

**EXECUTIVE AND RESOURCES PDS COMMITTEE
2 FEBRUARY 2023**

**THE FOLLOWING QUESTIONS HAVE BEEN SUBMITTED FOR ORAL REPLY BY
THE CHAIRMAN OF THE EXECUTIVE, RESOURCES AND CONTRACTS PDS
COMMITTEE**

From Mr Tony Trinick

1. FPW, on behalf of residents, have submitted our report on the BHAL NAP review. This shows at least 20 areas of various NAP defaults by BHAL. Please confirm that all these identified defaults raised in our report will be dealt with and the defaults rectified in the revised NAP being negotiated?

Reply: Officers have already met with Flightpath Watch to discuss the document. Your report will continue to be considered during the process of revising the Noise Action Plan.

Supplementary Question:

Can you confirm that residents will take an active role in agreeing the revised NAP?

Reply: Resident engagement is important and I would like to see residents involved but it is ultimately a matter for the Executive.

From Mr David Clapham

1. The CAA decision not to permit the instrument approach to runway 03 at Biggin Hill Airport, together with the current 51db Government guidance have jointly resulted in the Airborne Aircraft Noise Contours in the Councils Local Plan Policies to be inaccurate.
When they will be updated in line with current guidelines?
Please confirm new noise contours will incorporate take-off and landing aircraft noise.

Reply: Policy 110 of the Local Plan is subject to review as part of the Local Plan Review in the same manner as all of the policies. New evidence and representations that come to light as part of the review will feed into the draft Plan and consultation phases.

Supplementary Question:

Business jets on the visual approach to Runway 03 are particularly disruptive due to the noise they make. In view of the CAA decision how will the Council protect residents?

Reply: I agree that the noise is disruptive to residents. All these issues will need to be reviewed as part of the revision of the NAP.

2. Helicopters routinely fly over Keston Village at around 1,000' above our homes and disrupt sleep. Many helicopters not shown on WebTrak so residents cannot complain easily. In such circumstances how are the incursions into the Noise Sensitive Area captured?

Reply: There are other systems in place that capture the activity of all aircraft using Biggin Hill Airport. WebTrak is the public-facing software, but the airport also uses NoiseDesk and ANOMS. The Airport has confirmed that breaches of Noise Sensitive Areas are automatically triggered and recorded.

Supplementary Question:

Monitoring is listed as an item for discussion at airport consultative committees. Can air quality monitoring be given far greater weight?

Reply: This will be picked up as part of the revision to the NAP.

From Ms Giuliana Voisey

1. BHAL has failed to deliver ALL its important commitments under the lease and the NAP to mitigate noise. Don't you think it timely and proper to suspend the extended hours while the NAP is renegotiated? Do you think it is fair to expect residents to sustain the burden of BHAL's failures?

Reply: As you may be aware, the Council sought legal advice from King's Counsel on whether the extended hours could be suspended. The advice received, which was published in part, was that they could not.

Supplementary Question:

BHAL has dragged out the issue of Runway 03 for six years. Why would BHAL do anything different now? What have residents done wrong within this deal?

Reply: Residents have done nothing wrong. BHAL will have to behave responsibly in negotiating the revised NAP.

2. As the Farnborough Park representative, I need to highlight that Farnborough Park and, indeed, the entire Crofton area, are under ONE legitimate flying route. So why do we now have SIX, and why is the Council not holding BHAL to account, since it has the power and the means to do so?

Reply: The process of reviewing and revising the NAP is one way in which the Council holds BHAL to its commitments. This is also achieved through engagement on a committee level and through officer engagement with the airport.

Supplementary Question:

I alerted the Council in 2018 that BHAL were not adhering to the noise preference routes. What evidence has the Council gathered?

Reply: I will ask the AMO to provide information within 5 days.

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

From Mr Christopher Ford

1. The CAA report the movements for BHA at 51,127 but the BHA Consultative Committee report the movements at 36,763. Can I ask the AMO to obtain copies of the monthly returns for the year 2021 and return this to me at the email address below?

Reply: I will ask the AMO to request this information. As you may be aware he did raise this issue at the last Airport Consultative Committee meeting.

Supplementary Question:

Given that BHAL were granted an increase in operating hours and have failed to meet its obligations under the NAP will the Council consider compensating residents with a commensurate reduction in their rates?

Reply: Council Tax rates are based on property values and any change to that would require a change in legislation.

2. Aircraft (fixed wing and rotary) perform loops above areas over the LBB, some over the airport, others farther afield. These are referred to as "Circuits". Can I ask the Council to determine the details of these circuits, dates, quantity and purpose and provide me with that information?

Reply: **I will ask the AMO to request this information.**