

Meeting Record

Project Title	Biggin Hill 21 RNAV ACP (ACP-2019-86)
Client	Biggin Hill Airport (the Sponsor)
Purpose of Meeting	Stage 2 Design Options Local Authority Focus Group
Date of Meeting	15 th April 2021
Held at	Virtual Conference (Zoom)
Present	<p>██████████ Biggin Hill Airport – Chair ██████████</p> <p>██████████ Biggin Hill Airport ██████████</p> <p>██████████ Osprey Consulting Services Ltd ██████████</p> <p>██████████, Osprey Consulting Services Ltd ██████████</p> <p>██████████ representing Claire Coutinho MP ██████████</p> <p>██████████, Surry County Council ██████████</p> <p>██████████, Keston Residents Association ██████████</p> <p>██████████, London Borough of Bromley (██████████)</p>
Copies to	Listed above
Classification	None
Osprey Reference	71372/009
Issue	Final

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Meeting Summary

Item	Action
<p>1.1 - Opening</p> <p>As the meeting was held online via Zoom, ■ welcomed all and began with general housekeeping information.</p>	
<p>1.2 - Presentation and Overview of Design Options</p> <p>■ began talking through the presentation, providing an overview of the CAP 1616 process and current progress to date including Design Principles and constraints.</p> <p>As part of the presentation, the rationale behind the options numbering and development was described. This was followed by slides that showed all of the design options graphically featuring key points to note about each option.</p> <p>■ noted that the IAF North was not used much prior to the Covid-19 pandemic, however, due to the decreased traffic at LCY, over the last 12 months the use of the IAF North area has increased significantly.</p> <p>After talking through the Instrument Approach options, ■ proceed to describe the MAP options noting that Options 10 (Left turn out back to ALKIN) and 11 (Right turn out back to ALKIN) would most likely have the largest impact on the LGW CTA and/or Kenley airfield. It must be stressed that all MAP options will need to be at 2,000 ft or lower. ■ also briefed attendees on an additional MAP option (Option 12) that had been suggested at the earlier Aviation Focus Group.</p>	
<p>1.3 - Question & Answer Session</p> <p>■ raised a point relating to topographical issues which is raised regularly by local residents. He stated that there are areas around Tandridge where the ground level is much higher [in relation to sea level] and these areas are more exposed to the impact of noise than locations whose heights are closer to sea level and these areas should be considered during the process. ■ acknowledged the comment and stated that assessments of the impacts of each option taken forward would be undertaken later in the process.</p>	
<p>1.4 - Closing</p> <p>■ asked those attending the meeting if they could also provide written responses to the Design Options prior to the published deadline of 7th May. ■ thanked all for their attendance and closed the meeting.</p>	