

BIGGIN HILL AIRPORT CONSULTATIVE COMMITTEE

Minutes of Meeting held on Thursday, 20 May 2010 at 3.30pm.

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|--|------------------------|------------------------------------|
| Present: | Chairman | Mr C. Hardcastle |
| | Deputy Chairman | Mr. J. Bowden |
| | Secretary | Mr. G. Crowe |
| Organisation: | | Representative: |
| Biggin Hill Airport Limited | | Mr A. Walters - Chairman |
| London Borough of Bromley | | Mr P. Loneragan - Airport Director |
| Bromley Residents Federation | | Councillor J. Benington |
| Metropolitan Police | | Councillor E. Bosshard |
| Air Displays International | | Mr C. Cadzow |
| Surrey County Council | | PC. A. Gamble |
| Tatsfield Parish Council | | PC. A. Gaywood |
| London Borough of Bromley (Officer) | | Mr C. Hitchens |
| Leaves Green & Keston Vale Residents Assn. | | Councillor D. Hodge |
| South London Business | | Councillor I. Mitchell |
| Biggin Hill School of Flying (Cabair) | | Mr M. Nunn |
| Biggin Hill Residents Association | | Mr P. Osborne |
| | | Mr P. Pledger |
| | | Mr D. Ponoosami |
| | | Mr D. Watson |
| | | Mr B. Wingate |

1. Apologies for absence

- 1.1 Apologies for absence were received from Mr G. Atwell (Business and Commercial Users), Councillor Mrs E. Bracken (Sevenoaks District Council), Councillor K. Harwood (Tandridge District Council), Councillor A. Michael (London Borough of Bromley) and Councillor R. Parry (Kent County Council).

2. Membership

- 2.1 The Committee was informed that:
- (a) Former Councillor L. Clancy was no longer a member of Croydon Council and therefore of this Committee and had been replaced by Councillor R. Chatterjee.
 - (b) Former Councillor P. Bloomfield was no longer a member of Bromley Council and no longer a member of this Committee. Councillor Bosshard was his deputy and had been invited to this meeting. No information had yet been received about a replacement member.
- 2.2 It was noted that Councillor Bloomfield had been a member of this Committee for at least 20 years. He had regularly attended meetings and provided information and advice and had worked hard as a councillor. It was agreed that the Chairman should write to him on behalf of the Committee to thank him for his contributions at its meetings.

Action: Chairman

- 2.3 The Chairman advised that he had been concerned that the Committee was not pro-active enough and had been looking at its Constitution to see what could be done to make the Committee's meetings more meaningful. He was also disappointed that, since Mr Hayward had retired, regular reports on planning issues were no longer received. He invited comments.
- 2.4 Mr Ponoosami said that the Airport was a private one. However, he had the impression that the private sector was not sufficiently well represented on the Committee. He suggested that there should be a stronger representation from the business sector.
- 2.5 Mr Osborne, however, said that there was an airport user body that met regularly. The Committee should not become another user group and the balance of representation from the various sectors should not be altered.
- 2.6 The Airport Director advised that it was not intended to alter the number of representatives from each sector. However, not all representatives on the Committee reflect the current situation on the Airport and some representatives rarely attend meetings.
- 2.7 Councillor Hodge suggested that the Constitution of the Committee should be examined to ensure that it reflected the present situation at the Airport. The Chairman responded that the Constitution was similar to that of other airports' consultative committees and appeared to meet current requirements. It also appeared to comply with the legislation under which airport consultative committees were required.
- 2.8 The Committee agreed to the review of membership as proposed by the Chairman and the Airport Director.

**Action: Chairman/
Airport Director**

3. Minutes of the previous meeting

- 3.01 The minutes of the meeting held on Thursday, 21 January 2010 were approved as a correct record and signed by the Chairman.

4. Matters arising from the minutes

- 4.01. Heritage Centre proposal (minute 5 refers)
The Committee was advised by the Chairman that his letter to Bernie Ecclestone about an alternative site for the Heritage Centre had been acknowledged but that the promised substantive response had not been received despite two or three reminders having been sent.
- 4.02 Mr Osborne said that there was a dialogue taking place between F1 and Bromley Council and that he was hopeful of a positive outcome for the Heritage Centre. Mr Walters in agreeing that discussions were taking place advised that consultants were carrying out a study that would be completed in the next few weeks. Councillor Benington reported that the discussions were commercially sensitive at present and that they were generally positive.

