

Hi everyone

Welcome to the October 2025 Newsletter for the Biggin Hill Airport Users Database. Welcome also to any new Database members who may be receiving this regular Newsletter for the first time.

Please accept my apologies for the delay in sending this out to you, I didn't get back into the UK until after midnight last night, so I had to plan to send this out once I was awake on the 1st October.....

As usual, you are reminded that for Database subscribing members, even if your Newsletter doesn't arrive by email at the beginning of the month, you can always view it online, as well as any back copies of this Newsletter by visiting the club website at www.bigginhillclub.co.uk

(If you have not received your copy within 24 hours of the beginning of the month, please check the club website above so you can find and draw it down for yourself!)

SEPTEMBER WEATHER

Regretfully I have been away for most of the month, but I do believe that most of the weather has been good for flying....

So I do hope that we continue to have good flyable weather for October, although obviously we may start to see the normal Autumn slightly less favourable conditions starting to appear, but let's hope it is not too bad so we can all continue to be able to enjoy our flying...

Just a reminder to you all, although I hope you all expect this during this month, that the clocks go back one hour to GMT at 2am on Sunday 26th October....

Do continue to enjoy all your flying before the days start to get much shorter and the Winter adverse weather will possibly start to approach us all.....

BARRY McGRATH

For the second month running I am sad to report the loss of another old friend from Biggin Hill. Barry McGrath passed on Monday 25th August following a damaged hip and subsequent complications.

Barry first started to learn to fly at the Surrey and Kent Flying Club around 1968 on the Aircoupe but soon saw the error of his ways and joined the County Flying Club and started again on the Tiger Moth where he earned his wings.

Qualifying on the Tiger led to Barry flying most of the types that County operated, and we both also developed a love of the Chipmunk G-APPK that was operated by 600 City of London Squadron Flying Group, which was located next door to County F C.

It was a "turn to" aircraft for aerobatics that many of us enjoyed along with a young upstart, David Perrin. Barry and I flew it from Biggin Hill to his family home in Newtownards, crossing the Irish coast inverted as you do!

Barry was an accomplished and meticulous licensed engineer.

He worked for Rollason at Redhill, mostly on Tigers and the Stampe. Also, after a spell with Avtech, he helped out at Singh's, Biggin Hill, until a couple of debilitating hernias pushed him into retirement.

A keen motorcyclist, he rode bikes (especially his beloved Motor Guzzi), all the time I knew him, until age slowed him down quite a bit in recent years. In the old days, it was a regular occurrence for us to jump on his bike, to go to the Indian restaurant in Bromley, where he would consume a meat Pahl of eye watering heat with gusto.

One of life's endearing characters, Barry will be sorely missed, and our thoughts are with Geraldine his wife of many years.

Written for us by Jim Newman - *Thank you Jim, really appreciate your contribution to this newsletter – John W....*

R.I.P. Barry – your many friends will miss you.....

ROBBIE CONINGTON

The whole of Biggin Hill village and the airport were very shocked and saddened by the sudden passing of Robbie Conington on 29th August whilst he was on holiday in Spain.

Robbie's love of aviation lasted his short lifetime, and he actually started to learn to fly with EFG back in early 2017 and I am proud to say that I introduced Robbie to circuit flying for 3 lessons as his instructor.

Phillippe Polman, of Echelon Air at Biggin, has kindly provided the following words about Robbie.....

“Robbie was our GM - keeping Echelon Air moving day to day. He facilitated the moving of aircraft between maintenance centres and owner's airports, he did a lot of mentor flying in different types, he flew the photo-ship with the heritage hangar and completed nearly two dozen ferry flights across the North Atlantic in single-engine pistons. His big character and wit kept our instructors in-line and brought energy to each office day. He did 1000+ hours flying with us - and that's not even as an instructor! In his short tenure, Robbie helped Echelon Air grow from just the 2 of us to a team of 10, helped onboard 4+ aircraft to the fleet and pushed through 50+ aircraft sales.

He was a fixture at Biggin Hill airport. If we needed anything done he knew where to go to sort it. No task was too great, and actually the bigger the challenge the more he took to it.

In his flying with us, he travelled across the US, the North Atlantic, and throughout Europe. He relished the challenge of flying into somewhere new. And was on-track to be transitioning into turbine aircraft in the coming year.

The capstone was bringing him back home to the UK in a Vision Jet, flanked by two spitfires from the Heritage Hangar.”

