

## WYCOMBE AIR PARK JOINT CONSULTATIVE COMMITTEE

### MINUTES OF A MEETING HELD ON 12 October 2011

#### PRESENT

<b>Mr J M Blanksby</b>	<b>Chairman</b>
<b>Mr T Orchard</b>	<b>General Manager, Wycombe Air Park</b>
<b>Councillor R Emmett</b>	<b>WDC Member, Hambleden</b>
<b>Councillor I McEnnis</b>	<b>WDC Member, Chiltern Rise</b>
<b>Councillor J Richards, OBE</b>	<b>WDC Member, Greater Marlow</b>
<b>Councillor Z Ahmed</b>	<b>WDC Member, Sands</b>
<b>Councillor S Parker</b>	<b>WDC Member, Booker and Cressex</b>
<b>Councillor B Jonson</b>	<b>Great Marlow Parish Council</b>
<b>Mr H Luxton</b>	<b>Booker Common and Woods Protection Society</b>
<b>Mr R Martyn</b>	<b>Booker Gliding Club</b>
<b>Mr D Thurbin</b>	<b>Flight Training Manager, BAFC</b>
<b>Mr J Smith</b>	<b>Divisional Environmental Health Officer, WDC</b>

1. The Chairman welcomed those present to the meeting, particularly the new members, Councillors Ahmed, Richards and Parker and he hoped that they enjoyed their membership.
2. **Apologies for Absence**  
Apologies had been received from Councillor A Barnard and Honorary Alderman T Collins. As Councillor I McEnnis was also Chairman of Council he needed to leave at 7.30 pm and H Luxton required to leave by 7.45 pm.
3. **Duration of Meeting**  
The Chairman advised that it was his intention to finish the business part of the meeting by 8.00 pm when it was hoped that there may be some members of the public wishing to join the meeting.
4. **Minutes of the Previous Meeting**  
The minutes of the meeting held on 12 July 2011 were tabled. These had been circulated to all with the exception of the new members. The Chairman proposed two amendments. Firstly, he requested that Mr A Barnard be referred to as Councillor A Barnard and secondly, in respect of minute no. 4 where it was proposed the rules of attendance be held in abeyance for the period of office for Councillor I McEnnis, he required the words, "this was agreed" to be inserted. It was similarly proposed that B Jonson be referred to as Councillor and this was agreed. In addition, K Dearman to be asked to confirm whether he was in fact a Group Captain or a Wing Commander.

With these amendments the minutes were agreed as an accurate record of the meeting.

## **5. Declarations of Interest**

Declarations of interest were received from employees and operators of the air park. The three new Councillors were asked whether they had any conflicts of interest. Councillor Richards advised that he was the spokesperson for Property and Regeneration.

## **6. Matters of report not appearing elsewhere on the agenda**

T Orchard enquired whether the letter to the DFT asking them to confirm the information relating to other JCCs and their attendance by the public, had been prepared. Councillor Emmett confirmed in the negative but agreed to prepare same in conjunction with Councillor Jonson. On this point, the Chairman advised that he had made some preliminary enquiries of his own with 2 other JCCs. He advised that at one the public may ask questions subject to the support of their local representative; the other did not admit the public at all.

Reference was made to the meeting with the DFT on 27 September. Councillor McEnnis advised that he had found it encouraging and he felt a step in the right direction. Councillor Emmett considered that the dialogue had been frank and that all had benefitted from the opportunity to speak freely. It had been well chaired with all present being given an opportunity to express their views. He considered that the DFT were anxious that a local solution be found, and he supported that approach.

The Chairman reminded the meeting that it had been the wish of the JCC that the Vice Chairman attend with him, however, this had not been the case and he had been the sole JCC representative. In addition, one of the recommendations/actions arising from the meeting had been that Wycombe Air Park should revise the JCC constitution. He considered that this showed a thorough lack of understanding; this was not an issue for Wycombe Air Park but for the JCC and he requested authority to respond. Finally, it had been necessary to use the Chairman's personal email address and he had asked that the privacy of this personal account be respected and sadly this had been abused.

R Martyn enquired as to the next steps. The meeting was advised that WAPAG had a "menu" of requirements and there had been much discussion around compromise and the needs of both parties. WAPAG however had stated they required all of their requirements to be met. Various suggestions were to be examined and a further meeting planned for February. The meeting enquired whether there was a requirement for the air park to have a noise action plan.

On this latter point, T Orchard advised that European rules were changing and currently the rule was that 50,000 commercial movements were required before an airfield fell within the scope for a noise action plan.

## **7. Noise Complaints received by the Air Park**

T Orchard advised that the period under consideration was from 20<sup>th</sup> June 2011 to 7<sup>th</sup> October 2011. He had analysed the complaints compared to the number of aircraft movements, which had been 27,000 movements, of which there had been 69 complaints. Of these 69, they fell into 4 categories:

37 insufficient data supplied (the majority of which came from 1 resident);

27 not a violation of procedures; the noise abatement procedures were readily promulgated;

1 not correlated after discussion, and

4 of the 69 resulted in a useful exercise and pilots had been rebriefed so as not to be errant in the future.

