

APPENDIX 2 TO MIL

Biggin Hill Airport

Light Aircraft Exhaust Silencer Incentive Scheme (LASIS)

Light aircraft owners normally based at LBHA may opt to install one of a number of EASA Certified systems designed to muffle exhaust output noise and thereby reduce noise nuisance. The scheme is available to all light aircraft operators, but due to the inherent cost of such systems, it is likely that this scheme (the LASIS) will be taken up most readily by the most frequent users, such as flying schools. However, this is of benefit because the LASIS provides an incentive to the most frequent fliers thereby maximising the benefits of the proposal. The scheme will be published by Managing Director's Notice to all light aircraft owners and operators based at Biggin Hill Airport and will be included in LBHA's published fees and charges. Because the scheme does not apply to aircraft not based at London Biggin Hill Airport it will not be included in the UK AIP or other flight briefing materials.

Pursuant to the LASIS, LBHA will offer a 25% discount on published landing fees to owners and operators of light single engine aircraft who elect to fit an EASA or FAA approved exhaust silencer system that can be demonstrated to reduce aircraft noise output by 5dB or more.

The following terms will apply:

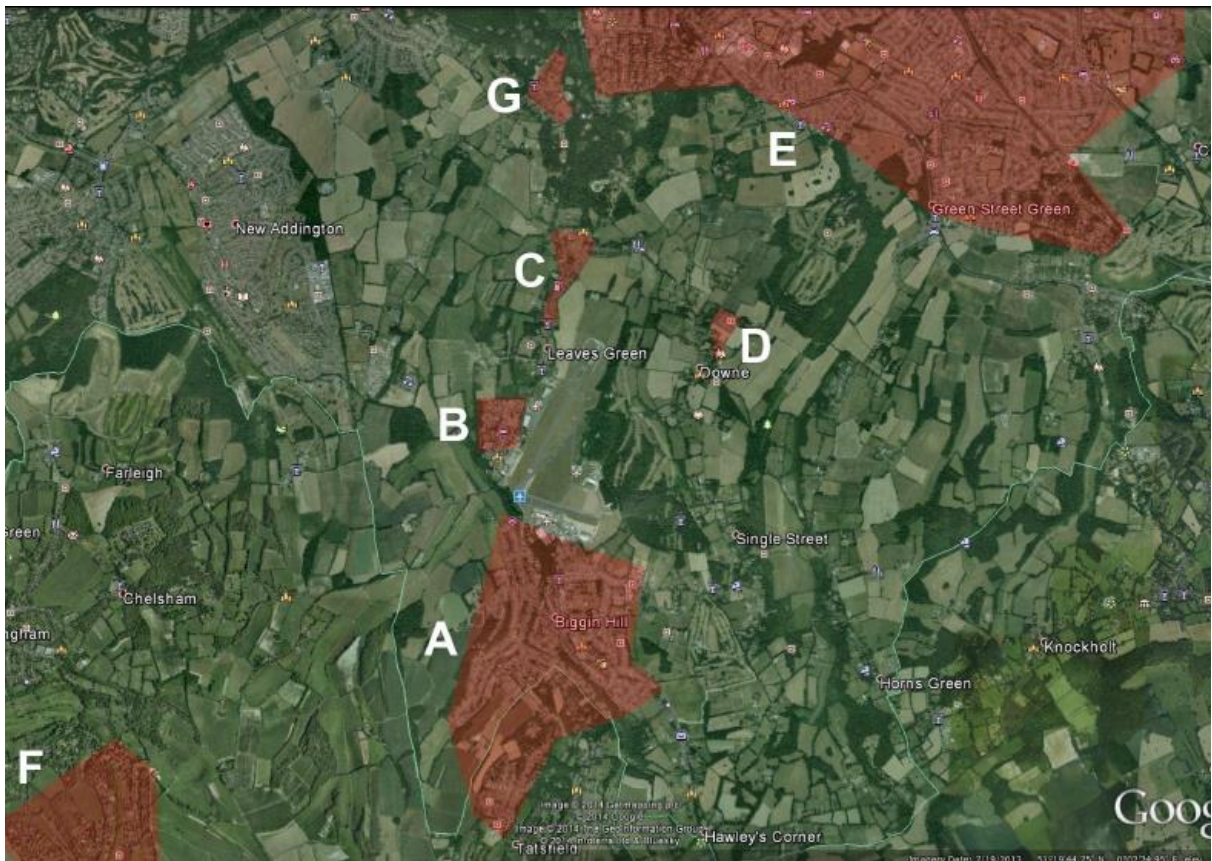
1. In order to qualify, the Maximum Authorised Take-Off Mass (MATOM) of the aircraft shall be 2,300kgs or less.
2. Before purchase or installation of any proposed noise reduction system, the owner or operator of the aircraft for which a discount is sought should make a technical presentation to LBHA setting out the noise reduction benefits (as measured during system certification) and showing that the expected noise reduction is likely to be 5dB or more. If LBHA believes that the proposed system meets the terms of the LASIS, LBHA will then confirm in writing its acceptance of the proposed STC (Supplementary Type Certificate) as meeting the requirements of the LASIS.
3. The exhaust system concerned must remain installed on the aircraft concerned and must remain in a fully serviceable condition.
4. The agreed discount may be withdrawn at the sole discretion of LBHA if it has reasonable grounds to believe that the agreed STC system is no longer installed on the aircraft concerned or is not performing as per manufacturer specifications (for instance due to insufficient maintenance).
5. The discount will apply only once proof (provided to LBHA by way of aircraft maintenance records and visual inspection) that the agreed STC has been installed on the aircraft concerned and a copy of the STC and OEM data sheet has been lodged with LBHA. Once installation has been verified, LBHA will issue a certificate of compliance for discount in respect of the aircraft concerned.

