

WYCOMBE AIR PARK JOINT CONSULTATIVE COMMITTEE

**MINUTES OF A MEETING HELD ON
19th February 2019**

PRESENT

Mr R Pushman	Chairman
Councillor Z Ahmed	WDC Member, Sands
Councillor D Barnes	WDC Member, Greater Marlow
Councillor C Whithead	WDC Member, Hambleton
Councillor N Dunn	Great Marlow Parish Council
Councillor D Broad	Hambleton Parish Council
Mr N Phillips	Sands Residents' Association
Mr B Tranter	Booker Common & Woods Protection Society
Mr R Rendel	WAPAG
Mr K Chanter & Mr R Russell	Frieth Village Society
Mr C Goss	Claymoor Park Residents Association
Mrs M Sarney	General Manager, Wycombe Air Park
Mr R Martyn	Booker Gliding Club
Mr K Black	Safety Manager, Wycombe Air Park
Mr J Smith	Divisional Environmental Health Officer
Mr A Young	HeliAir
Mr L O'Dea	Flying Instructor, Wycombe Air Park

(3 members of the public was in attendance but arrived late)

1. R Pushman opened the meeting and introductions were made for the benefit of the newcomers to the JCC. These were Chris Goss, Chair of the Claymoor Park Residents Association and Robert Russell, who would be replacing Keith Chanter as representative from Frieth Village Society.
The Chairman also reminded the meeting that the first 15 minutes would be open to the public who may ask questions. The meeting proper would then take place when the public were not allowed to speak unless the Chairman deemed it appropriate.
2. **Public Participation**
Q. Lord Parmoor advised that he was a regular "complainer" but things were going well. However, he wished to discuss one point concerning the WAP website section entitled "dealing with noise issues", which stated that the air park traced pilots and applied appropriate measures to grossly errant pilots and asked if this was in fact the case.
A. M Sarney advised that errant pilots were shown what was wrong and if someone was considered deliberately/maliciously flouting the regulations they would be advised they were not welcome again.

Q. Lord Parmoor stated that in his opinion some pilots were persistently errant (today had been particularly bad). Both he and Lady Parmoor had been advised that pilots were not deliberately overflying their property but that for some reason they could not seem to undertake the 10 degree turn.

A. L O'Dea, who was one of the instructors who instructed the instructors, confirmed that today all had been instructed correctly as he was one of those going around in the circuit following the 10 degree turn.

Q. R Rendel whilst representing WAPAG, spoke as a member of the public, and asked what happened to complaints. He stated that it was approximately 1 year ago when he had asked a question about what happened to complaints and he was advised that it was attempted for contact to be made within 5 days of receipt. On the back of this, he stated that he had made a number of complaints of aircraft within the NAZ to which he had not had a single response in the last year.

A. M Sarney advised that staff worked very hard trying to deal with complaints. R Rendel stated that may be the case but the outcome was ineffective.

The Chairman urged caution with regard to the volume of inferred criticism, which made those members of the air park management sensitive and defensive. He was totally independent and he could see that members of staff worked extremely hard to try and meet the expectations of the public. He was aware that the circuit patterns contained difficult turns and he hoped that the co-operation of the gliding club would be forthcoming in the medium term to be able to effect a change in circuit pattern.

M Sarney advised that staff at the air park were not awkward and that was not their intention. Lord Parmoor confirmed that he may take up the offer of flying just to see for himself the difficulty of the circuit.

Action – M Sarney/Lord Parmoor

In addition the meeting was advised that air traffic could not see the position of aircraft relevant to the land.

3. Duration of Meeting

This was anticipated to be between 1-1.5 hours.

4. Apologies for Absence

Apologies had been received from Councillors I McEnnis, M Detsiny, and A Mann.

5. Minutes of the meeting held on 20th November 2018

The minutes of 20th November were tabled.

P Allies, representing WAPAG at the last meeting, had requested some additions be made, as he considered certain important elements had been omitted from the minutes.

The Committee Secretary advised that she did not produce verbatim minutes, and as a result not every single question/comment was recorded; she aimed for the minutes to provide a fair summary of the meeting.

However, turning specifically to P Allies comments:

“I refer to item 7 – Noise Action Management Plan – at the last JCC, there was a material discussion about the lack of any deliverable action from the 2019 Noise Action Plan submission document. The air park were asked if they were “satisfied that they (WAP) had met the commitments in the (WDC) lease and questioning why “there were no timescales for the implementation in the document”. Neither the question nor the reply are minuted.

Furthermore, there was a discussion about the proposed 500 metre expansion to the existing flight path over local communities. The query made at the meeting “re the 500 metres either side of the current centre line” and the WAP response are also not included in the minutes.

Then in Section 7, line 4, there is a statement the “the JCC had agreed the submission”. In reviewing the record of the meeting I find no evidence that the members of the JCC were asked or indeed gave their support.”

K Black advised that the first two points would be covered under item 5 on the agenda. In relation the last point, members of the JCC were asked to provide any comments direct to K Black for inclusion in the Plan, and this was conducted outside of the last JCC meeting and all

comments received had been included within the submission.

R Rendel reiterated that having timescales attached to the actions and who was responsible for same would be helpful.

The Chairman advised that the draft minutes were circulated to him and representatives from the air park for clarification but that the minute taker was entrusted to produce a fair account of the meeting.

The Chairman confirmed that with the above amendments he proposed to sign them.

6. Noise Action Management Plan

K Black advised that hopefully, this item would address some of the concerns raised in the previous item.

He confirmed that the Secretary of State for the Environment had confirmed the formal adoption of the Noise Action Plan and had asked the air park to publish same on their website and this had been done today. The content had been adopted by DEFRA and therefore was no longer a discussion document. The air park would follow the Plan. Future meetings of the JCC would continue to receive updates on progress towards the actions. The issue of timescales did come up for discussion with DEFRA.