(Thank you Phillippe for your amazing support of Robbie for this Newsletter)

I and my wife, Christina, were very honoured to stand with the Heritage Hanger supporting team and his friends, when Robbie's flight home arrived back in Biggin Hill on Wednesday 3rd September.

The Vision Jet did a formation pass over the runway, supported by the two Spitfire's, one on each side, and after landing the jet taxied around the airport and along the taxiway in front of us all at the Heritage Hangar. Then, on arrival at the Hangar alongside the Tower and Terminal on the other side of the airport, it taxied into the hangar, passing under the water canon salute carried out by the two airport major Fire Trucks.

What a wonderful way to bring Robbie home.

We send all our love to Robbie's family at such an awfully sad time.

R.I.P. Robbie, you will be very sadly missed by us all....

BIGGIN HILL AIRPORT

An oncoming important meeting for GA airport users at Biggin Hill Airport.....

General Aviation Safety Awareness Evening

We're pleased to invite all members of the aviation community to our upcoming GA Safety Awareness evening, supported by EFG.

Join us for important updates on airport infrastructure, facilities, and operational procedures. Light refreshments will be served.

Date: Thursday 2nd October 2025

Time: Presentations start at 1800 sharp.

Location: The Hub, Building 707, Churchill Way, Biggin Hill, TN16 3BN

Parking: available across the road from the site.

To register, please email your full name to: safety@bigginhillairport.com

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THE FOLLOWING ABBREVIATED INFORMATION HAS BEEN SENT TO PPG MEMBERS BY THE PPG COMMITTEE AND THE ACTUAL ATC DOCUMENT IS ALSO ATTACHED TO THIS NEWSLETTER.....

Quote.....

From **Wednesday 1 October 2025**, Biggin Hill ATC will begin a **3 month trial** reconfiguring Air Traffic Services.

Under the trial, '**Tower**' will manage aircraft on the runway and in the air, while '**Ground**' will manage movements on the ground.

For PPG members, potential benefits include:

- Quicker taxi clearances
- No frequency change mid climb-out (from Tower to Approach)
- Reduced frequency congestion

They have also asked for members' **patience** as both controllers and pilots adjust to the new setup.

To help explain the changes in more detail, **Craig Alchin, Head of ATC**, will be presenting at the **Biggin Hill Safety Evening** on **2 October**, 6pm at The Hub

.....Unquote

(The notice referred to from the Head of ATC is added as a PDF to the end of this Newsletter).

The extensive runway resurfacing project, which has been operating at night, and during weekdays, has progressed well and is generally expected to be completed by around the middle of October.

For more up to date information, please feel free to visit their dedicated webpage at <https://bigginhillairport.com/runway-resurfacing/>

Once the resurfacing is completed, then new runway lighting, including centreline lighting, and of course runway markings, will be done.

The airport has shown their appreciation of your continued patience and understanding as they complete this essential project.

The building of the very large new Bombardier respray hangar is still progressing quite quickly, and according to the airport CEO's report is expected to actually be available for use towards the middle of 2026.

Our Airport's CEO, David Winstanley, will include his regular monthly section, which is present towards the end of this newsletter, to keep us fully up to date with any airport plans that may affect us.....

THE NEWSLETTER JOKES ARE ALWAYS STILL NEEDED PLEASE

As usual - Thanks for the jokes that many of you are sending me regularly by email now....

But please do keep them coming for me so I can add them to the Newsletter's final section.

Thank you for those who are helping (by the way, just ideally send emails, or texts, but not photo's or graphics please!)....

OCTOBER BIGGIN HILL POSTED FUEL PRICES

The “posted” Biggin Hill Airport fuel prices, excluding VAT and the Jet A1 price also excludes the Sustainable Aviation Fuel Levy, for the calendar month of October 2025 are:

£1:70.90 per litre for 100LL Avgas if supplied from the Fuel Bowser
(if uplifted using fuel account card Only from the Self-Refuel pumps = minus 5p per litre – and an additional 1p per litre off if also paid by Direct Debit)

£0:81.50 per litre for Jet A1

(As we explained for a couple of months, the government has mandated that all JetA1 fuel be sold with a 2% blend of Sustainable Aviation Fuel. This mandate, which is applicable to all UK airports, is intended to secure and grow UK SAF demand, support the growth of the SAF industry, and reduce greenhouse gas emissions of aviation fuels in the UK.