APPENDIX 3 TO MIL

Biggin Hill Airport Noise Sensitive Areas

Code of Conduct to be followed by

Aircraft and Helicopter commanders operating under Visual Flight Rules VFR



Key:

- A Biggin Hill and Tatsfield
- B Leavesden Estate
- C Leaves Green
- D Downe Village
- E Orpington, Farnborough, Crofton Locksbottom
- F Warlingham and Woldingham
- G Keston Village

- In general all built up areas should be avoided by aircraft where safety considerations permit. Noise sensitive areas should not be overflown below 2,000 ft unless pursuant to an ATC restriction or instruction.
- Aircraft commanders should operate their aircraft at all times in order to minimise noise on the ground to the greatest extent possible.
- Non-essential flight should be avoided in the early morning period 0630 – 0700 and aircraft commanders are encouraged to consider a departure in this period only where no alternative course of action exists. In any event, prior permission will be required for all aircraft operations at Biggin Hill and special noise provisions will apply during this period.
- Low flight (below 2,000ft AMSL) should be avoided where possible.
- Propeller pitch/rpm should be reduced as soon as possible after take-off and increased again only once required for safe flight.
- Operations should be conducted so as to avoid unnecessary or gratuitous noise nuisance.
- Areas marked in red above should be overflown only when required pursuant to a direct ATC instruction (IE extend downwind, report before turning base)
- Where safe and weather conditions permit, helicopters transiting in and out of the airport should use the highest practical altitude and should organise their flight profile so as to minimise noise on the ground and make use of the highest safe altitude when transiting to or from Biggin Hill Airport area. If possible, helicopters should rise to 1,000 ft before crossing the airport boundary.
- Aircraft commanders should carefully consider the likely impact of their flight operations on those on the ground, having regard to the time of day and the prevailing weather conditions at the time of flight.

Noise sensitive areas are based on past experience of noise complaints based on the assumption that those experiencing disturbance are most likely to complain.

Please note that for reasons of safety for their aircraft and passengers on board, the aircraft commander retains the ultimate decision about the performance of the flight.