

NAP Measures from BHAL's 'Review of the NAP'	NAP action from BHAL's 'Review of the NAP'	Noise Action Plan (NAP) point	Biggin Hill Airport Limited (BHAL)'s NAP Review	Additional evidence	Update for February 2024	The Council's assessment	Summary
1	Actions 6 and 8	Operate and maintain a noise and track-keeping system to (NMTK) monitor aircraft operations	A Noise Monitoring Track Keeping System is in use at the Airport. Completed & Ongoing activity.	WebTrak launched in April 2017 and has been running since. BHAL has undertaken review of WebTrak.	After hearing the concerns of residents, the Council asked Biggin Hill Airport to further investigate the accuracy of WebTrak. Following that investigation, the weight of evidence that the council has been presented with does not suggest there are any significant inaccuracies in the WebTrak system. The council has requested evidence from the airport that the Noise Sensitive Areas displayed on WebTrak have not changed at any stage.	The Council is awaiting evidence regarding the NSAs being displayed to ensure the areas have not changed since implementation.	Available evidence to be shared.
2		Produce noise contours, based on five year	The latest is attached to the NAP review.	Noise contours have been	Noise contours are produced quarterly for the Noise and	While it recognised that noise contours are produced, these	Further action required.

		forecast of air traffic	Completed & Ongoing activity.	regularly produced for the Airport Consultative Committee (ACC).	Safety Sub-Committee and reported back to ACC.	contours should be produced at 51dB in line with best industry standard, for the average LAeq,16 hr noise contours for both the 92 day summer average of mode of operation and also for the single modes of operation of the airport i.e. LOAEL, as well as considering the "footprint" of the noisiest aircraft likely to use the airport on both departure and approach. Further measures such as time aircraft are above and number of aircraft should also be taken into consideration, with this all outlined in analysis provided by the Council from Vanguardia.	
3		Undertake regular reviews of procedures to minimize noise	The Airport has conducted a series of reviews to minimise noise disturbance.	Minutes of Airport Consultative Committee support that	BHAL have provided further detail of this practice, which is confirmed to be carried out through	While these activities are important for minimising noise disturbance, the	Further action required.

		disturbance with ACC.	Completed & Ongoing activity.	this has happened.	<p>the Noise and Safety Sub Committee and reported to ACC on a quarterly basis. Progress is also reported to ACC on actions contained within Section 6 of the airport's review of the NAP document. The Safety and Noise Abatement Review Board (SANARB) also 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).</p>	<p>airport could seek further feedback through ACC of suggestions on how to further minimise noise, which the airport should then assess with the assistance of the Council as necessary. A standing item should be added to the ACC agenda in relation to such suggestions. Penalties for aircraft infringements of the airport rules to date have tended to focus on pilots rather than operators. This should refocus on airport operators. Fines should also increase in line with inflation and be allocated to a fund earmarked in a reserve to be administered by the Council for community projects in the eight southern wards.</p>	
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4	Action 15	Undertake community noise surveys using NMTK.	The Airport conducts noise surveys through the deployment of a mobile noise monitor at the request of residents. Completed & Ongoing activity.	The Council has seen results of four deployments of Biggin Hill Airport's mobile noise monitor. Other deployments are referenced in ACC minutes.	The airport reports progress against this item to ACC and currently have 2 mobile monitors and continue to encourage use of these to residents.	It is noted that the airport have reported a low take-up in use of the mobile noise monitor recently. An action plan should be produced to seek to increase this take up.	Further action required.
5		Investigate, log and respond to all complaints relating to London Biggin Hill Airport, reporting details to ACC on a quarterly basis.	The Airport investigates and logs all noise complaints and the complaints, together with the Airport's response, are scrutinised at the Noise and Safety Sub Committee of the ACC. Completed & Ongoing activity.	Evidence of this can be found in ACC minutes. A representative from the Council also sits on SANARB and the Noise & Safety Sub-Committee, at which complaints are discussed.	This process is ongoing, with the reporting of complaints data being reviewed to seek improvements by adopting a more automated process through the airport's ANOMS systems. The updated system is being reviewed through members of the Noise and Safety Sub-Committee and will be reported back to ACC. Responses to complaints are also regularly reviewed, including	The council is supportive of efforts to improve the airport's processes around this and will continue to engage around this on behalf of residents.	Ongoing.

