

WYCOMBE AIR PARK JOINT CONSULTATIVE COMMITTEE

MINUTES OF A MEETING HELD ON 23rd July 2015

PRESENT

Mr R Pushman	Chairman
Councillor M Harris	WDC Member, Greater Marlow
Councillor I McEnnis	WDC Member, Chiltern Rise
Councillor Z Ahmed	WDC Member, Sands
Councillor M Detsiny	Lane End Parish Council
Councillor N Snell	Hambleden Parish Council
Councillor N Dunn	Great Marlow Parish Council
Mr H Luxton	Booker Common and Woods Protection Society
Mr A Mann	Wycombe Air Park Action Group (WAPAG)
Mr N Phillips	Sands Residents' Association
Mr K Chanter	Frieth Village Society
Mr R Martyn	Booker Gliding Club
Mr K Chanter	Frieth Village Society
Mrs M Sarney	General Manager, Wycombe Air Park
Mr K Black	Safety Manager, Wycombe Air Park
Mr J Smith	Divisional Environmental Health Officer, WDC

(2 members of the public were in attendance)

1. R Pushman reminded the meeting that public questions were taken at the start prior to the main meeting, when only members of the JCC could make a contribution.
2. **Questions from the public**
 - Q. P Allies confirmed that it was noticeable that S Atkins and his team, where possible, were endeavouring to use other runways. However, during the last two weeks there had been an increase in the number of aircraft "wandering away" from the agreed route. He stated that aircraft were flying over populated areas, which he considered was not safe and this coupled with the nuisance factor was to the detriment of residents. He also enquired whether new aircraft with silencers would be trialled to ease the noise and he would expect this to be included in the new head lease. He further advised that the twin engine aircraft were especially bad.
 - A. R Pushman advised that lease negotiations were not at this time fully settled. However, M Sarney was able to confirm that discussions were moving along well and one of the heads of terms did relate to the use of silencers. She advised that she would arrange for S Atkins to visit Mr Allies at his home so that he could experience at first hand the issues being described.

Q. P Riley, also from Frieth and himself a pilot, reiterated what had been said in that aircraft were straying over his house and whilst he was sympathetic to the pressures facing pilots, they were straying south of the agreed route. Particularly "bad" periods were between 10.00 am and 12 noon and later afternoon.

K Chanter further confirmed these comments; the twin engine aircraft was particularly bad and there seemed to be a number of noisy aircraft.

A. R Pushman advised that with the lease agreement nearing finalisation and seemingly including a reference to silencers, coupled with the evident good will governing the operations side, he remained confident that improvements would continue to be made. He stated that he would also visit residents to personally understand the issues being encountered.

3. Duration of meeting

R Pushman hoped that the business part of the meeting could be kept to roughly one hour.

4. Apologies for Absence

Apologies had been received from S Brown, S Atkins, Councillors D Barnes, M Davy and C Whitehead.

5. Election of Chairman

I McEnnis nominated R Pushman to the chair for the coming year.

This was seconded by R Martyn.

R Pushman advised that it was felt the chairmanship of this committee should be independent and he thanked the committee for their confidence in him. He confirmed that he had a long association with local government and had been both the chairman at Wycombe District Council and Bucks County Council.

6. Election of Vice Chairman

The Chairman advised that R Metcalfe, the previous Vice Chairman, had decided not to stand for re-election at Wycombe District Council and had moved out of the district. It was considered that the Vice Chairman should have a local connection/link with the council and therefore he nominated Councillor Z Ahmed and this was carried.

In terms of new members of the JCC, the Chairman advised that Councillor M Harris would sit alongside Councillor D Barnes in the Greater Marlow ward, together with Councillors M Davy and C Whitehead from Booker and Cressex and Hambleden Valley respectively.

7. Minutes of the meeting held on 19th May 2015

M Sarney advised that under minute no 10, community matters, the air park very much wanted to involve itself in the community and this was only on hold currently because of lack of facilities. They were still involved with the community but not as much as they felt they could be, given improved amenities and she just wanted to clarify that point.

The Chairman proposed sending an email to R Metcalfe thanking him for his valued contribution whilst he served on the committee.

The minutes of the meeting were subsequently agreed as an accurate record of the meeting.

8. Matters arising not appearing elsewhere on the agenda

In respect of an update on the proposed training route changes, it was agreed to postpone this until the next meeting. In the meantime, S Atkins would be asked if possible to provide a comment via email on the current status.

9. Presentation by K Black, Safety Manager

C Black advised that he was working with the CAA with regard to the implementation of a new approach at the air park, following which the CAA would look to roll this out further.

He took the meeting through a series of slides, which he confirmed he would post on the website.

This presentation also formed part of a formal consultation process and gave an opportunity for residents to feedback comments.

The new approach took a GPS format whereby satellites were utilised to provide guidance to the runway rather than the visual method used currently. The system was known as EGNOS and is already in use elsewhere including Heathrow. Pilots would need to invest in certain equipment and some Cessnas and Pipers would require to be upgraded in order to use the

approach. (The meeting noted that any form of investment at the air park would be dependent on lease arrangements). In addition, visiting aircraft would need to book an approach and fly to those requirements so they too would be in the "right place" in the air. It is anticipated that around 4 approaches per hour would be booked.

Following trials, these would be evaluated and then there would be what was called an Airspace Users Awareness Campaign and the new approaches would be widely publicised. This would then go live 3 months later following a trial period.

Feedback could be provided at gnssconsultation@bookeraviation.aero.

K Chanter considered that a similar system for take off would be useful. K Black advised that such a departure route would not be permitted without radar control.

10. Noise complaints received by the air park

M Sarney informed the meeting that there was a steady number from residents at Skirmett and Frieth but less than the previous quarter. Formal statistics would be produced following the successful negotiation of the lease, which it was hoped would be in the autumn.

11. Noise complaints received by Wycombe District Council

J Smith advised that these no longer came directly to him and therefore this item could be removed from future agenda. P Allies considered that residents' fatigue was a factor as to why he no longer received complaints. K Chanter stated that generally things had settled down, however following the last JCC there had been a spate of noisy flying. S Atkins and his team were interrogating trackers to see if any trend could be identified. Discussion turned to training circuits. It was noted that when students had undertaken approx. 20 hours of flying they could go solo only if the correct standard had been reached. Instructors did however have the discretion to pull them up where they saw fit.

P Riley enquired whether once the lease had been signed, there would be periods of flying respite for residents.

12. Community Matters

M Sarney advised that the air park had held a charity day for disabled children in June when circuits around the airfield had been flown. This had been a success and it was hoped this could be repeated next year.

13. AOB

N Phillips suggested that the item "matters arising not appearing elsewhere" should be towards the end of the agenda as it made more sense to cover it at that point and this was agreed, and as such, he wished to raise an incidence of aerobatics on 21st July, which he suggested had taken place over Stokenchurch and the M40. M Sarney confirmed that records would be viewed.

The meeting was also advised that on 22nd July a plane was escorted into the airfield as it did not possess a radio and this had been perfectly legitimate.

14. Date of Next Meeting

15th October 2015 at 6.30 pm at the Air Park.

The meeting closed at 7.45 pm