In respect of the big change to the circuit, the air park had no control over this and timescales were with Wycombe District Council (WDC) in respect of the relocation of the gliders and their lease. DEFRA had therefore accepted the Plan as stated. K Black confirmed the JCC's feedback had been included with the submission of the Plan, together with the air park's response to the feedback.

N Dunn enquired as to how the final Plan now published, differed from that which had been circulated.

K Black confirmed that there were no differences; nothing had been taken out and when the air park could progress matters they would. He again confirmed that the air park had no control over timescales and WDC's actions.

J Smith on behalf of WDC, was asked about progress. He advised that discussions were continuing and progress had been made. R Martyn stated that there was no timeline as yet. K Black stated that once agreement had been reached, because of the pace/volume of work that the CAA was experiencing, he suggested it could be as long as 2 years for approvals to be received and as part of this, there would be a need to revise the Noise Action Plan. Separately he advised that some work he started some 4 years ago with the CAA, was still outstanding as they did not have sufficient manpower.

Cllr Whitehead confirmed that he had taken this matter up with C Brocklehurst at WDC, who had advised that the proposed relocation of the gliders to the north side depended on the outcome of the Local Plan, which was likely to be mid 2019. WDC were working with their advisers and this was therefore a work in progress.

K Black clarified that the Local Plan needed to confirm that the land was available for the gliders and not allocated for other uses.

N Phillips enquired about the new unitary authority and whether this would change anything. Cllr Whitehead stated at this point all the council knew was that a new Buckinghamshire Council would be formed.

B Tranter stated that the Noise Action Plan had stated that the complaints procedure would be reviewed. M Sarney confirmed this should be an agenda item for the next meeting.

R Rendel stated that the Plan made no reference to the 500 yard "expansion" of the NAZ. He further stated that T Orchard, previous Director, had an expectation that instructors and trainees were within 100 yards of the route agreed and shown on the maps outside the NAZ. K Black advised that the instructions to pilots to follow the agreed route had not changed. However, even though aircraft were on that line outside of the NAZ, there would still be noise within the zone. Pilots would not have a "corridor" and he wanted to move residents away

from the concept that aircraft had to be on a particular line.

7. Respite Flying Days

A request had been made by R Rendel, acting in his capacity as President of Frieth Cricket Club, for respite on Sunday 7th July and Sunday 9th June and these dates were agreed. He also requested 4th August if possible, but had not wished to ask for that as well, in case there were other requests. M Sarney to go back to him in respect of 4th August.

Action – M Sarney

8. Report on silencers

M Sarney distributed a copy of a report from the Chief Engineer AAA, who was well acquainted with his opposite number at White Waltham. However, he could not unfortunately be present tonight.

She continued in that the report did not provide the answers that some would have hoped for. N Phillips stated that he failed to understand why White Waltham could fit silencers and find them beneficial whereas that seemingly was not the case at Wycombe Air Park.

K Black advised that aircraft at the air park fly more and there would be greater wear and tear; private aircraft would not wear them out in the same way – to put simply, there was a different operating environment at the air park.

He confirmed in that it was hoped Piper would bring out a new training aircraft in a couple of years and that would be reviewed. In the meantime, the air park would continue to look for answers. Whilst a training simulator was used for instrument training, it could not be used for everything and a certain amount of flying time was required for pilots. K Black reiterated that as soon as pilots could come out of circuit training they did – but each required circa 8-10 hours each. Currently there were 66 Bucks New University student pilots – 60% of whom would complete the course.

9. Matters of report not appearing elsewhere on the agenda

Chris Goss, Chairman of Claymoor Park Residents Association, stated that some 18 months ago, a number of trees had been topped to assist the line of sight for air traffic control. He enquired if this needed doing again. K Black advised that would not be necessary this season and in any event would await news on WDC's Local Plan because if there was to be a change of runway, the trees would cease to be an issue.

K Black requested that if any of the parish councils were in the process of redesigning any signage or erecting new signage, it would be helpful if they could make reference to drones and the need to not fly too close to Wycombe Air Park. As the air park's safety officer, this came under his remit. He cited Fernie Fields as an example and if a drone was at 400 ft and aircraft at 200-300 ft that could be a potential problem.

R Rendel requested that some rules around this were circulated. It was agreed a link to this go on the air park's website but B Tranter confirmed that the link was already there.

K Black also advised the meeting that some period filming had taken place close to the air park and drones had been used for filming. However, this had not caused a problem as they had a map of operation and advised air traffic of their start and stop times. It was the hobbyists who were the problem in this regard.

As a general rule, drones could not fly within 2 nautical miles of an air park. Cllr D Barnes suggested that parish councils should be emailed through WDC and he felt certain they would put this as an agenda item at their meetings and put a link into their respective parish magazines. He suggested that WDC be asked to also put this into the next edition of Wycombe Times.

Action J Smith/K Black

N Dunn enquired if the air park could perhaps identify a specific time for drone flying. K Black advised that this would be very difficult to manage and therefore would not be taken forward.

10. Community Matters

Armed Forces Day would take place on Saturday 29th June from 1-6 pm. Some material as to

what to expect on the day would shortly be published. The Chairman considered that there would be a number of vintage aircraft flying, together with flying displays/fly pasts and acknowledged that this may cause some inconvenience to some.

11. Date of Next Meeting

21st May 2019 at 6.30 pm

The Chairman made a personal statement in that he had been Chair for 6 years and he had made his intent to retire clear to the leader of WDC, and therefore the search for his successor had started. He hoped to be able to introduce his successor as soon as possible. Cllr Z Ahmed made the suggestion that the Chairman continue until the new unitary authority came into being.