



**LONDON
BIGGIN HILL
AIRPORT**

BUSINESS | TRAVEL | COMMUNITY

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19th May 2016

Dear Marc,

Management Information Letter (MIL)

Whilst the London Biggin Hill Airport (LBHA) Noise Action Plan (NAP - Aug 2015 & enclosed) sets out what LBHA will do to mitigate and control noise emanating from airport operations, this MIL sets out how LBHA will implement the NAP.

Some actions will necessarily occur before the new airport operating hours are adopted and some will necessarily occur within an anticipated time frame set out in this MIL. Where items are fully complied with or completed this is duly noted.

The anticipated time frame for each action is highlighted in the right hand column along with any additional comments or limitations.

For the avoidance of doubt, whilst LBHA does not currently anticipate making any further applications for the Council's agreement to vary the opening hours in the foreseeable future (and almost certainly not before 2030), nothing in this letter or the NAP shall prejudice LBHA's ability to make further applications to vary the Operating Criteria in accordance with the lease.

Attached to this letter are Appendices

- 1. Biggin Hill Residential Sound Insulation Scheme (RSIS) referred to in para 6 of this letter.**
- 2. Light Aircraft Silencer Incentive Scheme.**
- 3. Biggin Hill Noise Sensitive areas – Code of Conduct for aircraft and helicopters.**
- 4. Constitution of the SANARB**

Cont/...



Items to be addressed:

Item	Time Frame & Comment
<p>1. Current (2014) Noise Levels LBHA to produce and agree with the Council a set of noise contours that reflect the baseline conditions.</p> <p>A detailed assessment of the actual aircraft operations in 2014 has been generated and appears as NAP1 in the NAP</p> <p><i>Further details are set out in the NAP at Section 2 and at Figure NAP1</i></p>	<p>Completed as per the NAP</p>
<p>2. Future 2030 Noise Levels LBHA to establish and agree with the Council the limits on noise within which the Airport must operate.</p> <p>The year 2020 has been accepted as an appropriate year for which aircraft operations can reasonably be forecast and this appears as NAP3.</p> <p><i>Further details are set out in the NAP paras 4.7 and 4.8</i></p>	<p>Completed as per the NAP</p>
<p>3. Operating Hours Agree to a slightly modified variation to operating hours as follows:</p> <p>Weekday (as requested): 06h30 to 23h00, Saturday (2.5 hours shorter than requested): 0800 to 22h00. Sundays and Bank Holidays (1 hour shorter than requested): 08h00 to 22h00.</p> <p>The hours requested by LBHA were not approved by the Executive and restrictions were applied beyond those recommended by the Council’s noise consultant.</p> <p>In practice LBHA resolved, for practical and operational reasons, not to utilise the period 2200 to 2300 hrs authorised on Saturdays so as to publish the same hours of operation on Saturdays, Sundays and Bank holidays. Dependent upon future market demand, LBHA may seek approval in the future to use the Saturday period from 2200 to 2300hrs.</p> <p><i>The details of the hours LBHA will operate are set out at NAP para 4.10</i></p>	<p>Completed as per the NAP</p>

<p>4. Noise Envelopes</p> <p>Operations at the Airport shall be controlled such that the 57dB L_{Aeq} contours submitted by Bickerdike Allen Partners (BAP) for the daytime, early morning and evening periods are treated as noise envelopes and the total areas they encompass shall not be exceeded.</p> <p>A forecast of the noise footprint in 2020 has been compared with 2014 for the period 0700-2300 and LBHA has undertaken to use reasonable endeavours not to exceed that, or to exceed the noise envelope between 0630 and 0700 and from 2200 to 2300.</p> <p><i>Further details are set out at NAP para 4.7 and the noise contours can be seen at NAP Appendices 3.4 and 5.</i></p>	<p>Completed as per the NAP</p>
<p>5. Early Morning Departures and Arrivals</p> <p>No aircraft departing the Airport between the hours of 06h30 and 07h00 shall generate higher noise levels or give rise to a larger 90dBA SEL footprint than those submitted by BAP for the relevant departure and arrival modes.</p> <p>LBHA will require aircraft using this period to hold an ICAO Chapter 4 noise certificate or to meet noise criteria equivalent to or better than ICAO Chapter 4 and to operate within a maximum noise level set by the noise characteristics of the Learjet 35 or a comparable aircraft. No aircraft type shall use the early morning period unless it either holds at least an ICAO Chapter 4 Noise Certificate or has been demonstrated by actual noise measurements taken during daytime operations to fall within the above noise limitations.</p> <p>All movements will be monitored by the Noise Monitoring and Track Keeping System which will measure actual noise in order to ensure compliance and to demonstrate that the noise footprints shown in NAP 6, 7a and 7b are not being exceeded.</p> <p><i>Further details are set out at NAP 4.11, 4.12, 4.13, 4.14 & Figures NAP7A/7B</i></p>	<p>Completed as per the NAP</p>

