

*** These reports are reproduced at Appendix 'A' (page 4).

Mr. Wright discussed the impact the weather had had on flying activity. Although in December there were nineteen days when the grass runways were unserviceable, this had been fairly consistent with previous years. It was explained that since the 23rd December 2013, the flooding had impacted the flying activity.

Mr. Wright referred to the complaints relating to helicopters flying over Southern Avenue. He explained that the complainant had not left contact details and that he had since spoken to the individual concerned at the Public enquiry. It was apparent that the resident did not want his contact details recorded.

Questions were put to Mr. Wright on the use of the 'Salfords Gap'. He explained that, as far as aviation was concerned, this term was no longer in existence.

Mr. Hoskins raised concerns over the increase in helicopters over-flying Nutfield Park. He explained that this had increased since the Emergency Services had been based at Redhill Aerodrome. Sergeant Sochon acknowledged that the activity would have increased as there were now three aircraft being used by the emergency services. He confirmed that the Police helicopters could be identified as they were blue in colour and that the Air Ambulance was white. Sergeant Sochon explained that complaints could only be investigated if the exact date, time and location were reported to him.

Councillor Cook commented on the response to a complaint raised by a local resident in November 2013 with regards to a helicopter over-flying a property in Spencer Way. Sergeant Sochon confirmed that a full investigation had been carried out and a response had been sent to the complainant. The Aerodrome movements log confirmed that it was not a Police helicopter.

Mr. Hostler went on to explain that nature of the work carried out by the Police and Air Ambulance Services. He emphasised that the speed in which the service can attend an incident could be lifesaving. He acknowledged that helicopter noise would appear louder at night due to there being less background noise. Furthermore, it was not untypical for helicopters to be recalled just minutes after take-off in light of developments on the ground.

Councillor Chapman enquired whether the Aerodrome had been involved in the Gatwick Airport Consultation. Mr. Wright responded that there would not be any changes to the airspace at Redhill.

4. UPDATE ON THE PLANNING APPLICATION

It was agreed that this item would be deferred to a future meeting.

5. DEPARTMENT FOR TRANSPORT'S PROPOSED GUIDELINES FOR AIRPORT CONSULTATIVE COMMITTEES

The Committee discussed the proposed changes to the guidelines and commented on the various aspects of the consultation. These included:-

- Principles for Airport Consultative Committees
- Code of Conduct
- Sharing Best Practice and Knowledge
- Statutory framework for airport consultation arrangements Case Studies

It was agreed that the Secretary would summarise the views of the Committee and send a response to the Department for Transport once it had been approved by the Chairman. A copy of the response can be found at Appendix 'B' to these minutes (page 9).

6. ANY OTHER BUSINESS

National Police Air Service site visit

Sergeant Sochon invited members of the Committee to attend a site visit to the base. He explained that this would help to provide a better understanding of the work carried out by both the Police Air Service and the Air Ambulance. He agreed to contact Air Ambulance personnel to co-ordinate the visit.

The visit was scheduled for **Wednesday 9th April at 9.00am**

Members were asked to note the Twitter address for NPAS @NPAS_Redhill

7. DATE OF FUTURE MEETINGS

Future meetings (all commencing at 10.00am) were scheduled as follows:

Ordinary meetings

Wednesday 9th April 2014

Wednesday 10th September 2014

Annual Meeting

Saturday 7th June 2013 – Nutfield Village Hall

Rising: 10.50 a.m.

Appendix 'A'

Appendix 'A'

Redhill Aerodrome Managers Report to Redhill Aerodrome Consultative Committee September 2013 – December 2013

Aircraft Movements

	Jan-Dec 2000	Jan-Dec 2012	Jan-Dec 2013	Dec 12	Dec 13
Fixed-wing					
Movements	19422	9202	10960	308	444
Touch & Go	17256	7394	9868	92	398
Total	36678	16596	20828	400	842
Helicopter					
Movements		12992	15008	883	703
Airfield Detail		10324	8494	308	228
Total	23054	23316	23502	1191	931
Grand Total	59732	39912	44330	1591	1773