					SANARB and the Noise and Safety Sub-Committee, with input on responses also being sought from residents' associations by the airport.		
6		Calibrate NMTK on an annual basis.	The noise monitors are calibrated annually by a Bruel & Kjaer (B&K) contractor. Completed & Ongoing activity.	The Council have seen calibration details for 2021 and 2020, which references October 2019 calibration.	No update.		Ongoing.
7		Monitor the track-keeping and maximum noise level compliance and take actions as necessary.	Maximum noise level compliance is measured by the two monitors located in the approach and departure paths for both runways. Completed & Ongoing activity.	Evidence of this can be found in ACC minutes. A representative from the Council also sits on SANARB and the Noise & Safety Sub-Committee, at which complaints	No update.		Ongoing.

				are discussed.			
8a		Implement a scheme to incentivize operators of light and training aircraft to install noise suppression equipment or to replace noisy aircraft.	The airport continues to work with operators of light training aircraft to incentivize the installation of exhaust noise suppression equipment. Completed & Ongoing activity.	The scheme is outlined in Appendix 2 of the MIL, though evidence of its application has not been seen.	BHAL have since indicated that they offer a 25% discount on landing fees to owners of single light engine aircraft who install an improved exhaust silencer system. The take up of this scheme is reported to be extremely low due to the cost of these systems.	While this scheme was implemented, it is clear that the intended result has not been achieved. An alternative scheme of incentives that will achieve this result or a similar reduction in noise should be brought forward by the airport for consideration.	Further action required.
8b	Action 9	Implement a scheme to restrict circuit training to certain operating hours.	All circuits, other than for flight training, are approved by the Senior Air Traffic Control Officer (SATCO) or Chief Executive Officer (CEO). Completed & Ongoing activity. The airport commit (through action point 9) to consider extending limits on circuit operations.	Efforts to reduce circuit training are referenced in ACC minutes, though not by hours.	BHAL have provided further detail on the circuit restrictions, including that weekend circuits are only approved for safety/flight currency when they were unable to do this in the week and confirming that circuits must follow the Visual Circuit Instructions, including avoiding NSAs. Progress on further restrictions is reported to ACC, which includes that	It is recognised that action has been taken to limit circuits at the airport. BHAL should provide further detail of circuits that were allowed at the airport, including why they were allowed and confirmation that they should not breach the NSA, with any breaches to be handled as usual for infringements, including with sanctions applied.	Further action required.

					larger aircraft are encouraged to perform circuits at other airports.	Permissible circuit routes should be clearly defined in the NAP review with diagrams. The penalty system should be adjusted so that violations by circuits into NSAs carry a greater penalty sanction than other movements.	
9		Monitor the aircraft movements comprising details of movement numbers in each hour each day, and Runway use.	Every flight is logged into the Stonefield system by air traffic control. These movements are reported to the ACC on a quarterly basis. Completed & Ongoing activity.	Aircraft movement figures are supplied in the NAP review and regularly to ACC, though not to the detail level of each hour.	Monitoring and reporting is ongoing.		Ongoing.
10a	Action 4	Implement introduction of a Global Positioning System (GPS) based Runway guidance system.	In progress. Ongoing activity	This has not yet been achieved. Progress can be charted through	Updates are reported to ACC which relates to the ANAV Airspace Change Proposal for runway 21. Targeted completion is	While it is understood that the change being proposed in respect of ANAV for runway 21 would relate to a relatively low number of	In progress.

				ACC minutes.	reported as September 2024. Updates in relation to runway 03 are in 10b below.	movements, the Council did make representations to contend that new routes should prioritise reducing the impact of noise on residents under the flightpath, which the council want to see reflected in the final proposals.	
10b	Action 1	Implement altered 03 - Instrument approach procedures.	In progress. Delay in implementation of the 03 RNAV approach. Ongoing activity.	This has not yet been achieved. Progress can be charted through ACC minutes.	The Civil Aviation Authority's rejected BHAL's proposed Instrument Approach Procedure for Runway 03 in December 2022. it is understood that BHAL have continued to engage with the CAA on this matter to seek to overcome their concerns. It was reported to ACC that BHAL intend to submit a trial plan for a new approach to the CAA by the end of March 2024, which could see a trial of this approach commence in	While the Council are keen to review the details of the revised proposal, assuming they still deliver the expected benefits to residents, then the Council will look to support this plan.	In progress.

