

London Biggin Hill Airport – Today and Tomorrow

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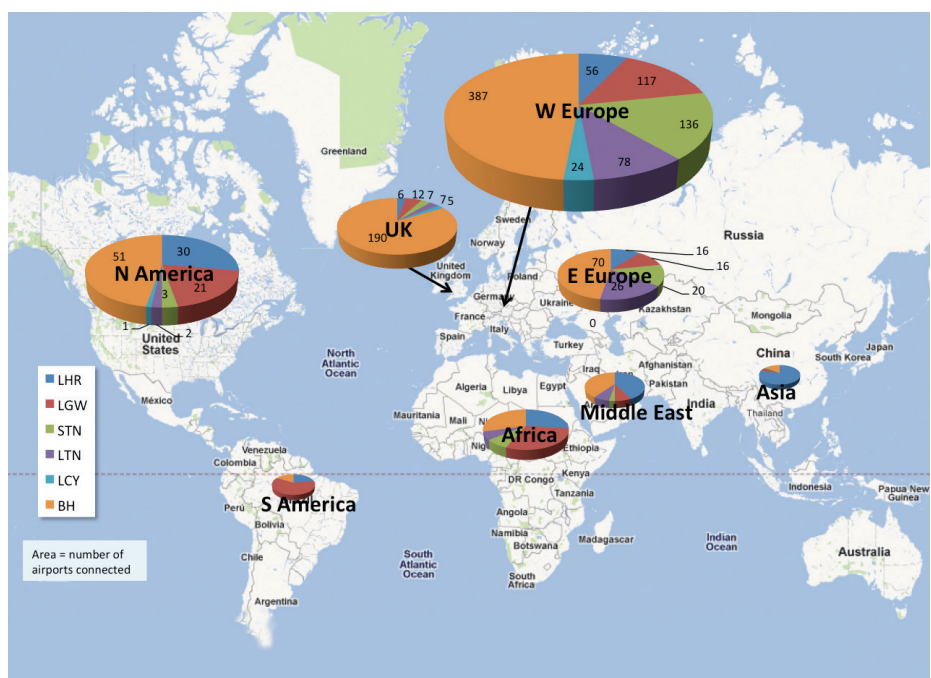
- Is one of only three commercial airports within the boundary of **Greater London** – the others being London Heathrow and London City.
- **Specialises in Business and General Aviation** – that is the chartered and private operations of aircraft for executives, groups, air ambulance and other miscellaneous ad-hoc uses but specifically not scheduled commercial passenger services.
- **Accommodated flights to and from 750 destinations in 2010**, nearly three times as many links as scheduled services from Heathrow, Gatwick, Stansted and City combined.
- **Is consistently in the top 15 busiest Business Aviation airports in Europe**, is the third busiest in the UK after Farnborough and Luton and forms an important London Business Gateway with 72% of flights carrying inbound visitors.
- **Benefits from its focus on Business Aviation** which is a significant and growing aviation sector within Europe that currently accounts for almost 8% of all European air traffic.

- **Is much more than just a place for aircraft to land and take-off**; it is already a focal point for inward investment into the UK and highly skilled jobs in the aerospace industry, one of the UK's important growth industries and export earners.
- **Hosts a cluster of more than 30 different companies employing in excess of 1,000 people**, has already attracted major service centres by Jet Aviation, a subsidiary of US company General Dynamics and a new service centre by Qatari investor Rizon, and is the Home Base for Formula 1 and their fleet of aircraft as well as up to 200 other aircraft, including 60 business jets.
- **Has been selected as a Strategic Outer London Development Centre (SOLDC)** in the 2011 London Plan for its potential for business investment.