CAA Stats Sep - Dec 2013			
	Arrivals	Departures	Total
Aero Club	3132	3126	6258
Biz Av (Dom)	59	58	117
Biz Av (Int)	0	0	0
GA (Dom)	286	289	575
GA (Int)	6	6	12
LCF	365	366	731
Mil/HLE/UKP	719	720	1439
Air Test	94	97	191
Official/Govt	0	0	0
Private	639	633	1272
Training/Test	203	204	407
Grand Total	5503	5499	11002

Note: Private – Private Flights, Official – Government Flights, Air Test – Maintenance Flights, Mil/EMS/UKP – Military, Police and Air Ambulance, LCF - Local Commercial Flight, Aero Club – Flying Clubs, Training/Test – training and test flights for commercial licences, GA(Dom) – General Aviation Domestic, Biz Av(Dom) – Business Aviation Domestic, GA(Int) – General Aviation International and Biz Av-(Int) – Business Aviation International.

Sep - Weather: there were 9 days when weather (strong winds, thunderstorms or fog) reduced flying activity. Runways: the grass runways were serviceable throughout this period.

Oct - Weather: there were 20 days when weather (strong winds, thunderstorms or fog) reduced flying activity. Runways: the grass runways were serviceable throughout this period.

Nov - Weather: there were 8 days when weather (strong winds, rain or fog) reduced flying activity. Runways: the grass runways were unserviceable for 11 days during this period. Unlicensed paved Runway 07/25 was used on 11 days with 161 movements taking place.

Dec - Weather: there were 19 days when weather (strong winds, rain or fog) reduced flying activity. Runways: the grass runways were unserviceable for 16 days during this period. Unlicensed paved Runway 07/25 was used on 16 days with 149 movements taking place.

Movements Outside ATC Hours

	Com	NPAS	HEMS	Total
Sept	21	119	42	182
Oct	15	74	56	145
Nov	19	103	47	169
Dec	10	80	45	135

See attached monthly breakdown of movements outside ATC hours.

Flying Complaints

2013	Total Movements	Total Complaints	No. of Complainants	2012	Total Movements	Total Complaints	No. of Complainants
Sep	4100	8	6	Sep	4331	10	7
Oct	2694	6	3	Oct	3028	3	3
Nov	2443	2	2	Nov	2071	4	3
Dec	1773	3	2	Dec	1591	6	4

Complaints relating to fixed-wing aircraft

2013	Fixed-wing Movements	Complaints	No. of Complainants	2012	Fixed-wing Movements	Complaints	No. of Complainants
Sep	2283	6	5	Sep	2146	6	4
Oct	1173	1	1	Oct	1166	0	0
Nov	986	0	0	Nov	512	1	1
Dec	842	1	1	Dec	400	0	0

	Details of Complaint	Runway & Movement Info	Action
FW 20/13	Complainant: Mrs A Location: South Nutfield Complaint: 12 Sep 1805. Fixed-wing overflying house	Runway: 26L FW Movements: 92 Total Movements: 120	The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. Aircraft not identified. Letter sent to complainant. No further action.
FW 21/13	Complainant: Mrs A Location: South Nutfield Complaint: 15 Sep 1233. Fixed-wing overflying house	Runway: 26R FW Movements: 84 Total Movements: 123	The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. Aircraft not identified. Letter sent to complainant. No further action.
FW 22/13	Complainant: Mrs W Location: Woodside Way, Salfords. Complaint: 17 Sep fixed-wing flying over house.	Runway: 26R FW Movements: 37 Total Movements: 50	This complaint relates to departing fixed-wing overflying a residential property located approximately on the extended centre-line and under the climb out for Runway 26R. Aircraft will overfly this location whenever Runway 08L/26R is in use. Complainant spoken with and the situation explained to her. No further action.
FW 23/13	Complainant: Mrs L Location: Copsleigh Way, Salfords. Complaint: 23 Sep fixed-wing flying over house.	Runway: 08L FW Movements: 23 Total Movements: 117	This complaint relates to departing fixed-wing overflying a residential property located approximately on the extended centre-line and under the climb out for Runway 26R. Aircraft will overfly this location whenever Runway 08L/26R is in use. No action possible.
FW 24/13	Complainant: Mrs T Location: Woodside Way, Salfords. Complaint: 23 Sep 1515 and 1715 fixed-wing flying over house.	Runway: 08L FW Movements: 23 Total Movements: 117	This complaint relates to departing fixed-wing overflying a residential property located approximately on the extended centre-line and under the climb out for Runway 26R. Aircraft will overfly this location whenever Runway 08L/26R is in use. Complainant spoken with and the situation explained to her. No further action.