<p>6. Early Morning Departures and Arrivals</p> <p>A grant for sound insulation enhancement to bedroom windows shall be made to those residences at which a noise level in excess of 90 dB SEL occurs at an annual average frequency of once or greater during the early morning period of (06h30 to 07h00).</p> <p>In the event that the prescribed noise limit is exceeded on an annual average frequency of once per day, LBHA will advise the owners of any properties affected that subject to the terms and limitations of the Residential Sound Insulation Scheme (RSIS) (which is set at Appendix 1 to this document), provide a grant of up to £1,800 towards the cost of the installation of sound insulation to the bedrooms at those properties. Noise levels will be determined using data derived from the Noise Monitoring system. Details of the scheme and how to apply will be published on the LBHA website.</p> <p>As part of the annual Performance Monitoring Report (PMR), identified in para. 4.35 of the NAP, forecasts of noise contours for the coming year will be produced. If the forecasts indicate that 90 dB(A) SEL at an annual average frequency of once per day or greater is at risk of being exceed at any residence(s), occupants of those residences will be informed so that appropriate action under the RSIS scheme can be taken.</p> <p><i>The details of the Residential Sound Insulation Scheme are found at NAP 4.15 & 4.16 and appended to this document as Appendix 1.</i></p> <p><i>LBHA accepted the decision of the Executive that the level of grant should be increased from £1,500 to £1,800 per household and the annual cap from £15,000 to £18,000 and have drafted its RSIS accordingly.</i></p>	<p>Now in place</p>
<p>7. Limit on Annual Movements</p> <p>A cap of 50,000 annual movements to be applied.</p> <p>As advised by the Council’s noise consultant, Cole Jarman, the primary noise control mechanism is now secured through the introduction of the noise envelopes that apply to the daytime, early morning and evening periods. These noise footprints will be reviewed on a regular basis using data from the installed Noise and Track Keeping system. Notwithstanding, in the event that a level of 50,000 movements per annum appears likely to be breached in the first five years of the NAP, it will automatically be reviewed and the Council will have the right to suspend the extended hours pending the completion of that review if it is considered appropriate to do so.</p>	<p>A review mechanism is now in place.</p>

For further information the review mechanism can be seen at para 20 of this letter and in paras 3.4f, 4.32 – 4.34 of the NAP, together with Appendices NAP 3, 4 and 5.

8. Control on types of aircraft permitted to use the airport.

Noise limits to be agreed with LBB that reflect the maximum noise levels likely to be generated by the aircraft mix forecast to operate in the future. All aircraft will be monitored against these limits and appropriate sanctions employed in the event of the limits being exceeded.

All aircraft that use the airport must hold an ICAO Chapter 3 Noise Certificate or better (ICAO Chapter 4 or better during the early morning period). *

The actual noise of aircraft will be measured by the new Noise and Track Keeping system and will be incorporated into the noise footprints for the appropriate time of day. In the event of an aircraft exceeding the agreed levels steps will be taken to ensure it does not happen again, without good reason. The existing lease terms continue to apply, allowing for excessively noisy aircraft to be banned.

To ensure noise targets delineated in the agreed Noise Action Plan for aircraft noise are met, and that adequate reporting is in place to allow all to see that this is the case, the following programme will be adopted:

- (1) Receive LBB Approval for Lease Variation
- (2) During the following 3 month period (Quarter 1)
 - Collect and report movement statistics;
 - Order, and obtain and install specialist noise monitoring equipment.
- (3) During subsequent 3 month period (Quarter 2)
 - Collect and report movement statistics;
 - Collect and report noise monitor results;
 - Obtain sign off on new noise monitoring set up and adopt new hours as soon as possible after that.
- (4) For the first 6 month period of operation of new hours, Quarters 1 and 2, produce:
 - Noise contours for the 6 months following sign off of NMTKS set up and calibration. Contours will be based on noise monitor recorded output results;
 - Six month movement statistics;
 - If analysis indicates actual noise contours, and actual business aviation movements are less than 75% of the five year projections in the Noise Action Plan, continue by reporting movement statistics and noise monitor

Noise limits agreed and in the NAP and current lease
When the new hours are approved LBHA will ensure that the noise limits will be published in the UK AIP and pilots using the airport must comply.

results for Quarters 3 and 4.

(5) At the end of the second 6 month period, produce:

- “Annual” noise contours with validation based upon Quarters 2 to 4 noise monitor results;
- Annual movement statistics.

