

COMMERCIAL IN CONFIDENCE

**SUPPORTING INFORMATION IN RESPECT OF AN ALTERATION TO THE
OPERATING CRITERIA CHANGES FOR THE 2012 OLYMPICS
AND PARALYMPICS**

1. The Department for Transport has completed a demand forecast across a range of different traffic types to assess the airport capacity against demand over the period of the Games and has sought to allocate each movement to a specific airfield. Whilst it is emphasised that the allocation in the study is not intended to represent an actual or predicted distribution of flights it is anticipated that Biggin Hill, given its proximity to the Olympic site will receive an additional 668 flights during the Olympic peak 31 day period i.e. an average of an additional 21 flights per day in addition to the average 32 per day at present.
2. In addition to the Business Aviation flights there is the potential for Air Taxi small group travel flights that are unable to obtain slots at other airports or for whom the proximity of Biggin Hill to their destination is an advantage. Some of these groups will travel in an exclusively chartered aircraft, as permitted by the User Clause in the Lease, whilst others may carry passengers who have individually paid a fare. BHAL proposes to limit all passenger flights to a maximum capacity of 76 seats.
3. Whilst some flights will be long stay, the expectation is that most will be day returns. Olympic events will take place up to 2300 hrs and it will be vital for departing aircraft to leave in order to provide the parking capacity for aircraft arriving on the following day. Similarly, hotel capacity will be limited and therefore passengers will be stranded if unable to depart.
4. The Department for Transport forecast is only a guide to the number of flights that may wish to use the airport. Business Aviation and Air Taxis do not operate to a programme and the flexibility of that type of travel is at the heart of its attractiveness to customers. It is therefore not possible to forecast flight movements in any particular period of the day, or day of the week. However, for the benefit of local residents it is proposed to apply a cap of 3 flight movements between 0630 and 0700 in order to encourage inbound flights to delay departure from their point of origin and to avoid the need for aircraft to be orbiting over London whilst waiting to land at Biggin.
5. In order to ensure that there is no road congestion, passenger numbers will be restricted on each flight and surface transport arrangements will be provided to the local rail stations to link into the Olympic travel arrangements.
6. A summary of the changes are as follows and would apply from 2 weeks prior to the Games and remain in force until 2 weeks afterwards i.e. 13th July to 23rd September 2012.

- a) The existing weekday opening hours of 0630 to 2200 hrs would be extended to 0630 to 2300 hrs.
- b) Weekend hours would be the same as weekday hours.
- c) A limit of 3 flights only to be allowed between 0630 and 0700 hrs (either in or out). This period is important for flights from the USA, Middle and Far East. At present there is no limit on the numbers of departures that can take place during this time.
- d) For all small group passenger flights a £3.00 local departure tax per passenger will be applied payable to the Community Chest.
- e) For all flights landing outside the existing opening hours a 10% surcharge on the landing fee will be applied, payable to the Community Chest.
- f) Passenger flights will not exceed 76 seats.
- g) There is no change to the maximum number of flights permitted at the airport per annum.
- h) No flights will be a scheduled passenger flights i.e. they will all be one off flights.
- i) It is anticipated that more than 75 short term jobs will be created by this application.

7. In response to the questions posed in your letter of the 30th September 2010:

- a) Specific dates applied for are Friday 13th July 2012 to Sunday 23rd September 2012.
- b) We will limit the number of flights through a slot control system being prepared by the Department for Transport through ACI and NATS. The airport will be allocated and agree an hourly rate for arrivals and departures as part of the London airport and airspace system. It is not yet clear what light aircraft will be permitted. It is not possible to say what number of flights will use the airport over the period but it will certainly not even come close to causing the airport to approach or even breach its annual authorised total.
- c) It is not possible, for the reasons above, to determine the hourly rate or specific times of flights so we cannot say at this time the number of flights that will take place during the extended hours.
- d) We have proposed a Departure tax of £3.00 be applied to all passengers flying on an Air Taxi. At this stage it is difficult to forecast the number but it is likely to be several thousand people.
- e) An integral part of our arrangement for passenger flights will be to provide a shuttle service to either Bromley, Orpington or Ebbsfleet stations.