

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

Mr. Wright advised that the wet weather had had a significant impact on the Aerodromes' activity. Both fixed-wing and helicopter movements had reduced compared to the same period in 2011.

Councillor Chapman questioned whether the emergency services' helicopters had specific arrival and departure routes. In response, Mr. Wright explained that they had the right to fly using the shortest route, however it was hoped that, with more regular crews, the pilots would work towards minimising disturbance to local residents.

Mr. Hoskins queried whether an alternative complaint recording system had been installed. In response, Mr. Wright confirmed that a new telephone number and a new website page had been set up.

Mr. Wright explained the proposal to change the procedures for London Sight Seeing flights to reduce the number of helicopters using the Buckland visual reference point. It was agreed that a trial period would take place during the summer months and Committee representatives would feedback at a future meeting.

4. UPDATE ON THE PLANNING APPLICATION 2012

Mr. Horne advised that following consultation with the Environment Agency, and other statutory consultees, further documentation had been provided on:

- the proposed replacement of the Redhill Brook underground culvert with a new open channel;
- the potential environmental effects of the proposed new open channel on natural heritage and the water environment; and
- traffic and transport-related effects.

Councillor Mrs. Cook expressed concerns over the flooding of Crab Hill Lane, Mr. Horne advised that the proposals took account of and would prevent this.

It was explained that Reigate and Banstead Borough Council and Tandridge District Council had jointly appointed an independent Economic consultant. Both authorities had sought more detailed information on the nature of the current and future activities of the Aerodrome. Mr. Horne explained that a business plan had been provided under a "Commercial in Confidence" cover. Following a question from the Chairman, Mr. Horne advised that the "Commercial in Confidence" clause would exempt the plan from the requirements of the Freedom of information Act.

Nevertheless, Councillor Chapman was of the opinion that the business plan should be available to the public. Mr. Horne was unwilling to accept suggestions for:

- a member of the Committee to view the plan and sign a confidentiality agreement; or
- the plan to be shared with a third party such as Mole Valley District Council.

In response to a question from Councillor Frow, Mr. Horne explained that Biggin Hill Airport and Rochester Airport had both been identified as competitors.

Surrey County Council had raised a number of queries on the Transport Assessment which had been submitted with the application. Mr. Horne explained that the Aerodrome's Transport Consultants had addressed the technical queries in an addendum. The Committee requested a copy of the addendum and additional reports and it was agreed that Mr. Horne would copy the documentation onto a CD which would be circulated to all members.

Councillor Blackmore raised a question regarding paragraph 2.4 d of The Terence O'Rourke Report responding to queries raised by the local authorities. He asked if the staff and crew associated with these operations termed as 'aerodrome employees' were employees of the aerodrome. Mr Horne advised that Redhill Aerodrome Ltd does not employ any staff who operate aircraft at the aerodrome, but the reference in the response from TOR relates to the more generic term of aerodrome employees.

Councillor Blackmore went on to ask if the movements outside the permitted hours of operation by the Police and Air Ambulance helicopters, which have recently moved to Redhill Aerodrome, would count towards the limited number of out of hours movements. Mr. Horne advised that out of hours movements by the Police and Air Ambulance helicopters would be emergencies so would not count towards the limited number of out of hours movements.

5. CONSTITUTION – KENT, SURREY AND SUSSEX AIR AMBULANCE AND NATIONAL POLICE AIR SERVICE REPRESENTATION

The Committee considered the proposal for the Kent, Surrey & Sussex Air Ambulance and the National Police Air Service to attend future meetings as aerodrome users. It was agreed that a formal invitation would be sent to both organisations and, following their acceptance, the constitution would be updated.

6. DATE AND VENUE FOR 2013 PUBLIC MEETING

It was agreed that the Public Meeting would remain as planned on the 15th June 2013. An alternative venue would be identified if the Nutfield Village Hall was unavailable.

Rising: 11.06 a.m.

APPENDIX 'A'

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Aerodrome Management Accounts RAL & RATL as at December 2011

	£
Total Operating Cost	878,000
Cost of Sales Purchasing fuel and deliveries	617,000
	<hr/>
	1,495,000
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Total turnover	1,670,000
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	175,000

After depreciation and tax have been taken off it leaves a bottom line figure (Retained Profit) of £61,000 for the two companies.