Councillor Ahmed enquired as to how movements were counted. T Orchard explained that each take off or landing was a movement so each flight equated to two movements.

## **8. Runway Usage**

Runway 24/06 was the south westerly to north easterly runway with R35 the grass runway heading towards the north.

R24 had been used most because of the wind direction with R06 being used less frequently. However, by the use of runway changes, this had helped to spread the noise across the community.

## **9. Movement Statistics**

Movement statistics for the last quarter, July – September 2011, had amounted to 25,422, of which 66 had been estimated as being used for business purposes. The last 12 months, October 2010 – September 2011, amounted to 77,398 which was lower than the year earlier. T Orchard reminded the meeting that at its peak some years ago, annual movements had been in the region of 180,000 and he hoped that this comparison could put some perspective on current movement numbers.

## **10. WDC Aircraft Monitoring Report**

J Smith advised that historically Runways 24/06 had been monitored as there were noise abatement zone (NAZ) procedures in place for take off. The NAZ was a prescribed area where aircraft should not fly during the take-off and climb phase of departure because it was heavily populated. There were a number of monitoring positions around the edges of the zone from which officers could determine whether an aircraft was in or out of the zone. Previously, around 12 hours monitoring had been undertaken per quarter by WDC and any violations reported to the subsequent JCC but due to lack of resources no monitoring had now been undertaken for 12 months.

## **11. Reports from other bodies**

H Luxton advised that Booker Common and Woods Protection Society had no matters to raise. No report had been received from either Frieth Village Society or Sands Residents Association.

## **12. Letters received since the last meeting**

J Smith advised that he had received correspondence from separate residents of Spring Coppice which related to how disturbed by noise they had become due to helicopters and fixed wing aircraft. They considered that the blue sign used as a marker was very close to their properties and was exacerbating the problem.

He also advised that he and T Orchard had had a discussion around a complaint of the Booker NAZ being breached. After some debate it had been agreed this had not been the case even though the aircraft was within the NAZ because it had been there for safety reasons due to the particular flying conditions on the day and the fact that it was a heavy aircraft.

S Parker advised that he had received a letter from a member of the public living in Spring Coppice who stated that there were large numbers of complaints for their vicinity not being investigated and that operators of the air park were present at the JCC meetings when it would be more beneficial to have local area representatives and the DFT guidelines supported this.

The Chairman advised that local residents were represented on the JCC through their Councillors; Parish Councillors and local amenity groups. It was also of benefit to be able to ask operators of the air park questions directly. He continued in that he believed this was a desire from a small number of people only to become members of the JCC and no formal request had been made. Any review of the constitution would need to observe good governance and probity and the Chairman feared that membership would become unwieldy. The DFT guidelines were just that, and were in fact to be revised within the next 12 months and new ones issued. The constitution of the JCC had in fact received a major review in 2000 and was again revised in May of this year. Both the DFT and the AEF (Aerodrome Environment Federation) had confirmed that the constitution was in line with the guidelines. In addition the Fair Oaks judgement had deemed that local Councillors could represent their communities.

The Councillors new to the JCC meeting requested details of communication channels to both the Chairman and T Orchard. J Smith would also send out a booklet to them which described general procedures.

In respect of the comment that T Orchard did not investigate complaints, he advised that the Chairman and other members of the JCC had inspected his log of complaints. He categorically stated that all complaints were dealt with. Until the summer of this year, the agreement he had with the JCC was that he would devote a certain amount of his time to deal with noise and he had considered that time was best spent tracking and dealing with errant pilots rather than writing repetitive letters. However, he now sent email responses.

In respect of the attendance by the public, the format of the JCC had been changed some time ago because some residents became abusive, despite having been warned that their behaviour may affect the working of the committee. The JCC regretted that members of the public would not even try the new format and that one Parish Council had withdrawn its membership and one had suspended theirs despite several attempts by the JCC to persuade them to reconsider their position.

**13. Community Matters**

T Orchard advised that he had now received a request from the Head Teacher at Castlefield School to come and talk to them and he confirmed that he would do so.

**14. Planning Matters**

None had been notified.

**15. AOB**

Discussion had taken place with the Chairman, T Orchard and J Smith in respect of how to publicise the dates of future meetings. It had been agreed that the minutes of JCC meetings would be put on the air park's website under community matters, together with the date of the next meeting. The website was [www.wycombeairpark.co.uk](http://www.wycombeairpark.co.uk).

T Orchard advised the meeting that D Thurbin would be retiring on 11<sup>th</sup> November and he wished to thank him for his contribution to all the many JCC meetings that he had attended over the last 25 years. M Blanksby echoed this and wished him a long and healthy retirement.

**16. Date of Next Meeting**

**Wednesday 25<sup>th</sup> April 2012 at 6.30 pm**

The meeting closed at 7.40 pm