					September 2024. Updates will be provided through ACC.		
10c	Action 3	Work with National Air Traffic Services (NATS) and others to secure the early removal of the VOR beacon at Biggin Hill.	In progress. Ongoing activity	This has not yet been achieved. Progress can be charted through ACC minutes.	Updates will be reported through ACC.		In progress.
11		Operate controls on requested aircraft operations to contain movements to those aircraft meeting the Biggin Hill noise limits.	Maximum noise level compliance is measured by the two monitors located in the approach and departure paths for both runways. Completed & Ongoing activity.	Aircraft at the airport must meet Chapter 3 standards currently and before 7am they must meet Chapter 4.	No update.	While restrictions on aircraft flying at the airport against current aircraft chapter limits are noted, BHAL should ban chapter 3 aircraft from the airport as part of the NAP review and ban chapter 4 aircraft in hours of 6:30-7AM and 10-11PM. BHAL should also work towards a full ban on chapter 4 aircraft through a system of progressively higher tariffs year on year.	Further action required.

12		Limit airport operating hours to 06.30-23.00 on weekdays, and on Saturdays, Sundays and Public Holidays limit operating hours to 08.00-22.00.	The Airport has clearly published its opening hours in aeronautical publications such that they are clearly understood by aircraft operators worldwide. These limits have not been breached. Completed & Ongoing activity.	These hours came into effect and have been operated since May 2017.	No update.		Completed.
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 km ² at 57 dB LAeq,16h.	Noise contours are produced Quarterly by Bickerdike Allen and reported to ACC. The Airport has successfully kept the footprint within the reasonable endeavours target. Completed & Ongoing activity.	Evidenced in noise contours presented to the ACC.	Contours continue to be reported to the Noise and Safety Sub-Committee and ACC.	While reporting continues, contours should be produced at 51dB along with further measures as outlined in item 2 of this table.	Further action required.
13b		Operate the Airport using reasonable endeavours to achieve actual noise contours for daytime, early morning,	Noise contours are produced Quarterly by Bickerdike Allen and reported to ACC. The Airport has successfully kept the footprint within the reasonable	The noise contours attached to ACC minutes show that in each quarter they have	Contours continue to be reported to the Noise and Safety Sub-Committee and ACC.	While evidence of operations keeping within the 57dB contours is regularly provided, the airport should be measures against 51dB contours along with	Further action required.

		and late evening less than the 2020 forecast noise contours.	endeavours target. Completed & Ongoing activity.	been reported, the contours have been within the reasonable endeavours limit.		further measures as outlined in item 2 of this table.	
14a		From 1 January 2016 operate a ban on fixed wing aircraft which are not fully compliant with ICAO Chapter 3 or above noise certification numerical standards.	The Airport has limited use of the airport to those aircraft types that meet the ICAO Chapter 3 standard. Completed & Ongoing activity.	UK AIP does state that aircraft using Biggin Hill Airport must be ICAO Chapter 3 compliant or better	No update.	While it is acknowledged the airport has banned aircraft not compliant with Chapter 3, a ban should now be implemented on aircraft that do not meet Chapter 4. Aircraft that do not meet Chapter 14 should also be banned between the hours of 6:30-7AM and 10-11PM, while working towards a full ban of these aircraft through a system of progressively higher tariffs year on year.	Further action required.
14b		Operate a ban on fixed wing aircraft that do not meet the ICAO Chapter 4	For new based and non-based aircraft operations, the Airport has limited the use of the airport	No additional evidence	BHAL have reported that very few aircraft operating at the airport do not meet Chapter 4 and that	The Council is not aware of evidence of aircraft not meeting Chapter 4 operating	Further action required.

