gives fifteen 15-18 year olds the opportunity to explore the different roles available within the aviation industry. Throughout the week, participants took part in practical workshops, insightful tours and mentoring sessions with professionals from across our on-site business community, which is home to more than 70 resident aviation companies.

Mayoral Visit

We recently welcomed Mayors from across London and Kent for a special visit to London Biggin Hill Airport. The visit included a tour of our operation and the diverse businesses that call London Biggin Hill home, offering a unique insight into our rich heritage and the cutting-edge aircraft of today. It was a fantastic opportunity to showcase our sustained development and advanced infrastructure, highlighting the airport's role as a catalyst for inward investment and centre for economic growth.

Forthcoming Events

Blue Light Day – Saturday 9th May

Following the success of last year's event, we will host our next 'Blue Light Day' for the local community at our community café, The Lookout. During the event, people will have the opportunity to meet representatives from a number of our emergency services, take part in a number of workshops, and look around a variety of emergency services vehicles.

Sunrise Challenge – Saturday 20th June

The next Sunrise Challenge will take place on Saturday 20th June. This event, where participants run 5K along our runway at dawn, is a charity fundraiser in aid of our three corporate charity partners, Scotty's Little Soldiers, the RAF Benevolent Fund and Aerobility. This event has been advertised to the local community across our social media and newsletters – at the time of writing, around half of the tickets have been sold – we can accommodate a total of 600 runners.

Biggin Hill Carnival - Saturday 27th June

Later in the summer, we will be supporting the Biggin Hill Carnival by providing sponsorship and having a presence at the event - engaging positively with the local community.

ENDS

Agenda item 6

Progress Report on the 2021 NAP Review Action Plan

The Airport continues to complete actions identified within Section 6 of the NAP Review initially completed on 12 July 2021 and, after consultation through the SANARB, Noise and Safety Sub Committee, the BHACC and LBB, was published on 19 August 2021.

Subsequently, the Airport was asked to provide additional information highlighted within the CAA ERCD report commissioned by LBB and provide details about the number of residents living within the agreed noise footprint and this was done on 29 June 2022. The population data provided showed that the forecast number of dwellings exposed would be slightly higher at 57 dB, 380 verses 420 in 2025.

Consultants CAA's ERCD appointed by LBB confirmed the following:

“that in producing the 2021 Noise Action Plan Review, BHAL has followed the scope set out in the original Noise Action Plan dated 28 August 2015 and the Management Information letter dated 19 May 2016.”

The LBB Executive meeting held on the 19 October, then confirmed

2.2: To note that with the additional evidence provided, BHAL has completed its review of the NAP though one of the ongoing commitments under the NAP for BHAL to progress the implementation of Runway 03 is yet to be achieved.

The Airport therefore considers the recent comments made by LBB are without foundation, do not follow the fundamental basis of community noise footprints on which the NAP is based, and are therefore misconceived. BHAL has:

1. Fully complied with its obligations in the 2016 NAP.
2. Fully complied with the 2021 NAP review and continues to process issues listed in section 6, reporting each quarter.
3. Kept within the 2016 noise footprint agreed as 50% of the previous UDP footprint and produces evidence of that each quarter.

The Airport has warned the Council representatives that their comments seeking to limit flight numbers are a breach of the terms of the lease with the Airport and liable to attract a legal response with relevant liabilities if repeated. Additionally, this is an unnecessary distraction from the valuable work and progress being made with the noise improvements and recommendations of the 2021 NAP review. The Airport also pointed out that in the meantime approximately 24,000 business jet flights operate out of the Airport and that this level was forecast to grow in line with industry standards at an average of probably 3% per annum.

Meanwhile, the following actions are in progress or completed regarding Section 6 of the NAP Review:

- **Actions: 1 to 5: Air Space Change Proposals (ACP)**

The ACP proposals for the new instrument approach to runway 03 and the runway 21 overlay are covered in the CEOs report at agenda item 5. This action is ongoing.

