

## REDHILL AERODROME CONSULTATIVE COMMITTEE

Minutes of the meeting of the Consultative Committee held at Redhill Aerodrome on Wednesday the 13<sup>th</sup> April 2016 at 10.00 a.m.

### PRESENT:

Mr. Terry Pollard	- Chairman
Mr. Paul Appleton	- Redhill Aviation Flight Centre
Ms. Ann Bartaby	- Redhill Aerodrome Ltd
Councillor Jim Blackmore	- Salfords and Sidlow Parish Council
Mr. Don Butler	- Private Operator
Councillor David Cullen	- Nutfield Parish Council
Councillor Wayne Clark	- Salfords & Sidlow Parish Council
Councillor Ian Frow	- Outwood Parish Council
Sergeant Paul Sochon	- NPAS
Councillor Mrs. Pat Glenn	- Bletchingley Parish Council
Mr. Chris Hoskins	- Nutfield Preservation Society
Mr. John King	- Godstone Preservation Society
Mr. Paul Murray	- KRAG
Councillor Paul Potter	- Mole Valley District Council
Councillor Mrs. Debbie Vickers	- Tandridge District Council
Councillor Helena Windsor	- Surrey County Council
Mr. Philip Wright	- Redhill Aerodrome Limited

### IN ATTENDANCE:

Julie Porter - Tandridge District Council (Secretary to the Committee)

## 1. MINUTES

Subject to Minute 3, paragraph 3 (Planning applications and permitted development works) addition of a fourth paragraph:-

“Captain Hostler informed the Committee that, from the 4<sup>th</sup> April 2016, NPAS would be extending its work pattern to a 24 hour operation, (however pilots could still only do six hours per night shift due to the pilot hours). In response to a question from Mr. Murray, he confirmed that NPAS did not intend to operate a second aircraft.”....

*“A discussion took place with regards to the relocation of the Air Ambulance Service. It was suggested that they sought planning permission in connection with a new site.”*

And Minute 5, the addition of Paragraph 4.

*“Councillor Blackmore agreed with Councillor Frow and explained that the current membership allowed for six Aerodrome users to attend Committee meetings but that those places were never filled.”*

## **2. MONITORING REPORTS FROM REDHILL AERODROME**

Reports for the period January 2016 to March 2016 were submitted regarding:

- (i) aircraft movements
- (ii) movements outside Air Traffic Control (ATC) hours
- (iii) complaints (2) about fixed wing aircraft overflying properties
- (iv) complaints (15) about helicopters overflying properties.

\*\*\* These reports are reproduced at Appendix 'A' (page 5).

Mr. Wright explained that it had been a very wet winter which had reduced flying activity. He confirmed that Rochester Airport had been shut for large periods over the winter and some aircraft had been relocated to Redhill.

It was reported that British International Helicopters had now left the Aerodrome.

## **3. PLANNING APPLICATIONS AND PERMITTED DEVELOPMENT WORKS**

In April 2015 a fire destroyed the Old Main Block building. Ann Bartaby reported that a planning application had been submitted to replace the damaged building and that RAL were awaiting the imminent decision.

In addition an application had been submitted to demolish a grass drying shed and replace it with a similar building with improved headroom, this would also provide additional parking for the Aerodrome Fire Service. RAL explained that this would be undertaken under the Aerodrome permitted development rights.

Mr Murray asked if a summary of the granted permitted development rights could be circulated to the group. This would enable the Committee to understand how far the Aerodrome could develop the site under the granted rights as they currently stood. Ann Bartaby agreed to this request and a document would be circulated prior to the minutes being published.

\*\*\* Cllr Blackmore gave a brief update on the meeting which took place on the 23<sup>rd</sup> March 2016, between RAL, Salfords & Sidlow Parish Council, Nutfield Parish Council, KRAG and Nutfield Conservation society. The purpose of the meeting was to discuss in more detail the works which were undertaken to the taxiway. A Summary of this meeting is attached at Appendix 'B' (Page 10). It was felt that this had been a constructive and helpful meeting and the approach by all parties had been welcomed.

Mr. Wright explained that at the above meeting reference had been made to the wording on the Aerodrome Website, in particular the instructions given to pilots on the use of the grass runways. He confirmed that the website had now been updated to reflect the suggested changes.

## **4. REVIEW OF THE CONSULTATIVE COMMITTEE CONSTITUTION**

At its previous meeting the Committee had been asked to consider proposals for amending the Constitution. Members had been invited to submit written comments on behalf of their organisations, in response to the Aerodrome's suggestions. A summary of comments had been circulated prior to the meeting and the paper was discussed.