5. Economic Development, Employment and Training

- 5.01 The Committee viewed a film that had been made on the Airport and was available on the Airport's website. After the Committee had seen the film Mr Walters referred to the words displayed at the end of it, "Biggin Hill is much more than just a place for planes to land and take off". He said that the real obstacle to growth was the lack of understanding and support for businesses

on the Airport by Bromley Council. Local authorities should recognise their importance in encouraging job creation. He was only too willing to work with the local authorities. The Airport was a valuable asset to the area that was not being used to its full.

- 5.02 Mr Pledger said that there needed to be a balance between environment and economic development in the development of infrastructure. Bromley could be an extremely wealthy area if the Airport was developed wisely. Mr Pannoosami referred to a study for South Africa which found that for every job created on airports two additional ones sprang up off them.
- 5.03 Mr Walters said that he was encouraged by what had been said. It was not true, as has been said by some people, that the Airport wanted to emulate Stansted or Gatwick airports. It would be possible for decisions to be made that would assist the local economy without having a significant impact on the environment. A Master Plan had been produced in 2006 but no progress had been made on implementing it. At Southend the local authorities had worked together to produce a plan for the development of Southend Airport for the benefit of the local community and the development was taking place.
- 5.04 Councillor Hodge said that the community surrounding Biggin Hill needed jobs and he referred to delays in planning permission being granted for the proposed hotel. Cllr Benington said that all applications for development on the Airport and the adjoining industrial estates had been allowed without major problems. Planning permission had been granted for the hotel after initially being refused due to design issues. The decision had been upheld on appeal. The site was a landmark one. He referred to a vociferous minority that live under the flight path and said that the Airport's lease allows for 125,000 movements a year. It was currently operating 60,000. There was, therefore, the capacity for expansion for jet aircraft, especially if the flying clubs were removed. The only restrictions related to noise and hours of operation. The Chairman added that the Airport was also not allowed to operate scheduled flights and, in reply, Cllr Benington said that it was a business airport and that the Council was keen to support business.
- 5.05 Mr Walters said that complying with strict noise requirements set down in the lease was not a problem to operators at the Airport. However, the restricted operating hours and the refusal to allow members of the public to buy tickets on flights from the Airport did damage the economic performance of the companies based on the Airport and the Airport's ability to attract new customers and investment. Local people had been able to use the Airport for eight years under the lease. However, since 2002 the Court of Appeal had imposed a prohibition on ticket sales when the Borough Council had merely been seeking to restrict the number. Whether passengers paid a fare was irrelevant to the environment and some flights could carry more passengers than they did.
- 5.06 Cllr Hodge said that the Government had decided that there would be no extension at Gatwick or Heathrow. Local people had to travel to Gatwick or further to fly anywhere, which was bad for the environment and illogical. He suggested that a small group should be formed to work with the Borough Council and include representatives of local residents to see if a proposal acceptable to all sides could be produced.
- 5.07 Mr Wingate said that the Airport should be able to be used to the full benefit of the community.

- 5.08 Mr Walters proposed that the Borough Council should be asked to convene a senior officer working group to pursue the issues outlined above. The group should also include senior officers from Kent, Surrey, Croydon, Sevenoaks and Tandridge councils. He also proposed that Consultative Committee itself should form a sub-group to recommend a way forward.
- 5.09 In response to a question from the Chairman no-one indicated that they were against the proposals. The Chairman undertook to send a letter to Bromley Council asking for the chief officer working group to be set up. Councillor Benington suggested that it should be addressed to the Leader of the Council.
- Action: Chairman**
- 5.10 The Airport Director drew attention to an advert which had appeared in *Biggin Hill News* on 1 April 2010, a copy of which was tabled.
- 5.11 The Chairman referred to girls from Newstead Green Grammar School having visited the Airport and the Airport Director advised that there was a full programme of visits. Seven schools had visited recently as well as cubs and scouts groups.
- 5.12 Mr Hitchens reported that on the Friday of the Airshow weekend 1,600 young people from schools in the area would be visiting the Airport to learn about employment in the aircraft industry. A Typhoon aircraft would be on display.
- 5.13 Mr Ponnoosami suggested that a letter should be sent to the Secretary of State for Transport and copied to the Greater London Authority, pointing out the potential for new jobs at the Airport.
- 5.14 The Chairman asked whether the lease would allow the types of technologies on the Airport to be widened to enable it to become a base for high-tech industries. Mr Walters said that it had never been a problem with the planning department. Mr Nunn added that a lot could be carried out as permitted development and referred to the Rizon and Jet Aviation hangars in this respect. Mr Walters confirmed that the Airport had entered into an agreement with Bromley Council that they would have 28 days to express a view. Mr Nunn commented that the agreement, worked well.
- 5.15 Mr Waters said that the Airport was being marketed as Bromley's aerospace and employment centre and was trying to attract new companies on to it. One using Bombardier aircraft had recently left due to an accessibility issue. It was intended to develop the West Camp and other vacant areas.

