

Hi everyone

Welcome to the September 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.

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 where you can find and draw it down for yourself!)

AUGUST WEATHER

The weather in August has been reasonably good at times for flying training – but the weather has been quite erratic at times with periods of low cloud, some low visibility, and some strong and gusty winds, prevented quite a bit of flying at times – so whilst it is normally an excellent time for flight training, this August was far from as good as normal.

Let us hope that we may have more stable summer weather through September to enable GA organisations to cover sufficient aircraft hours to generate enough income to take them through the Winter....

AEROJUMBLE MEETING

Our Database member, Dave Sutton, has notified me of the Aerojumble meet this coming month for our members and friends to consider attending...

The Royal Air Force Kenley Aerojumble is being held on Sunday the 17th September 2023, at time 10am. The address for the event is:-
RAFA Portcullis Club, Victor Beamish Avenue, RAF Kenley, Caterham, Surrey CR3 5FX

If required the contact phone number is 07860 762277

LIGHT AIRCRAFT OPERATIONS AT BIGGIN

As Biggin Hill has become very successful as a Corporate and Business airport it has obviously become quite busy with much larger aircraft, even when comparing it with pre-COVID periods.

As a result, light aircraft operations, whilst still a significant part of past and present activity, these movements must, of course, fit in with the business flights all of which need to keep to the slot times allocated to their movements.

Whilst the airport management are still quite supportive of General Aviation flying, from a cost point of view as well as restrictions, it is no longer an airport where light aircraft can do basic circuit training, so all of us do actively make use of other relatively local airports, such as Redhill, Headcorn, Lydd, Rochester, Damyns Hall, and Southend.

But, notwithstanding the restrictions applied here, light aircraft training is still very successful for training organisations based at Biggin whilst still utilising these other very co-operative airports, for who's assistance and support I'm sure we all much appreciate.

AIRPORT SECURITY PASSES

What is very important for us all to understand is that it is imperative that all persons who are suitably qualified to have access to airside, must have Biggin Hill Security ID Passes.

Things have now changed, and most airport security gates now no longer have coded access but require the use of the ID Pass to electronically open them.

To arrange a Security Pass, Flying Club members should contact their club management for the appropriate forms and instructions. Private owners and owners of shared based aircraft should contact Sally Taylor - Security Administration Officer 01959-578517 who will be able to provide you with the appropriate application forms and the requirements.

BIGGIN HILL AIRPORT SAFETY AND MANAGEMENT SYSTEM

For those who operate and/or fly from Biggin Hill, it is quite important for you to have access to the Airport's Safety and Management system at "Centrik".

The system ensures that you are kept up to date with anything that will potentially affect you as a pilot operating at Biggin Hill, and you will be able to view any Operational Notifications or other safety associated notifications.

(As you will be aware as it was noted in one of these Newsletters, there was a recent Operational change regarding the aircraft run-up areas, and if you were registered for this system you would be notified by email of anything that you should review to ensure you are up to date.)

I have spoken to Ben Spiers, who is the Airport's Head of Safety and Compliance, and he has suggested that anyone who is not registered for the Centrik system should email safety@bigginhillairport.com and request that you are registered to gain access to the system - in your request to register, please ensure you give your full name, contact details, and details of your flying involvement at the airport – ie. Private Pilot, or Private owner, etc. and they will respond to you with set up instructions so that you are always able to be kept up to date with airport Operating Instructions and Safety Notices...

NOISE SENSITIVE AREAS (NSA's) & NOISE ABATEMENT ROUTINGS

It has become obvious as a SANARB committee member that many people who fly at Biggin do not always stay in touch with changes in the airport's operating rules. We are seeing a few cases of complete lack of appreciation of the areas to be avoided, and this causes the airport to receive complaints from local residents on occasions.

So – a bit of general information and guidance for based pilots.....

NSA's are "Noise Sensitive Areas" and not "No Fly Zones". There are a number of them all around the airport and they exist from the surface to (in most cases) 2,000 feet amsl, ie. on the QNH. The locations for all these areas can be found in a pamphlet that is available from

most clubs and from the Operations office under the Tower on the North side of the runway 03/21. But the basic locations and names of the areas are included in the attached document at the end of this Newsletter.