It had previously been stated that Outwood Parish was only marginally affected by the aerodrome. Cllr Frow explained that having measured the distance it was confirmed, the North Westerly boundary of Outwood was only 400yds from the boundary of the aerodrome.

John King reiterated the comments in the report from Godstone Preservation society. He emphasised that he had always been impressed by the efficiency, effectiveness and competence of the Chairman. He concluded by explaining that the Society had reviewed its representation on the Committee and had come to the decision that representation by the Parish Council was sufficient for the village and therefore the Society would be giving up its seat on the Committee effective from this meeting. Members expressed their thanks to Mr. King and appreciated the pragmatic approach that had been taken with the decision.

Councillor Mrs.Vickers reiterated the comments made in the report and felt that both KRAG and Nutfield Conservation Society had a vital role on the Committee.

Councillor Windsor reinforced her support that Outwood Parish Council should be represented on the Committee. In addition she explained that the Surrey County Council Cabinet Member for Highways, Transport and Flooding, John Furey, had stated that he would like a Member of Surrey County Council represented on the Committee.

In light of the comments received and the discussion which took place, all Members were in agreement that the current constitution should not be amended (subject to the removal of Godstone Preservation Society). A review would be carried out in three years' time.

## **5. ANNUAL REPORT**

The draft Annual report for 2015/16 had been circulated prior to the meeting. Subject to some minor amendments the report was agreed. The final draft would be distributed at the Public meeting on the 11th June 2016.

## **6. ANY OTHER BUSINESS**

### Aerodrome site visit

It was agreed that those members who were interested in seeing the works that had been carried out to the taxi-way could do so after the meeting.

## **7. DATE OF FUTURE MEETINGS**

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

**Ordinary meetings**

Wednesday 14<sup>th</sup> September 2016

**Annual Meeting**

Saturday 11<sup>th</sup> June 2016 at 10.00am – Nutfield Memorial Hall, High Street, Nutfield RH14HE

Rising: 10.28a.m.

Redhill Aerodrome Managers Report to  
Redhill Aerodrome Consultative Committee – April 2016

Aircraft Movements

	Jan-Mar 2014	Jan-Mar 2015	Jan-Mar 2016
<b>Fixed-wing</b>			
Movements	1420	1470	2058
Touch & Go	944	766	2942
<b>Total</b>	<b>2364</b>	<b>2236</b>	<b>4998</b>
<b>Helicopter</b>			
Movements	2763	2496	2374
Airfield Detail	1370	1092	1010
<b>Total</b>	<b>4133</b>	<b>3588</b>	<b>3384</b>
<b>Grand Total</b>	<b>6497</b>	<b>5824</b>	<b>8382</b>

**Note:** Private – Private Flights, **Official** – Government Flights, **Air Test** – Maintenance Flights, **Mil/HLE/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.

CAA Stats Jan-Mar 2016	Arrivals	Departures
Aero Club	2556	2557
Biz Av (Dom)	27	27
Biz Av (Int)	0	0
GA (Dom)	193	197
GA (Int)	1	0
LCF	115	112
Mil/HLE/UKP	523	520
Air Test	37	37
Private	568	568
Training/Test	172	172
<b>Grand Total</b>	<b>4192</b>	<b>4190</b>

Runway Statistics Jan – Mar 2016

Runway	Days Used	Take-off	Landing	T & G
07	34	335	334	880
08L	0	0	0	0
08R	0	0	0	0
18	0	0	0	0
25	58	651	659	1936
26L	3	42	41	126
26R	0	0	0	0
36	0	0	0	0

**January:** there were 18 days when weather (strong winds, fog, thunderstorms or rain) reduced flying activity.  
**February:** there were 9 days when weather (strong winds, fog, or rain) reduced flying activity.  
**March:** there were 13 days when weather (strong winds, fog, or rain) reduced flying activity.

Movements Outside ATC Hours

	Commercial	NPAS	HEMS	Total
Jan	19	71	53	143
Feb	35	116	54	205
Mar	42	117	56	215

A list of all the movements outside ATC hours will be produced and attached to the Minutes.

