

REDHILL AERODROME CONSULTATIVE COMMITTEE

Minutes of the meeting of the Consultative Committee held at Redhill Aerodrome on Wednesday the 13th January 2016 at 10.00 a.m.

PRESENT:

Mr. Terry Pollard	- Chairman
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
Senior Pilot Capt Mark Hostler	- NPAS
Councillor Mrs. Pat Glenn	- Bletchingley Parish Council
Mr. Chris Hoskins	- Nutfield Preservation Society
Mr. Paul Murray	- KRAG
Mr. John King	- Godstone Preservation Society
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 the addition of the following paragraph under the heading "Improvement to licensed taxiway" under Item 4, the minutes of the meeting held on the 9th September 2015 were agreed:

"Mr Murray asked if the new 'runway' would continue only to be used when the existing grass runways were unusable because of underlying ground conditions. This was how it was currently operated. Mr Wright confirmed that the conditions of use would not change in any way."

2. MONITORING REPORTS FROM REDHILL AERODROME

Reports for the period September to December 2015 were submitted regarding:

- (i) aircraft movements
- (ii) movements outside Air Traffic Control (ATC) hours
- (iii) complaints (6) about fixed wing aircraft overflying properties
- (iv) complaints (26) about helicopters overflying properties.

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

Councillor Clark raised the issue of complaints received from local residents regarding helicopters overflying houses. In particular, he referred to a complaint logged on the 22nd October 2015. Mr. Wright confirmed that he had responded to the complainant in writing.

Councillor Mrs. Vickers gave a brief update on the local residents' meeting held at Henhaw Farm. She considered that the meeting had gone well and believed that residents had come away with a better understanding of the flight paths and the Aerodrome's responsibilities. On behalf of the attendees, she thanked Mr. Wright for organising the meeting. She went on to explain that, two days after the meeting, residents had approached her to say that they had been informed (by operators based at the Aerodrome) that a hard runway had now been built. Mr Wright explained that this was not the case and believed that the operators and residents were referring to the works which had taken place to improve the licensed taxiway.

Clarification was sought on the dimensions of the improved taxiway. Mr. Wright explained that the length of the unlicensed runway marked on the taxiway was 498m x 10m. The taxiway width was 14m and the resurfaced section approximately 500m.

In response to question from Mr. Hoskins, Mr Wright confirmed that the improved taxiway would only be used when the existing grass runways were unusable due to poor ground conditions.

*** The Committee noted the Aerodrome's report which had accompanied the agenda (Appendix 'A') concerning flight procedures; noise abatement measures; and clarification about enforcement matters. Mr. Wright highlighted that helicopters were required to take off to the north of the runway to minimise the noise nuisance to local residents.

3. PLANNING APPLICATIONS AND PERMITTED DEVELOPMENT WORKS

The National Police Air Service (NPAS) and the Kent Surrey & Sussex Air Ambulance service had requested an update from the Aerodrome on the state of the car park to the north of the EBG Helicopters hanger. They considered the car park to be unsuitable due to its poor surface and a lack of lighting. There was also a health and safety concern due to the volume of traffic required to drive past Hangers 2 and 3 in order to reach the car park.

Ann Bartaby explained that mesh had been laid at the end of the block of hangars but had, unfortunately, sunk into the ground. Planning applications to lay a hard surface parking area had been prepared. It was hoped that this would be submitted to the two Planning Authorities at the end of February 2016. It was suggested that approval would only be required from the District Council as the car park was located on the Tandridge side of the boundary.

Captain Hostler informed the Committee that, from the 4th 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.

Councillor Mrs. Vickers requested an update on the discussions with the Planning Authorities in respect of the permitted development rights. Ann Bartaby explained that the necessary applications for Certificates of Lawfulness had been submitted to both Reigate & Banstead and Tandridge Councils (it had emerged that approximately 25m of the works concerned were located within Tandridge).

In respect of the replacement of runway lighting, Ann confirmed that an application would need to be submitted to both Local Authorities.

The Committee had previously requested an opportunity to view the work taking place on the taxiway. Mr. Wright felt that this was now unnecessary in light of the fact that Reigate & Banstead's Planning Department had since undertaken a site visit for this purpose.