(6) If analysis still indicates actual noise contours, and actual business aviation movements are less than 75% of the five year projections in the Noise Action Plan, continue reporting on a quarterly basis movement statistics and noise monitor results. Produce on an annual basis actual contours based on the ever expanding database of noise monitoring results.

(7) If analysis indicates actual noise contours, and actual business aviation movements are at least 75% of the five year projections in the Noise Action Plan, then noise contours will be produced on a quarterly basis. Reporting on a quarterly basis of movement statistics and noise monitor results will continue unless noise contours in two consecutive quarters are shown to have fall below 75% of the forecast area (as might, for instance, be the case following a significant economic downturn leading to a dramatic decrease in air traffic movements).

** For further information the requirement to meet ICAO Chapter 3 and Chapter 4 noise limits will be published in the UK AIP and thereby promulgated to all operators worldwide via the AIRAC cycle which promulgates all air navigation and relevant airfield data to aircraft operators worldwide and ensures that all flight guides and flight planning materials include all relevant data. This international process crosses all ICAO contracting states and is in accordance with procedures adopted at airports worldwide in respect of aerodrome data and information.*

LBHA operates pursuant to “Prior Permission Required” (PPR) regulations such that aircraft operators must seek approval for a flight to or from LBHA. With the exception of emergency diversions, this allows LBHA to verify that the aircraft in question meets the aerodrome noise limitations before the flight in question commences.

Where LBHA has doubts regarding the noise certification of any aircraft it will request a copy of the Aircraft Noise Certificate in order to verify compliance prior to authorising the flight concerned. For the avoidance of doubt, LBHA will refuse consent for operation of any aircraft that cannot prove compliance with the relevant noise limits, except in the event of an in-flight emergency.

<p>9. Controls on Flying Training</p> <p>LBHA to agree with LBB details of the scheme that will incentivise operators of light and training aircraft to install noise suppression equipment or to replace noisy aircraft. They will also submit details of the new permitted operating hours for flying training flights on circuits.</p> <p>A 25% discount on landing fees is offered to light aircraft that fit exhaust silencers. Full details of the scheme is set out in Appendix 2 to this MIL and will also be published in the UK AIP and the Airport Fees and charges.</p> <p><i>For further information controls on Flying Training are set out in NAP 4.19 & 4.20</i></p> <p><i>The proposals prohibit circuit training (but for the avoidance of doubt, not any other flight training activities) before 0900 and after 1700 on Saturday, Sunday and Bank Holidays during British Summer Time.</i></p> <p><i>LBHA has undertaken to introduce and publish a policy designed to encourage operators of light single engine aircraft to install exhaust silencer equipment on their aircraft.</i></p> <p><i>The policy is set out in the attached document “Light Aircraft Silencer Incentive Scheme” which will be made available to all Biggin Hill based light aircraft owners by circulation. It will also be publicised at monthly airport users meetings and its existence noted in the LBHA schedule of fees and charges.</i></p> <p><i>The attached document sets out the steps that aircraft operators must follow in order to qualify for the 25% discount. It is expected that this scheme will appeal to flight training organisations, which by their volume of use, will derive the most benefit.</i></p>	<p>Completed and ready to be published in the AIP once Council approval granted</p>
<p>10. Working with existing operators to reduce noise</p> <p>LBHA to agree with LBB the proposed code of practice to minimise noise impacts from all operations and to formalise no fly zones.</p> <p>Aircraft arrival and departure routes are determined by the runway direction in use and are published in aeronautical journals, websites and other media. Adherence to the routes and heights will be monitored by the new Noise and Track Keeping system and variances will be investigated, together with reports from members of the public.</p> <p>There is an established Committee that reviews opportunities to improve safety and minimise noise – the Safety and Noise</p>	<p>This is an established management process already in place, that draws information from many sources and is considered monthly by the airport’s Tenants and Users meetings and quarterly by the Noise and Safety Subcommittee of the airport Consultative Committee.</p>

Abatement Review Board (SANARB), that is comprised of pilots, air traffic controllers and the airport. There is also a sub-committee of the Airport Consultative Committee, which is formed of the EHO from the Council, the Airport Noise consultant (currently Bickerdike Allen Partners), a former CAA employee, and is Chaired by a senior Councillor from Kent County Council. The group reviews all public comments on a quarterly basis, to ensure that complaints have been handled appropriately and, wherever possible, measures taken to avoid a repetition. Their report is discussed at the full Consultative Committee meeting and the minutes of those meetings published on the airport website.

Measures to minimise noise include the publication of Noise Sensitive Areas and a Code of Conduct for Light Aircraft and Helicopters and advisory notices to pilots to avoid these areas. (See Appendix 3 to this MIL).