FW 25/13	Complainant: Mr O Location: South Nutfield Complaint: 28 Sep fixed-wing flying over house.	Runway: 08L FW Movements: 165 Total Movements: 256	This complaint relates to departing fixed-wing overflying a residential property located approximately on the extended centre-line and under the climb out for Runway 26R. Aircraft will overfly this location whenever Runway 08L/26R is in use. Complainant spoken with and the situation explained to her. No further action.
FW 26/13	Complainant: Mrs A Location: South Nutfield Complaint: 15 Oct 1540. Fixed-wing overflying house	Runway: 18 FW Movements: 36 Total Movements: 72	The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. Letter sent to complainant. No further action.
FW 27/13	Complainant: Mrs A Location: South Nutfield Complaint: 14 Dec 1234hrs. Fixed-wing overflying house	Runway: 18 FW Movements: 77 Total Movements: 146	The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. No further action.

Complaints relating to helicopters

2013	Helicopter Movements	Complaints	No. of Complainants	2012	Helicopter Movements	Complaints	No. of Complainants
Sep	1817	2	2	Sep	2185	4	4
Oct	1521	5	3	Oct	1862	3	3
Nov	1457	2	2	Nov	1559	3	3
Dec	931	2	1	Dec	1191	6	4

	Details of Complaint	Runway & Movement Info	Action
H46/13	Complainant: Mr R Location: Southern Avenue, Salfords. Complaint: 28, 29 and 30 Sep. Helicopters flying west of London-Brighton railway line.	Helistrip: N/A Heli Movements: Total Movements:	These complaints allege that helicopters are routinely flying west of the London/Brighton Railway Line. The houses in Southern Avenue are between 14m and 70m from the railway line. Properties in this area will be subjected to helicopter noise when the helicopter circuit is active. Complainant uses a email address (although they claim is legitimate it always generates this response "This user doesn't have a yahoo.com account (xxxxxx101ish@yahoo.com)" and does not leave any other contact details. No action possible.
H47/13	Complainant: Mrs A Location: South Nutfield Complaint: 30 Aug 1710 Helicopter overflying house	Helistrip: H26 Heli Movements: 59 Total Movements: 105	The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. Aircraft not identified. Letter sent to complainant. No further action.
H48/13	Complainant: Mr R Location: Southern Avenue, Salfords. Complaint: 02 and 03 Oct. Helicopters flying west of London-Brighton railway line.	Helistrip: H08 Heli Movements: N/A Total Movements: N/A	These complaints allege that helicopters are routinely flying west of the London/Brighton Railway Line. The houses in Southern Avenue are between 14m and 70m from the railway line. Properties in this area will be subjected to helicopter noise when the helicopter circuit is active. The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible however it is not always

			possible. The complainant does not leave a means of contact. No further action possible.
H49/13	Complainant: Mrs A Location: South Nutfield Complaint: 03 Oct 1620 Helicopter overflying house	Helistrip: H08 Heli Movements: 47 Total Movements: 51	The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. Aircraft not identified. Letter sent to complainant. No further action.
H50/13	Complainant: Mrs A Location: South Nutfield Complaint: 04 Oct 1520 Helicopter overflying house	Helistrip: H26 Heli Movements: 57 Total Movements: 76	The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. Aircraft not identified. Letter sent to complainant. No further action.
H51/13	Complainant: Mr J Location: South Nutfield Complaint: 06 Oct Heli noise at 0400hrs.	Helistrip: N/A Heli Movements: N/A Total Movements: N/A	This complaint relates to helicopter noise outside ATC hours. On this day there were no operations by any helicopter based at Redhill between 0001 and 0800 hours. Email sent to complainant.
H52/13	Complainant: Mrs A Location: South Nutfield Complaint: 09 Oct 1615 Helicopter overflying house	Helistrip: H26 Heli Movements: 66 Total Movements: 96	The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. Aircraft not identified. Letter sent to complainant. No further action.
H53/13	Complainant: Mrs A Location: South Nutfield Complaint: 16 Oct 1520 Helicopter overflying house	Helistrip: H08 Heli Movements: 9 Total Movements: 12	The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. Aircraft not identified. Letter sent to complainant. No further action.
H56/13 & H57/13	Complainant: M r R Location: Southern Avenue Complaint: 1 st & 29 th Helis overflying location.	Helistrip: H26/H36 Heli Movements: 40(1 st), 52(29 th) Total Movements: 152(1 st), 90(29 th)	These complaints allege that helicopters are routinely flying west of the London/Brighton Railway Line. The houses in Southern Avenue are between 14m and 70m from the railway line. Properties in this area will be subjected to helicopter noise as they are within the helicopter circuit area. Complainant refuses to leave contact details. No further action.

