

**Minutes of the
Annual General Meeting held on
Tuesday the 13th of May 2025 at 7:00pm at Keston Church Hall.**

1. Chairman's Opening Remarks

The Chairman, Mrs Shelley Sturdy, thanked residents for coming and welcomed the two guest speakers to the meeting.

2. Minutes of the AGM held on the 26th of April 2024 (Attached).

The minutes of the 2024 AGM were approved (*Proposed by Mr. Rugg*)

3. Matters Arising

There were no matters arising.

4. Adoption of the Chairman's Report.

The Chairman's Report (copy attached) was adopted (*Proposed by Mr. Agar*)

5. Treasurer's Report

The Treasurer's Report was read out to resident's by the Chairman.

6. Adoption of the Treasurer's Report

There were no matters raised by residents and the Treasurer's Report was adopted.
(*Proposed by Mr. Basch*)

7. Election of Officers and Committee Members.

The Chairman stated that the Treasurer, Mrs. Hilary Ryder was retiring after having given many years loyal service to the KVRA as Treasurer, all other Officers and Committee Members were willing to stand for re-election. The Vice-Chairman, Mr. Peter Zieminski proposed that the Officers and Committee Members (with the exception of the Treasurer) be re-elected en-bloc and this was unanimously agreed by the residents present.

8. Guest Speakers

The Chairman invited the Guest Speakers to give their presentations:

Mr. David Winstanley – Chief Executive Officer – Biggin Hill Airport.

Mr. Winstanley opened by saying he is not interested in raking over old ground from 10 years ago. He wanted to deal with the here and now and know what he can do to help improve things from where they are now. He said this approach has worked effectively with Tatsfield and now with Keston.

He outlined the four strategic objectives for the Keston NSA which the Airport has agreed with the KVRA:

1. To reduce the number of jet aircraft incursions into the Keston NSA

Mr. Winstanley said that the key to this was the alternative approach for aircraft approaching Runway 03. The Civil Aviation Authority (CAA) has now approved his plan. The Airport has now shown the route is flyable. This will be validated in June this year. Then several aircraft will fly this route in trials. He was optimistic that the route will be fully operational by the end of 2025. The new approach uses latest technology – including ‘Radius-To-Fix’ which is an instrument guidance system which directs aircraft to the Southwest of Airport just avoiding Gatwick restricted airspace. The Airport will be the first UK airport to use this. This will remove a considerable number of aircraft that fly the circling approach over Keston – although not all planes have the technology to use it. He anticipates that at least a 40% reduction will initially be achieved through this.

2. To reduce the number of non-justifiable incursions into the Keston NSA by General Aviation

Mr. Winstanley stated that he has established the ‘Private Pilots Group’ (PPG) at the Airport for locally based pilots and aircraft, which explores ways in which they can avoid flying over the Keston NSA. The Airport gives discounts on landing fees to General Aviation (light piston engined aircraft). If they do not comply with the rules he will (and does) remove that discount. *[With jet aircraft he will increase their landing fees by up to 5x if they do not apply with the rules.]*

Other areas the Airport is working on include better sequencing of aircraft and improved communication from Air Traffic Control (ATC) to pilots to let them know if they can turn right before reaching Keston. *(At the moment pilots assume they cannot turn if there is radio silence from ATC)*. Further he wants to explore more planes using a ‘Left Base Turn’ – that is arriving from the Northeast, flying around the east Orpington NSA, and then landing without flying to the west of the Airport (currently known as the Right Base Turn).

3. Reduce the number of non-justifiable helicopter incursions into the Keston NSA

This is the area that he said the Airport has still most work to do. The company that produces ‘Sky Demon’ an aircraft on board navigation aid, unilaterally removed the details of NSAs last year, but they have now reinstated the NSA maps. Locally based operations by Castle Air are the main operators and Mr. Winstanley will be challenging them to improve.

4. Review the current boundaries of the Keston NSA to create a meaningful NSA that accommodates all KVRA residents.

Mr. Winstanley showed the existing boundaries of the Keston NSA and the KVRA's proposal for expansion. He gave a detailed explanation as to why this would be difficult to achieve in its entirety, however, he undertook to trial a significantly increased NSA for Keston. If this works, he adverse to further expansion at a later date.

Mr. Winstanley answered questions from the floor:

Regarding the existing cap on aircraft movements – He reiterated his view that it was capped by the terms of the lease at 50,000 movements in 2015 but reverted to 125,000 in 2020 according to the terms of the lease in the 2015 Noise Action Plan (NAP). His aim is to grow movements from 39,000 in 2024 to over 50,000 in 5 years' time. He maintained the number of flights must grow while also conceding that the revenues from engineering, repairs and maintenance have been increasing in recent years. He reiterated that the Airport will never become a large scale passenger airport as it does not have the capacity or infrastructure to accommodate fee paying passengers on large commercial jet aircraft.

Increased car traffic in Westerham Road due to Airport operations – He said that this was very unlikely given that the Airport charter coaches to transport employees from Bromley to and from the Airport which use the Westerham Road.

NAP – As far as he is concerned the 2021 NAP is complete. He acknowledged however that this is not the Council's view.

Airshow – when asked about its demise, he said there had been a societal change following the crash of a historic jet aircraft in 2015 at the Shoreham Air Show which killed eleven people. In addition, Covid led to a pause and in that time the CAA had re-purposed the required airspace. The Airport has since asked, but the CAA will not grant sufficient airspace for an airshow that could accommodate the likes of the Red Arrows and large jets. The Airport is exploring the option of running smaller events.

Inspector Stuart Baker – Metropolitan Police Safer Neighbourhood Team.

Inspector Baker said that the levels of crime and anti-social behaviour in Keston was significantly lower than other areas in the London Borough of Bromley. He answered questions concerning residential burglaries; robberies involving the theft of pedal cycles; car crime; and speeding in Heathfield Road. He promised to arrange for the Safer Neighbourhood Team to undertake speed detection and enforcement as and when they are available for deployment.