

Enclosure 1: Bickerdike Allen Population Report

Project: LONDON BIGGIN HILL AIRPORT

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Subject: NAP Review – Populations

From: D Charles / D Rogers

To:	Name	Role	Company	Initials
	London Biggin Hill Airport	-	-	LBHA

1.0 INTRODUCTION

The Noise Action Plan (NAP) states that during each review there will be reference to the number of people and dwellings affected, see para 4.33 below.

4.33 During each five year review the airport will assess performance with respect to the previously forecast noise envelope, based on the latest five year forecasts of air traffic movements along with an assessment of the effectiveness of the various measures within the NAP and by reference to the number of people and dwellings affected.

In the existing NAP population information was given in Table 3.3, see below. This comprised the estimated populations at the three contour values considered. The populations were determined from a 2014 database of populations by postcode supplied by CACI Ltd. The two figures for each entry related to the then current population and that forecast for 2020. So, taking 57 dB $L_{Aeq,16h}$ the estimated summer daytime exposed population was 186 when the NAP contours were produced (2014), and it was expected to increase to 380 by 2020.

Table 3.3 Population Estimates for 2020 Noise Contours

Population Estimates (Current / 2020)				
Noise dB	Annoyance Rating	Summer Daytime (07:00-23:00) $L_{Aeq,16h}$	Summer Early Morning (06:30- 07:00) $L_{Aeq,30m}$	Summer Late Evening (22:00-23:00) $L_{Aeq,1h}$
57 dB	Low	186 / 380	0 / 320	0 / 25
63 dB	Medium	19 / 20	0 / 20	0 / 0
69 dB	High	0 / 0	0 / 0	0 / 0

For the NAP review early morning and late evening contours for 2025 have not been produced. This is not considered critical, as in those periods there are movement restrictions, the key contour area control being the for the daytime period.

No dwelling information was included in the original NAP. It would in effect show the same picture as the populations, as the two are closely related.

This memo contains population and dwelling information for the now forecast 2025 contours at the original contour values.

2.0 2025 POPULATIONS AND DWELLINGS

The population and dwellings within the contours now predicted for 2025 are given in the table below. For the 2025 contours two values are provided, the first relates to using the CACI data for 2014 which was used for the original NAP, the second to using the latest CACI data (2021). At the lowest contour value of 57 dB there is a difference, as the latest 2021 CACI data gives a higher population. So using the same CACI data as the original NAP the contained population rounds to 380, but using the latest CACI data it rounds to 420.

Year	Contour (L _{Aeq,16h})	Population*	Dwellings*
2025	57 dB	380 / 420	165 / 165
2025	63 dB	20 / 20	10 / 10
2025	69 dB	0 / 0	0 / 0

* Twin values for 2025 relate firstly to the 2014 CACI data and secondly the 2021 CACI data.

A feature of the update of the CACI data is that at 57 dB the computed population increases. We have found similar effects before and CACI have confirmed it can occur due to how the database is constructed and updated.

3.0 DISCUSSION

The requirement for the review is to make *reference to the number of people and dwellings effected*. In terms of population this could note that at all three contour values previously considered the size of the population exposed is forecast to be the same in 2025 as was previously forecast for 2020, when the same population data is used. It could also be noted that if the latest population data was used the forecast exposed population would be slightly higher at 57 dB, 420 vs 380.

Dwelling numbers could also be given at the three values, although there is nothing to compare them with in the original NAP. They are unaffected by update of the CACI data once rounded.