- **Actions 6 & 8: Accuracy of WebTrak:**

WebTrak has been proven to be accurate and fit for purpose.

This action is now complete.

- **Action 9: Circuits and ground noise:**

Circuits: The Airport has enforced the extended restriction on circuit activity and this has seen a marked reduction in business jet circuits.

This action is now complete.

Ground Noise: The Airport continues to work hard to reduce ground noise and accepts this is an important issue for those residents that live in close proximity to the Airport. This work has involved looking at the location and orientation of aircraft when conducting preflight checks that require ground power units or the aircraft's own auxiliary power units. Any measurable benefits will be incorporated within the Airport's Ground Noise Action Plan. Amended Air Traffic Instructions have been issued covering engine grounds run.

This action is now complete.

The Airport has plans for the construction of a engine ground running bay located close to the centre of the Airport's operation, which will include enhanced noise attenuation and will update the committee when plans are finalised.

- **Action 10: Ensuring navigational systems reflect accurate Noise Sensitive Areas (NSA) data:**

The Airport has ensured that navigational aids such as Sky Demon and aeronautical publications such as Pooleys correct represent the NSAs as contained within the WebTrak system.

Recently, the Airport has been notified of Sky Demon's decision to remove NSAs from their data base, a decision later reversed as a direct result of action taken by the Airport. NSAs remain on Sky Demon but still require some tweaking.

This action is now complete.

- **Action 12: Publication of Noise Sensitive Areas (NSA) and Track Violation Limits (TVL)**

Publication of NSAs and TVLs: The Airport has now published the NSA map as part of the revised Code of Conduct and both NSAs and Track Violation Limits are shown in responses to residents' complaints and observations.

<https://bigginhillairport.com/community/noise/>

This action is now complete.

- **Action 13: Helicopter Operations:**

The Helicopter Code of Conduct has now been re drafted to incorporate feedback from LBB and operators. This new Code of Conduct has now been published.

This action is now complete.

- **Actions 14 & 16: Online and web-based briefing material:**

The Airport continues to enhance online briefing material regarding airspace structure, approach procedures, NSAs and terminology. The Head of Sustainability continues to expand this work to include social media platforms and capturing best practice from other Airports.

Additionally, the Airport has started to include a website link and QR codes to complaint letters to steer residents to additional information regarding Airport procedures, abbreviations, airspace classification and other relevant information.

This is an ongoing action.

- **Action 15: Increase use of Noise Monitors.**

The Airport continues to encourage the use of its mobile noise monitor through responses to noise complaints and direct engagement with residents. The Airport has procured a second mobile noise monitor, which has already been deployed.

This is an ongoing action.

- **New Action: Review of Complaint procedures, tracking and responses.**

The amended complaint handling procedures, brought in as a result of feedback from residents, continues to be well received and provides clear stages through which residents can see the progression of noise and track complaints. That said, the Airport continues to adapt its response to noise complaints to ensure it provides more detailed explanations and avoids simply referencing ‘following Air Traffic Control instructions’.

The enhanced explanations also include more specific details around safety factors that are considered as approach mitigation for the penetration of an NSA and specific information regarding conflicting traffic when aircraft are sequenced for separation.

This action is ongoing.

- **New Action: Improved Response Times for Stage 4 Investigations**

Recent changes to processing procedures have significantly reduced response times when a complaint enters Stage 4, which involves further investigation by the Safety and Noise Abatement Review Board (SANARB). The decision to impose a temporary suspension of a pilot’s access to the Prior Permission Required (PPR) booking out process has had a significant and immediate impact. The Airport will continue to refine its complaint procedures in response to residents’ feedback and will consider KPIs for completion of Stage 4 investigations.

Additionally, the SANARB has introduced a system whereby pilots have 14 days to respond to a letter. If they do not respond, they receive a reminder and have a further seven days to respond. If they still do not respond, SANARB can make a decision about the complaint without the pilot’s input.