		noise certification numerical standards between 06:30 and 07:00 (except for existing based aircraft)	to those aircraft types that meet ICAO Chapter 4 standard. Completed & Ongoing activity.		'Prior Permission Required' Regulations allows BHAL to verify aircraft Chapter, with Aircraft Noise Certificates being requested from operators as evidence if required.	between 6:30am and 7am. However, BHAL should ban all aircraft not meeting Chapter 4 and ban aircraft not meeting Chapter 14 in the early morning and late periods, working towards a full ban as outlined in item 14a above.	
14c		Operate the airport using reasonable endeavours to ensure that these Chapter 4 aircraft operate within a maximum noise level set by the noise characteristics of the Learjet 35 or a comparable aircraft	The Airport has used all reasonable endeavours to ensure that Chapter 4 aircraft operate within a maximum noise level set by the noise characteristics of the Learjet 35 or a comparable aircraft. Completed & Ongoing activity.	No additional evidence	No update	The airport should work towards a ban of Chapter 4 aircraft, as outlined in item 14a above.	Further action required.
15		Manage compliance with the preferred noise routes and tolerance limits	The NMTKS incorporates an automatic detection tool and any breach of Track Violation Limits (TVLs) or	Evidence of this can be found in ACC minutes. A representati	This monitoring is ongoing.	While monitoring is acknowledged to be continuing, TVLs should be altered when departing to better avoid NSAs to	Further action required.

		using the NMTK system.	penetrations of any Noise Sensitive Areas (NSAs) are recorded and acted upon. Completed & Ongoing activity.	ve from the Council also sits on SANARB and the Noise & Safety Sub-Committee, at which complaints are discussed.		the north entirely, which could be compensated for by allowing a wider TVL southwards from the preferential route, i.e. away from built-up areas. If there are operational challenges with this, an alternative proposal should be brought forward by the airport.	
16		Operate the Airport in accordance with the noise abatement procedures delineated in the UK AIP.	All limitations are set out in full in the UK AIP (which automatically confers inclusion in all Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) flight guides) such that operators understand the noise abatement measures applicable to the Airport. Completed & Ongoing activity.	Procedures are set out in the UK AIP. Aircraft breaching NSAs & NPRs are warned and sanctioned.	This process is ongoing.	While operations within the current airport rules are generally acknowledged, the Council has requested a number of changes to the airport rules to complete the NAP review including in relation to the noise abatement procedures, for instance in relation to Track Violation Limits in item 15 above. VRF approaches should also be replaced in	Further action required.

						due course by a revised approach to runway 03 to be approved by the CAA, as outlined in item 10b above.	
17		Discourage the use of aircraft reverse thrust except where its use is required for safety reasons	The airport has published in the UK AIP the following: UK AIP: EGKB AD 2.21 NOISE ABATEMENT GENERAL instructions: Paragraph (C) Pilots are requested to avoid the use of reverse thrust or reverse pitch above idle power settings on landing, consistent with the safe operation of the aircraft. Completed & Ongoing activity.	Referenced in UK AIP.	No update.		Ongoing.
18		The airport will put in place a sound insulation scheme for residential properties (RSIS) relating to exposure to noise in the early morning	The Airport has put in place a scheme for certain residential properties in order to mitigate the effects of aircraft noise during the period 06:30 to 07:00 (the Early Morning Period). Completed & Ongoing activity.	Scheme set out in MIL Appendix 1.	No update	Further evidence should be provided of the take up of this scheme. It is understood that few if any properties qualify for this support at present and if this is the case, a supplementary	Further evidence and/or action required.

						scheme should be proposed by BHAL that provides meaning support in line with the intention of this commitment.	
19		Provide information and services to the London Biggin Hill Airport Consultative Committee (ACC).	On a quarterly basis the Airport provides a detailed report to ACC. Completed & Ongoing activity.	ACC minutes show this to be the case.	Ongoing.		Ongoing.
20		Monitor and report progress against Noise Action Plan actions to ACC, provide statistics in the Performance Monitoring Report.	On an annual basis the Airport Issues a Performance Monitoring Report (PMR) on actual summer contours. Completed & Ongoing activity.	ACC regularly updated, though not specifically about NAP points.	Progress against action points from the Airport's review of the NAP are reported to ACC each quarter.	Reporting of progress against these action points is noted, although as the NAP review is not complete, these point do not represent a full list of actions that BHAL need to take from the NAP review.	Ongoing.
21		Engage with local planning authorities to ensure awareness of aircraft operations is considered in land use	The Airport works closely with the Council to advise against and also discourage residential and other noise sensitive development close to the airport	A member of the Council's planning team regularly sits on the ACC and feeds in updates	A submission was received from BHAL to a consultation for Bromley's local plan review, with this review process ongoing in 2024.		Ongoing.

