

**EXECUTIVE AND RESOURCES PDS COMMITTEE  
18 OCTOBER 2022**

**THE FOLLOWING QUESTIONS HAVE BEEN SUBMITTED FOR ORAL REPLY BY  
THE CHAIRMAN OF THE PDS COMMITTEE**

**From Ms Giuliana Voisey**

1. Do you acknowledge the stress and pressure that the airport subjects the residents to for no tangible benefit to the Borough and great damage to our local air quality and living conditions?"

**Reply:**

**I am content to acknowledge that airport activities, can cause stress, irritation, annoyance and impact on the quality of life to residents that are caught under up under its activities. To pretend otherwise would be both unrealistic and irrational. Furthermore members are aware of the feelings of residents who are adversely affected by aircraft using Biggin Hill Airport. This is why the Council takes the issue of the airport so seriously, raising concerns directly with the Airport on behalf of residents and encouraging and challenging the Airport to ensure that noise disruption caused by the airport is diminished or minimised wherever that is possible.**

**In its role as landlord to the airport, the Council also has legal obligations to its tenant that must be considered. As a tenant, the Airport provides income to the Council, and also provides jobs and inward investment for the borough, as do the associated airport uses on the site.**

**However, Members appreciate this is no consolation to those living under the flight path. As the relationship with the Airport continues we very much hope that issues such as air quality and carbon emissions can be addressed in the near future. Members are very conscious that a lot rests on the CAA approving the new approach to Runway 03, as we hope that this will alleviate the stress on those residents under the flight path.**

Supplementary Question:

The Department of Transport guidelines recognises that noise contours are not an accurate measure and should be accompanied by other mitigations. Do you acknowledge that the removal of the noise cap was a moral breach of trust and is against the guidelines set out by the Department of Transport?

**Reply:**

**The 50,000 noise level was a good measure and Members thought it would be permanent. Unfortunately, after several years we realised that this would not be the case.**

**THE FOLLOWING QUESTIONS HAVE BEEN SUBMITTED FOR ORAL REPLY BY THE PORTFOLIO HOLDER FOR RESOURCES, COMMISSIONING AND CONTRACTS MANAGEMENT**

**From Mr David Clapham**

1. At the Executive meeting 12<sup>th</sup> January 2022 it was RESOLVED in note (9) that “Officers be authorised to prepare a report detailing potential improvements to the NAP using best industry practice, as recommended by the CAA, having regard to feedback from residents and as proportionate to the size of the airport.” Why was feedback from residents not sought and where is the report?

**Reply:**

**Feedback from residents about Biggin Hill Airport is regularly received by both Members and Officers, both in relation to the Noise Action Plan and in relation to the general running of the Airport. Those residents that are discontent with the Airport have made their grievances known. These have been taken on board, responded to and raised with the Airport, including your own. Meetings have also been held with groups who have shared their feelings and concerns. In publishing an interim report now and recommending returning in January following an expected CAA decision on the new approach to Runway 03, it gives another chance for residents to respond directly to the NAP review and offer specific feedback, which they are welcome to do, principally by emailing [airport.consultation@bromley.gov.uk](mailto:airport.consultation@bromley.gov.uk)**

Supplementary Question:

The resolution seeks best industry practice. Do you agree that the review before the Committee falls well short?

**Reply:**

**The report before the Committee is an interim report and a full report will be presented in January 2023.**

2. An email from Airspace Change at BHAL dated 5<sup>th</sup> October 2022 invited participation in a presentation on 21 potential flightpaths from BHAL. Will these new flightpaths impact on the long-awaited GPS 03 flightpath?

**Reply:**

**The ACP you refer to is in relation to airspace modernisation that covers the whole of London and the South East. Biggin Hill Airport is one of many airports going through this process.**

**That Airspace Change Proposal is entirely separate to the one governing the new arrival to Runway 03.**

**The Council is unaware of any implications for the Runway 03 arrival at this point, but is monitoring the situation closely.**

Supplementary Question:

If GPS 03 is not agreed what action will the Council take – will the additional operating hours be withdrawn?

**Reply**

**The CAA decision that is due is key and it would not be appropriate to pre-judge any decision that may be taken in January 2023.**

Supplementary Question from Councillor Simon Jeal:

The timeframe for the CAA decision is late December 2022, if Runway 03 is agreed what is the likely timeframe for implementation?

**Reply:**

**Due to the time that has been available for preparation I understand that implementation will be rapid.**

**Mr Chris Ford**

1. At the Executive meeting in January I understood that the revised Noise Action Plan would be provided. This has not been done, residents should have been provided with the opportunity to comment upon its contents. Will residents be given the opportunity to comment before the Executive agree to its contents?

**Reply:**

**The additional information requested of Biggin Hill Airport has been published. Residents have the opportunity to comment on this prior to a Council decision being made following the conclusion of the CAA process regarding the new approach to Runway 03. The review is looking back the past and a revision of the NAP is envisaged after the review is concluded. When the Council moves from review to revision of the NAP, it will take into account views offered by residents, who can email any such comments and suggestions to [airport.consultation@bromley.gov.uk](mailto:airport.consultation@bromley.gov.uk).**

Supplementary Question

In terms of movements, when I compare the data from the Biggin Hill Airport Consultative Committee and the data from the CAA there are significant differences. Can a comparison of movements be undertaken, and comparative data provided?

**Reply:**

**Following the meeting I would be grateful if you could share your research, and this will be followed up.**