In 2010 London Biggin Hill Airport connected with 747 places around the world: three* times as many as scheduled flights from London's other airports

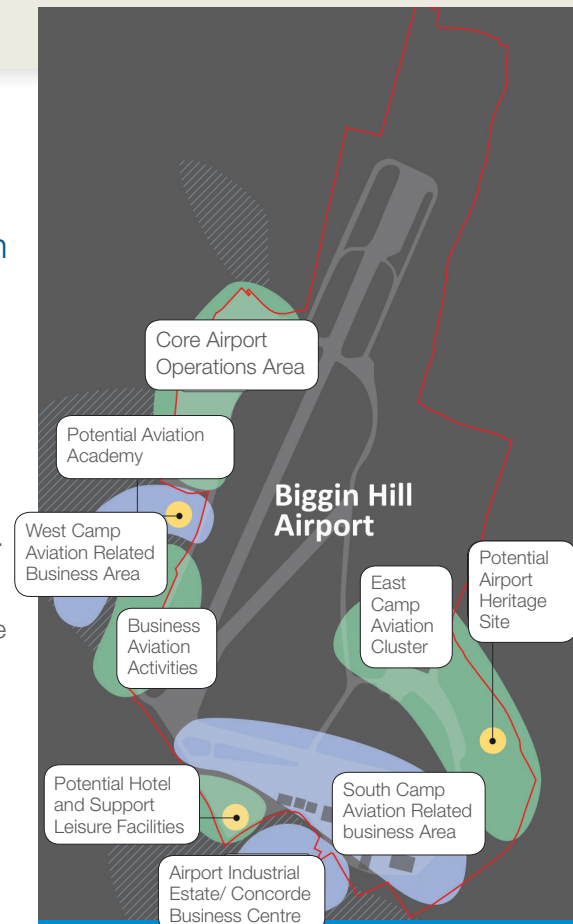
*Many places are connected by more than one London airport



Our Vision for the Future

To build on this success, the Airport seeks recognition within the Coalition Government's new Aviation Policy Framework (to be published for consultation in March 2012) that it can:

- Help deliver the Government's strategy of effectively utilising London's existing portfolio of Airports, by becoming the Business Aviation specialist airport serving the Capital, particularly the City, Docklands and Thames Gateway. This will enable larger airports within London's complement to better utilise their runway, apron, terminal and car parking capacity for higher volume air transport movements.
 - Provide improved flexible and on-demand access to and from the 20,000 towns and cities either not served at all, or served infrequently, by scheduled airlines from the large London airports.
 - Encourage initiatives to meet the demand for executive and group travel and to promote more efficient use of the spare capacity available on business and general aviation aircraft.
 - Align the facilities at and access to London Biggin Hill Airport so that it is one of the top 10 business airports in Europe and competitive with other European Business Aviation airports.
 - Implement an environmental mitigation package of carbon accreditation, habitat management, noise control and community involvement.
 - Maintain and fulfil the long held Government policy role for Biggin Hill, as a General Aviation airport
- with business and recreational flying and flying training, combined with a Local Airport function, but excluding scheduled commercial airline services.
- Work with transport agencies to achieve better operation of the surface transport network through smoothing traffic flow and improving public transport.
 - Make better use of the spare capacity and empty buildings on the adjoining land, formerly part of the airfield infrastructure, through its LoCATE initiative (London Centre for Aviation Technology and Enterprise) and in support of the selection of Biggin Hill as a Strategic Outer London Development Centre (SOLDC).
 - Develop the airfield's distinctive heritage assets.
 - Seek to establish a Business and General Aviation-focused Academy to promote aviation related business management, sustainability and technical skills training, including engineering apprenticeships such as those the Airport has already initiated with companies on the Airport. The Airport will also seek to work with partners to promote schemes to attract young aviation specialists and entrepreneurs to establish a business in the Biggin Hill LoCATE zone.



Core Airport Operations Area

The location for Core Airport Operations, including a modernised terminal, control tower and aircraft hangers

West Camp

An area of development potential, with a number of heritage assets. A likely location for the Academy for aviation skills

East Camp

Development potential for aviation related activities and business, plus a potential location for an Historic centre or Battle of Britain facility

South Camp

Scope for further investment in business premises and hangarage, building on recent new inward investment by Jet Aviation, Rizon and others

Airport Industrial/ Concorde Business Centre

These two industrial estates provide opportunities and capacity to create high quality business premises

Hotel and leisure Hub

Planning permission has been granted for a new hotel, with associated business amenities, to serve the airport and the wider cluster

Further Information

For further information contact: Jenny Munro, Managing Director

Biggin Hill Airport Ltd, Passenger Terminal, Main Road, Biggin Hill, Bromley, TN16 3BH, South London.

Tel: +44(0) 1959 578500 | Fax: +44(0) 1959 540406 | E-mail: enquiries@bigginhillairport.com | www.bigginhillairport.com