**Redhill Aerodrome Managers Report to  
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**Flying Complaints**

2016	Total Movements	Total Complaints	No. of Complainants	2015	Total Movements	Total Complaints	No. of Complainants
Jan	2248	3	3	Jan	1380	0	0
Feb	2719	10	4	Feb	1557	6	3
Mar	3413	4	4	Mar	2887	21	4

**Complaints relating to fixed-wing aircraft**

2016	Fixed-wing Movements	Complaints	No. of Complainants	2015	Fixed-wing Movements	Complaints	No. of Complainants
Jan	1282	0	0	Jan	444	0	0
Feb	1625	1	1	Feb	539	3	2
Mar	2089	1	1	Mar	1253	14	3

	Details of Complaint	Runway & Movement Info	Action
FW16/1	Complainant: Mr G Location: Sidlow Complaint: 27 Feb. A fixed-wing low over property.	Runway: 07 FW Movements: 146 Total Movements: 209	The complainant resides within the ATZ close to the final approach to Rwy 07. The aircraft concerned was a visitor and descended very low on the approach. Poor airmanship. No aviation regulations were breached. Complaint spoken with at the time of the complaint. No further action.
FW16/2	Complainant: Mrs S Location: Saifords Complaint: 25 Mar. Fixed-wing low over property.	Runway: 25 FW Movements: 221 Total Movements: 273	The complainant resides within the ATZ close to the climb out from Runway 25. Departing aircraft should pass just north of her location. Complainant emailed and timings of the aircraft requested. As of 1 April no information received.

**Redhill Aerodrome Managers Report to  
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**Complaints relating to helicopters**

2016	Helicopter Movements	Complaints	No. of Complainants	2015	Helicopter Movements	Complaints	No. of Complainants
Jan	986	3	3	Jan	936	0	0
Feb	1094	9	9	Feb	1018	3	2
Mar	1324	3	3	Mar	1633	7	1

	Details of Complaint	Runway & Movement Info	Action
H1/16	<i>Complainant:</i> Mr G <i>Location:</i> Henhaw Farm, South Nutfield <i>Complaint:</i> 12 Jan 1550hrs. A helicopter over flew property.	<i>Helistrip:</i> H26 <i>Helicopter Movements:</i> 34 <i>Total Movements:</i> 82	The complainant resides within the ATZ close to the final approach to Rwy 26L. The complaint relates to the KSSAA helicopter returning from St George's Hospital and overflying whilst landing. NPAS and KSSAA pilots have been asked to avoid overflying this location whenever possible. Details passed to KSSAA.
H2/16	<i>Complainant:</i> Mrs G <i>Location:</i> Crab Hill Lane, South Nutfield <i>Complaint:</i> 20 Jan. Helicopter noise in the early hours	<i>Helistrip:</i> N/A <i>Helicopter Movements:</i> N/A <i>Total Movements:</i> N/A	The complainant states that she has recently moved to the area and has started to notice helicopter flights in the early hours. Complainant spoken with by telephone and informed that the helicopters concerned were NPAS and KSSAA. Happy with explanation. No further action.
H3/16	<i>Complainant:</i> Mrs A <i>Location:</i> Salfords <i>Complaint:</i> 23 Jan 1335hrs. Helicopter overflying the area	<i>Helistrip:</i> H26 <i>Helicopter Movements:</i> 54 <i>Total Movements:</i> 56	The complainant resides within the ATZ and within the visual circuit pattern. This complaint relates to a helicopter carrying airfield training in strong SSW winds. In order to ensure a safe operation the instructor was flying circuits in to wind as there was no fixed-wing traffic. It has been suggested that in future use of H18 would be more suitable. Email sent to complainant.
H16/4	<i>Complainant:</i> Mrs P <i>Location:</i> Kings Mill Lane, South Nutfield <i>Complaint:</i> 3 Feb 1205, 1855 and 1915hrs. Helicopters over flying property.	<i>Helistrip:</i> H26 <i>Helicopter Movements:</i> 34 <i>Total Movements:</i> 82	The complainant resides within the ATZ close to the Aerodrome Boundary. There were no helicopter flights at the times mentioned on 3 Feb. On 2 Feb the Air Ambulance departed at 1209hrs and an A109 landed at 1855hrs and departed at 1910hrs, it is possible that this complaint relates to these flights. Have left a message asking complainant to confirm date.
H16/5	<i>Complainant:</i> Mrs A <i>Location:</i> South Hale Farm, South Nutfield <i>Complaint:</i> 4 Feb 1240hrs. Helicopter overflying property.	<i>Helistrip:</i> N/A <i>Helicopter Movements:</i> N/A <i>Total Movements:</i> N/A	The complainant reported a helicopter flying over her property. This complaint relates to KSSAA helicopter (HLE21A) en-route to a RTC on the M23. No further action.
H16/6	<i>Complainant:</i> Mrs A <i>Location:</i> South Hale Farm, South Nutfield <i>Complaint:</i> 5 Feb 1500hrs. Helicopter overflying property	<i>Helistrip:</i> H36 <i>Helicopter Movements:</i> 37 <i>Total Movements:</i> 42	The complainant resides within the ATZ; within the visual circuit pattern of H26 and will be subjected to helicopters overflying her location. Pilots are requested to avoid this location whenever possible. Training flight. No breach of any aviation regulations. No further action.
H16/7	<i>Complainant:</i> Mrs A <i>Location:</i> South Hale Farm,	<i>Helistrip:</i> H08 <i>Helicopter Movements:</i> 45	The complainant resides within the ATZ; within the visual circuit pattern of H08 and will be subjected to helicopters overflying her location. Pilots are requested to avoid this location whenever possible.