In addition, for those who use SkyDemon with the internal GPS function to assist with navigation and controlled airspace avoidance, please be aware that the NSA's are all included on the system as you either approach the airport for the circuit join and landing, or for departures, so it is possible to ensure that the NSA's are avoided unless ATC clears you to enter them (for example an instruction to extend the downwind leg for traffic avoidance).

Pilots should of course ensure that they do NOT enter these areas unless they are following ATC instructions or for flight safety reasons.

Noise Abatement Procedures on departure are very specific:-

On take off from runway 21 –

for any route except Westerly - on reaching the main road at the end of the runway, make a “track” change of 10 degrees to the right, then continue that track until reaching 2nm on the Biggin Hill VOR/DME, at which point turn left onto approximately a Southerly track until crossing the North Down's ridge then before reaching the M25 motorway, turn left towards Sevenoaks. You should level out as soon as you reach your intended altitude, which on a VFR flight must be below 2,500 ft amsl. Even if intending to route to the Northeast, DO NOT TURN in that direction until completely clear of the NSA and the airport ATZ! (typically route to Sevenoaks before turning Northeast.)

For a Westerly routing - on reaching the main road at the end of the runway, make a “track” change of 10 degrees to the right, then continue that track until reaching 1nm on the Biggin Hill VOR/DME and then turn onto the required track avoiding the Gliding Site at Kenley and also the NSA at Woldingham and Warlingham. You should level out as soon as you reach your intended altitude, which on a VFR flight must be below 2,500 ft amsl.

On take off from runway 03 –

for any route except Westerly - Continue in the climb on the 030 degree track until reaching 1nm on the Biggin Hill VOR/DME, at which point turn right towards Sevenoaks avoiding the NSA in the area of Farnborough and Orpington. You should level out as soon as you reach your intended altitude, which on a VFR flight must be below 2,500 ft amsl.

For a Westerly or Southwesterly routing – climb to 500 to 600 ft and turn left onto what would be the crosswind leg if on the circuit, then at circuit height turn onto the required track avoiding the Gliding Site at Kenley and also the NSA at Woldingham and Warlingham. Continue the climb to your intended altitude, which on a VFR flight must be below 2,500 ft amsl.

Noise Abatement Procedures on arrivals are very straightforward:-

If arriving from any direction except from the West or Southwest, remain outside the ATZ and the NSA's at Farnborough and Orpington (typically routing towards Sevenoaks) and when instructed to join the circuit descend to circuit height to be level at 3nm and join avoiding the small NSA's.

If arriving from the West or Southwest, follow ATC instructions to join the circuit – if on 03 it will probably be to join on left base (avoiding the Woldingham and Warlingham NSA's – if

crossing them ensure you are at in excess of 2,000ft). If it is on runway 21, it will probably be to join downwind right hand for 21, (and again avoid those two NSA's at Woldingham and Warlingham and if crossing them, ensure you are in excess of 2,000ft.)

AIRPORT DEVELOPMENT PROGRESS

The airport is obviously, as we can all see, very significantly improved – with new access roadways, including lighting and pavements. There are new security barriers that prevent non-user access, although just driving up close to them will cause the barriers to raise (unless there are any security issues that have caused a temporary shutdown).

From a personal point of view there is not really much more stuff to mention here, as we have previously given you all the details of the Landing Hotel, and the new taxiway, plus of course the new hangars and parking etc.

But I'm sure the CEO's section below will undoubtedly give us more up to date information on the progression of the facilities to keep the airport moving forward.

SEPTEMBER BIGGIN HILL POSTED FUEL PRICES

The "posted" Biggin Hill Airport fuel prices, excluding VAT, for the calendar month of September 2023 are:

£2:00.5 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)

£0:94.2 per litre for Jet A1

Sustainable Aviation Fuel currently out of stock...

SPECIAL NOTES: Users are advised that credit and debit cards can no longer be used at the self-refuel pumps. If you use self-refuelling, you will need your airport H-TEC fuel account card with you when you go there. (if you haven't got one with you, you will have to go over to the Main Terminal apron to uplift fuel from the bowsers instead).

FALCON / EFG

Greetings from all at Falcon & EFG

I'd like to say we've had a fabulous Summer, but I don't think Summer ever appeared! Regardless, when the weather has been flyable, we've been all hands on deck.

This month has fortunately made way for a number of solo and QXC flights and we are very proud of all of our students.

Maintenance has been busy as ever working on several of your aircraft in addition to our regular maintenance and a select few projects.