APPENDIX 'B'

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Aerodrome reports regarding complaints; aircraft movements; and incidents / accidents

Aircraft Movements

	Sep-Dec 2010	Sep-Dec 2011	Sep-Dec 2012
Fixed-wing			
Take-off/Landings	3552	3985	2740
Circuits	2350	3086	1476
Total	5902	7071	4216
Helicopters			
Take-off/Landings	2949	3722	4502
Circuits	2058	3218	2278
Total	5007	6940	6780
Grand total	10909	14011	10996

CAA Stats Sep - Dec 2012			
	Arrivals	Departures	Total
Aero Club	2814	2814	5628
Biz Av (Dom)	54	55	109
Biz Av (Int)	0	0	0
GA (Dom)	281	273	554
GA (Int)	2	1	3
LCF	565	566	1131
Mil/HLE/UKP	392	390	782
Air Test	224	224	448
Private	990	983	1973
Training/Test	184	184	368
Grand Total	5506	5490	10996

September

Weather: there were 7 days when weather (strong winds, rain or thunderstorms) reduced flying activity. **Runways:** the grass runways were serviceable throughout this month.

October

Weather: there were 18 days when weather (strong winds, fog, rain or thunderstorms) reduced flying activity. **Runways:** the grass runways were unserviceable for 4 days during this period and operations were restricted due to surface conditions on 12 days. The unlicensed paved Runway 07/25 was used on 4 days with 20 movements taking place.

November

Weather: there were 15 days when weather (strong winds, fog, rain or thunderstorms) reduced flying activity. **Runways:** the grass runways were unserviceable for 20 days during this period and operations were restricted due to surface conditions on 10 days. The unlicensed paved Runway 07/25 was used on 20 days with 206 movements taking place.

December

Weather: there were 16 days when weather (strong winds, fog, rain or thunderstorms) reduced flying activity. **Runways:** the grass runways were unserviceable for 22 days during this period and operations were restricted due to surface conditions on 5 days. The unlicensed paved Runway 07/25 was used on 22 days with 309 movements taking place.

Movements Outside ATC Hours

	0001-0459			0500-0659			0700-0759			Closing - 2200			2201-2359			Total
	Comm	NPAS	HEMS	Comm	NPAS	HEMS	Comm	NPAS	HEMS	Comm	NPAS	HEMS	Comm	NPAS	HEMS	
Sep	0	0	0	4	0	0	10	0	0	28	0	0	6	0	0	48
Oct	0	14	0	1	0	0	5	0	0	3	52	0	0	17	0	92
Nov	0	30	0	2	0	0	2	0	0	29	30	1	1	9	0	104
Dec	1	32	0	1	0	0	0	0	0	14	66	0	2	13	0	129
	1	76	0	8	0	0	17	0	0	74	148	1	9	39	0	373

Flying Complaints

	2012 Movements	Complaints	No of Complainants	2011 Movements	Complaints	No of Complainants
September	4331	10	7	4134	8	5
October	3027	3	3	5224	12	5
November	2069	3	3	2354	1	1
December	1585	6	4	2300	1	1

Complaints relating to fixed-wing aircraft

	2012 Movements	Complaints	No of Complainants	2011 Movements	Complaints	No of Complainants
September	2146	6	4	2533	5	2
October	1165	0	0	2900	6	3
November	512	2	2	850	1	1
December	400	0	0	789	0	0

FW11/2012. 02.09.2012. Mr W, Whitebushes. Fixed-wing aircraft overflying residential area. **Runway:** 26L **Movements:** **Fixed-wing:** 16 **Helicopters:** 17 **Total:** 33. **Action:** Aircraft identified as a visiting T67 Firefly. Isolated occurrence, no further action. Email sent to complainant.

FW12/2012. 08.09.2012. Mrs B, Reigate. GAKUE noisy aircraft. **Runway:** 26L **Movements:** **Fixed-wing:** 111 **Helicopters:** 63 **Total:** 174. **Action:** Complainant resides outside the ATZ close to the Buckland arrival/departure route. She stated that the DH82 was noisy and low flying. Details given of the operator in order that the matter could be discussed directly between the two parties. No further action.