For further information LBHA currently publishes Noise Preferential Routings (NPRs) for jet and turboprop aircraft using the airport and operating pursuant to Instrument Flight Rules (IFR). These routes are set out in the UK AIP which is required pre-flight reading for all flight crew and operators using Biggin Hill Airport. The routes are defined by Standard Departure Routes (SDRs) that are included in all IFR flight guides relating to LBHA. SDRs are followed by flight crew operating under IFR and are used by air traffic controllers to insert aircraft into the busy London Terminal Area – the regulated airspace above the South East of England used by traffic from all major London airports.

Light aircraft and helicopter operators do not normally follow jet aircraft routes and predominantly operate pursuant to Visual Flight Rules (VFR) on a “see and avoid” principle and are generally responsible for their own terrain separation and for their own separation from other traffic. Navigation in the 3 mile radius around the airport is under the direction of Biggin Hill Air Traffic Control but beyond that distance navigation is generally by reference to ground features although GPS is now widely used.

A policy of continual improvement will be applied with Standard Operating Procedures (SOPS) and NPRs being improved where evidence suggests that a change will be both safe and beneficial to the majority.

Regular liaison with airport users will take place via the monthly Tenants and Users meetings and via Managing Director’s Notices, Notices to Airmen (NOTAMS), ATC operational notices (OPNOTS) and other established means of internal and airfield wide communication.

<p>11. Introduction of a GPS based runway guidance system</p> <p>LBHA shall continue to update LBB on the progress of, and timescale for, implementation of the scheme to improve the accuracy with which aircraft can be tracked and routed into and out of the Airport.</p> <p>The new runway 03 instrument approach procedure (IAP) has passed through the stakeholder consultation stage and is now under formal consideration by the UK CAA. Subject to CAA timelines, it is expected that the new approach will be operational in the autumn of 2016. Once implemented, the new runway 03 instrument approach will reduce the number of aircraft using the 21 Instrument Landing System (ILS) approach by between 30% and 40%. Consequently, overflying of the Petts Wood, Farnborough and Crofton area will be a lower proportion of future BH flights than before. In future, traffic using the new runway 03 approach will not overfly the built up areas of the borough but will remain at higher level until southwest of LBHA before making a straight in approach for runway 03.</p> <p><i>For further information see NAP para 4.26 – 4.28 and more information regarding the proposals can be found at www.bigginhillairport.com/acp</i></p> <p><i>The runway 03 IAP is the subject of an Airspace Change Proposal (ACP) a formal process required by government to facilitate changes to airspace and airspace procedures in the UK</i></p> <p><i>System hardware requirements are confined to runway approach lighting as all other equipment is aircraft based or already installed at the airport (IE DME). All aircraft currently using Biggin Hill Airport carry the required aircraft equipment allowing them use of the new runway 03 GPS based IAP.</i></p> <p><i>It should be noted that the grant of approval to use the new runway 03 GPS IAP lies with the UK CAA. If the position regarding implementation changes materially then LBHA will write to LBB setting out the reasons for any delay in implementation and LBB will be expected to accept such explanation provided that the cause of any delay is outside the direct and reasonable control of LBHA.</i></p>	<p>Implementation Expected Autumn 2016 assuming CAA approval has been received by then</p>
<p>12. Changing the height of arriving and departing aircraft</p> <p>LBHA shall continue to update LBB on the progress of, and timescale for, implementation of the scheme to adopt operating procedures that raise the height of all aircraft arriving at and departing from the Airport.</p>	<p>With LAMP phase 2, changes are already taking place and will continue to occur as the CAA and NATS make changes to the</p>

<p>National Air Traffic Services is running a long term project to redesign all aircraft arrival and departure routes for London airports. The project is called the London Airspace Management Program (LAMP). Phase 1 of LAMP, which is now in the implementation phase, deals with new arrival routes and includes the removal of the existing holding stacks at Biggin Hill, Lambourne, Ockham and Bovingdon out to the coast. LBHA has taken part in the process of LAMP and is confident that LAMP will ultimately deliver a reduction in the noise from overflights for residents of Bromley.</p> <p><i>For further information - The London Airspace Management Program (LAMP) is a two stage government led process designed to provide air traffic with more expeditious and fuel efficient routings. LBHA is an active stakeholder but the ultimate decisions are made by NATS/CAA.</i></p> <p><i>The primary objective of this is to allow departing aircraft to climb to altitude sooner after departure than is presently the case and additionally to prevent the need for landing aircraft to fly a holding pattern at low level.. Departing aircraft are presently baulked in ability to climb by arriving aircraft that may be holding at four key points around the M25 preventing initial climb after departure. LAMP phase 1 moves these holds out to the coast whilst LAMP phase 2 redraws all the departure routes and in particular the vertical profiles. Biggin Hill Airport lies under one of four holding patterns that serve London Heathrow Airport, these being located on radio beacons at Biggin Hill, Ockham, Bovingdon and Lambourne. From 2019 these holds are to be relocated and it is expected that by 2025, LAMP phase 2 will be complete. LBHA expects that, as a result of these changes, Aircraft departing the airfield will be able to climb higher and more quickly, thereby further reducing noise.</i></p>	<p>London airspace over the course of the next few years</p>
<p>13. Changing the “03 instrument approach”</p> <p>LBHA to update LBB on the progress of, and timescale for, implementation of the scheme that confines aircraft to much more tightly defined routes at specified heights when arriving from the north and routing onto a runway 03 landing.</p> <p>The new runway 03 instrument approach procedure has now passed through the stakeholder consultation stage and is now under formal consideration by the UK CAA. Subject to CAA timelines, it is expected that the new approach will be operational in the autumn of 2016. Once implemented, the new runway 03 instrument approach will reduce the number of aircraft using the 21 approach by between 30% and 40%. Consequently, overflying of the Petts Wood, Farnborough and Crofton area will be a lower proportion of future BH flights than before. In future, traffic using the new runway 03 approach will not overfly the built up areas of the borough but</p>	<p>As explained in Item 11 above and approval and change expected from Autumn 2016</p>