August paved way for a group of young aerospace enthusiasts from Hong Kong having 3 days of industry experience with Falcon, EFG and the airport. A big thanks to the Tower and Echelon for supporting this initiative.

Over the summer we have had no less than 5 local students conduct weeklong work experience at the flying school, we will continue to show our commitment to our community – thank you for placing your trust in us.

Becky joined us as part of our Ops team, as a PPL holder she is working her way to the airlines but in the meantime, we are proud to have her by our side.

A big shout to Patrick who recently completed his type training with EasyJet, but don't worry he'll still be in and around the school.

Otherwise, we are busy conducting PPL, IRR, CBIR, hour building and all sorts of training. So please feel free to swing by any time.

Stay safe, be blessed, don't forget noise abatement.

Anoop Singh Bamrah

MONTHLY NEWS FROM THE CEO'S OFFICE

August turned out to be a quieter month than was expected and this wasn't helped by the failure of the NATS automatic flight planning system over the August bank holiday. That said, August movements were already below that of 2022 but remain well ahead of 2019 pre COVID levels. This trend is reflected in the general picture for Business aviation across Europe. The Airport continues to perform slightly ahead of budget and the average weight and sortie length have continued to increase, as has the associated fuel uplift.

The Airport continues to attract significant interest from the industry regarding further inward investment, which will further enhance economic benefit to the region and create local jobs for local people. This interest is fuelled by investments in taxiways, the performance of the Landing Hotel, improvements to Churchill Way and a strategy that supports an eco-system of complementary businesses. Aligned to this, the Airport continues to progress options for the re development of West Camp and plans have been developed to capture both Airport requirements and the potential to redevelop certain listed buildings within the old RAF camp. These plans will be developed in partnership with LBB and Heritage England. Whilst the enhancements to Churchill Way are complete, the Airport continues to discuss the new Gatehouse or alternative options regarding control of access.

The Airport continues to progress the revised ACP for a 03 RNAV approach and early engagement has been positive. Early indications suggest the Airport can produce a design that resembles the track proposed in the original submission but critically uses principles promoted by both the Future Airspace South Implementation and the Airspace Modernisation Strategy. Additionally, this approach will address all the concerns raised by the CAA in CAP2500.

The Airport will shortly start the public consultation regarding the ACP for the 21 RNAV overlay and will commence throughout the next several weeks and provide residents with the opportunity to see that the change will have minimal if any impact.

Steady progress is being made regarding the establishment of the Marshalls Skills Academy and the Airport is working hard to ensure this project is delivered as quickly as possible. In the meantime, we are proving demand through the increased utilisation of the training hub and would encourage everyone to engage with the Airport to make best use of the training facility.

Work is well advanced to support two significant events in the fourth coming month, notably the Air Charter Expo on 12th September and the Aerobility Armchair Airshow on 30th September.

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 at john@bigginhillreunited.co.uk)

DATABASE EMAIL ADDRESSES

A constantly updated list of database members can be seen at <http://www.bigginhillreunited.co.uk> Please remember to let me know if your email address is changed. 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 for this month. Enjoy your flying - Please stay well and stay safe.....

Best wishes

John Willis - Biggin Hill Airport Users Database

And Finally: As usual, 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!). - a few relatively amusing short stories....

I would like to thank everyone for sending their contributions for this section. To avoid me running out of jokes, please keep them coming by email to john@bigginhillreunited.co.uk

QUOTE.....

A blonde and a redhead have a ranch.

They have just lost their bull. The women need to buy another, but only have \$500.

The redhead tells the blonde, "I will go to the market and see if I can find one for under that amount. If I can, I will send you a telegram."

She goes to the market and finds one for \$499. Having only one dollar left, she goes to the telegraph office and finds out that it costs one dollar per word. She is stumped on how to tell the blonde to bring the truck and trailer.

Finally, she tells the telegraph operator to send the word "comfortable."

Skeptical, the operator asks, "How will she know to come with the trailer from just that word?"

The redhead replies, "She's a blonde so she reads slow: 'Come for ta bull.'"

.....UNQUOTE

QUOTE.....

A boy is selling fish on a corner. To get his customers' attention, he is yelling, "Dam fish for sale! Get your dam fish here!"

A pastor hears this and asks, "Why are you calling them 'dam fish.'"