FW13 and 14/2012. 28 and 29.09.2012. Mrs W, location not given. Fixed-wing aircraft overflying location not given. **Runway:** 26L **Movements:** **Fixed-wing:** 148 **Helicopters:** 141 **Total:** 289. **Action:** The complainant was shouting on the Noise Line message about aircraft overflying her. The phone number given was not correct – missing a digit. No further action.

FW15/2012. 14.11.2012. Mr A, South Nutfield. Aircraft overflying property **Runway:** 18

Movements: Fixed-wing: 33 Helicopters: 60 Total: 93. Action: Complaint resides within the circuit area for Runway 18. The aircraft was identified as a PA18 GBJWZ that turned too early on to the crosswind leg. Complaint informed.

FW16/2012. 30.11.2012. Mr W, Whitebushes. Aircraft overflying built up area. **Runway: 25 Movements: Fixed-wing: 24 Helicopters: 103 Total: 127. Action:** Visiting PA24 departed from Runway 25 and turned on track to the North West passing directly over the area where the complaint resides. No further action possible. Email sent to complainant.

Complaints relating to helicopters

	2012 Movements	Complaints	No of Complainants	2011 Movements	Complaints	No of Complainants
September	2185	4	4	1601	3	3
October	1862	3	3	2324	6	2
November	1557	3	3	1501	0	0
December	1185	6	4	1511	1	1

H24/2012. 07.09.2012. Ms C, Salfords. Helicopter flying west of railway line. **Runway: H26 Movements: Fixed-wing: 67 Helicopters: 88 Total: 155. Action:** No details or timings provide. No contact details. No further action.

H25/2012. 08.09.2012. Mrs B, Reigate. General complaint about helicopter noise west of Reigate. **Runway: H08 Movements: Fixed-wing: 111 Helicopters: 63 Total: 174. Action:** helicopter activity was not particularly great although there were several trial lessons. Email sent. See also FW12.

H26/2012. 15.09.2012. No details provided. Helicopter noise Honeycrock Lane. **Runway: H26 Movements: Fixed-wing: 145 Helicopters: 152 Total: 297. Action:** No details or timings provide. No contact details. No further action.

H27, 28 & 29/2012. 22.09.2012. No details provided. Helicopter flying west of railway line. **Runway: H08 Movements: Fixed-wing: 216 Helicopters: 218 Total: 434. Action:** A busy day with several London Sight-seeing flights operated together with the usual training flights. No details of time or description given. No contact details, all three complaints from the same IP address. No further action.

Note: In an effort to stop anonymous emails the email address on the website form has been made a compulsory field, however H27, 28 and 29 entered a false email address.

H30/2012. 07.10.2012. Mr G, Salfords. Excessive helicopter flights **Runway: H08 Movements: Fixed-wing: 126 Helicopters: 154 Total: 280. Action:** Helicopter GOBSM was carrying out various short local flights to the west. In the afternoon this was changed to the east. Complaint informed.

H31/2012. 07.10.2012. Mr S, Salfords. Excessive helicopter flights **Runway: H08 Movements: Fixed-wing: 126 Helicopters: 154 Total: 280. Action:** Helicopter GOBSM was carrying out various short local flights to the west. In the afternoon this was changed to the east. Complaint informed.

H32/2012. 14/15.10.2012. Mr H, S Nutfield. Helicopter noise between 2330-0130 hours. **Runway: N/A Movements: Fixed-wing: N/A Helicopters: N/A Total: N/A. Action:** Complaint related to 3 flights by NPAS helicopter.

H33/2012. 15.11.2012 (1850hrs). Mrs C, S Nutfield. Helicopter low over property. **Runway: 08R Movements: Fixed-wing: N/A Helicopters: N/A Total: N/A. Action:** The helicopter involved was a

military EH101 positioning straight in for Runway 08R in poor visibility and low cloud at night. Considered to be exceptional circumstances. Complainant updated by email.

H34/2012. 01.12.2012 (2200hrs). Mrs F, S Nutfield. Helicopter noise at night. **Runway:** N/A **Movements:** **Fixed-wing:** N/A **Helicopters:** N/A **Total:** N/A. **Action:** The complainant resides on the boundary of the Aerodrome. This complaint related to the NPAS helicopter however the complainant also stated that helicopter noise outside ATC hours has increased considerably in the last three years. Email sent see H35/2012.