<p>will remain at higher level until southwest of LBHA before making a straight in approach for runway 03.</p> <p><i>For further information see the Biggin Hill Airport website – www.bigginhillairport.com/acp where the new route is explained, together with a short film, illustrating the route and height.</i></p>	
<p>14. Controls on the new shoulder period</p> <p>LBHA to agree with LBB details of the measures that will be implemented to ensure that the numbers and type of aircraft operating during the early morning period between 06h30 and 07h00 and also during the late evening period between 21h00 and 23h00 on weekdays and 20h00 and 23h00 on weekends and bank holidays give rise to noise levels that do not breach the relevant limits.</p> <p>Under the agreed terms, there is a very tight maximum cap of only 8 flights that may operate in the periods 0630 to 0700 and likewise in the late evenings during the week from 2200 to 2300hrs. There is a maximum noise footprint for the early morning period 0630 to 0700 with an associated compensation scheme (RSIS) and also a 30 minute Laeq noise contour that applies for the early morning period. There is also a late evening contour for the period 2200-2300 on weekdays and early morning and late evening noise envelopes. All movements will be monitored by the Noise Monitoring and Track Keeping System (NMTKS) which will measure actual noise in order to ensure that the total noise measured remains within the agreed noise footprints. Should any breaches occur LBHA may elect to prohibit use of the airport by individual aircraft, or types. Contours will be published annually using data from the noise monitoring system.</p> <p><i>For further information controls on types of air traffic and movement numbers are set out at NAP 4.10, 4.11, 4.13, 4.14 & 4.17</i></p> <p><i>All limitations will be set out in full in the UK AIP (which automatically confers inclusion in all IFR and VFR flight guides) such that operators understand the noise abatement measures applicable to LBHA.</i></p> <p><i>If an aircraft that is known not to comply with published noise limits attempts to use the airport, Biggin Hill ATC will prohibit that aircraft landing unless an emergency situation exists</i></p>	<p>Alteration to the opening hours will be published, when the new NMTKS has been installed and calibrated.</p> <p>The NMTKS will monitor compliance and a system is in place (SANARB) to deal with breaches</p>

15. Sanctions for non-compliance with noise abatement procedures

LBHA to agree with LBB detailed procedures for the setting of appropriate noise limits for all aircraft, how they are to be monitored and reported and the form of sanction that will apply.

The existing Biggin Hill Airport Safety and Noise Abatement Review Board (SANARB) is constituted to assess noise and /or safety breaches as well as deviations from prescribed flight corridors. The SANARB is facilitated by LBHA but is formed by pilots from all disciplines (helicopters, flight training, business aviation) that regularly use the airport. It is a peer group with the expertise and knowledge required to assess a breach of procedures in an objective and knowledgeable manner. The SANARB is already well established and has already applied sanctions including barring one individual from using the airport.

If a complaint is received or the Noise Monitoring and Track Keeping System generates a Non-Compliance Notice (NCN) then the SANARB will decide whether or not a sanction is applicable. Sanctions will be collected and once collected will be distributed by a panel overseen by LBB.

For further information the protocol to be followed in the event of any non-compliance with procedures is set out at NAP 4.37 and in Appendix 4 to this letter.

The existence of the NMTKS and the potential for fines will be promulgated via the AIP in the case of the NMTKS and via LBHA terms and Conditions of Business in the case of fines

LBHA will not be liable to pay any sum to LBB until it has been collected by LBHA. If, having used all reasonable endeavours to recover such surcharge, it cannot be recovered, it may be necessary to wait for the next visit of an aircraft or operator in order to recover the amount due.