-X-X-X-X-X-

Enclosure 2: Amended table paragraph 2.9 Review of NAP 2016-2020

1. Evidence exists but not reported in NAP Review (paras 14 -16 CAA ERCD report):

NO.	ACTION	STATUS
3	<p>Undertake regular reviews of procedures to minimize noise disturbance with Biggin Hill Airport Consultative Committee (BHACC).</p>	
	<p><i>The Airport has conducted a series of reviews to minimise noise disturbance. These reviews are conducted through the Noise and Safety Sub Committee and reported to the BHACC on a quarterly basis.</i></p> <p><i>The independent Chairman of the Noise and Safety Sub Committee reports directly to the BHACC and the minutes of the BHACC are published on the Airport's website at https://biggin-yourairport.co.uk/consultative-minutes/</i></p> <p><i>Additionally, these minutes now contain update reports on progress on completion of actions contained within Section 6 of the NAP review document. The Safety and Noise Abatement Review Board (SANARB) play a key role in the ongoing scrutiny of the airports procedures whilst reviewing the outcomes of investigations of complaints and violations triggered by the Noise & tack Keeping System (NTKS).</i></p>	<p>Completed & Ongoing activity</p>
7	<p>Monitor the track-keeping and maximum noise level compliance and takes actions as necessary.</p>	
	<p><i>Maximum noise level compliance is measured by the two monitors located in the approach and departure paths for both runways.</i></p> <p><i>The output from the noise monitors is reviewed by an airport consultant and reported via the noise desk to both the Safety and Noise Abatement Review Board (SANARB) for potential sanctions and the BHACC via independent reports produced by Bickerdike and Allen.</i></p> <p><i>Summaries of these reports are included in the minutes of the BHACC and published on the Airport's website at https://biggin-yourairport.co.uk/consultative-minutes/</i></p> <p><i>Track keeping violations are detected through the Noise Monitoring and Track Keeping System (NMTKS) automatically, generating a report that triggers further investigation.</i></p> <p><i>The outcomes of the investigations are submitted to the SANARB for review and subsequent penalties. This includes breaches of Track Violation Limits (TVL's) and Noise Sensitive Areas (NSA'S). Additionally, the SANARB will review all noise complaints including ground noise, circuits and all other complaints irrespective of the nature of the complaint.</i></p>	<p>Completed & Ongoing activity</p>

13a	Operate the Airport to ensure that the resultant noise, expressed in the form of Summer Daytime noise contour area does not exceed that specified, namely 4.3 km² at 57 dB LAeq,16h.	
	<p>Noise contours are produced Quarterly by Bickerdike Allen and reported to the BHACC. The Airport has successfully kept the footprint within the reasonable endeavours target.</p> <p>Summaries of these reports are included in the minutes of the BHACC and published on the Airport's website at: https://biggin-yourairport.co.uk/consultative-minutes/</p> <p>The actual 57db LAeq daytime, morning and evening noise contours compared with predicted noise contours is published in the 2020 Annual Noise Report. This report is published at https://biggin-yourairport.co.uk/wp-content/uploads/2021/07/A11103-R04-DR_1.0-Biggin-Hill-Airport-Annual-Report-2020.pdf</p>	Completed & Ongoing activity
13b	Operate the Airport using reasonable endeavours to achieve actual noise contours for daytime, early morning and late evening less than the 2020 forecast noise contours.	
	<p>Noise contours are produced Quarterly by Bickerdike Allen and reported to the BHACC. The Airport has successfully kept the footprint within the reasonable endeavours target.</p> <p>Summaries of these reports are included in the minutes of the BHACC and published on the Airport's website at: https://biggin-yourairport.co.uk/consultative-minutes/</p> <p>The actual 57db LAeq daytime, morning and evening noise contours compared with predicted noise contours is published in the 2020 Annual Noise Report. This report is published at https://biggin-yourairport.co.uk/wp-content/uploads/2021/07/A1103-R04-DR_1.0-Biggin-Hill-Airport-Annual-Report-2020.pdf</p>	Completed & Ongoing activity
iv	Prepare and issue Integrated Noise Monitoring (INM) report when contours are prepared.	Ongoing
	<p>Noise contours are produced quarterly by Bickerdike Allen and reported to the BHACC. The Airport has successfully kept the footprint within the reasonable endeavours target.</p> <p>The CEO presents a summary of the quarterly reports produced by Bickerdike Allen to the BHACC and confirms the Airport's performance is ensuring the noise contour footprints remain within the reasonable endeavours limits agreed in 2015.</p> <p>Summaries of these reports are included in the minutes of the BHACC and published on the Airport's website at https://biggin-yourairport.co.uk/consultative-minutes/</p>	Completed & Ongoing activity