6. Property development and planning issues

- 6.01 Mr Nunn advised that there was nothing particular to report.
- 6.02 Hotel - in answer to a question from Councillor Mitchell Mr Nunn advised that the conditions on the planning permission for the Hotel had still to be discharged. Mr Walters advised that the difficulty had been securing finance due to the economic climate. He was still optimistic that the Hotel would be open in time for the 2012 Olympics.
- 6.03 The Airport Director referred to his report which advised that:
- after an extended period of design and tendering, the Airport had now issued an instruction for the commencement of construction works for the new fire station. Completion was expected in early autumn;
 - due to the projected growth of traffic for 2012 the Airport had started the completion of the ramp area in front of the proposed terminal hangar and completion was expected at the end of June;
 - the ramp area at Interflight and the upgrading of security measures

for airside access had been completed.

7. Environment

7.01 There were no new matters relating to the environment to report.

8. Airport Director's Report for January to March 2010

8.01 The Airport Director's report was tabled and it was presented by him. It advised the Committee, among other things, about:

8.02 An extract from the Euro Control Medium Term Forecast.

8.03 Movements from January to March – it was noted that heavy snowfalls during January and wintry conditions in February meant that movements across all categories were down on the forecast for the first two months. The Director expressed his gratitude to Airport team who had kept the runway and taxiways clear and the Airport open for business. Movements in March had improved considerably but there was still a shortfall on the previous year. The combined corporate movements had ended the year 17% below target, whilst the light aircraft movements were just under 2.7% below target.

8.04 The operational movements during the first quarter of 2010 were:

| | Club Circuit | Club Other | Private Owner | ATM Schld | ATM Charter | Corp. Jet | Corp. Twin | Helis | Total |
|--------------|--------------|------------|---------------|-----------|-------------|-----------|------------|-------|-------|
| Jan | 895 | 305 | 492 | 0 | 438 | 184 | 57 | 57 | 2,428 |
| Feb | 867 | 244 | 394 | 0 | 439 | 229 | 47 | 73 | 2,293 |
| Mar | 2,122 | 731 | 970 | 0 | 451 | 320 | 56 | 121 | 4,771 |
| Year to Date | 3,884 | 1,280 | 1,856 | 0 | 1,328 | 733 | 160 | 251 | 9,492 |

8.05 During the same quarter of 2009 they had been:

| | Club Circuit | Club Other | Private Owner | ATM Schld | ATM Charter | Corp. Jet | Corp. Twin | Helis | Total |
|--------------|--------------|------------|---------------|-----------|-------------|-----------|------------|-------|--------|
| Jan | 1,620 | 691 | 535 | 0 | 483 | 253 | 95 | 169 | 3,846 |
| Feb | 1,789 | 789 | 515 | 0 | 466 | 174 | 59 | 144 | 3,936 |
| Mar | 2,773 | 988 | 878 | 0 | 493 | 310 | 53 | 149 | 5,644 |
| Year to Date | 6,182 | 2,468 | 1,928 | 0 | 1,442 | 737 | 207 | 462 | 13,426 |

8.06 Air Traffic Control (ATC) – the CAA inspection of ATC and TELS had been completed and they had both been approved. ATC had also had Meteorological Office annual inspection and once again it had been commended for its accuracy and the frequency of its meteorological observations.

8.07 The manager of ATC was reviewing the impact that model aircraft flying sites had on the airport operation. Three clubs had been resident within 3 miles of the Airport for many years. In 2009 there were occasional sightings of model aircraft by airport traffic and on one occasion, an air proximity report had been filed. The operation of model aircraft in excess of 7kg dry weight within the Biggin Hill ATZ required agreement by the Airport and was currently in the form of a temporary arrangement valid until June 2010.