The SANARB will not apply a penalty where a flight crew has deviated from an SOP or NPR for reasons of safety such as following technical malfunction or to avoid other aircraft or bird activity. The crew concerned will need to provide evidence of such reasoning, but aviation best practice requires an open reporting culture and a just approach to such matters. Details of penalties applied will be presented to the Noise and Safety Sub-Committee (NSSC) of the Airport Consultative Committee during the long established NSSC meeting, held quarterly, to review all noise and safety reports and to make its report the ACC. Output of that meeting, including the penalties that have

Details Submitted and process agreed. The Airport already has a review mechanism (SANARB) to monitor non-compliance with regulations and community comments. A system of fines is in place, as at other airports

<p><i>been applied in each case will be published with the minutes of the ACC quarterly meeting in the normal course of business and as is the case today. Penalties applied by the SANARB will fall in line with the current penalties applied at other London Airports. Fines will not exceed the lesser of (a) a sum five times the landing fee or (b) the level of appropriate penalty from time to time applicable in respect of noise and track violation at other London airports (currently between £500 and £1,000) and applied in accordance with ICAO document 9082, Policies on Charges for Airports and Air Navigation Services.</i></p> <p><i>The approach taken by LBHA in relation to levying of penalties will be in line with that recommended by the regulatory authorities and industry best practice. LBB are to advise on their preferred approach for establishing a body, such as a Grants Panel, to oversee the distribution of the funds.</i></p>	
<p>16. Relocating the VOR beacon LBHA to report to LBB on the progress of, and timescale for, implementation of the scheme to relocate the Biggin Hill VOR.</p> <p>LBHA is informed by National Air traffic Services that the Biggin Hill VOR beacon will be decommissioned in 2019. It is expected that the holding stack that uses the beacon will be relocated to the coast at some point prior to decommissioning as part of LAMP Phase 1.</p> <p><i>Further information is set out in NAP 4.29 & 4.30</i></p>	<p>Complied with</p> <p>This beacon belongs to the CAA and is expected to be withdrawn in 2019 when the present system of ‘stack’ is replaced by continuous descent procedures into Heathrow and Gatwick</p>
<p>17. Noise Monitoring and Track Keeping System LBHA to take responsibility for installing and running a suitable noise monitoring system. The system shall be suitable for accurately recording the individual flyover noise levels associated to each aircraft operation and for deriving the long term average aircraft noise levels for the purpose of validating the noise contours.</p> <p>LBHA has chosen a Bruel and Kjaer ANOMS Noise Desk system for installation at Biggin Hill Airport. This is a state of the art system which is in use at many hundreds of airports worldwide and in the UK at all major airports including Heathrow, Gatwick, Luton, Stansted, City, Southend & Farnborough. The system analyses and records all aircraft movements and provides data on noise profile and adherence to prescribed noise preferential flight corridors. Non-compliance generates a report that is automatically routed for further action. Noise complaints are dealt with similarly. There will be public internet based portal that will allow interested parties to access the system, to monitor aircraft movements (including</p>	<p>Actions agreed.</p> <p>This new equipment will be installed once all Landlord/tenant matters have been signed off. There will be a period of installation and testing before the new hours come into effect</p>

those overflying but not actually using Biggin Hill Airport) and to register and then track a complaint if they believe that a particular aircraft has transgressed published procedures.

The system, which uses extremely accurate radar data from the London Air traffic Management system, will remove all subjectivity from the issues surrounding the airport and will ensure that airport operations are both transparent and well managed.

For further information see NAP paras 4.4 – 4.6

The chosen system monitors all flights using a combination of ATC radar data and information derived from two independent noise monitoring stations. A third mobile monitor will be provided to be used as required and at the discretion of LBHA in consultation with LBB.

Its operation will be in accordance with current best practice and as at other London Airports. The use of this system at other airports has demonstrably led to improved understanding of airport operations in the surrounding community and better airport community relations.

The NMTKS uses data from London Air Traffic Control Centre (LATCC) radar heads and is therefore using the same information used by LATCC to separate aircraft. It is very accurate in both horizontal and vertical calibration and the information derived from it has high integrity.

Installation and calibration of the NMTKS will be as per BRUEL & KJAER recommendations and installation and commissioning of the NMTKS will be completed before the new airport operating hours are adopted by LBHA.

The system will not be ordered until a lease variation has been agreed and executed by LBB. It is expected that delivery will take place 2 to 3 months after a lease variation is executed.

Once the system has been delivered and installed (using semi-permanent main monitor locations initially) there will follow a period of 3 months during which LBHA will work with LBB and if applicable, local landowners, to agree upon the permanent location of the two main monitors and then calibrate them to suitable noise thresholds.