Due to the additional cost of introducing more expensive SAF into JetA1 fuel, as dictated by this compulsory government initiative, the airport has introduced the SAF levy on JetA1 sales since the beginning of this year. To aid clarity and transparency, they have included this to be displayed as a separate line on the invoices.)

NEW NOTICE:

The credit/debit card payment system is once again back in operation, so please now feel free to pay for a fuel uplift at the Self Refuelling Pumps with your cards.

FALCON / EFG

Hi From All at Falcon/ EFG

Another busy month of flying with the weather mostly being kind to us.

This month our students stretched their boundaries and met some personal goals. This month’s flyout to Kemble was a great success, with a tour of Air Salvage International, arranged by one of our members, being a particular highlight of the trip.

A big thanks to all our wonderful instructors for supporting us through the busy summer period. It’s great to see so many new students joining us and some old faces returning too. Whatever your flying needs or aspirations we are always here to support.

We were all deeply saddened to hear the news of the death of Robbie Conington. Robbie gained his PPL with us, learned about flight operations by helping on weekends and even got his hands dirty in the hangar. Always full of laughter, truly one of a kind. Robbie was an incredibly accomplished pilot with many transatlantic crossings and flying a wide variety of aircraft. Representing the true nature of an aviation enthusiast. Robbie flew for our friends and the Heritage Hangar and worked with Phillipe at Echelon Air, He will be missed by us, and our hearts go out to all his family and friends.

Until next time, wishing you all clear skies for October

Best Regards
Singh, Shonu, Anoop and your Falcon Family

MONTHLY NEWS FROM THE CEO'S OFFICE

September turned out to be a very strong month for the Airport in terms landing volume, fuel uplifts and revenue, which continues the very positive trend this financial year. The positive trading is a direct result of the continued investment in infrastructure and services and demonstrates the Airport's ability to continue to attract new customers and increase its market share.

The Bombardier Paint facility is progressing very well with the vast majority of the external structure now complete, and the priority can now turn towards the internal ductwork installation. The Megadoors are on site ready to be installed later this month. The project remains on time, and the facility is due for completion in August 2026.

The runway resurfacing project is now almost complete with the entire runway length now resurfaced and only a small section remains that is not grooved. The ducting works for the new lighting is keeping pace with the resurfacing and the overall project remains on track for completion by the end of 16th October, when the lights will be flight checked. To keep fully up to date on these projects, please keep an eye on our social media channels: [Facebook](#), [LinkedIn](#) and [Instagram](#).

The Landing Hotel continues to perform well and, across all operational areas, continues to exceed expectations. Feedback remains very positive, which reflects the popularity of the hotel and its importance to the Airport. The Hotel is now taking booking for Christmas so please book early to avoid being disappointed.

As previously mentioned, the Airport remains on track to achieve carbon neutral status by 2029, and we continue to build on the success of achieving our Carbon Reduction Level 2 Accreditation with the Airport Carbon Accreditation. Our newly formed Environmental Oversight Committee goes from strength to strength, and the Airport is now looking at a concept to generate hydrogen on demand for potential heating solutions.

On 19th September the Airport successfully completed the live Flight Validation of the 03 PBN RNAV radius to fix approach in a home-based Lear 75. The validation report has been submitted to the CAA and, once we have received confirmation the regulator is content, then we will submit the amendment to the AIP and hopefully commence the full trial on 13th November.

The Airport remains pleased with the engagement with the Private Pilots Group (PPG). The Airport is delighted that membership is flourishing and that engagement remains positive. This further demonstrates the Airport's continued commitment to the GA community.

Kind regards,

David Winstanley

ROLL OF HONOUR

Thank you to members that continue to provide us with additional names of old Biggin Hill'ites who we had missed. The Roll of Honour can be seen on the website at www.bigginhillreunited.co.uk

(Anyone who flew from, or worked, or even socialised regularly at the airport since it became a civilian base in 1959/60 and who has passed away, should ideally be included on there. If

you know of someone whose name belongs on the Roll, please email me with their names, and details to: john@bigginhillreunited.co.uk)

DATABASE EMAIL ADDRESSES

A constantly updated full list of database members is always viewable online on the main website at: www.bigginhillreunited.co.uk

Please remember to let me know if your email address is changed. Also, if you know others who are not on the list but are eligible to join (i.e. if they currently fly from the airport, or work there, or ever have done so in the past) please let me know or tell them about us – Database membership is, of course, free.

That's it again for this month. Do continue to enjoy your flying as now we actually have mainly nice weather.

Please do all stay well and stay safe.....

