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Dear David,

A new consultation has been launched by Biggin Hill Airport (see below).

You may remember that one of the conditions for the approval of the increase in operating hours was the establishment of a new GPS route to the Southern end of the runway (Runway 03).

The GPS route in itself is a necessity for a commercial airport (which Biggin Hill has now become), not a benefit for the residents. It allows it to use both ends of the runway to accommodate varying wind directions, which will obviously entail more aircraft of the larger variety. There was however a mitigation offered to the long-suffering residents living in the areas North of the airport (including the hospital) in the form of a 'new' route to the Southern end of the runway, which, for some 30% of the time, would avoid duplicating the standard ILS route from the North to the hospital before swerving over Keston.

The new route was the subject of a consultation in the early part of last year. In spite of the Airport stating that it had passed consultation and was with the Civil Aviation Authority for approval, that route did NOT pass consultation (Gatwick had objected!) and never reached the CAA.

Now the Airport is having to consult again over a second version of the route to try and stay clear of Gatwick's airspace. The major changes for arrivals do not affect Bromley but areas around Warlingham and Woldingham. HOWEVER, contrary to statements made by the Airport to Bromley Council and the News Shopper, take-offs do affect the areas to the North of the runway as large aircraft climb North (i.e. the ILS route in reverse) before turning East.

Many of you will have noted large aircraft now taking off as well as arriving over Sainsbury and the hospital.

A map is included on page 31 of the consultation report published on 27 February 2017, which carries no explanation from the Airport, but indicates that take-offs will now be even more intrusive than was forecast in the 2016 consultation over East Keston, Farnborough and Crofton. In fact, they seem to reach Orpington station before turning East towards Crockenhill. Even the Southern parts of Petts Wood appear to be affected. Please note that the Airport's stated policy for take-off is for aircraft to turn East 1 nautical mile (just over a normal mile) from the end of the runway. To give you an idea, the hospital is about 2.5 nautical miles from the end of the runway.

We have asked the question of why this is necessary, considering that this does not affect Gatwick, but no reply is forthcoming. We have also asked for a clearer map than the one provided, so that we could be more precise about the areas affected, but so far we have not received one.

So, although the GPS route being consulted upon is preferable to the existing arrangements to land on R03 (the Southern end of the runway), the prospected route for take-offs is unwelcome.

If you believe that you are going to be affected, you may want to ask your councillors to find out why take-offs need to reach our part of the borough before turning away. During the approval process, the Council made a big play of a 30% reduction in noise over the most affected areas North of the airport, but it seems that the Airport is just planning to replace landings with take-offs (which are even noisier).

It is also important that you notify the Chairmen of your residents associations, particularly Bob Hadley, the Chairman of the Crofton RA, who is also the Chairman of the Federation of Residents Association and also represents residents on the Airport Consultative Committee. His e-mail address (as found on Bromley Council's website) is Robert.hadley@btinternet.com.

The consultation can be found at <http://www.bigginhillairport.com/stakeholder->

[consultation/](#) (see map on page 31 in particular) and comments can be e-mailed to acp@bigginhillairport.com. Please copy Andrew.rogers@bromley.gov.uk.

A PDF version of the Consultation can be found [HERE](#).

Please note that the consultation ends on 10th April.

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