H35/2012. 02.12.2012. Mrs F, S Nutfield. Helicopter overflying property. **Runway:** 25 **Movements:** **Fixed-wing:** 78 **Helicopters:** 56 **Total:** 134. **Action:** The complainant resides on the boundary of the Aerodrome. This complaint related to a helicopter making an approach to the threshold of Runway 18. Email sent to complainant.

H36/2012. 02.12.2012. Mr G, S Nutfield. Helicopter overflying property. **Runway:** 26R **Movements:** **Fixed-wing:** 78 **Helicopters:** 56 **Total:** 134. **Action:** The complainant resides adjacent to the final approach to Runway 26R. The ATCO on duty cleared the HEMS helicopter to make an approach to the threshold of Runway 26R contrary to procedures published in the ATC local instructions. ATCO rebriefed. Email sent to complainant.

H37/2012. 05.12.2012. Mrs F, S Nutfield. Helicopter noise at 2130hrs. **Runway:** N/A **Movements:** **Fixed-wing:** N/A **Helicopters:** N/A **Total:** N/A. **Action:** AS355 GJESE departure. The complainant resides on the boundary of the Aerodrome. The helicopter had some technical difficulties with the camera equipment this resulted in extended ground running prior to departure. Email sent to complainant.

Note: A meeting was held with Mrs F on 27 December at the Aerodrome lasting about thirty minutes. We discussed the types of helicopter operations here including the commercial charter activities and the procedures to be used outside ATC hours. It was a useful meeting and she undertook to let me know of any pilots who do not follow the revised routings.

H38/2012. 25/26.12.2012. Mr H, Not Given. Helicopter noise over Christmas period. **Runway:** N/A **Movements:** **Fixed-wing:** N/A **Helicopters:** 20 **Total:** 20 (18 NPAS/HEMS and 2 Commercial). **Action:** The complainant objects to noise caused by emergency service helicopters suggesting that they should be relocated to other aerodromes or sound barriers erected and flight paths defined avoiding populated areas of the village. Email sent to complainant suggesting a meeting. To date there has been no response.

H39/2012. 30.12.2012. Mrs A, S Nutfield. Helicopter overflying property. **Runway:** H26 **Movements:** **Fixed-wing:** 10 **Helicopters:** 59 **Total:** 69. **Action:** HLE60A departure. The complainant resides close to the southern boundary of the Aerodrome. The Air Ambulance was responding to an incident just east of the Aerodrome and was flown by a relief pilot who was not aware of the noise sensitive areas. Letter sent to complainant.

Incidents/Accidents

06 Oct. Local Standby. GBPN1 R22 2 POB departing from H36 reported a rough running engine. Returned directly to the **Aerodrome landing on H18. Landed safely with the ARFFS in attendance.**

15 Nov. Local Standby. BAYONET Formation 2 x EH101 6 POB on each diverted in to the Aerodrome with a technical problem on one helicopter. Landed safely with the ARFFS in attendance.

28 Nov. Full Emergency. GORKI AS50 2 POB returned to Aerodrome with tail rotor chip warning light. Landed safely with the ARFFS in attendance.

01 Dec. Local Standby. GCBHA TOBA bird-strike Godstone Station VRP. Landed safely on Rwy25 with ARFFS in attendance. Damage to leading ledge of port wing.



Proposed Amendments to Procedures for London Sight Seeing Flights

The current procedures require London sight-seeing helicopters to follow a one way routing depending upon the runway in use and they are not permitted to make arrivals or departures directly from/to the north unless Runway 18/36 is in use. This procedure has reduced the number of these flights routing via a particular Visual Reference Point (VRP), however it does mean that when Runway 08/26 is in use a high proportional of helicopter flights route via the Buckland VRP.

In an attempt to reduce the numbers of helicopters using the Buckland VRP it is proposed that during the summer 2013 period a trail will be operated whereby, when traffic and weather conditions permit, London sight-seeing helicopters will be permitted to depart to the north from Runway 36. On return they will join via the appropriate VRP for the runway in use.

A minimum departure interval of 1 minute will also be applied these flights.

Philip WRIGHT
Aerodrome Manager/SATCO

03.01.2013