A mobile monitor will be available for temporary location at strategic points, initially to assist in determining suitable locations of permanent monitors and afterwards to assist in resolving complaints and reassuring the community. The mobile monitor may be used strategically to gather additional noise data, for instance to assist in determining the best vertical

climb profiles and or operational practices. The mobile noise monitor may from time to time also be used to assist in optimising ground noise emissions.

Track limits will be based upon current NPRs and track limits will be set by reference to standard practice at other airports with similar aircraft operations. It is expected that the system supplier, B&K, will advise as to suitable track violation limits and other matters of best practice. Cole Jarman, on behalf of LBB, will review proposals and agree suitable limits.

Output from the system will be available to LBB officers on terms to be agreed and notice of any violation will be automatically and electronically forwarded to LBB officers in accordance with a communication protocol which will be agreed between LBHA and LBB.

The ANOMS system fully automates the handling of all aircraft related complaints and can therefore be expected to significantly reduce the LBB officer workload required to monitor compliance with covenants and limits when compared to the present regime.

For Members and Officers

In the event that they receive noise complaints, then they will be able to direct residents to the new ANOMS Noise Desk system and/or LBHA, as before.

For Members of the Public

The system will provide them with:-

- a. A portal so that they can see for themselves the aircraft reference, the height and track followed.*
- b. An automatic response system to confirm/deny that it was a breach.*
- c. Confirmation, if it were a breach, that it has been recorded and will be reviewed.*
- d. A follow through process that shows the action taken by the SANARB.*

In the event that other comments arise, these will be answered by LBHA via the Comments Line/website enquiries, as has worked very satisfactorily in the past and should not impact on Council Officers or their time.

Once the system has been installed, calibrated and trialled, LBHA will announce its implementation in the local press and other media. The LBHA website will contain a link to the B&K system, a link to the NAP and a general overview of the noise abatement initiatives in place.

Reports will be prepared by Bickerdike Allen Partners (or such other specialist noise consultant as LBHA may from time to time

<p><i>notify to LBB) and all contours and reports will be submitted to the LBHA ACC and published in the LBHA website.</i></p>	
<p>18. Airport charges</p> <p>Any variation of hours are conditional on LBB seeking an increase in the amount payable by BHAL to reflect the increased level of business activity at the airport, including an element to reflect the increased level of noise generated during unsocial hours and to take into account any public purse expenditure required as a result of the increased business at the airport. The ‘unsocial hours’ additional charges shall be consistent with those that are levied at other, comparable airports in order not to place an unreasonable burden on BHAL.</p> <p>No further action.</p>	
<p>19. Level of fines</p> <p>The level of fines to be based on a multiple of five times (rather than three times as is currently proposed) the standard landing fee applicable to the aircraft type concerned.</p> <p>LBHA has accepted the demand of the Landlord that the maximum level of fine shall be 5 times the appropriate landing fee for the aircraft in question. The terms are set in Appendix 4 to this MIL and the maximum fine per violation event is to be the lesser of either (a) 5 x the landing fee of the applicants aircraft, or (b) the level of appropriate penalty from time to time applicable in respect of noise and track violation at other London airports, (currently between £500 and £1,000), and applied in accordance with ICAO Document 9082 – Policies on Charges for Airports and Air Navigation Services.</p> <p>The existence of the NMTKS and associated fines applicable will be published in UK AIP with levels of fines applicable being promulgated in the LBHA Scheme of Charges and further noted in LBHA Terms and Conditions of Use.</p>	<p>Actions Agreed and Executive request incorporated.</p> <p>The airport SANARB will publish the fines for breaches of the noise procedure and consider each event. The findings of the SANARB will be reported to the Quarterly Consultative Committee</p>
<p>20. NAP Review</p> <p>No more than 50,000 movements per annum will be permitted without triggering a review of the Noise Action Plan and in these circumstances the Council reserve the right to suspend the extended hours if it considered it appropriate to do so.</p> <p>Future reviews of the Noise Action Plan will not permit an increase in noise above the new proposed 50% of UDP noise limits.</p> <p>Whilst the number of flights authorised in the 1994 Lease with</p>	<p>Actions agreed.</p> <p>A procedure for reviewing the NAP has been established, at 5 yearly intervals and opportunities to minimise the environmental impact of airport activities will be considered at each review</p>