8.08 Operations - as part of the Air BP contract all four of the fuel trucks had been replaced with new Mercedes vehicles.

8.09 Schedulers and Despatchers Conference, USA - The Business Development Manager had been to the Conference and had reported that the Show had an

increase of 20% in the attendance on the previous year. The atmosphere at the Show had been more upbeat due partly to the relative increase in confidence in the US market

- 8.10 EBACE – There had been more exhibitors and attendance than in the previous year at the European Business Aviation show in Geneva and more aircraft had been sold.
- 8.11 Website - The Airport's website had been updated.
- 8.12 School visits and work experience students – There had been seven visits during the three months.
- 8.13 Biggin Hill Residents Association - The Airport Director had presented David Haslam, the Chairman of the Biggin Hill Residents Association, with a cheque for £5,000.
- 8.14 Volcanic ash – In answer to a question from Mr Pledger the Airport Director advised that the Airport operated Instrument Flight Rules (IFR) and Visual Flight Rules (VFR). There had been restrictions on IFR movements. Risk assessments had to be carried out for VFR and there had been no restrictions on aircraft operating from the Airport. In his answer to a further question from Councillor Mitchell the Committee was advised by the Director that planes had been able to fly at 3,500 feet and then, when clear of the area where the ash was, ask for permission to fly at altitude.

9. Report by the Chairman of the Noise and Safety Sub-Committee

- 9.01 The report of the Flight Evaluation Unit for the first quarter of 2010 was tabled together with the map that plotted the areas from which the comments had emanated. The report advised that there had been a total of 9 comments during the quarter of which 8 related to Biggin Hill Airport.
- 9.02 In the absence of Councillor Parry, the Chairman of the Sub-Committee, the report was presented by the Airport Director. He advised that one complaint related to a balloon! Two related to the Boeing 727 aircraft that had been discussed at previous meetings. It was a large aircraft and therefore appeared to be low. The Airport had been in contact with Bromley Council about the aircraft and the Borough Solicitor was now satisfied. It had also been in touch with Quietwing who fitted the hush kit. Runway 03 had been used on and off for two months, which was unusual.
- 9.03 Two complaints related to an approach over Woldingham. Responses had been sent showing the flight path. In answer to a question from Councillor Mitchell, the Airport Director advised that the complaint from Tatsfield related to a visiting aircraft which had carried out an incorrect turn. An apology had been issued.
- 9.04 Permission had been granted for a noise meter to be sited on the Airport for Bromley Council.

10. Community Relations

- 10.01 Press cuttings - The press cuttings for the last quarter had been circulated with the agenda for the meeting.

- 10.02 Airport tours - A paper was tabled that summarised the feedback on the behind-the-scenes tours of the Airport. The Airport Director advised that the comments were encouraging. In response to a suggestion from Mr Hitchens, he agreed to consider putting the results on the Airport website.

Action: Airport Director

- 10.03 Airshow 2010 - Mr Hitchens from Air Displays Ltd gave a brief overview of the arrangements for the Airshow. He reminded members that the MOD had asked for it to commemorate the 70th anniversary of the Battle of Britain and there was interest from media from around the world.
- 10.04 70,000 visitors were expected and local residents were supportive. In answer to a question from Councillor Benington about a comment in the feedback from the behind-the-scenes tours regarding free admission to the Airshow for local residents, Mr Hitchens said that this would not be possible.
- 10.05 Mr Hitchens said that the Airshow was a good marketing opportunity for any local business. The traffic management plan had been looked at carefully but with so many visitors there would be delays.
- 10.06 The Airport Director was asked about aircraft being allowed to use the Airport during the Eastbourne airshow. Mr Lonergan advised that the matter had been taken up with Marc Hume, the Director of Regeneration and Recreation at Bromley Borough Council, who had asked for the times of the flights.
- 10.07 Traffic regulation - Mr Wingate asked about the purpose of a hatched area on Westerham Road adjacent to the Airport and was advised that it was to regulate the flow of traffic into the roundabout. The Airport Director added that the Airport paid for the maintenance of the roundabout.

11. Any other business

- 11.01 There were no items of any other business.

12. Dates of meetings 2010

- 12.01 It was noted that it had previously been agreed that meetings during 2010 would be held on the following Thursdays at 3.30pm at the Airport:
- 15 July 2010;
 - 21 October 2010.

There being no further business, the meeting closed at 5.05pm.