This action is ongoing.

- **ARNAF New Action: Review of NSAs**

As a result of direct resident engagement through the Airport Residents Noise Action Forum (ARNAF), the Airport is undertaking a safety case analysis and review of certain NSAs following a similar ‘case study’ approach that proved successful in reducing penetrations into the Tatsfield NSA.

The Airport has commenced a limited trial of a slight amendment to the Keston NSA and this might then form the basis upon which other NSAs can be reviewed. The SANARB continue to express strong concerns regarding the safety implications of certain NSAs.

This action is ongoing.

New Action: Enhanced digital VFR briefing packs

The Airport has launched a project to investigate the provision of enhanced digital VFR briefing packs, which will be attached to the Prior Permission Required (PPR) forms all departing pilots must submit. This should help both based and visiting pilots to keep abreast of the noise control measures.

This action is ongoing.

- **ARNAF New Action: Complaint process and KPI working groups**

As part of the ongoing resident engagement through the ARNAF, the Airport established two working groups: one to look at the complaints process and another to look at KPIs. Progress has been made and KPIs have been introduced together with improvements to the Airport's website.

A separate report will be provided to the BHACC providing an update on the ARNAF working groups.

The Airport can confirm that all website updates will be complete by 29th April and the Airport has, for the first time, reported on KPIs regarding response times to letters and unmitigated penetrations into NSAs within this quarter's NSSC report.

This action is ongoing.

NSSC REPORT Q1 2026

Daniel Griffith

Chair

NOISE AND SAFETY SUB COMMITTEE

BHACC
Noise and Safety Sub Committee report
Q1 2026

CHAIR'S REPORT

I am pleased to present my NSSC report as chairman of the Noise and Safety Sub-Committee. I am grateful for the support of the Airport's CEO and his Staff who have helped and supported the development and finalisation of the documents and the associated data as presented. The following pages include charts and tables that provide the quarter's data. Included within the data are the number of complaints received by the airport, their resulting outcomes and the Airport's air traffic movements.

The basic format of the report remains unchanged for 2026 – however, we have now included a new Section 5 dealing with KPI's agreed between the ARNAF committee and BHAL. As this is the first report including this data, there may be some minor formatting changes in this Section of the report as the year progresses. The data presented in this Report continues to improve and now offers the interested recipients a far greater opportunity to verify the information being reported. Whilst the data is extracted from the Airport's automatic traffic recording system [ANOMS] this information is checked and reviewed by the Airport team and the Chair of the NSSC to ensure the highest levels of accuracy are maintained.

As is customary, I had the opportunity to review the details of the noise and safety data presented within this Report and am pleased to confirm that with the exception of a few minor details the data as presented is wholly consistent with that prepared by the BHAL team on our behalf. BHAL are to be commended for the efforts that are made to ensure that the standards of such reports are maintained.

1. Safety Report

There were 30 reported safety occurrences over the last quarter (January 2026 – March 2026), of which 19 were reported under the CAA Mandatory Occurrence Reporting scheme. There was one additional Report in the Health & Safety management System, reported under the Reportable Injury Dangerous Occurrences or Diseases (RIDDOR) to the Health and Safety Executive.