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	South Nutfield <i>Complainant:</i> 15 Feb 1030hrs. Helicopter overflying property	<i>Total Movements:</i> 76	Training flight. No breach of any aviation regulations. No further action.
H16/8 and 9	<i>Complainant:</i> Mrs A <i>Location:</i> South Hale Farm, South Nutfield <i>Complainant:</i> 18 Feb 1515 and 1605hrs. Helicopter overflying property	<i>Helistrip:</i> H26 <i>Heli Movements:</i> 22 <i>Total Movements:</i> 94	The complainant resides within the ATZ; within the visual circuit pattern of H26 and will be subjected to helicopters overflying her location. Pilots are requested to avoid this location whenever possible. These complaints relate to the NPAS helicopter arriving and departing. No breach of any aviation regulations. No further action.
H16/10	<i>Complainant:</i> Mr A <i>Location:</i> Bower Hill Farm, South Nutfield <i>Complainant:</i> 19 Feb 1630hrs. Helicopter overflying property	<i>Helistrip:</i> H26 <i>Heli Movements:</i> 22 <i>Total Movements:</i> 94	The complainant resides within the ATZ; adjacent to the final approach to Rwy 18. This complaint relates to a helicopter operated by BIH making an approach to the Rwy 18 threshold. Details passed to BIH Chief Pilot for him to contact the complainant.
H16/11	<i>Complainant:</i> Mrs A <i>Location:</i> South Hale Farm, South Nutfield <i>Complainant:</i> 20 Feb 1500hrs. Helicopter overflying property	<i>Helistrip:</i> H26 <i>Heli Movements:</i> 24 <i>Total Movements:</i> 94	The complainant resides within the ATZ; within the visual circuit pattern of H26 and will be subjected to helicopters overflying her location. Pilots are requested to avoid this location whenever possible. This complaint relates to either KSSAA or NPAS helicopter. No breach of any aviation regulations. No further action.
H16/12	<i>Complainant:</i> Mrs A <i>Location:</i> South Hale Farm, South Nutfield <i>Complainant:</i> 24 Feb 1440hrs. Helicopter overflying property	<i>Helistrip:</i> H08 <i>Heli Movements:</i> 26 <i>Total Movements:</i> 77	The complainant resides within the ATZ; within the visual circuit pattern of H07 and will be subjected to helicopters overflying her location. Pilots are requested to avoid this location whenever possible. This complaint related to a London Sight-seeing Flight operated by EBG Helicopters. No breach of any aviation regulations. Details passed to EBG for them to contact the complainant.
H16/13	<i>Complainant:</i> Mrs A <i>Location:</i> South Hale Farm, South Nutfield <i>Complainant:</i> 3 Mar 0950hrs. Helicopter overflying property	<i>Helistrip:</i> H26 <i>Heli Movements:</i> 25 <i>Total Movements:</i> 102	The complainant resides within the ATZ; within the visual circuit pattern of H26 and will be subjected to helicopters overflying her location. Pilots are requested to avoid this location whenever possible. This complaint related to an AS55 operated by Arena Aviation. Complaint passed on the helicopter operator for a response.
H16/14	<i>Complainant:</i> Mrs L <i>Location:</i> Crab hill Lane, South Nutfield <i>Complainant:</i> 12 Mar. Helicopter overflying property	<i>Helistrip:</i> H08 <i>Heli Movements:</i> 20 <i>Total Movements:</i> 97	The complainant resides within the ATZ; within the visual circuit pattern of H087 and will be subjected to helicopters overflying her location. Pilots are requested to avoid this location whenever possible. Training flight. No breach of any aviation regulations. No further action.
H16/15	<i>Complainant:</i> Mr A <i>Location:</i> Bower Hill Farm, South Nutfield <i>Complainant:</i> 25 Mar 1605hrs. Helicopter overflying property	<i>Helistrip:</i> H26 <i>Heli Movements:</i> 74 <i>Total Movements:</i> 170	The complainant resides within the ATZ; adjacent to the final approach to Rwy 18. This complaint relates to the NPAS helicopter arriving and departing. No breach of any aviation regulations. Complaint passed to NPAS for them to respond to the complainant.



