
From the 17th of June to the 17th of September 2024 the Keston Village Residents' Association (KVRA) undertook a monitoring exercise to assess the number of aircraft incursions into the Keston Noise Sensitive Area (NSA). Complaints were reported using WebTrak¹ 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.

Summary of the findings drawn from the Airport's replies:

- The total number of incursions reported is 417.
- 59 records do not have any Airport complaint reference.
- Of those with an Airport reference number, 37 records have duplicate complaint references (i.e. the same reference number was provided for more than one complaint and are for different incursions).
- 225 records are closed either through Stage 3 or Notes 1,2,3, 4 and 6.
- 2 records closed at Stage 4.
- 2 records closed at Stage 5.
- 10 records closed Stage 5 with Note 5 designated to assess the impact on safety by the Safety and Noise Review Board (SANARB) in determining directing the aircraft further West to avoid the NSA.
- 70 records closed with Note 7 and Stage 5 which involves a decision of a possible warning or fine to the pilot or operator.
- 56 records closed with Note 8 and Stage 5 designated as a review with the outcome of a warning and briefing.
- 156 records with no mitigation (non-justifiable incursions).
- 114 records had an auto-violation record (*Why not all?*).
- 146 records are reported to involve an ATC Instruction.
- 15 records show "decision awaited". 1 of these appears to have been resolved (*Requires clarification*).

¹ WebTrak is the Airport's website complaint reporting portal.

Keston Village Residents' Association Biggin Hill Airport Update Aircraft Monitoring Exercise

Examination of the aircraft responsible for these incursions found the following:

- The Piper P28A type of aircraft was responsible for 141 incursions with Aircraft Identification Codes GCIZO responsible for 22 of these, GBTID for 21, GCDEF for 19.
- 13 Spitfires were recorded.
- 17 Helicopters were recorded.
- 67 are understood to be Business Jets with 5 of which having no mitigation.

A breakdown of the 156 aircraft responsible for non-justifiable incursions (no mitigation) into the Keston NSA during the Monitoring Exercise shows:

Aircraft ID	Number of Non-Justifiable Incursions	Aircraft ID	Number of Non-Justifiable Incursions
GCIZO	16	GICOM	1
GBSVM	12	LYDO1T	1
GCLFY	10	GTIMK	1
GBTID	9	HLE80	1
GBDEF	8	N179JD	1
GBTNH	7	SCR744	1
GPMCW	7	GLARE	1
GCKXX	5	GGPOT	1
GLSFT	4	WDK25	1
GENNA	4	GSWNS	1
CASTLE07	4	HLY72	1
MIKEY	3	FLJ21	1
N39CR	3	GILZZ	1
N842VV	2	GLRMJ	1
GEGAG	2	GCISO	1
GSRXX	2	CASTLE06	1
PVT7047	2	GDOVS	1
GOALD	2	GJRSH	1
GYYES	2	GBMIV	1
N147KB	2	2HELY	1
GOJFA	2	RVR1FA	1
GPJWW	2	GDOGA	1
PVT7000	1	GBTDV	1
GAWGB	1	N34OYP	1
GARLK	1	GREAF	1
GMPFC	1	GDOLY	1
RVR7RX	1	GATRW	1
GBZHV	1	RVR0460	1
GGZDO	1	GGAJB	1
GLANS	1	GMOTI	1
GFMLY	1	7000	1
GBANX	1	GBSVI	1
2DOGZ	1	GBYBI	1
GBNZB	1	WHTALPHA	1

Sanctions for Non-Compliance with Noise Abatement Measures (Paragraph 4.37 of the NAP):

(g) *Where continuous breaches occur (i.e. more than three breaches), the SANARB may elect to permanently exclude that flight crew or aircraft operator from using LBHA in perpetuity.*

‘Circling’ terminology needs to be reviewed as it is considered confusing. Some complaint responses state the aircraft was ‘circling’ when in fact the aircraft was undertaking an Instrument Landing System (ILS) approach but then breaks off and undertakes a VFR approach to R03.

- 75 records are identified as ‘circling’.

Arrivals/Departures - Examination of the replies shows the following with the majority of incursions resulting from arriving aircraft:

- 183 records marked Arrival.
- 14 records marked Departure.

NOTES:

Note 1 – The CAA has no regulations relating to the boundaries or height of any of the NSAs established in the Deed of Variation between the London Borough of Bromley and BHAL in 2016.

Note 2 – A Visual Manoeuvring Circling (VM(c)) approach is a recognised UK CAA and ICAO procedure. A circling approach is the visual phase of an instrument approach that allows an aircraft to position for landing on a runway that is not ideally suited for a straight-in approach. Runway 03 at LBHA does not have an instrument approach procedure; therefore, aircraft will fly the ILS for Runway 21 (from the North) and turn right when the pilot is visual with the airport and deems it safe to do so, manoeuvring for Runway 03 is carried out to the west of the runway.

Note 3 – The height at which aircraft fly is measured from either the ground (above ground level – AGL) or sea level (above mean sea level – AMSL). Webtrack, the public portal, uses AGL. The NSAs are based on AMSL. LBHA is 600FT AMSL. Therefore, aircraft should be at least 1400FT AGL or 2000FT AMSL to overfly an NSA.

Note 4 – BHAL has various aircraft types arriving and departing from the runway, ranging from small single-seat general aviation types to business aircraft capable of transatlantic flight. ATC instructions are issued to maintain a safe, orderly and expeditious flow of traffic. The instructions help achieve a safe environment for all aircraft while considering the variation in aircraft speeds, runway occupancy times and spacing requirements to prevent small aircraft from flying through the dangerous wake vortices of larger aircraft.

Note 5 – BHAL will assess the impact on safety through SANARB of extending aircraft further to the West on the base leg and extending North beyond the Keston NSA boundary to the north before turning onto the crosswind leg.

Note 6 – Resolved in “Mitigation 2024” see email dated 13/02/2025 containing 24 x Closed stage 3 and 5x Closed Stage 4

Note 7 – SANARB Stage 5 based aircraft review – outcome warning or possible elevation to fine

Note 8 – SANARB Stage 5 review – outcome Warning & Briefing – Closed Stage 5

Note 9 – For safety reasons Spitfires and some vintage aircraft need to complete continuous circling descent to land and therefore for safety reasons may be required to enter the Keston NSA – Closed Stage 3