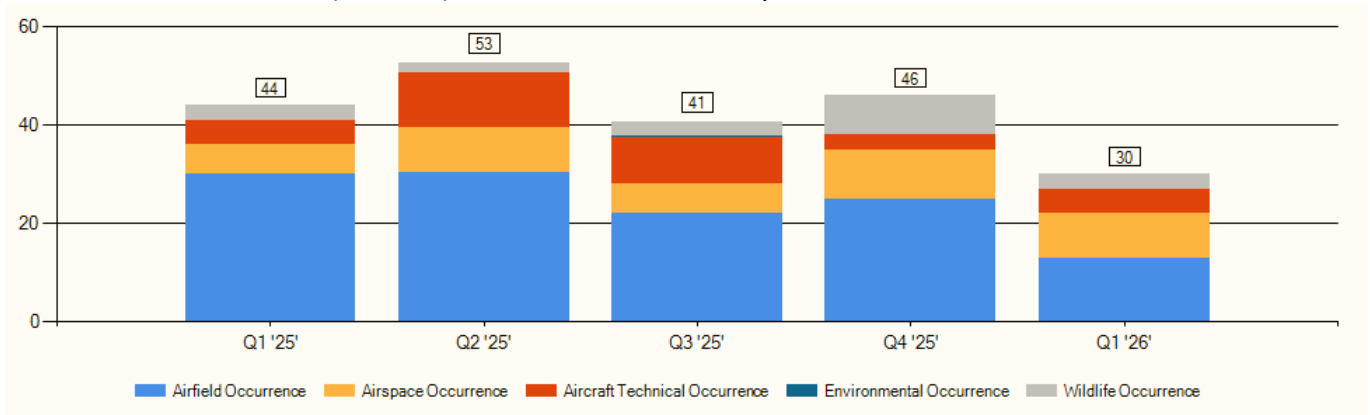


Figure 1a - Number of reports broken down into Occurrence Type

The first quarter of 2026 has seen a slight decrease in the number of reports in most areas since Q4 2025, except aircraft technical occurrences, which was not expected as there are fewer light aircraft operating during the winter months. All the Aircraft technical reports involved Bizjet or turbo prop aircraft, all of which landed safely after having declared an emergency. The highest number of reports were regarding Level Busts, mostly by departing IFR aircraft, with one aircraft having executed a missed approach due to wind shear. We continue to send out a Level Bust questionnaire, to assist in establishing the causes, but have yet to establish a procedure which will assist pilots in the prevention of such events. Early in January 2026, a departing Bizjet experienced a low-speed runway excursion following an aborted take-off, which led to the unavailability of the runway for a period. This incident is being fully investigated by the AAIB, the outcome of which has not yet been received. There was one ATZ infringement by a transiting light aircraft, for which a pilot report has been received, along with an apology.

When the number of reports are compared to the number of movements, it can be seen that the percentage of reports has slightly risen over the last two quarters and compared with their respective previous quarters.