2. Evidence could not easily be found (paras 17 -20 CAA ERCD report):

NO.	ACTION	STATUS
	<i>MONITOR AND MANAGE</i>	
4	Undertake community noise surveys using NMTKS.	
	<p><i>The Airport conducts noise surveys through the deployment of a mobile noise monitor at the request of residents.</i></p> <p><i>The ‘deployment on request’ has been in practice since the procurement of the noise monitor and it is offered via responses to noise complaints and reviewed by the Noise and Safety Sub Committee to the BHACC.</i></p> <p><i>Due to the low number of requests for the noise monitor to be deployed to a residents property all responses to noise complaints now include an invitation to have the noise monitor installed. Applicants are invited to email: noise-action@bigginhillairport.com with their request.</i></p> <p><i>The relatively low number of noise monitor deployments aligns with LBB’s RSK Report, which states: It does appear that LBHA are following the existing NAP, and the relatively low number of individual complaints suggests measures are working reasonably.</i></p> <p><i>The number of noise monitor deployments are recorded and reported on in the Noise and Safety Sub Committee Chairman’s update to the BHACC. Summaries of these reports are included in the minutes of the BHACC and published on the Airport’s website at https://biggin-yourairport.co.uk/consultative-minutes/</i></p> <p><i>The specific results of the surveys are shared with the individual residents and the Airport is provided with a copy of those results. Post deployment meetings with residents are set up on request.</i></p>	Completed & Ongoing activity

8a	<p>Implement a scheme to incentivise operators of light and training aircraft to install noise suppression equipment or to replace noisy aircraft.</p>	
	<p><i>The airport continues to work with operators of light training aircraft to incentivize the installation of exhaust noise suppression equipment.</i></p> <p><i>The Light Aircraft Exhaust Silencer Incentive Scheme (LASIS) is outlined within Appendix 2 to the MIL. Pursuant to the LASIS, LBHA offers a 25% discount on published landing fees to owners and operators of light single engine aircraft who elect to fit a European Aviation Safety Agency (EASA) or Federal Aviation Administration (FAA) approved exhaust silencer system that can be demonstrated to reduce aircraft noise output by 5 dB.</i></p> <p><i>Once the terms and conditions of the LASIS have been met and installation has been verified, then LBHA will issue a certificate of compliance for discount.</i></p> <p><i>The Airport has established a Light Aviation Steering Group, which meets bi monthly and has a specific focus on all matters related to the Light Aviation Community. This steering group, which is a break away from the Tenants and User meeting, ensures the Airport's increased oversight of safety and noise concerns, address operational procedures and ensure incentive programmes like the LASIS can be reinforced at regular opportunities.</i></p> <p>Unfortunately, due to the cost of exhaust noise suppression equipment and the installation and testing costs, the taken up of this scheme is extremely low. The Airport will continue to encourage operators to take advantage of the scheme.</p>	<p>Completed & Ongoing activity</p>

