

**WYCOMBE AIR PARK JOINT CONSULTATIVE COMMITTEE**

**MINUTES OF A MEETING HELD ON  
27<sup>th</sup> February, 2023**

**PRESENT**

<b>Mr M Harris</b>	<b>Chairman</b>
<b>Mr A Anderson- Brown</b>	<b>Director, AAA</b>
<b>Mr J Bonham</b>	<b>General Manager, WAP</b>
<b>Councillor D Barnes</b>	<b>Buckinghamshire Council</b>
<b>Councillor N Dunn</b>	<b>Great Marlow Parish Council</b>
<b>Mr N Philips</b>	<b>Sands Residents' Association</b>
<b>Mr A Mann</b>	<b>WAPAG</b>
<b>Mr C Goss</b>	<b>Claymoor Park Residents' Association</b>
<b>Mr R Russell</b>	<b>Frieth Village Society</b>
<b>Ms J Moore</b>	<b>Booker Gliding Club</b>
<b>Mr S Braund</b>	<b>Buckinghamshire Council</b>

**(0 members of the public in attendance)**

1. The Chairman, M Harris welcomed all to the first meeting of the JCC in 2023 and stated he was pleased to see more members present at this meeting.
2. **Apologies for Absence**  
Apologies had been received from R Wetenhall, M Detsiny, B Tranter and B Coakley.
3. **Minutes of the meeting held on 12<sup>th</sup> December, 2022**  
The minutes of 12<sup>th</sup> December, 2022 were tabled and agreed as an accurate record of the meeting.
4. **Matters Arising**  
There were no matters arising.
5. **Update from the Working Group**  
The Chairman explained that the Working Group had been designed to tackle any thorny issues and iron out any difficult topics in advance of the JCC meeting. As there had been no such matters, there had been no meeting of the Working Group prior to this meeting.
6. **Statistics and other updates**  
A Brown apologised for the fact that he had been unable to produce any statistics for this meeting due to a member of his team having locked him out of this system. He had raised a ticket with his IT service provider and he hoped that he would be able to produce same later in the week. It was agreed that these would be appended to the minutes. N Phillips asked that percentage of runway usage was also included and this was confirmed as being possible. Additionally, A Brown advised that if there were other statistic that the meeting felt would be of use, he urged all to put in a request and he would interrogate the system to see what could be extracted.  
**Action – A Brown/S Fryer**  
The Chairman enquired whether A Brown could remember anything from the statistics that

had stuck out or indeed if any member had anything that they could recall. A Brown advised that there had been a couple of specific noise complaints. One had been in relation to a weather divert, which was a slight mis-judgement on the pilot's part as it had been considered that he should not have set off in the first place. The second related to an air ambulance, which had not planned to come to the air park but needed to refuel. The pilot had not looked at any routes (as their plans had completely gone array) and therefore came through Lane End village, which was completely the wrong direction. Other than those there were no strange statistics that he wished to highlight. The Chairman commented that he considered the majority of people would be likely to give the air ambulance a little leeway in any case.

## **7. Community Matters**

J Bonham advised that he had now prepared a precis of the history of the air park/some narrative on what was now taking place, which he could now share with the local community periodicals and Parish newsletters etc. He advised that this was fairly lengthy but could be customised to suit each publication. It was agreed that this would also be appended to the minutes with a request that members wherever possible, got this to their respective newsletter editors emphasising that it could be customised in conjunction with the air park. D Barnes requested a copy as soon as possible and prior to the minute despatch, as the Valley News publication deadline was this coming Saturday.

### **Action – J Bonham/S Fryer**

Turning to upcoming events, A Brown advised that the Elite London Show would again take place on 19/20 May 2023. This would follow the same format as previous years with limited bookable inbound spaces in the morning and outbound places in the afternoon. The same briefing packs as last year would also be issued, although this year, the air park would be sending out a link direct and when booking, pilots needed to accept that they had read the noise abatement documents provided.

A Brown also reminded the JCC that he had previously advised about a possible open air NHS charity cinema event. Costs for this had increased, particularly around screen hire. However, A Brown had put the NHS charity in touch with the organisers of the Elite Show and through some shared costings, had agreed to host the open air cinema on the evening of Friday 19<sup>th</sup> May with Scannappeal only paying for the cost of the screen hire. It would be a separate event to the show but taking place at the same time with up to 650 attendees. Tickets prices were yet to be confirmed with all of the monies going to the NHS Scannappeal to fund equipment for Wycombe hospital. A Brown had today been sent a sponsor pack which would enable individuals/companies to be a gold/silver/bronze sponsor and he invited all to share this within their communities. If Scannappeal could obtain sufficient sponsors to subsequently pay for the screen, 100% of ticket sales would go to the charity.

The film would be Maverick and he envisaged screening would take place around 8 pm. Food and drink vendors would be on site and he hoped that the event would take on a festival type vibe. He also advised that if Friday night was a sell out, there would be capacity to re-show the film on the Saturday night depending on popularity.