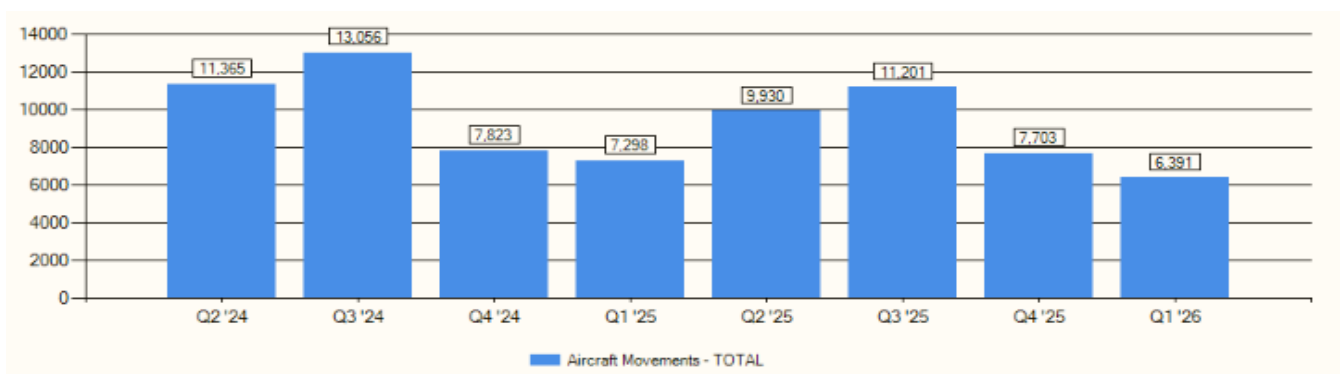


Figure 2b - Number of Movements per quarter

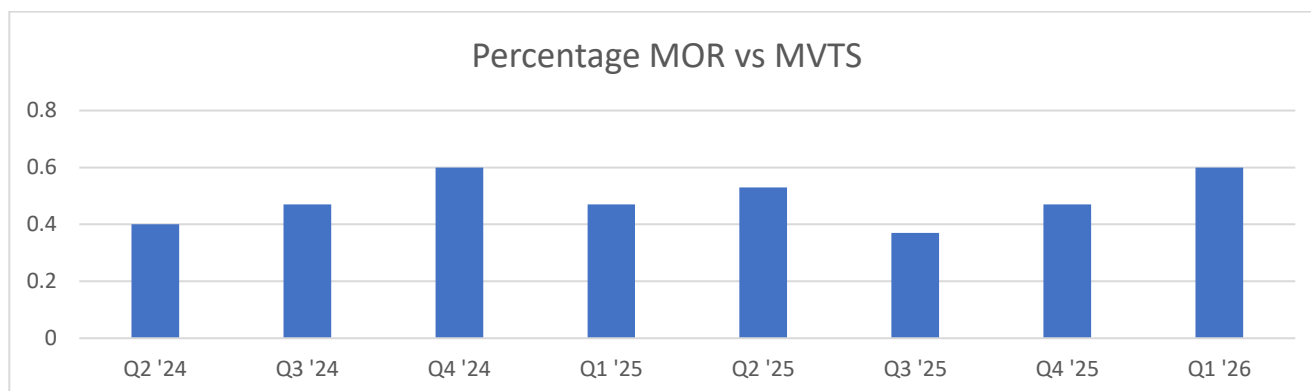


Figure 3c – Percentage of MORs vs Movements per quarter

2. Noise Monitoring

Bickerdike Allen and Partners, using the FAA [Federal Aviation Administration] approved “Integrated Noise Module” software, continue to monitor the Airport’s air traffic, providing quarterly noise and associated contour reports. The Bickerdike Noise Contour report for the 1st quarter of 2026 confirms that Biggin Hill Airport operated within the agreed Noise Action Plan.

3. Movement Overview

Q1 2026								
	General Aviation		Business Aviation		Other			Total
	Circuit	Movements	Circuit	Movements	Heritage	Helio	Military	
January	6	445	0	1253	20	137	0	1861
February	28	572	0	1424	55	158	0	2237
March	6	897	0	1390	98	246	1	2638
Total	40	1914	0	4067	173	541	1	6736
YTD 2026	40	1914	0	4067	173	541	1	6736

Q1 2025								
	General Aviation		Business Aviation		Other			Total
	Circuit	Movements	Circuit	Movements	Heritage	Helio	Military	
January	6	570	2	1261	36	151	0	2026
February	25	587	0	1264	91	144	0	2111
March	6	1076	1	1353	166	257	0	2859
Total Q1	37	2233	3	3878	293	552	0	6996
YTD 2025	37	2233	3	3878	293	552	0	6996

Figure 2 Movement figures extracted from Biggin Hill Air Traffic Service's movement statistics.