14b	Operate a ban on fixed wing aircraft that do not meet the ICAO Chapter 4 noise certification numerical standards between 06:30 and 07:00 (except for existing based aircraft)	
	<p><i>For new based and non-based aircraft operations, the Airport has limited the use of the airport to those aircraft types that meet ICAO Chapter 4 standard.</i></p> <p><i>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.</i></p> <p><i>The PPR system is overseen by Air Traffic Control (ATC), who certify if an aircraft is permitted to use the Airport at a specified time. ATC is aware of those aircraft that meet ICAO Chapter 4 noise certification.</i></p> <p><i>There are very few aircraft that operate from Biggin Hill that do not meet the requirements of ICAO Chapter 4.</i></p> <p><i>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. The Airport continually reviews such procedures and the Airport will amend the UK AIP to make this restriction clear. That said, the UK AIP submission is already extremely complex and any additions must be considered in terms on any safety impact.</i></p>	Completed & Ongoing activity
16	Operate the Airport in accordance with the noise abatement procedures delineated in the UK Aeronautical Information Publication (AIP).	
	<p><i>All limitations are 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 the Airport.</i></p> <p><i>Regarding levels of fines, these are outlined within paragraph 19 of the Management Information Letter (MIL) and the terms are set out in Appendix 4 of the MIL. SANARB reviews breaches of the NAP and makes recommendations to the Airport regarding whether an operator should be fined or not. The outcome of SANARB reviews are contained within the Noise and Safety Sub Committee reports to the BHACC. Summaries of these reports are included in the minutes of the BHACC and published on the Airport’s website at https://biggin-yourairport.co.uk/consultative-minutes/</i></p>	Completed & Ongoing activity

20	<p>Monitor and report progress against Noise Action Plan actions to BHACC, provide statistics in The Performance Monitoring Report.</p>	
	<p><i>On an annual basis the Airport Issues a Performance Monitoring Report (PMR) on actual summer contours. The 2020 Annual Noise Report is published at https://biggin-yourairport.co.uk/wp-content/uploads/2021/07/A1103-R04-DR 1.0-Biqgin-Hill-Airport-Annual-Report-2020.pdf</i></p> <p><i>The Airport monitors progress against the NAP through the Noise and Safety Sub Committee and reported to the BHACC on a quarterly basis. The independent Chairman of the Noise and Safety Sub Committee reports directly to the BHACC and the minutes of the BHACC are published on the Airport's website at https://biggin-yourairport.co.uk/consultative-minutes/</i></p> <p><i>In addition to the formal report submitted by the Chairman of the Noise and Safety Sub Committee, the Airport CEO provides a comprehensive report that covers:</i></p> <ul style="list-style-type: none"> • <i>Quarterly movement figures</i> • <i>Overall Business Performance</i> • <i>Resident Companies Update</i> • <i>Development; including 03 RNAV approach</i> • <i>Health & Safety and Security</i> • <i>Environment</i> • <i>Planning Matters</i> • <i>Government Policy</i> • <i>Community Matters</i> • <i>Events</i> 	<p>Completed & Ongoing activity</p>

21	<p>Engage with local planning authorities to ensure awareness of aircraft operations is considered in land use development, for instance with LBB over future work on the local plan.</p>	
	<p><i>The Airport works closely with LBB to advise against and also discourage residential and other noise sensitive development close to the airport boundaries or in areas likely to be affected by aircraft noise.</i></p> <p><i>For the period on and before 2015 up to the current date BHAL have been in communication with the LBB at every stage of the London Borough of Bromley Local Plan process, with approximately 28 written documents throughout this period evidencing our responses. We have also attended and made public representations at Local Plan public hearings where and when appropriate.</i></p> <p><i>In addition, we also have active involvement with our stakeholders via our “Locate” initiative which has also resulted in constructive feedback, the results of which have been incorporated into our Local Plan representations, thereby ensuring so far as practicable that the views of our stakeholders are represented too. The “Locate” initiative is a membership group of stakeholders coordinated and led by BHAL, consisting of airport tenants, customers, adjacent landowners, officers of the London Borough Bromley, and officers representing the surrounding local authority districts, as well as their respective councillors.</i></p> <p><i>The purpose of the Locate initiative is to engage on matters regarding the Airport and the Strategic Outer London Development Centre of which it forms part.</i></p> <p><i>Similarly, during the same period, we have actively monitored and made written representations (5 written documents recorded in this regard) to the London Plan, and where appropriate have attended public enquiry hearings.</i></p>	Completed & Ongoing activity
v	<p>Prepare and issue five yearly Performance Monitoring Report</p>	Ongoing
	<p><i>This activity is activity has been undertaken as part of the 5-year review of the NAP.</i></p> <p><i>Bickerdike Allan were commissioned to undertake a review of the Noise Action Plan 2025 Forecast Noise Contours (Review of Noise Action Plan 2016 – 2020).</i></p> <p><i>The NAP review itself constitutes a five yearly Performance Monitoring report and more than meets this requirement.</i></p> <p><i>Additionally Annual reports, the latest of which is published at https://biggin-yourairport.co.uk/wp-content/uploads/2021/07/A1103-R04-DR 1.0-Biggin-Hill-Airport-Annual-Report-2020.pdf</i></p>	

