

## **` The Keston Noise Sensitive Area (NSA)**

This update covers the latest news from:

### **1. The Keston Village Residents' Association (KVRA)'s 2024 Monitoring Exercise.**

From the 17th of June to the 17th of September 2024 the KVRA undertook a monitoring exercise to assess the number of aircraft incursions into the Keston Noise Sensitive Area (NSA). Complaints were reported using WebTrak<sup>1</sup> in accordance with the Airport's complaints process. The outcomes from the exercise were finalised on the 4th of March 2025 when the Airport provided details of all outstanding complaint investigations. The headline findings showed that:

- **37% of aircraft were found to have had no justifiable or mitigating reasons whatsoever for entering the Keston NSA**
- **35% of aircraft were following an Air Traffic Control (ATC) instruction** for safety requirements (i.e. separation to allow other aircraft to land; safety requirements when operating heritage aircraft (spiral descents); hazard avoidance (birds).
- **28% of aircraft were executing the permitted Visual Flight Rules (VFR) Runway 03 approach** as a consequence of the prevailing weather conditions.

### **2. The KVRA's application to become a member of the Biggin Hill Airport Consultative Committee (BHACC)**

On the 23rd of April 2025 the KVRA's application for membership was approved by the BHACC. The KVRA looks forward to working with the BHACC.

### **3. Progress to date of the Airport's Action Plan to actively reduce the number incursions by aircraft across the Keston NSA.**

The KVRA's direct engagement with the Airport coupled with its membership of the Airport Residents' Noise Action Forum (ARNAF) has proved to be an extremely effective means of working together for the benefit of residents. The Airport has responded very positively to the KVRA's 2024 Monitoring Exercise and agreed the following four strategic objectives:

1. To reduce the number of jet aircraft incursions into the Keston NSA by:
  - Understanding and acknowledging that while aircraft undertaking a circling approach are permitted to fly into the NSA, the proposed new

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<sup>1</sup> WebTrak is the Airport's website complaint reporting portal.

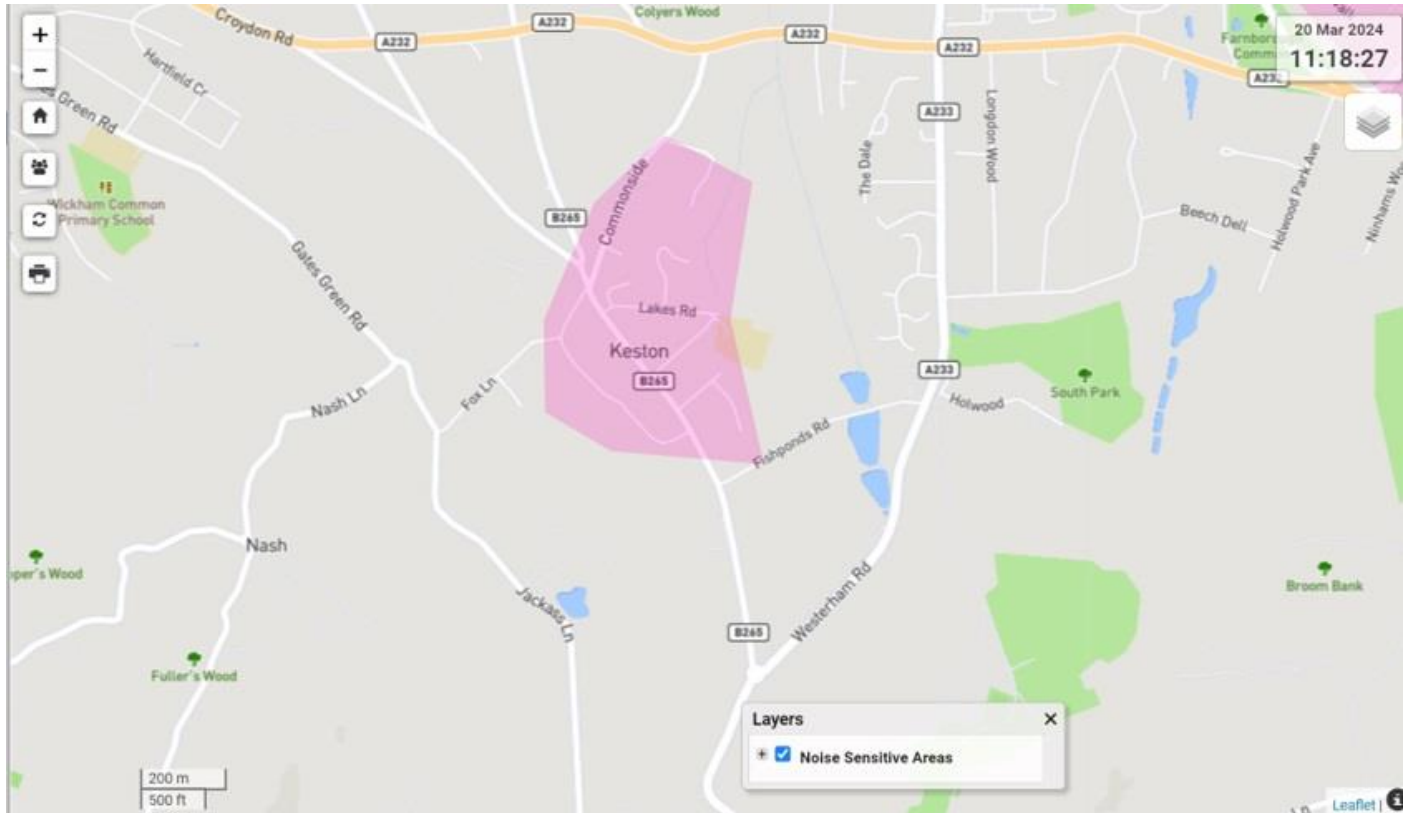
Runway 03 Area Navigation (RNAV) approach should result in fewer overall flights across the NSA. The Airport has confirmed that initial simulation trials were conducted in mid-April and have proved the proposed design is flyable. Flight validation trials will be conducted in May/June and the Civil Aviation Authority (CAA) has committed to supporting the programme plan. It is expected that the trial and therefore the operation of the new procedure will commence in Q3 of this year.