A Brown agreed to send out a pdf of the sponsor pack with the minutes. The Chairman suggested that once finalised information had been received for both events, this should be circulated to all JCC members so that this could be shared with the local communities. C Goss enquired if the Elite Show would also be open to the public and this was confirmed.

### **Action – A Brown/S Fryer**

In terms of respite days, discussion turned to the King's Coronation on Saturday 6<sup>th</sup> May and it was suggested that a number of parties may take place on Sunday 7<sup>th</sup> May and perhaps that day would be a good date for respite. A Brown agreed to take that date forward.

### **Action – A Brown**

## **8. AOB**

N Phillips referred to the dates for the JCC and whilst evenly spaced throughout the year, wondered if the December/February meetings were in fact that useful and he suggested moving dates to allow more meetings in the summer months when activity at the air park was greatest. A Brown advised that historically the JCC had met three times a year but that had been increased to four following the issues around the change to circuits. He continued in that meetings could drop to three per year, although he favoured continuing with one at the beginning of the year as it provided an opportunity to discuss matters on the horizon. Following discussion it was agreed that as "there was now so much peace and quiet" a

decision as to whether to hold a meeting in December be made at the September meeting. The reason to potentially hold a meeting in December was if there had been an extended summer with increased activity in October and November, which had been the case in recent years.

C Goss stated that JCC member turnout had been a tad disappointing at both this and the last meeting and urged all members to attend if they wanted to effect change. A Mann suggested that this could actually be attributed to the success in the way things had moved on. M Harris considered there could be two reasons for non-attendance. Firstly, people might think that they were “flogging a dead horse” so didn’t see the point in attending or as he felt was more accurate, that much work had been done to bring about peace and harmony within the local communities and there was nothing to “shout about” and when people were content, they did not feel the need to attend meetings. N Phillips stated that he considered there was definitely better flying discipline and a better response to complaints and the air park deserved a “pat on the back” for this. A Mann added that historically, JCC meetings had been most unpleasant. Since D Barnes, M Harris and A Brown had taken over, together with the formation of the Working Party, things had changed for the better, which was being demonstrated by the shorter length of JCC meetings and he wished to record credit to those involved in bringing about this change. A Brown also stated that the quality of the noise complaints received had been much higher and the team were now able to review same regularly and quickly. Some spurious ones continued to be received but workload had been reduced in this area which meant that more resources could be released to deal with the genuine issues. R Russell wished to record thanks for the upgrade in the quality of responses which showed that the air park was interested and taking the time to reply.

A Brown suggested that an open invitation to all residents to attend JCC meetings be included within the piece that had been produced for publication so that residents had an awareness of these meetings and that the public could attend.

N Phillips asked for an update on the arrangements with BNU students. A Brown advised that they had capped numbers at 25 but ideally wanted around 15 students. This year there had been 10, but this dropped to 8 students, all of whom had been very good quality. They would all have completed their flying hours well within term time and he envisaged this would be by the end of June 2023. A Brown also advised about a sponsorship programme, which allowed students to get into aviation who otherwise might not have the means and provided 3, 5 or 12 hours paid flying. This would take place over the summer months and the air park could accept up to 50 students, none of whom would fly solo. There had been no applications from BNU students for helicopter training.

In terms of the training fleet, A Brown stated that upgrades to the transponders of two of the PS28’s had been made, which made them trackable using any of the modern websites. The remaining two were also due an upgrade and this would be undertaken in due course. The cost of the upgrade was approximately £3.5K per unit. These upgrades had been made as it had been considered that legislation would likely change in the next 5 years, which would result in mandatory requirements for same and therefore this had been considered an investment for the air park. The type of aircraft had not changed, albeit there was now one unleaded aircraft in the fleet.

Additionally, there was a new microlight training school at the air park. They ran off new quieter engines and flew pretty much at the same speed as the training aircraft. They used the normal fixed wing circuits. The owner had been steadily building up his clientele over a couple of years and A Brown expected that he would be busy this year. He had 5 machines, all of which had unleaded engines and all would observe the same noise abatement procedures and circuit patterns as those for fixed wing. Only three aircraft were allowed in the circuit at any one hour period but this could be a mixture of microlight/fixed wing/helicopter. The microlights could however fly and undertake circuits at other microlight training fields elsewhere. A Brown added that thus far, he could not recall any complaint that had been made in respect of that business. There were only three instructors, of which the owner was one of them with the two remaining instructors well known to the air park.

A Mann enquired if the landlord/tenant/lease issue had been resolved. A Brown advised that the legal case was no longer in existence. In terms of the new developments, A Brown advised that he was not involved in same although he understood there would be 5 new sound studios, 2 office buildings and a restaurant.

Finally, A Brown advised that there would be no change in runway and Booker Gliding Club had returned to the north side of the airfield.

#### **9. Date of Next Meeting**

**The date of the next JCC would be 26<sup>th</sup> June 2023 at 6.30 pm at the air park.**

The meeting closed at 7.05 pm.

**Future Dates were confirmed as:**

**19<sup>th</sup> September 2023**

**14<sup>th</sup> December 2023**