

WYCOMBE AIR PARK JOINT CONSULTATIVE COMMITTEE

MINUTES OF A MEETING HELD ON 17th January 2017

PRESENT

Mr R Pushman	Chairman
Mr S Brown	CEO, Helicopter Aircraft Holdings Ltd
Councillor C Whitehead	WDC Member, Hambleton Valley
Councillor D Barnes	WDC Member, Greater Marlow
Councillor I McEnnis	WDC Member, Chiltern Rise
Councillor M Pack	Great Marlow Parish Council
Mr N Phillips	Sands Residents' Association
Mr H Luxton	Booker Common & Woods Protection Society
Mr A Mann	WAPAG
Mr W Parker	Booker Gliding Club
Mr S Atkins	Head of Training, Wycombe Air Park
Mr J Smith	Divisional Environmental Health Officer, WDC

(3 members of the public were in attendance)

1. The Chairman welcomed all to the meeting and opened the public part of the meeting, following which the full committee would convene and members of the public then became observers and not contributors.
2. **Duration of meeting**
The Chairman anticipated that this would be around 8.00 pm.
3. **Questions from the public**
There were no questions, and the Chairman advised that the meeting was no longer a forum for discussion and he opened the formal committee at 6.33 pm.
4. **Apologies for Absence**
Apologies had been received from Councillors Harris, Ahmed, Detsiny, Keith Chanter, Mandy Sarney and Richard Martyn.
5. **Minutes of the meeting held on 20th September 2016**
The minutes of the meeting were agreed as an accurate record of the meeting.
6. **Update on Lease**
S Brown advised the meeting that the lease was signed in October, shortly after the last JCC meeting. He confirmed that the extract in the minutes provided by C Brocklehurst at the September meeting detailing some of the provisions within the lease, had not changed and remained within the signed document. The lease was for a 50 year term with a 30 year break clause and was some 78 pages in length. There was one lease for the air park and another for the land that the air park was giving back to the council. A Mann asked if members of the JCC could be provided with a copy. S Brown advised that it was a matter of public record and

he thought that access could be made via the land registry. Further discussion on this matter took place and members of the JCC, particularly WAPAG, considered this to be a critical item and asked that a copy be made available to them. S Brown agreed to ask C Brocklehurst for a copy in the right format for circulation. He reiterated that the synopsis in the minutes reflected the actual terms in the lease.

The Chairman asked for an update on some of the environmental issues therefore that were contained within the lease.

Silencers – S Brown advised that he was now working with a company in Germany on the production of electric training aircraft, which was most exciting. No silencers had to date been fitted as when tested the silencers increased the level of decibels on the aircraft. He would keep the meeting updated as to progress on the electric training aircraft.

Respite – this was within the lease and would be met. There was a limit on the number of respites as set out in the lease. All applications for respite needed to be made through the council.

GPS – this was required for all home aircraft and required to be done by 10th October 2017. S Brown would be writing to all owners shortly advising them of this requirement. P Allies enquired whether this was data controlled GPS and whether the JCC could make a request to see same and this was advised in the positive.

Upper limit on aircraft – this had been set at 180,000 movements. Training flight movements would be reduced as the use of simulators increased. The air park would police this and provide data to the council. A Mann asked if the statistics would be reported to the JCC. He was advised that the council, CAA and JCC would all receive them. The CAA received them as a matter of course each year under the Air Park's Operating Licence. S Brown confirmed that C Brocklehurst would be the recipient of the information at the council.

Noise Abatement Procedures – the onus was on the Air Park not to cause a nuisance in any particular place, which reflected a recent court precedent.

A Mann thanked S Brown for his precis but reiterated his desire to read the actual lease.

7. Noise complaints received by the air park

Detailed statistics were provided. The quarter from July – September showed 20,069 movements of which there were 143 complaints, of which 115 related to Red Bull. S Brown advised that there were currently no bookings from Red Bull nor any for helicopter pleasure flying days. However, he did expect Red Bull to return at some point and he urged the JCC that if they received an invitation to attend, to kindly not go public with this.

8. Matters of report not appearing elsewhere on the agenda

N Phillips enquired if any changes had or were likely to be made to the current flight path. S Brown advised that safety always came first but he had a desire to fly over the least amount of people and keep noise to a minimum and therefore he was looking at flying over the motorway. He was therefore considering moving fixed wing and helicopters to the south side and he urged all that if they had anything to input to please speak out.

H Luxton enquired whether there was any time pressure therefore on the gliders moving. S Brown confirmed that if it turned out to be a good idea there would be no reason to hold out. He went on to explain that the gliders prevented the fixed wing and helicopters moving higher up in the airspace but if they were to move, then the fixed wing and helicopters could be pushed higher which would assist with the noise footprint.

Discussion continued and it was therefore proposed that this matter be discussed outside of the formal JCC so that suggestions could be considered to see if there were any better routes available. S Brown recommended that ideas be brought to the next JCC meeting and of course the gliders needed to consider their future.

S Brown took this opportunity to acquaint the meeting with the fact that he had had

trespassers at the Air Park and odd hour movements and the Police had become involved. P Allies suggested dotting around a few bird cams to track activity.

9. Community Matters

S Brown updated the meeting regarding the catering arrangements at the Air Park. The Pad management had mishandled their lease renewal process and had refused to pay their electric account and therefore he had served an eviction notice and as of today they had no right of occupation. This left the Air Park without a café. Helicopter Services Ltd had also agreed to move premises and as a result, he was redesigning the café which he hoped to have up and running by the end February/early March. The café would be situated in the building the JCC was now in.

S Brown was also pleased to advise that the airfield remained open for public walkers around the perimeter, providing walkers registered with the Air Park in the first instance. Hedge cutting was also coming up. On this latter point, P Allies enquired whether the hedges on the road side were being cut as he considered they presented a traffic hazard.

S Brown advised that AeroExpo would take place from 1-3 June inclusive and that he would be shutting the air field on Sunday 4 June.

S Brown also reported that he had secured an agreement with the council to hold three community events a year and he was seeking views regarding ideas. He had held a vintage tractor event which had been well attended and he wondered if there would be any interest from the community in staging a local show, selling wares etc. It was suggested that he talk to Parish Councils about that idea via a letter to Parish Clerks. In addition the Chairman wondered if a RAFA event or an Armed Forces Day might be possible and he and S Brown would talk outside of the meeting.

S Brown finished by saying that four airfields had closed recently and Wycombe District Council would be one of the few Districts with an airfield.

10. Date of Next Meeting

25th April 2017 at 6.30 pm

A discussion with S Brown and S Atkins would take place at 6.00 pm, prior to the public participation part of the meeting, when suggestions for alternative routes could be discussed.

The meeting closed at 7.25 pm