		development, for instance with the Council over future work on the local plan.	boundaries or in areas likely to be affected by aircraft noise. Completed & Ongoing activity.	about planning policy.			
22		Provide an information pack to local Estate Agents, and to those seeking information on local conditions prior to relocating to near the Airport or its departure and arrival tracks.	The Airport tailors information packs to local estate agents relating to a specific property enquiry. This on request pack will identify how a specific property may be affected by the Airport operations. Completed & Ongoing activity.	No additional evidence	No update.		Ongoing.
Table 2.5 item i		Carry out a review of arrival and departure routes and based on the results trial any new procedure with the aim of reducing further the over flight of residential areas.	The 21 VFR departure route was modified in 2019/20 and work continues to trial further procedural changes.			See 10a above regarding runway 21 and 10b above regarding runway 03.	
Item ii		Use reasonable endeavours to promote and support airspace changes in order	This activity falls under the London Airspace Modernisation Programme (LAMP)			See action 2 below.	

		to benefit local residents through the creation of greater amount of controlled airspace.					
Item iii		Prepare and issue quarterly complaints report.	These reports are compiled and issued to ACC via the Noise and Safety Sub Committee			See item 5 above.	
Item iv		Prepare and issue Integrated Noise Monitoring (INM) report when contours are prepared.	These reports are compiled and issued to ACC			See item 2 above.	
Item v		Prepare and issue five yearly Performance Monitoring Report	This activity has been undertaken as part of the 5-year review of the NAP.		No further report is yet required.		No further action required at present.
Item vi		Investigate the potential and benefit that might arise from introducing a departure noise preferential route track performance target, with	Track Violation limits are in place and performance is monitored through the SANARB		BHAL provided further input against this item which highlighted that code of practice/briefing leaflets had been produced for departing aircraft, which are updated as needed.	While the information provided by BHAL is noted, this does not complete this requirement. BHAL should bring forward a proposal for track performance targets with penalties for	

		penalties for recurrent failures to meet target.				operators if a certain number of aircraft exceed the TVLs, with these penalties to fund community projects under the flightpath, as described for circuits in item 3 above.	
Item vii		Investigate the potential and benefit that might arise from introducing a Biggin Hill specific Code of Practice for Arriving Aircraft.	Briefing leaflets (Code of Conduct) covering arriving aircraft have been produced and published. These are subject to constant review.				Ongoing.
Item viii		Investigate the potential and benefit that might arise from introducing a Biggin Hill specific Code of Practice for Departing Aircraft.	Briefing leaflets (Code of Conduct) covering departing aircraft have been produced and published. These are subject to constant review		Revised briefing leaflets for departing IFR and VFR flights were produced.		Ongoing.
Item ix		Dependent on the related work with NATS investigate the potential and benefit that might arise from	This activity falls under the London Airspace Modernisation Programme (LAMP)			See action 2 below.	

		introducing continuous descent arrival (CDA) and continuous climb departure (CCD) performance at London biggin Hill.					
Item x		Work with operators, NATS and other stakeholders to introduce new technologies which can reduce noise impact.	This remains an on-going activity.			The Council is keen for BHAL to explore aircraft technologies that could reduce the noise impact for residents under the flightpath, as well as reducing carbon emissions and pollution.	Ongoing.
Item xi		Review communication material and the Airports' website with respect to noise/noise management.	This remains an on-going activity and addressed in action 6.1 (15)			See action 14 below.	
	Action 1		The Airport will continue to complete the remaining tasks within Stage 5 of the CAP 725 process and work to implement the 03 RNAV approach as soon as practicable.			See item 10b above.	