John Willis
Biggin Hill Airport Users Database

And Finally: As usual, here follows a few amusing stories that, according to the many comments I receive about this section, is very popular amongst the membership. (As always, no offence to anyone is ever intended!).....

I would like to thank everyone who occasionally does send their help for this section. To avoid me running out of jokes (which keeps happening), please keep them coming regularly by email to: john@bigginhillreunited.co.uk

QUOTE.....

After 25 years in the liquor business, Tom quits, buys 50 acres in remote Alaska, and lives in total peace - no visitors for six months.

One day, there's a knock. A huge, bearded, man says, "Name's Lars, your neighbour from 40 miles up the road. Having a Christmas party Friday at 5. You should come."

"Sounds great," says Tom.

Lars starts to leave, then adds, "Gonna be some drinkin'."

"No problem - I can handle that."

"Probably some fightin', too."

"I get along with folks - I'll be fine."

"Maybe some wild sex, too."

"Even better!" Tom grins. "What should I wear?"

Lars shrugs. "Don't matter... just gonna be the two of us."
.....UNQUOTE

QUOTE.....

An old Native American man needed to borrow \$500, so he went to the local bank and asked to speak to the Loans Officer.

The banker welcomed him and began filling out a loan application.

Banker: "What are you going to do with the money?"

Old man: "Buy silver, make jewellery, then sell it."

Banker: "And what do you have for collateral?"

Old man: "I don't know what collateral is."

The banker explained, "Collateral is something valuable we hold in case you can't pay back the loan. Do you have any vehicles?"

Old man: "Yes, a 1979 Chevy pickup."

Banker: "That won't work. How about livestock?"

Old man: "I have a horse."

Banker: "How old is the horse?"

Old man: "Don't know... it has no teeth."

After several more questions, the banker decided to approve the loan.

A few weeks later, the old man returned, pulled out a roll of \$100 bills, and handed the banker \$500.

Banker: "Business must be good! What are you going to do with the rest of the money?"

Old man: "Keep it close to me."

Banker: "Why don't you deposit it in the bank?"

Old man: "I don't know what a deposit is."

The banker explained, "You put the money in our bank, we take care of it, and whenever you need it, you can take it out."

The old man leaned across the desk, looked the banker in the eye, and asked:
"What do you have for collateral?"

.....UNQUOTE

QUOTE.....

Two Irish lads called Paddy and Seamus were working for the local Bromley council.

Paddy would dig a hole, and Seamus would follow him and fill the hole in.

They worked up along one street and then down the other. They then moved to the next street and did the same, working flat out all day without stopping.

A passerby saw what they were doing and was amazed at the hard work but couldn't understand what they were at. Paddy, he shouted over to the lad digging the holes, *'I don't get it - why do you dig a hole, only for Seamus to fill it in?'*

Paddy wiped his brow and sighed deeply, *'Well, I suppose it probably does look a bit odd to be sure. You see, we're normally a three-man team. But today Sean, the lad who plants the trees, phoned in sick.'*

.....UNQUOTE

QUOTE.....

Bill and Marla decided that the only way to pull off a Sunday afternoon quickie with their 10-year-old son in the apartment was to send him out on the balcony and order him to report on all the neighbourhood activities.

The boy began his commentary as his parents put their plan into operation.

"There's a car being towed from the parking lot," he said. "An ambulance just drove by."

A few moments passed.

"Looks like the Andersons have company," he called out. "Matt's riding a new bike and the Coopers are having sex."

Mom and dad shot up in bed. "How do you know that?" the startled father asked.

"Their kid is standing out on the balcony too," his son replied.

.....UNQUOTE

QUOTE.....

The invention of the shovel was groundbreaking.

A dyslexic man walked into a bra.

I told my wife she should embrace her mistakes... she gave me a hug.

Why don't skeletons ever fight each other? They don't have the guts.

I'm reading a book on anti-gravity - it's impossible to put down.

My boss told me to have a good day... so I went home.

Parallel lines have so much in common. It's a shame they'll never meet.

I asked the gym instructor, "Can you teach me to do the splits?" He replied, "How flexible are you?" I said, "I can't do Tuesdays."

Why don't scientists trust atoms? Because they make up everything.

I broke my finger last week. On the other hand, I'm okay.

I used to play piano by ear, but now I use my hands.

My sex life is like a Ferrari - I don't have one.

What's the difference between your wife and your mistress? About 20 minutes.

Sex is like snow - you never know how many inches you're going to get, or how long it will last.