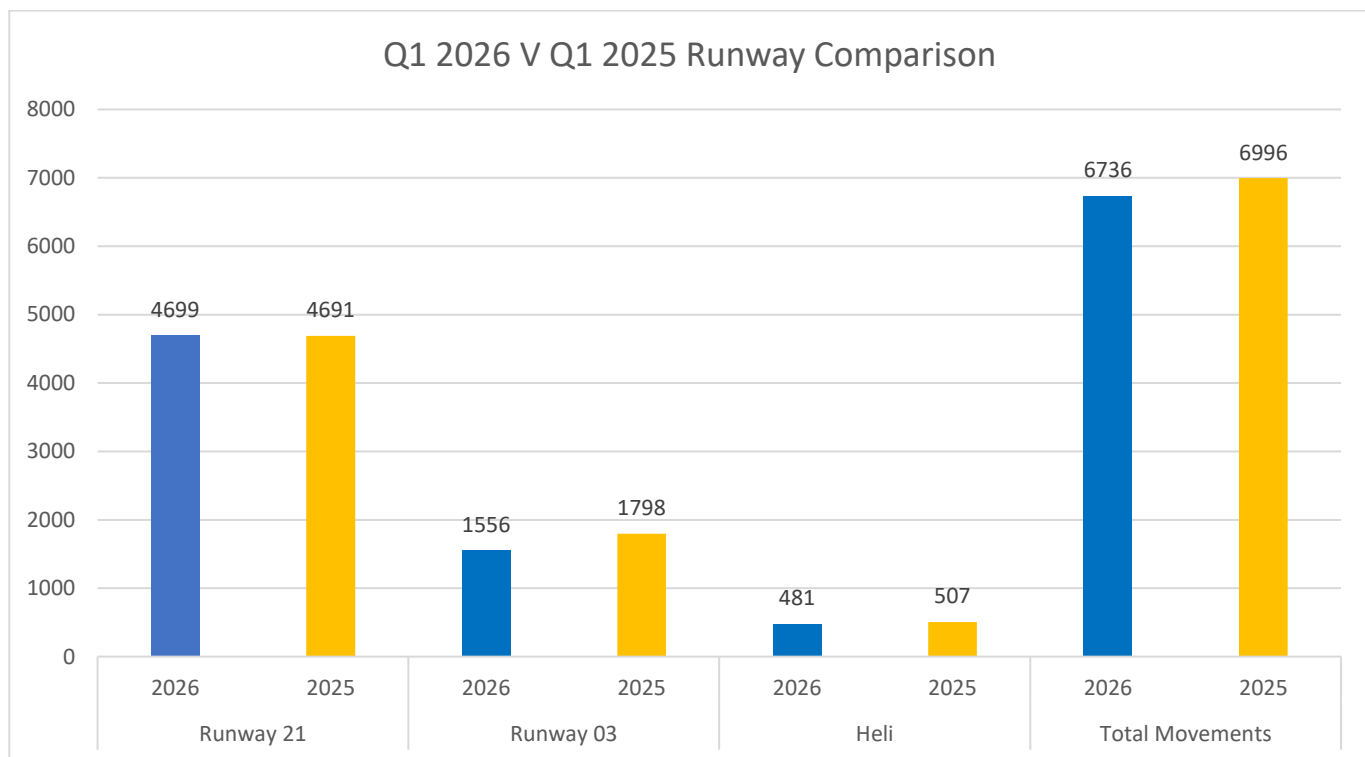


Figure 3 Movements during the quarter including which runways were in use and a comparison with the previous year.

4. Complaints & Violations Overview

4.1 Complaint Statistics:

Figures 4, 5 and 6 provide a 'movements v complaints' overview and the status of each complaint and ANOMS auto-violation through the five stages used and the subsequent outcomes of each, along with a previous quarter(s) comparison.

	BHAL Total Flights	New complaints in period	% New complaints to total flights	New Stage 4 in period	% new Stage 4 to total flights
Qtr 1 2026	6736	96	1.43%	34	0.50%
Qtr 2 2026		0			
Qtr 3 2026		0			
Qtr 4 2026		0			
Total 2026 YTD	6736	96	1.43%	34	0.50%
Total 2025 YTD	6996	118	1.69%	36	0.51%

Figure 4 Incidence trend of new complaints against movements and also the incidence of referrals to SANARB during 2026

Note: New complaints are new complaints less cancelled ANOMS test numbers, duplicate and vexatious complaints and less complaints that did not meet the Seven-day rule.