vii	Investigate the potential and benefit that might arise from introducing a Biggin Hill specific Code of Practice for Arriving Aircraft.	2017
	<p><i>Briefing Leaflets (Code of Practice) covering departing aircraft have been produced and published.</i></p> <p><i>The briefing leaflets were produced in 2017 and were updated 1st November 2020. The leaflets cover VFR Noise Abatement Procedures and Important Information for Flight Crew: IFR Noise Abatement Procedures.</i></p> <p><i>The leaflets (Code of Practice) are available in Flight Operations and are sent to all operators who receive a warning letter regarding a breach of the Airport' noise amendment procedures.</i></p> <p><i>These code of practice leaflets are currently under review and the Airport is already progressing a specific Code of Conduct for helicopter operations.</i></p> <p><i>The Airport will publish the new Code of Conduct post the NAP review and develop them with support from SANARB and locally based operators. Progress regarding the development will be reported through the BHACC.</i></p>	Completed & Ongoing activity
viii	Investigate the potential and benefit that might arise from introducing a Biggin Hill specific Code of Practice for Departing Aircraft.	2017
	<p><i>Briefing Leaflets (Code of Practice) covering departing aircraft have been produced and published.</i></p> <p><i>The briefing leaflets were produced in 2017 and were updated 1st November 2020. The leaflets cover VFR Noise Abatement Procedures and Important Information for Flight Crew: IFR Noise Abatement Procedures.</i></p> <p><i>The leaflets (Code of Practice) are available in-Flight Operations and are sent to all operators who receive a warning letter regarding a breach of the Airport' noise amendment procedures. These code of practice leaflets are currently under review and the Airport is already progressing a specific Code of Conduct for helicopter operations.</i></p> <p><i>The Airport will publish the new Code of Conduct post the NAP review and develop them with support from SANARB and locally based operators. Progress regarding the development will be reported through the BHACC.</i></p>	Completed & Ongoing activity

3. Actions not stated to have been met, inaccurate or lack clarity (paras 21-26 CAA ERCD report):

(Actions 20 & v have been addressed in the previous table)