<p>the airport has not been changed, LBHA does not anticipate that, following the adoption of the NAP, it will exceed the level of 50,000 flight movements for some time, and certainly not for the first five years. Therefore, the Council may suspend the extended hours if the number of movements exceeds 50,000 per annum during this period.</p> <p>Thereafter, when LBHA anticipates that the airport will become busier than 50,000 annual flights, it will review the NAP with LBB to see what further improvements can be made to the noise abatement measures (see section 7). The NAP will also be reviewed every five years.</p> <p>Pending completion of any such review, the previous agreed version of the NAP will remain in place and LBHA will not exceed the forecast noise contours in NAP3-5.</p> <p>LBHA has also undertaken not to exceed the maximum noise footprint shown in NAP3, and representing 50% of the former UDP contour.</p> <hr/> <p><i>Further information is set out at NAP para 3.4</i></p> <p><i>LBHA provides the Airport Consultative Committee (ACC) with a quarterly report on the number of aircraft movements in the preceding quarter. Where the annual calendar total is found to have exceeded 50,000 or LBHA believes that, despite it using all reasonable endeavours, it will be unable to contain movements below 50,000 per calendar year, LBHA will review the NAP in consultation with LBB.</i></p> <p><i>Prior to any NAP review, LBHA will prepare actual measured noise contours to be compared with predicted noise contours. Where the actual noise contour falls within the agreed forecast noise contour, no further action will be required. Where it appears that the measured noise contour has been exceeded or is likely to be exceeded measures to reduce noise will be considered.</i></p>	
<p>21. Helicopters</p> <p>The Airport will be required to use the most noise efficient routing for helicopters, which would include rising to 1,000 feet or another specified height in appropriate circumstances before leaving the boundary of the Airport.</p> <p>Helicopters normally follow light aircraft routes and the noise preferential routings allocated to light aircraft. Upon adoption of the NAP, a Code of Conduct (appended to this document)</p>	<p>Actions agreed.</p> <p>Helicopters are subject to the same noise regulations and operate under the same VFR/IFR rules as other aircraft using the airport</p>

<p>will be applied. It will be communicated to all operators based at LBHA and will be included in the UK AIP and other flight briefing material such that all operators of light aircraft and helicopters will take it into account whilst flight planning. Where safe to do so, ATC will allocate best routings dependent upon time of day and weather conditions. If conditions permit it and aircraft performance is not a critical factor, helicopters will be expected to climb to the highest practical altitude within the airport boundary before setting course. Where possible and without prejudice to safe operation and air traffic separation, helicopters will be expected to remain over open countryside whilst in transit to or from Biggin Hill Airport.</p> <p><i>For further information Helicopters may be operated pursuant to IFR or VFR. The vast majority of helicopters operate under VFR and are therefore treated as light aircraft and will follow light aircraft routes.</i></p> <p><i>Helicopters will therefore be subject to all the restrictions placed upon light aircraft operating under VFR as well as to the general noise limits imposed by the NAP on aircraft operations at the airport. Provided helicopters remain within prescribed noise limits and abide by the procedures applicable to their chosen flight rules (IFR/VFR) they should be permitted equal access to the airport and its facilities.</i></p> <p><i>A Code of Conduct for light aircraft operators is attached to this document and will apply to helicopter operators. It has been consulted on and accepted by Biggin Hill based helicopter operators and procedures will be promulgated and circulated to all light aircraft and helicopter operators on adoption of the NAP. It should be noted that such procedures have been in place for many years and will continue to be modified where safe and beneficial to do so on the principle of continuous improvement. In most cases, ATC will specify the departure route to be used having regard to weather conditions, time of day, the air traffic environment and other factors, but at all times ATC will endeavour to specify a route least likely to result in noise nuisance as is already the established procedure.</i></p>	
<p>22 Nap Challenge or Failure</p> <p>In the event of a successful challenge and if the Noise Action Plan falls for any reason, the airport to revert to the original hours (pre application).</p> <p>If the Council's decision to agree the extended hours is overturned at judicial review then LBHA accepts that the NAP will not be implemented and the operating hours will remain those in the lease, subject to any further applications made by LBHA or agreements given by the Council.</p>	

<p>23. Indemnities</p> <p>The airport provides appropriate indemnities to the Council against any additional cost/loss incurred as a consequence of this decision.</p> <p>On completion of an appropriate deed of agreement to vary the Operating Criteria in the lease, LBHA agrees to pay the Council's reasonable and proper costs incurred in relation to LBHA's application for the Council's agreement to extend the operating hours in accordance with clause 5.10 of the lease.</p>	
<p>24. Ground Running</p> <p>There shall be no ground running before 06.30 on weekdays or before 08.00 at weekends, which would be consistent with the current position in the Lease.</p> <p>The present condition in the Lease will remain in place, with only the actual hours changed, viz:</p> <p>"...Limit the operating hours of the Airport (including the ground running of aircraft) from between 0630 and 2300 hours on weekdays and 0800 and 2200 on Saturday, Sundays and Public Holidays..."</p>	<p>Already dealt with in the current lease</p>



Will Curtis
Managing Director

BH Monthly Lttrs 16/3/16