2. Reduce the number of General Aviation (GA) (light aircraft) non-justifiable incursions into the Keston NSA by:
  - A specific campaign with the locally based Experimental Flying Group (EFGH) Flying School and then a role out to other GA operators: The Airport has shared data from its Airport Noise Monitoring System (ANOMS) with the KVRA which shows a marked improvement in GA flights avoiding the Keston NSA. The KVRA's Monitoring Exercise has involved the Airport undertaking detailed analysis and discussions regarding aircraft sequencing, controller workload, frequency of radio transmission during busy periods and the option of a left base join for aircraft approaching Runway 21. These discussions and analysis have helped to reduce the number of non-justifiable incursions.
3. Reduce the number of non-justifiable helicopter incursions into the Keston NSA by:
  - The introduction and dissemination of a new Helicopter Code of Conduct. Having produced the Helicopter Code of Conduct, the Airport is now using the same methodology it is using to reduce GA incursions to reduce the number of non-justifiable helicopter incursions. Progress is being made but there is still more to be done.
4. Review the current boundaries of the Keston NSA in order to create a meaningful NSA that accommodates all residents of the KVRA.
  - The Airport has conducted a comprehensive review of the NSA and this has involved a detailed safety analysis conducted by the Safety and Noise Action Review Board (SANARB). The Airport intends to provide the outcomes of the safety analysis later this month.

## **Conclusion**

**Much has been achieved by the KVRA's direct engagement with the Airport since the November 2024 update. Residents are invited to attend the KVRA's Annual General Meeting (AGM) on Tuesday the 13th of May at 7.00pm at Keston Parish Church Hall, Church Road, Keston BR2 6HT where Colin Hitchins the Airport's Head of Sustainability will return once again to our AGM together with David Winstanley, the Airport's Chief Executive Officer, to speak about what they are doing to reduce the noise and disturbance by aircraft operations over our Village. They will highlight the achievements that have been delivered through working in partnership with the KVRA and update us on progress relating to our agreed strategic objectives.**

## Appendix 1



Current Keston NSA boundaries as used by WebTrak



## Appendix 2



KVRA's Proposed Keston NSA boundaries