NO.	ACTION	STATUS
	<i>MONITOR AND MANAGE</i>	
8b	<p>Implement a scheme to restrict circuit training to certain operating hours.</p> <p><i>All circuits are approved by the Senior Air Traffic Control Officer (SATCO) or Chief Executive Officer (CEO). This approvals process ensures circuit traffic for training flights and other operating activities, such as engine test flights, are conducted at times that are within the lease and restricted to times appropriate for that activity. Contrary to the CAA’s opinion, this CEO/SATCO level of scrutiny comfortably exceeds the time restrictions contained within the NAP as justification of the need for the circuit is robustly challenged.</i></p> <p><i>The enhanced scrutiny includes:</i></p> <ul style="list-style-type: none"> <i>o All circuits must be approved by the SATCO or CEO</i> <i>o The crew must contact ATC by phone immediately prior to the flight to receive a detailed briefing. An ATCO briefing instruction has been produced to ensure consistency.</i> <i>o Pilots are instructed to fly the circuit at 2000ft QNH (1400ft QFE) The business aircraft circuit altitude of 2000ft (light aircraft visual circuits are published at 1600ft QNH, 1000ft QFE) is much higher than the light aircraft circuit and this is in place to minimise noise impact.</i> <i>o Additionally, during COVID-19 procedures, additional time restrictions were put in place and circuits were banned during weekends and were only permitted between 0900 hrs – 1800 during week days.</i> <i>o Whilst circuits are not currently banned at weekends, they are only approved for safety/flight currency requirements and only if crews were unable to undertake these during the week.</i> <p><i>A circuit is flown in a pattern as shown on the community website: www.biggin-yourairport.co.uk/noise-airspace “What is a Circuit”. The pattern is made up of four legs, for safety all of which may be extended or reduced, as instructed by ATC, to fit in with other traffic within the ATZ, departing aircraft or aircraft on finals for landing. This may result in an aircraft entering a NSA. The patterns shown are indicative only and given that circuits are flown visually there is variability of patterns flown.</i></p> <p><i>Crews must comply with Visual Circuit Instructions as published within the UKAIP:</i></p> <ul style="list-style-type: none"> <i>o All circuits at London Biggin Hill Airport are conducted to the west of the aerodrome (Right Hand - Runway 21, Left Hand - Runway 03). Overflight of the following Noise Sensitive Areas should be avoided, unless necessary to fulfil an ATC instruction such as to extend downwind for spacing, Keston Village, The Leavesdon Estate and Leaves Green. Aircraft unable to comply with these requirements should not plan to make use of London Biggin Hill Airport.</i> 	Completed & Ongoing activity

	<ul style="list-style-type: none"> ○ Aircraft joining the visual circuit from the east or southeast should avoid overflight of the Noise Sensitive Areas of Downe Village and Biggin Hill Village. 	
10a	Implement introduction of a Global Positioning System (GPS) based Runway guidance system.	
	<p><i>In progress, see paragraphs 4.3 to 4.7 (typographical error corrected).</i></p> <p><i>The CAA and Airport are in dialogue to address aspects regarding the flyability of the procedure, prior to achieving CAA endorsement to proceed to the validation stage of the ACP. BHACC members will be interested to know that the Airport has undertaken 2 Human Factor Live trial flights of the procedures. The feedback from both flights was extremely positive with both crews reporting that the procedure was both safe and flyable. The flights also provided clear evidence that both pilot and controller workloads were low.</i></p> <p><i>At this time the Airport is unable to provide a definitive timescale for either the approval or implementation of the RNAV approach</i></p>	Ongoing activity
10c	Work with NATS and others to secure the early removal of the VOR beacon at Biggin Hill.	
	<p><i>In progress - see paragraphs 4.12 and 4.13 (typographical error corrected).</i></p> <p><i>The latest update from the CAA Head of Airspace Modernisation (as at 13th June 2022) on the UK wide DVOR rationalisation Programme is as follows:</i></p> <p><i>The UK has been running a programme to rationalise and modernise its en-Route [funded] DVORs and NDBs since 2008; removing 3/5ths of the en-route DVORs, and all en-route NDBs, and upgrading the remainder as a resilience piece of infrastructure.</i></p> <p><i>To help mitigate the CAA published CAP1781: ‘DVOR / DME / NDB Rationalisation: Guidance for the use of RNAV Substitution’ (CAP1781: DVOR / DME / NDB Rationalisation: Guidance for the use of RNAV Substitution (caa.co.uk)) in June 2021. To help the sponsors of impacted terminal, conventional IFP (predominantly at airports) plan for this eventuality the CAP suggests various options and details how the use of RNAV Substitution may be helpful. This CAP was supported by CAP1926 ‘General Requirements and Guidance Material for the use of RNAV Substitution’ (CAP1926: General Requirements and Guidance Material for the use of RNAV Substitution (caa.co.uk)) in Feb 2022 and a CAP1781 Q&A sheet (CAP1781A - Your CAP1718 questions answered (caa.co.uk)).</i></p>	Ongoing activity