The boy responds, "Because I caught these fish at the local dam."

The pastor buys a couple fish, takes them home to his wife, and asks her to cook the dam fish.

The wife responds surprised, "I didn't know it was acceptable for a preacher to speak that way."

He explains to her why they are dam fish. Later at the dinner table, he asks his son to pass the dam fish.

He responds, "That's the spirit, Dad! Now pass the f*cking potatoes!"

.....UNQUOTE

QUOTE.....

A family is at the dinner table. The son asks the father, "Dad, how many kinds of boobs are there?"

The father, surprised, answers, "Well, son, a woman goes through three phases. In her 20s, a woman's breasts are like melons, round and firm. In her 30s and 40s, they are like pears, still nice, hanging a bit. After 50, they are like onions."

"Onions?" the son asks.

"Yes. You see them and they make you cry."

This infuriated his wife and daughter.

The daughter asks, "Mom, how many different kinds of willies are there?"

The mother smiles and says, "Well, dear, a man goes through three phases also. In his 20s, his willy is like an oak tree, mighty and hard. In his 30s and 40s, it's like a birch, flexible but reliable. After his 50s, it's like a Christmas tree."

"A Christmas tree?" the daughter asks.

"Yes, dead from the root up and the balls are just for decoration."

.....UNQUOTE

QUOTE.....

A teacher is teaching a class and she sees that Johnny isn't paying attention, so she asks him, "If there are three ducks sitting on a fence, and you shoot one, how many are left?"

Johnny says, "None."

The teacher asks, "Why?"

Johnny says, "Because the shot scared them all off."

The teacher says, "No, two, but I like how you're thinking."

Johnny asks the teacher, "If you see three women walking out of an ice cream parlor, one is licking her ice cream, one is sucking her ice cream, and one is biting her ice cream, which one is married?"

The teacher says, "The one sucking her ice cream."

Johnny says, "No, the one with the wedding ring, but I like how you're thinking!"

.....UNQUOTE

QUOTE.....

It was Christmas Eve. A woman came home to her husband after a day of busy shopping.

Later on that night when she was getting undressed for bed, he noticed a mark on the inside of her leg. "What is that?" he asked.

She said, "I visited the tattoo parlour today. On the inside of one leg I had them tattoo 'Merry Christmas,' and on the inside of the other one they tattooed 'Happy New Year.'"

Perplexed, he asked, "Why did you do that?"

"Well," she replied, "now you can't complain that there's never anything to eat between Christmas and New Years!"

.....UNQUOTE

QUOTE.....

Sherlock Holmes and Dr. Watson went on a camping trip. After a good meal and a bottle of wine, they laid down for the night, and went to sleep.

Some hours later, Holmes awoke and nudged his faithful friend. "Watson, look up at the sky and tell me what you see."

Watson replied, "I see millions and millions of stars."

"What does that tell you?"

Watson pondered for a minute. "Astronomically, it tells me that there are millions of galaxies, and potentially billions of planets. Astrologically, I observe that Saturn is in Leo. Horologically, I deduce that the time is approximately a quarter past three. Theologically, I can see that God is all powerful and that we are small and insignificant. Meteorologically, I suspect that we will have a beautiful day tomorrow. What does it tell you?"

Holmes was silent for a minute, then spoke. "It tells me that someone has stolen our tent."

.....UNQUOTE

QUOTE.....

A lady goes to the doctor and complains that her husband is losing interest in sex.

The doctor gives her a pill, but warns her that it's still experimental. He tells her to slip it into his mashed potatoes at dinner, so that night, she does just that.

About a week later, she's back at the doctor, where she says, "Doc, the pill worked great! I put it in the potatoes like you said! It wasn't five minutes later that he jumped up, raked all the food and dishes onto the floor, grabbed me, ripped all my clothes off, and ravaged me right there on the table!"

The doctor says, "I'm sorry, we didn't realize the pill was that strong! The foundation will be glad to pay for any damages."

"Nah," she says, "that's okay. We're never going back to that restaurant anyway."

.....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 AIRPORT - “NOISE SENSITIVE AREAS” – (NSA’s)

*These are Noise “Sensitive” Area’s – they are **NOT** No Fly Zones!*



All these areas are from surface to 2,000 feet amsl (Above Mean Sea Level)

In the case of the Tatsfield area, the upper limit is 2,500 feet amsl