	Action 2		Engage with London Airspace Modernisation Programme (LAMP) to design optimum routes that reduce noise impact on residents.	Updates are provided to ACC.	This is being progressed through the CAA's Future Airspace Strategy Implementation South (FASI-South). Details about stage 3 consultation are currently being awaited.	The Council is monitoring these developments as they progress and will make representations in consultations on behalf of residents under the flightpath as required.	In progress.
	Action 3		Continue to engage with NATS to decommission the BIG VOR beacon by December 2022.			See item 10c above.	
	Action 4		The Airport will continue to progress the ACP relating to Runway 21 overlay to produce a Global Positioning Satellite navigation approach.			See item 10a above.	
	Action 5		The Airport will endeavour to ensure that the Runway 21 ACP includes an increase in the approach angle and enable the Airport to increase all approaches to 3.5 degrees.		It was reported during the consultation for the ANAV Airspace Change Proposal for runway 21 that this option had been explored with the CAA but was not proceeding.		Not yet completed.
	Action 6		Undertake a specific trial to identify the challenges and			See item 1 above.	

			disparity between a ground observed aircraft position and its track.				
	Action 7		Undertake a specific trial to ascertain the difference in noise between a light aircraft overhead and then offset to one side to quantify the difference in noise.		Progress to be reported to ACC.	The Council is unaware of evidence that this has been completed.	Further evidence or action required.
	Action 8		Related to action 6 & 7, correlate trial data to assess accuracy of Webtrak against GPS navigational aids.			See item 1 above.	
	Action 9		Consideration to extending limits on circuit operations and imposing additional restrictions on ground noise.		See item 8b above in relation to circuits. Re ground noise, progress is reported to ACC. The Airport continues trials looking at the location and orientation of aircraft when conducting preflight checks that require ground power units or the aircrafts own auxiliary power units. The Airport is investigating the	See item 8b above in relation to circuits. The Council will assess any new measures from the airport in relation to ground noise to ensure they will deliver the expected benefits for residents.	In progress.

					possibility of reducing the time APU's and ground power is used without increasing safety implications. Benefits will be adopted into the airport's Ground Noise Action Plan.		
	Action 10		Work with Navigational Service providers, such as 'Sky Demon' to ensure correlation between Webtrak NSA positional data and navigational systems.		It was reported to ACC that both Pooleys and Sky Demon had updated their systems and that no further action is being taken on this point.		Completed.
	Action 11		The Airport will continue to monitor TVLs through the programming of the NMTKS.			See Item 15 above.	
	Action 12		The Airport will publish the relevant NSA and TVLs (if applicable) when responding to residents' observations.		Progress is reported through ACC and the BHAL are noted to show TVLs and NSAs in response to resident complaints as relevant. NSA diagrams also feature on the revised Code of	Improved disclosure of NSAs and TVLs is noted. Accurate diagrams should be included in the final revised NAP.	Further action required in due course.

					conduct for departing IFR and VFR flights.		
	Action 13		Continue to work with helicopter operators to investigate measures to further reduce noise disturbance.		A draft Helicopter Code of Conduct has been produced and is being reviewed by the Council.		In progress.
	Action 14		Work with the Council to enhance public understanding through online briefing packs and simplification of technical terminology.		Progress is reported to ACC. BHAL is noted to be developing online briefing material regarding airspace structure, approach procedures, NSAs and terminology. Use of social media platforms is also noted. Responses to complaints have also started to include a website link to give access to additional information.	Progress on this point is noted and welcome and the Council will continue to assist BHAL as needed to further improve public understanding.	Ongoing.
	Action 15		The Airport will encourage further use of the mobile noise monitor to allow residents to independently assess actual noise levels.			See item 4 above.	

	Action 16		Capture lessons learnt from other airports to produce web-based information on departure routes and operating procedures.		Progress is reported to ACC, which notes that best practice is being captured from other Airports.	In connection with action 14 above, progress on this point is noted and welcome, with the Council continuing to offer assistance as needed.	Ongoing.
	Action 17		Seek to follow the recommendations of the governments new independent commission on civil aviation noise (ICCAN) guidance and for noise action plans, where appropriate.		Progress is to be reported through ACC.	The Council is not aware of any progress on this item to date.	Further action or evidence required.