ARNAF meeting 13/01/26 - Notes

Present:

Christopher Ford – Crofton RA
Andrea Stevens – Petts Wood & District RA
Andy Hardy – Woldingham Association
Peter Holbrook – Woldingham PC
Peter Zieminski – Keston Village RA
Shelley Sturdy – Keston Village RA
Zoe Knight – Downe RA
Chris Deefholts – Chelsham & Farleigh PC
David Haslam – Biggin Hill RA

Jon-Claud (JC) Nix – PPG Pilot

David Winstanley – London Biggin Hill Airport, Chief Executive Officer
Matthew Amer – London Biggin Hill Airport, Head of Public Affairs
Colin Hitchins – London Biggin Hill Airport, Head of Sustainability

Apologies received:

David Pinchin – Tatsfield PC
Kim Jennings – Tatsfield PC

Welcome and introduction from David W

- At a recent meeting with London Borough of Bromley, the work undertaken by ARNAF was acknowledged.

- Introduction to JC Nix. He represents the Private Pilots Group (PPG) and has been invited to ARNAF as an observer. He also sits on SANARB and is a former Marine Corp pilot with experience flying both fixed wing and rotary aircraft.

Complaints (Colin H)

- See slides for complaints data.

- 66 may be lowest number of complaints in recent years.

- 4 people are currently considered vexatious. All are likely to be removed from the vexatious list following the next meeting of the Noise and Safety Sub-Committee as they have not submitted a vexatious complaint in the past six months.

- SANARB's policy of withholding the right to fly from pilots that do not respond to correspondence about their enquiries is working to speed up investigations.

- The 62 autoviolations recorded in the complaints data are in addition to those complaints made by members of the public. The airport investigates these even though

they have not been reported externally.

Circling approach to Runway 03 (David W)

- The Chair of the Noise and Safety Sub-Committee has suggested exploring options for a specific point for break off from the ILS for the circling approach to land on Runway 03 when approaching from the north. This should increase the ability to carry out the circling approach while avoiding NSAs.

- While this will constitute an Airspace Change, the airport should not have to go through the full Civil Aviation Authority (CAA) ACP to pass it.

- Once it is approved, it will have to go through the Aeronautical Information Regulation and Control (AIRAC) process to ensure it is disseminated to pilots.

- This is NOT in force yet, but could be expected to be in place by March, given process timings.

- The height of the aircraft at the break off point will be decided by the procedure minima for that aircraft type.

- Peter Z asks whether the point will be displayed on Webtrak.

- David W does not see why it could not be.

- ACTION – Ask Envirosuite to implement display of break off point on Webtrak

RNAV approach to Runway 03 (David W)

- Since the trial began, only a few days that have favoured flying the new approach to Runway 03, given the wind direction necessary.

- The CAA had previously been more restrictive about who could fly the trial route, limiting it to tightly specified pilots in specified airframes, which also contributed to lack of trial flights.

- The speed of the CAA's response to the request to increase the number of aircraft able to take part in the trial, so as to enhance the quality of data collected, shows recognition of the trial's importance. The inclusion of aircraft flown by Netjets and Vistajet should allow the airport to collect enough data to enable us to move to a full trial.

Complaints Working Group (Chris F)

- The working group has highlighted a number of issues with information on the London Biggin Hill Airport website that they believe could be improved for the benefit of residents. They now need the airport to provide timeline guidance on when these

changes can be implemented. Given the close proximity of the next planned Complaints Working Group, Chris F proposes pausing until March to allow this work to be done.

- ACTION: Colin H and Matthew W will look at the sheet to assess realistic timelines for completion of the work

KPI Working Group (Peter Z)

- The KPI Working Group is now in a position to hear back about what KPIs have been put in place and how the airport will work to achieve them.

- David W asks how this will be reported back to the Biggin Hill Airport Consultative Committee (BHACC) as this is important. He also asks if and how ARNAF can/will validate the KPIs.

- Peter Z suggests they could be reviewed after a year.