My wife said I need to be more spontaneous. So I slapped her arse without warning.

A condom and a parachute have one thing in common - if they're not there when you need them, you're f***ed.

They say love is blind... but marriage is a real eye-opener.

Marriage is like a deck of cards - all you need at the start is two hearts and a diamond... by the end you're looking for a club and a spade.

Condoms are like opinions - everybody's got one, but I don't want yours forced on me.

.....UNQUOTE

QUOTE.....

A guy goes to the Post Office to apply for a job.

The interviewer asks him, "Are you allergic to anything?"

He replies, "Yes, caffeine."

"Have you ever been in the military service?"

"Yes, he says, "I was in Iraq for two years."

The interviewer says, "That will give you 5 extra points toward employment."

Then he asks, "Are you disabled in any way?"

The guy says, Yes. A bomb exploded near me and I lost both of my testicles...

The interviewer grimaces and then says, "O.K. You've got enough points for me to hire you right now. Our normal hours are from 8:00 A.M. to 4:00 P.M. You can start tomorrow at 10:00 - and plan on starting at 10:00 A.M. every day."

The guy is puzzled and asks, "If the work hours are from 8:00 A.M. to 4:00 P.M., why don't you want me here until 10:00 A.M.?"

"This is a government job," the interviewer says, "For the first two hours, we just stand around drinking coffee and scratching our balls. No point in you coming in for that."

.....UNQUOTE

(If anyone else has good examples of, for example: - Governmental stupidity and removal of the population's right to live a normal life, or simply any funny, unusual and interesting stories or anecdotes that you feel may interest or amuse our readers, please email them to me as a possible inclusion in a monthly "and Finally" ...)

Biggin Hill air traffic PDF explanation document is attached to this Newsletter.....

Reconfiguration of Air Traffic Services Controlling Positions

Author:	Craig Alchin	Date Written:	19/09/2025
Reviewed By:	N/A	AIN Number:	BHAL-OPNOT-022-25
Effective From:	1 October 2025	Version:	1
Last Review:	19/09/2025		
Next Review:	N/A		
Distribution:	All Airport Personnel and Airport Tenants/Operators		

Current Configuration

London Biggin Hill ATC is configured in a Tower and Approach controlling configuration (Appendix A of this document). This configuration results in controller-controller coordination taking place whilst an aircraft is in the air, which can result in reduced situational awareness for the pilot, an imbalance of controller workload between the two positions and less effective traffic integration.

New Configuration

To ensure controller workload is managed effectively, and to enhance pilot situational awareness, the CAA has approved a 3-month trial of a Tower and Ground controlling configuration, commencing 1 October 2025. During the trial, Tower will be responsible for aircraft on the runway and in the air, while Ground will control aircraft movements on the ground (see Appendix A for further details).

The trial aims are to distribute controller workload more effectively, reduce controller-controller coordination with time-critical elements, and improve pilot situational awareness.

The expected benefits of the trial are:

Pilots	Controllers
<ul style="list-style-type: none"> ✓ Improved situational awareness in the air ✓ Reduced likelihood of frequency congestion (on both frequencies) ✓ Less airborne co-ordination required between Controllers ✓ No frequency change from Tower to Approach during climb-out ✓ More effective integration of inbound IFR and VFR traffic 	<ul style="list-style-type: none"> ✓ Workload will be distributed more effectively ✓ Less coordination with time-critical elements ✓ Improved situational awareness ✓ Frequency congestion will be reduced

If the trial proves successful, London Biggin Hill Airport will seek to adopt the new procedures permanently before the trial period ends.

Notable Changes

1. The current Approach frequency (129.405MHz) will be temporarily withdrawn from service and replaced with a Ground frequency (Biggin Ground 121.630MHz – DOC 5NM 100FT).

AIRPORT OPERATIONS NOTICE

2. Pilots will be instructed to change frequency when between Tower and Ground when entering or exiting the runway.

Note: If full taxi instructions have not been issued when vacating the runway, pilots are expected to stop on the taxiway after they have passed the runway holding point, and wait until further instructions have been issued by the controller.

