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PRESS RELEASE

Proposed Changes to Biggin Hill Flight Paths over Croydon

Eight Residents Associations (RAs) in the south of the Borough, which include Riddlesdown, Hartley & District, Old Coulsdon, Coulsdon West, East Coulsdon, Kenley & District, Purley & Woodcote, and Sanderstead, are joining forces to campaign against the proposal by London Biggin Hill Airport (LBHA) to change flight paths over the southern parts of the Borough of Croydon, for flights landing from the south, at Biggin Hill Airport.

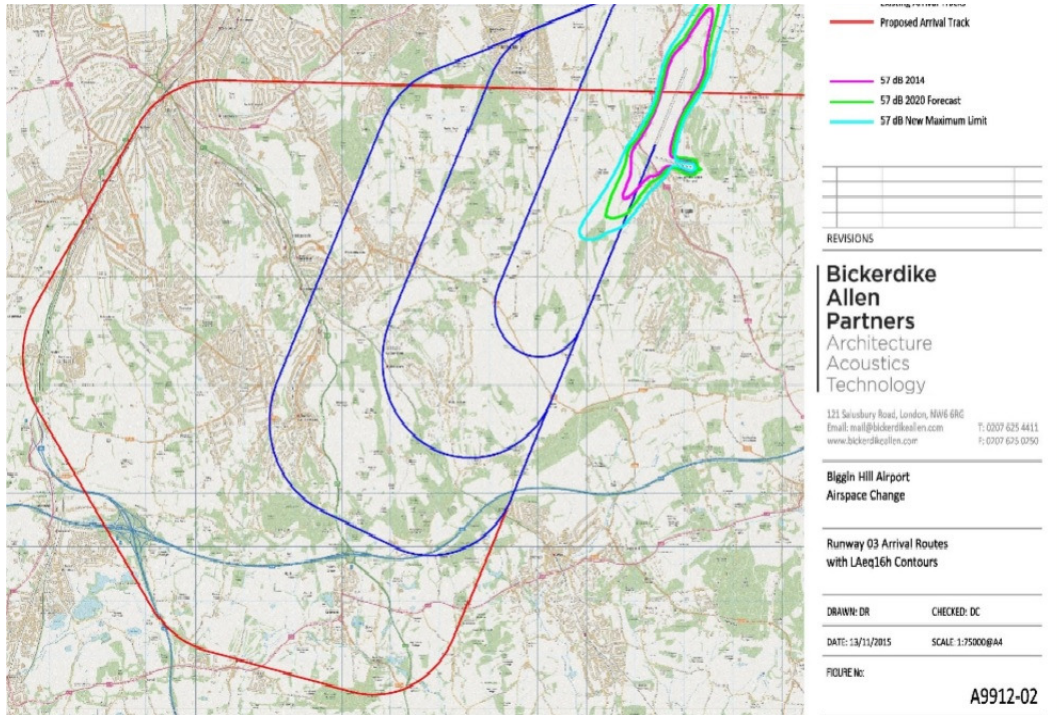
A consultation document was issued by LBHA on 16 November 2015. <http://www.bigginhillairport.com/acp/> As part of the changes to flight paths, it is proposed a substantial part of the southern half of Borough of Croydon will be flown over by some flights arriving at Biggin Hill. However, the Residents Associations and some Ward Councillors have only just found out about this consultation document, two months after being issued. The document states that Croydon Council has been consulted by LBHA but despite enquiries, Yvette Hopley, Sanderstead Councillor and Shadow Cabinet Member for Transport & Environment cannot establish which Department at Croydon Council is dealing with the consultation.

LBHA's report says aircraft movement over parts of the Borough of Bromley and parts of Surrey will be substantially reduced, with periods without any aircraft movement over these areas. However, the report does not seem to take into account the increased use of airspace over densely populated areas of New Addington, Selsdon, Sanderstead, Purley, Coulsdon, Chipstead and Hooley, which will all be overflowed at 3,000 feet, reducing to 2,500 feet between Coulsdon and Hooley. Aircraft will also fly over the Area of Natural Beauty, of Surrey Hills. The revised flight path will also have an adverse effect on the Kenley Gliding Club.

Currently, Heathrow air traffic is stacked in one of four holding patterns over Biggin Hill, at about 9,000 to 13,000 feet. These aircraft then usually peel off the stack and overfly the southern part of the Borough before turning to overfly central Croydon and then make their final approach to Heathrow, if on westerly winds. What LBHA are proposing is that on easterly winds, LBHA arrivals will overfly the south of Croydon Borough, to land at Biggin Hill and this will negate the quieter periods for Croydon residents. Heathrow air traffic is usually at 7 to 9,000 feet above the southern part of Croydon. It is proposed Biggin Hill arriving aircraft will be at 3,000 feet. Considerably lower.

The eight Resident Associations are suggesting that one of the current routes on the existing flight paths for landings is considered which takes a line east of the Borough of Croydon and then joins up with the proposed route suggested by LBHA, just south of the M25 corridor. This is over less densely populated areas.

The LBHA consultation period closes on 17 February 2016. **(Map below)**



The blue lines are the current three flight paths into LBHA on visual approach into the south of the airport. The red line is the proposed route into the south of the airport, over the south of the Borough of Croydon and North Surrey.

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