ARNAF meeting 13/10/26 - Notes

Present:

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

Welcome and introduction from David W

Complaints and KPIs (Colin H)

- Please see slides for full data.
- Attendees asked to note that the data presented on the screen has not yet been validated due to the timing on the meeting in relation to other processes.
- There was somewhat of a peak in complaints in July. This is related to arrivals on Runway 03, with both those affected by the current circling approach and the RNP trial raising complaints.
- Autoviolations remain a consistent number.
- Over 150 complaints were generated by a single resident during the 3-month period July-September.
- Most of the ATC-closed complaints relate to autoviolations.
- It is good to see far fewer final warnings and fines than first warnings as this shows that pilots are getting the message after the first warning.
- David W – Private Pilots Groups has proved very useful for ensuring the airport's messaging reaches based pilots. We can now focus on trying to reach visiting pilots.
- David W – Introduction of the left-based join continues to appear to help with reduction of penetrations into the Keston NSA. I have noticed this in his own flying experience.
- David W – New Visual Reporting Point at Junction 4 of the M25 is also making an impact.
- The KPI data is yet to be signed off and approved, but interrogating the data as it is shows that Stage 3 investigation were slowed down by the volume of complaints generated during the July peak, so we did not reach the levels we would have hoped. This was adversely affected by the single individual generating many complaints.
- David W – Making someone vexatious does not mean we do not need to investigate the complaint. We still do the investigation, we just do not reply if we find the flight was compliant.
- Shelley S – I did not realise vexatious complaints were still investigated. It might be worth looking at an alternative approach if such a complainant is not understanding principals of what is or is not compliant.

- David W – We would like ARNAF's assistance to look at this in the future. You can see the impact of one complainant making repeated complaints about compliant flights has on the speed and efficiency with which we can respond to residents with genuine concerns. We still need to do better with our KPIs, but is it fair that a vexatious complainant receives more attention than a non-vexatious complainant?

Circling Approach to Runway 03 (David W)

- Recap on the parameters around the circling approach to Runway 03 provided on the first slide.
- Slide 2 shows the concept of the "Not to turn before" point.
- Dan Griffiths, Chair of the Noise and Safety Sub-Committee (NSSC) is of the opinion that it should be possible for any aircraft using London Biggin Hill to fly that profile.
- The Airport thought this could be introduced with a change to the UK AIP. However, the CAA stated that creating a virtual waypoint requires an Airspace Change Process (ACP).
- We hope that this will be a "Zero Change" ACP, as this should make the process swifter. With that being said, the Civil Aviation Authority (CAA) is changing the CAP1616 process, which is followed for an ACP. We are waiting to understand the implications that might have.
- The "Not to turn before" point is important as not every aircraft can fly the new Runway 30 RNP trial approach. Use of this point as part of the circling approach can offer a different type of respite to some of the Noise Sensitive Areas (NSAs) currently affected.

New approach to Runway 03 (David W)

- The Runway 03 RNP approach trial has been extended to October 2027. While the CAA cannot approve a trial in perpetuity, they have said it will run in parallel with the ACP.
- As part of the 03 trial process, we will be undertaking a population density investigation, looking into the respite provided to residents to the north of the airport.
- Peter H – Why would the CAA make the decision to extend the trial?
- David W – It doesn't make sense to stop the trial. We are just about to enter the time of year when the trial approach may be more used due to inclement weather. Also a lot of work has been done to train and educate people on the new approach, reverting back now for a period of time would have potential safety implications.
- It is worth noting, with regards to number of aircraft flying the 03 approach trial, that one of the most prevalent organisations using the airport has not yet approved flying on the route.
- Also worth remembering we are on Runway 03 at most 40% of the time. The rest of the time we use Runway 21. This is due to wind conditions.
- The NAP states that we could reduce aircraft using the ILS by between 30% and 40%. It is important to recognize that this was written with the assumption that all aircraft would be able to fly a new approach to Runway 03, which is not the case at this point. We will continue to work towards that goal.
- Chris F – What can we say to residents who say that they are not seeing any difference?
- David W – The stats on the slide show that between July & September 246 flights flew the trial approach to Runway 03. Those flights would otherwise have flown down the ILS.
- Chris F – Would it be possible to see this as a percentage of all arrivals.

- David W – We should be able to create a table that show this.

ACTION: Create a table showing Trial approach to Runway 03 as a percentage of all arrivals.

NAP Review (David W)

- As with slides
- The Airport's position remains that the only limit on movement numbers is the 125,000 movements per annum limit in the lease. That said, our movement numbers show that in recent years we have plateaued at around 40,000 movements per annum.
- This movement limit is important as it has commercial implications. However, the reality is we do not have the ability to do 125,000 movements.
- Certain potential asks, such as helicopter routes, are impossible for the airport to deliver as they would involve defining routes in Class G airspace, which cannot be done.
- The improvements made with and through ARNAF will be referenced in the NAP review, but will not be contained within the NAP. This is to ensure that the ARNAF remains in control and that direct resident action and involvement does not become unnecessarily restricted.

ACTION: SATCO & Pilot to talk to ARNAF at future meeting about creating pilot navigation aids.

Areas of Future Focus (David W)

- As with slides
- We would like ARNAF support with the Noise Impact Survey to help find residents who would be happy to have a mobile monitor placed in their garden for a period of time. These would be specific placements along defined routes to measure single noise incidents. This would help build a wider and more thorough picture of potential noise disturbance, in addition to noise envelopes.
- We have had air quality monitors collecting data for some time. Consultancy WSP have certified that data, but have also provided new monitors and 1 additional monitor. This is the same company that provides London Borough of Bromley's air quality monitors. When the data is provided, the airport would like ARNAF's assistance in benchmarking and setting targets moving forward
- Andy H – Are the aircraft using London Biggin Hill more efficient?
- David W – With regards to air quality, it is hard to give a definitive answer. Many use similar or the same engines as 'commercial' aircraft, but there are so many variables to take into account.
- We also want to create a dynamic and updateable Q&A library to ensure that residents can find the answers to their questions.
- We are planning to introduce residents overflown by the trial approach to Runway 03 to ARNAF, but this will be a staged process as we will need to give them the background information and understanding that current ARNAF members have to enable them to fully participate.

Assistance in the Community (Matthew A)

- A reminder that London Biggin Hill Airport has a Community Fund available to support local good causes, charities and projects. Information can be found on the London Biggin Hill Airport website.

AOB

- Peter H – Will the navigation aids for pilots include heights of surrounding areas?
- David W – Yes, geographical height features will be included.