	<p><i>Whilst the proposed switch off date is still December 2022, the conclusion of discussions with Airports was that there could be a mechanism whereby some, if not all, the DVORs slated for switch off could be kept going for a further 24 to 36 months.</i></p> <p><i>LBHA has a current ACP in process to produce a 21 overlay to remove the dependency on the DVOR; however, the progress of the ACP is subject to CAP1616.</i></p>	
xi	Review communications material and the Airports' website with respect to noise/noise management	
	<p><i>This remains an on-going activity and addressed in action 6.1 (14 & 16) (typographical error corrected).</i></p> <p><i>Additionally, note work undertaken on actions 14 & 16 Section 6.1 of the NAP review outlined within Enclosure 3 at page 3 of this report.</i></p> <p><i>In accordance with paragraph 4.34, LBHA is already monitoring the management practices being employed at other Airports to assess whether they can be usefully applied to LBHA.</i></p>	<p>Ongoing activity</p> <p>Website updated</p>

Enclosure 3: BHACC Progress Report

Progress Report on the NAP Review Action Plan

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

This report is the first of these updates and highlights some specific actions:

- **Actions: 1 to 5: Air Space Change Proposals**

The CAA and Airport are in dialogue to address aspects regarding the flyability of the procedure, prior to achieving CAA endorsement to proceed to the validation stage of the ACP. BHACC members will be interested to know that the Airport has undertaken 2 Human Factor Live trial flights of the procedures. The feedback from both flights was extremely positive with both crews reporting that the procedure was both safe and flyable. The flights also provided clear evidence that both pilot and controller workloads were low.

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

Action completed: The Web Trak system is in use at many Airports across the world and is a highly accurate track keeping system. LBB have confirmed that *'the weight of evidence that the Council has been presented with does not suggest there are any significant inaccuracies in the Webtrak system. Therefore, the Council will be encouraging the airport to publicise the actions it has taken in the public domain to increase understanding of, and confidence in, the accuracy within the system.'*

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

The BHACC members may not be aware that the Airport already imposes limits on circuit flying that exceed the requirements of both the NAP and the Lease and these will be maintained. Turning to ground noise, the Airport is in the process of updating its Ground Noise Management Plan and has placed the mobile noise monitor with residents living directly adjacent to the Airport to accurately assess noise impact. The Airport have commenced discussions with Bombardier regarding the potential construction of a dedicated engine ground running platform.

- **Action 12: Publication of NSAs and TVLs**

The Airport now shows the web Trak NSAs on those complaints to residents that make reference to aircraft being off track or penetrating an NSA. Additionally, the Airport shows the Track Violation Limits for those aircraft departing from runway 21 or 03 subject to CAA departure release. The Airport is now investigating the best way to provide specific communities with more detailed publication of the NSA relative to their location (Tatsfield).

Action 13: Helicopter Operations:

The Airport held a very constructive workshop with Castle Air on 29th March to review helicopter operations. The outcome of the workshop was the decision to develop a standalone helicopter procedure briefing pack to differentiate helicopter operations from light aviation procedures. The workshop also identified specific arrival and departure procedures and routes to reduce noise impact for those residents living close to the Airport.

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

Significant progress has been made to improve the online briefing material regarding airspace structure, approach procedures, NSAs and terminology. This briefing material is now live on the Airport website. In conjunction with the Airport's newly established communications team, the Head of CSR is now expanding this work to look at how we can use social media platforms in publishing the work the Airport is undertaking regarding its noise management activities.

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

The Airport continues to encourage the increased use of its mobile noise monitor through responses to noise complaints and direct engagement with residents. The Airport is in the process of procuring a second mobile noise monitor, which it hopes to deploy from June onwards.

- **Review of Penalty structure for breaches of the NAP**

Whilst acknowledging that compliance with the NAP is achieved through consultation and engagement and this remains the primary matrix of success, the Airport is updating its guidance to SANARB regarding warnings and penalties. The guidance will provide a clear framework for the level of charge and the timing between a first and second occurrence and the issuing of a penalty.