APPENDIX 'B'

APPENDIX 'B'

REDHILL AERODROME CONSULTATIVE COMMITTEE
CHAIRMAN – MR. C. T. POLLARD, FCIS

TANDRIDGE DISTRICT COUNCIL, STATION ROAD EAST, OXTED SURREY RH8 0BT
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To Tamara Goodwin
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Great Minster House
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London
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If calling please ask for:

Julie Porter

on 01883 732974
jporter@tandridge.gov.uk

10th February 2014

Dear Tamara,

Department for Transport's guidelines for Airport Consultative Committees

Thank you for your letter of 4th December 2013 regarding the review of the current guidelines.

The Redhill Aerodrome Consultative Committee discussed the proposed changes to the guidelines at its meeting on the 5th February 2014 and commented on the six aspects of the consultation as requested. The Committee's views are summarised on the attached sheet.

Should you require any further information, please contact Julie Porter, the Committee's secretary, using the contact details above.

Yours sincerely



Terry Pollard
Chairman, Redhill Aerodrome Consultative Committee

Redhill Aerodrome Consultative Committee (RACC)

Proposed alterations to the DfT's Guidelines

Consultation Questions	RACC's comments
<p>Principles for Airport Consultative Committees</p> <p>Do you agree the principles provide a common basis for all consultative committees to work to?</p> <p>Are there any additions or alternatives that should be considered?</p>	<p>The Committee supports the principles and recognises that they represent best practice.</p> <p><u>Effective Meetings - 3.2 Chairs</u></p> <p>Whilst the Committee supports the requirement for Chairs to be independent, it does not agree that a maximum term should be dictated. If a highly effective Chair is in post and understands the views of the members, it is in the Committee's best interests to retain the experience.</p>
<p>Code of Conduct</p> <p>Do you agree that a Code of Conduct would be a useful way to ensure members participate constructively in the work and discussions of the committee?</p> <p>Does the draft code adequately reflect what should be expected of Committee members?</p>	<p>The Committee agrees that a code of conduct would be useful in enabling the Chair to manage potentially difficult meetings and maintain standards. Although RACC meetings work well at present, this has not always been the case.</p> <p>RACC members also acknowledge that, in their wider experience of serving on other Committees, conduct and expectations can be difficult to manage where codes of conduct are not in place.</p> <p>Yes - members consider that the final version of the suggested Code be incorporated into the RACC Constitution.</p>

<p>Sharing Best Practice and Knowledge</p> <p>Can you suggest some ways in which best practice can be best shared between committees?</p> <p>Do you agree that committees are well placed to work with other organisations on areas of common interest?</p>	<p>The RACC accepts the merits of sharing best practice but has not identified any specific means of achieving this.</p> <p>Yes</p>
<p>Rest of the Document</p> <p>Do you feel the layout of the document is user friendly and easy to understand?</p> <p>Are there any areas of the text you think need clarifying?</p>	<p>Yes</p> <p>No</p>
<p>Section 35 of the Civil Aviation Act 1982</p> <p>Do you agree that Section 35 remains a useful way of ensuring different interests concerned in the operation of an airport are consulted in a fair and equal manner?</p> <p>Would it be possible to achieve these objectives in a non statutory way – for example by the use of best practice guidance alone?</p> <p>Are there any areas where a statutory approach imposes unnecessary or disproportionate costs?</p>	<p>Yes.</p> <p>The RACC considers that Aerodrome Consultative Committees should be retained as a matter of good practice, even if they are no longer required by statute.</p> <p>No</p>
<p>Case Studies</p>	<p>The RACC has no particular examples to put forward. However copies of its minutes are available on Redhill Aerodrome's Website.</p>