- David W suggests they could also be revisited once the process has fully integrated automation.

Any other business

Airspace Modernisation

- David W addresses letter received from the Aviation Environment Federation by Peter Z and shared with the ARNAF. The letter addresses issues raised regarding the London Airspace Modernisation Plan.

- David W discusses the plan, which is part of a UK-wide initiative to re-organise airspace above London to make it more efficient. This is particularly important as the airspace over London is particularly congested. This process is being led by a single entity, the UK Airspace Design Service, to ensure a 'joined up approach' is taken, rather than each airport thinking singularly. This also reduces the number of consultations to which residents should have to respond. The entity is being run by NATS, the organization that currently runs UK airspace.

- David W states he does not envisage any alteration to routes in and out of London Biggin Hill, except that the airport would benefit from a westerly arrival and departure that would shorten routes and reduce both unnecessary over flight and fuel burn.

- David W clarifies that the UKADS board is not consultatory on decisions being made, but rather oversees the way the entity is working.

- The approach to Heathrow is raised as an issue.

- David W acknowledges the role the VOR DME beacon at London Biggin Hill plays into this as it is a directional waypoint sometimes used for the Heathrow approach. This is

not owned by London Biggin Hill, but by NATS. In March, we will have no use of it, but Heathrow still will. There is no reason Heathrow cannot come up with a solution, but this will probably be as part of the LAMP process. Even if the beacon is removed, Heathrow could still use a virtual point in space and time above the beacon as a point around which to navigate.

CAA movements

- David W explains that London Biggin Hill Airport shares its movement data with the CAA. Colin H submits two reports each month.

- Colin H explains how the CAA's categorization of aircraft in their movement data is different to the way in which London Biggin Hill categorises aircraft. The CAA, for example, has no line for helicopter flights and no line for club flights. The categorization does not work as the CAA categories are not appropriate for an airport like London Biggin Hill.

- David W talks about 2025 traffic, suggesting he thinks the airport will end this year with lower traffic movements than the last. As an overview, he explains that the business aviation market is currently in a period of stasis. It is affected by unsettled political times, so is hit by events in Venezuela, Gaza, the Ukraine etc. The government's stance on taxation has also had an impact on business

ARNAF page on London Biggin Hill website

- Matthew A explains that an ARNAF page for the website has been drafted as requested by the ARNAF. He will share a PDF of the page for feedback. Once the feedback is received, the page will go live.

- ACTION: Matthew A to circulate PDF of ARNAF page

SANARB

- Peter Z shares that he attended SANARB as an observer earlier that day. It was a valuable experience to see first hand what went on. The meeting lasted for 2.5 hours. The first half covered safety, the second looking at complaints. The bulk of that day's SANARB was examining auto-violations. Peter Z reports that they were examined with vigorous scrutiny.

- A key take away from the experience is that the more detail that can be provided in a complaint, the better.

- The outcomes of the day were, in the majority, warnings of different kinds. It may be worth considering how these different warnings are explained to residents.

- The meeting reinforced the unique nature of the Keston NSA, with regards to positioning for pilots.

- Peter Z asks where the 6 month expiry on warnings came from.

- David W replies that it was a SANARB initiative.

- Peter Z reiterates that SANARB included much technical scrutiny and challenge, and that there was no room for half-hearted explanations.

- Peter Z says that it would be good now for an ARNAF representative to observe the Noise and Safety Sub-Committee.

- David W says that as a result of SANARB, the airport will be working specifically on helicopter arrivals from the NNW.

- Peter Z suggests it might be useful for a helicopter operator to attend ARNAF.

- Action: Explore possibility of bringing helicopter operator to ARNAF.

- Peter Z states that the noise cone from a helicopter comes into the NSA even if the helicopter is outside.

- Jean-Claud N asks what the percentage split is between General Aviation and Business Aviation.

- David W cannot give a precise answer without the stats to hand, but it is roughly 50/50.

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ACTION: Colin H and Matthew A will look at the sheet to assess realistic timelines for completion of the work

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