## Redhill Aerodrome Managers Report to Redhill Aerodrome Consultative Committee – April 2016

### Aviation Incidents/Accidents

Date	Emergency Category	Callsign/Registration	Type	Details
26/02	Local Standby	GRTMY	C42	Shortly after departure from Rwy 07 pilot declared a MAYDAY due to control problems. Aircraft landed safely on Rwy 18 with ARFFS in attendance.
26/10	Aircraft Accident	GBXPD	DV20	The aircraft was carrying out a touch and go on Rwy 07 when the nose gear detached. Aircraft came to rest on the south-side of Taxiway C. Scene attended by the ARFFS and SECAMB. No injuries. Aircraft removed to Hgr 8. This accident will be subject to an investigation by the AAIB via an AARF.
17/03	Local Standby	JKY203 (GCHFD)	A109	Shortly after departure pilot declared a PANPAN due to undercarriage problem. Helicopter landed safely on Rwy 18 with ARFFS in attendance.
19/10	Local Standby	JKY99 (GCHFD)	A109	Helicopter inbound from EGBC with unsafe landing gear indication. ARFFS set up a soft area using old car tyres. Helicopter brought to a hover, undercarriage pins inserted and landed safely.



Philip WRIGHT  
Aerodrome Manager/SATCO

01.04.2016

**APPENDIX 'B'**

**APPENDIX 'B'**

Notes by Jim Blackmore of the meeting with on 23 March 2016 in the Pilots' Hub.

Present	Ann Bartaby	(AB)	RAL
	Philip Wright	(PW)	RAL
	Paul Murray	(PM)	KRAG
	Steve Hanks	(SH)	KRAG/Nutfield Conservation Society
	John Johnson	(JJ)	NPC
	David Cullen	(DC)	NPC
	Jim Blackmore	(JB)	SSPC
	Wayne Clark	(WC)	SSPC

AB said she wanted to hear people's views and acknowledged these did not commit them or their respective bodies in any way.

**Taxiway**

AB explained RAL still believe the work they have done is permitted development. Both RBBC and TDC have told RAL they disagree.

AB said they could appeal but that is very expensive.

AB said RBBC informed RAL a planning application is required, TDC gave detailed reasons for their decision but did not say anything about a planning application.

AB said RAL have been asked by RBBC to submit a planning application in 28 days from 18 March. She confirmed there are proper drawings and these would be made public in the planning application which will mainly involve organising and submitting existing documents. AB wanted to understand the objections to the work. AB explained the taxiway has been used for over 30 years as a runway when the grass runways were not usable. When asked if RAL would accept conditions limiting the use of runway 07/25 to the present use, ie only when the grass runways are unusable AB said they would.

PW explained the rules for using the taxiway as a runway when the grass runways were unusable used to be limited to pilots with 100+ flying hours. This was recently changed to allow novice pilots who had, in the opinion of their instructor, reached the required level of competence. They were then allowed to use the hard runway when the grass runways were serviceable, because of their lack of experience of landing on grass runways.

AB and PW explained that although the taxiway had been widened the runway markings only extended for the original 10m width. The additional width was to allow aircraft to turn around and complete their pre flight checks without having to run off onto the grass areas.

AB said the length of a runway is what limits the aircraft that can use it.

AB stated that the original width of the taxiway was 14 metres but that it had become overgrown and thus reduced in width. The taxiway surface had deteriorated; there was a kink in it. It was decided to restore the original width, improve the surface and straighten the kink. AB stated this was all done on safety grounds to assist with taxiway use and manoeuvring in addition to the unlicensed runway use.

PW stated that although the width of 14 metres was restored the runway width was restricted to 10 metres. He confirmed that the taxiway surface is marked as a runway and the surface is asphalt. He did not have any other details of the construction. It was confirmed that currently there is no lighting on the taxiway. However blue taxiway lighting may be installed.

RAL were asked, if the hard runway was only to be used when the grass runways were unusable, why does their website say aircraft that can't use the grass runways can use the hard runway. PW said that is not what it says, AB agreed to look at this.

#### Other proposed developments

RAL propose demolishing a grass drying shed, and replace it with a similar building but with better headroom.

Grass runway edge lighting

Grasscrete surface for car parking north of the hangers

Replace the fuel tanks with one next to the fire station, (the fire service do the refuelling)

Some additional hard standing areas

Approach lighting at the east end of the east west runway

#### Events for young people to be held during the summer

Young eagles to interest young people in flying.

Cool aeronautics to interest young people in technical things.

Us in a Bus

Jim Blackmore

6 April 2016