	Complaints B/FWD Previous Period	New Complaints This Period	Vex/7 day complaints excluded at stage 3	Complaints excluded stage 3	Complaints passed to SANARB stage 4	Complaints C/FWD to next period
Qtr 1	1	96	0	61	35	1
Qtr 2						0
Qtr 3						0
Qtr 4						0
Total 2026		96	0	61	35	

Figure 5 Summary of the number of complaints received during this quarter and how these complaints have been actioned by BHAL

Q1/26 complaint numbers - 1 complaints/auto violations was brought forward from Q4 2025 and to this were added 65 new complaint reference numbers issued and 41 Auto-violations minus the 10 complaints numbers cancelled for test purposes giving a total number of 97 complaints for the quarter.

Q1/26 Stage 3 investigation results – 61 complaints have been closed at stage 3, 35 complaints were passed to stage 4 for investigation by SANARB and only 1 remains outstanding awaiting completion of the stage 3 investigation – this remaining incident will be reported in Q2 2026.

	Complaints B/FWD Previous Period	Stage 4 complaints to SANARB this period	Auto ANOMS to SANARB this period.	Stage 5 declared NFA	Stage 5 warnings issued	Stage 5 penalties	Complaints C/FWD to next period
Qtr 1	0	3	32	16	19	0	0
Qtr 2							0
Qtr 3							0
Qtr 4							0
Total 2026		3	32	16	19	0	

Figure 6 Summary of the number of complaints passed to SANARB during this period and their recommendations to BHAL for further action

- Q1: Stage 4 investigation results – 35 complaints have been referred at stage 4 this quarter. 3 of these were derived from complaints with 32 derived from ANOMS. SANARB have recommended 16 items as “no further action” and 19 items as warnings.

5. KPIs

KPIs (Key Performance Indicators) have been introduced following the review undertaken by the Airport Residents Noise Action Forum (ARNAF) Working Group.

Reduction of Number of Aircraft entering an NSA without Mitigation The target agreed was a 20% reduction annually based on the previous year. This will be reported quarterly.

	Q1 2025 NSA penetration without mitigation	20% Reduction Target	Q1 2026 NSA penetration without mitigation	Actual Q1 2026 reduction
Jet	6	-1	3	-3
GA	32	-6	12	-20
Heli	22	-4	4	-18
	60	-14	19	-41

Stage 1,3 & 5 Complainant Letters KPIs were set regarding the timing of responses to complaints:

Stage 1 Letter: Sent within 1 day of complaint receipt via WebTrak (up to 4 days if via phone or email).

Stage 3 Letter: Sent within 10 working days of complaint receipt.

Stage 5 Letter: Sent within 40 working days of complaint receipt.

		Stage 1		Stage 3		Stage 5		C/FWD
	Complaints in Period	Within KPI timeperiod	Outside of KPI timeperiod	Within KPI timeperiod	Outside of KPI timeperiod	Within KPI timeperiod	Outside of KPI timeperiod	Carried forward to Q2
Complaints receipt Stage 1	55	41	14					4
Complaints closed stage 3				44	11			
Complaints closed stage 5						3	0	
Percentage of KPI Implimented		74%		80%		100%		

The number of complaints submitted excludes the 10 cancelled by ANOMS as test complaints.

During the period, due to an anomaly in ANOMS, complaints submitted by 1 individual were delayed in reaching BHAL 30+ days. This had a noticeable impact on the Stage 1 KPI. No further instances of this have been experienced since.

6. Other Matters

Operator/Pilot Engagement

The recently formed, Spring 2025, Private Pilots Group (PPG), whose membership represents over 80 BHAL based pilots, has become a significant aid to the reduction to the noise abatement measures. The pipeline allows a quick flow of information to improve adherence to the NAP as well as allowing the PPG to feedback any pilots concerns or ideas for improvements to the NAP.

Community Engagement

The two working groups of the ARNAF group have now completed their review and suggestions for improvement on the complaint process and ways to improve community understanding of airport operations and a methodology to measure success of reducing breaches of the NAP through KPI's.



Daniel Griffith
Chair
Noise & Safety Sub-Committee

27 April 2026