ARNAF meeting 08/07/26 - Notes

Present:

Christopher Ford – Crofton RA
Andrea Stevens – Petts Wood & District RA
Andy Hardy – Woldingham Association
Peter Holbrook – Woldingham PC
Shelley Sturdy – Keston Village RA
David Haslam – Biggin Hill RA

David Winstanley – London Biggin Hill Airport, Chief Executive Officer
Matthew Amer – London Biggin Hill Airport, Head of PR & Marketing
Colin Hitchins – London Biggin Hill Airport, Head of Sustainability

Apologies received:

David Pinchin – Tatsfield PC
Kim Jennings – Tatsfield PC
Zoe Knight – Downe RA
Chris Deefholts – Chelsham & Farleigh PC

Welcome and introduction from David W

Complaints (Colin H)

- See slides for complaints data.

Outstanding working group items (Matthew A)

- Discussed as on slides

- Targeting complaints process automation for September 2026

New approach to Runway 03 (David W)

- David W discusses what it means for an aircraft to be 'suitably equipped' to fly the new approach to Runway 03. As the airport has always made clear, some may not have the technology necessary to fly the new route yet. David W suggests it would be useful to understand what percentage of aircraft flying the circling approach rather than the new approach had the required technical capability.

- Chris F asks why aircraft that are equipped to fly the new route would choose not to?

- David W stresses that a pilot could still elect to fly the circling approach in fine conditions and the airport is not in a position to mandate flying of new approach during the trial. However, the airport is looking into ways to influence the choice to do so.

- David W stresses the accuracy of the new route. The current approaches are producing a very slim swathe due to the accuracy of the route.

- **ACTION – Can the airport break down the total number of approaches each month into 03 and 21, then assess what percentage of aircraft flying the circling approach to 03 were capable of flying the new approach?**

VFR

- David W explains that the airport is trying to make VFR departure procedures easier to understand for visiting pilots. The airport is doing this by producing a simple visualisation depicting desired tracks on the ground. These tracks are indicative of the routes aircraft should follow, reflecting useful landmarks and NSAs. They are not prescribed routes.

- David W mentions that the PPG had noted an increase in the number of left-base joins being offered to GA pilots. Such joins reduce the number of aircraft turning near the Keston area.

UKADS

- UKADS is the UK Airspace Design Service, charged with redesigning UK airspace. NATS, who are providing UKADS, are the best people to do this as, because they are air traffickers, they understand how to make the best use of air space.

- Making best use of air space could reduce CO2 emissions by 25%.

- NATS like the new 03 approach. The airport has met with the team to discuss their airspace design project. Aircraft from London Biggin Hill have the flight capabilities to be able to fit around the needs of Gatwick and Heathrow. David W states that the airport would like a westerly arrival and departure route as part of the UKADS work.

- UKADS will have an impact on some elements of the Noise Action Plan review, as they will be taken out of the airport's hands.

NAP Review

- Discussed as on the slide.

- David W reiterates the airport's view that the cap of 50,000 movements applied only for the first five years, but stresses that the airport won't ever reach the 125,000 movement limit of the lease. By way of example, last year the airport had around 38,000 movements, of which about half were business jets.

- David W explains that the airport has drawn together a wealth of information and data regarding improvements and requests made and shared with London Borough of Bromley as both parties work in association to produce the review, which is targeted for

August.

Any other business

- David W states that the airport is considering deploying noise monitors at different locations under routes often flown by aircraft using the airport. This will help greater understanding of noise patterns in different areas.

- Andrea S asks why it took six months for the minutes of the January Biggin Hill Airport Consultative Committee to appear on the website.

- David W answers that on this occasion there was an error caused by annual leave, but recognizes that the time it takes to publish the minutes is not ideal. There may be a way to raise this with the BHACC that could be considered.

- Peter H asks that if the accuracy of the new 03 approach is around 40metres laterally, does the airport know what the vertical tolerance would be?

- David W answers that the aircrafts' flight management system should be controlling the height, but that there might be a difference in rate of descent between waypoints. In addition, a difference of +/- 50ft could be allowed for margin of error on the altimeter and a tolerance of +/- 100ft would be allowable by a pilot if under examination conditions.

- Colin H shows vertical profile of approaches to Runway 03 on ANOMS, which depicts the altitude of aircraft.

- **ACTION – Add vertical profile of Runway 03 approaches to slide deck.**

- David W suggest the next ARNAF meeting should be early August to discuss Noise Action Plan.

- **ACTION – Airport to circulate prospective August ARNAF dates.**