3. Departure instructions will be given on the Ground frequency, rather than the Tower frequency (e.g. “G-CD Hold at A1, after departure left-turn 2NM, Squawk 7047”).
4. Inbound aircraft will remain on the same frequency until the aircraft is safely on the ground, and will only be instructed to change frequency once it has vacated the runway.
5. To enable a one-way taxiway system, and assist controller coordination, aircraft will normally be instructed to vacate at the end of the runway. Should a pilot require to vacate at a holding point near the start of the runway (e.g. Runway 21 in use, vacating via holding point A3), the pilot should inform the controller at the earliest opportunity, ideally before establishing onto base-leg or final.
6. Aircraft requiring start clearance should contact Biggin Ground (unless stated on the ATIS).
7. Biggin Tower’s callsign will change to “Biggin” due to the controller providing both Tower and Approach Procedural services.

General Aviation Safety Awareness Evening

On the 2 October 2025, ATC will be participating at the General Aviation Safety Awareness Evening, an in-depth presentation will be made regarding the Tower/Ground procedures.

General Aviation Safety Awareness Evening

We’re pleased to invite all members of the aviation community to our upcoming GA Safety Awareness evening, supported by EFG.

Join us for important updates on airport infrastructure, facilities, and operational procedures. Light refreshments will be served.

Date: Thursday 2nd October 2025

Time: Presentations start at 1800 sharp.

Location: The Hub, Building 707, Churchill Way, Biggin Hill, TN16 3BN

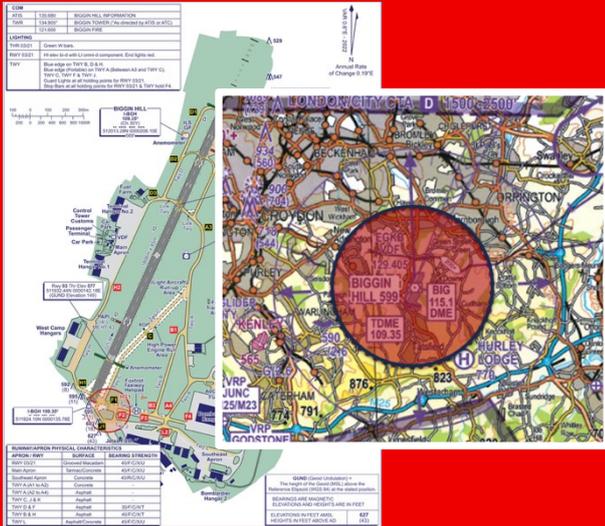
Parking: available across the road from the site.

To register, please email your full name to: safety@bigginhillairport.com

Appendix A

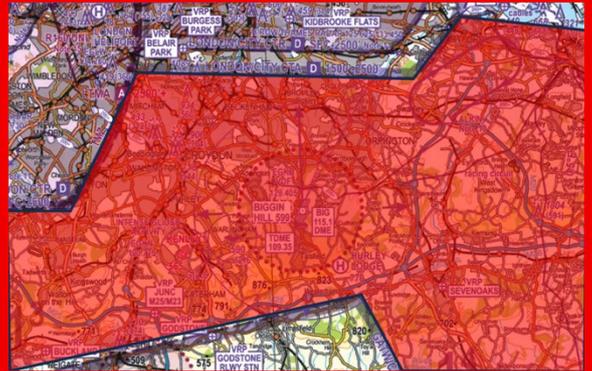
Area of responsibility:

- 1) All surface movements
- 2) All flights within ATZ



Area of responsibility:

- 1) All airspace, excluding the ATZ

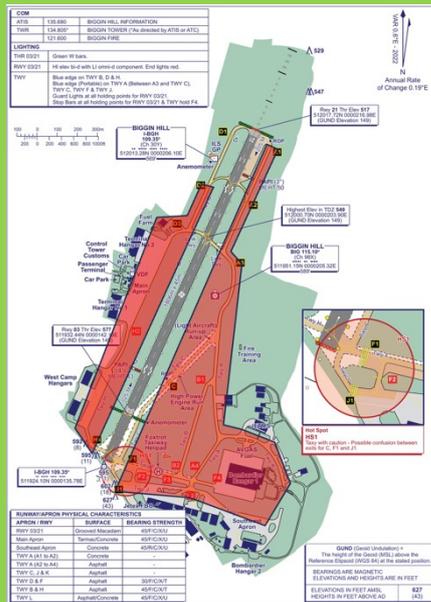


Trial Configuration (from 1 October 2025)

Biggin Ground (121.630MHz)

Area of responsibility:

- 1) All movements on the manoeuvring area (except for the runway and a section of taxiway between D1 and D2)



Biggin Tower (134.805MHz)

Area of responsibility:

- 1) Runway, and taxiway between D1 and D2
- 2) All Airspace