4. BIGGIN HILL AIRPORT CONSULTATION

Mr. Wright had previously circulated details (to the Committee) of Biggin Hill Airport's wish to introduce an "instrument approach procedure". This was intended to guide aircrafts along a specific approach path to the runway by interlocking with their on-board navigation systems:

<http://www.bigginhillairport.com/acp-faqs/>

He believed that that this would result in large corporate aircraft flying over Merstham, Nutfield, Bletchingley and Godstone. He suggested that local groups may wish to respond to the consultation and asked Members to make their organisations aware.

5. REVIEW OF THE CONSULTATIVE COMMITTEE CONSTITUTION

*** The Aerodrome had submitted a paper (attached at Appendix 'B' page) regarding the Committee's governance arrangements. This invited the Committee to consider the following proposals:

- revised Terms of Reference;
- a reduction in the size of the Committee to 15 (i.e. 10 organisations from the community and 5 representatives from the Aerodrome and its users);
- future Public Meetings to be held on a weekday/evening as opposed to Saturday mornings.

The paper was discussed.

Councillor Frow suggested that the current membership structure worked well and did not accept that the meetings were unwieldy. He disagreed that Outwood Parish was only marginally affected by the Aerodrome. Several other Committee members echoed his views and confirmed that they were content with the current membership structure and did not wish to see it change.

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.

Mr. Wright considered that by moving the Public Meeting to a weekday, the Aerodrome operators would be better placed to take a more active role in responding to residents' complaints.

Ann Bartaby explained that the Aerodrome would not be looking to plan any large projects and would try to increase the level of activity at the site with small projects. She felt that a smaller sized Committee would be more conducive to focusing attention on practical issues affecting the immediate local community.

The future chairmanship of the Committee was also discussed. Members expressed their appreciation of Mr Pollard's long standing service to the Committee. They were pleased with his approach and did not wish for him to stand down. The Chairman confirmed his willingness to continue as Chairman.

The Committee noted paragraph five of the Constitution stipulated that the Chairman should “serve for a three-year term and may be re-elected to serve for a further term/terms.” And were mindful of (paragraphs 3.2-3.3) the Department for Transport Guidelines for Airport Committees. Councillor Mrs Glenn indicated that a review of the Constitution had been carried out three years ago and the Committee had agreed that a review of the Chairmanship had not been necessary.

Mr. Murray asked if the Aerodrome was seeking to change the Chairmanship of the Committee. In response Mr Wright confirmed that it was not.

Ann Bartaby explained that it was not her intention to undermine the Committee but felt the Chairman should be given the opportunity to consider his term. She had not wished to discuss the contents of a personal letter with the Committee.

It was agreed that a further report about the Constitution should be submitted to the Committee's next meeting on the 13th April. In preparation for this, Members were invited to submit written comments on behalf of their organisations (in response to the Aerodrome's

 aforementioned discussion paper attached at Appendix 'B') to the Secretary by the 1st April.

6. DATE OF ANNUAL PUBLIC MEETING

It was agreed that the original date of Saturday 11th June 2016 should be adhered to. The Committee accepted Ann's apologies for absence from this meeting as she would not be able to attend. It was noted that Nutfield Village Hall was not available and that the Secretary would seek an alternative venue.

7. DATE OF FUTURE MEETINGS

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

Ordinary meetings

Wednesday 13th April 2016

Wednesday 14th September 2016

Annual Meeting

Saturday 11th June 2016 – Venue to be advised

Rising: 10.55a.m.

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

Aircraft Movements

	Jan-Dec 2013	Jan-Dec 2014	Jan-Dec 2015
Fixed-wing			
Movements	10960	11704	12262
Touch & Go	9868	10946	10832
Total	20828	22650	23094
Helicopter			
Movements	15008	13430	13540
Airfield Detail	8494	5992	5472
Total	23316	19422	19012
Grand Total	44330	42072	42106

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-(Int)** – Business Aviation International, **GA(Int)** – General Aviation International and **Biz Av-(Int)** – Business Aviation International.

CAA Stats	Jan-Dec 2015	Arrivals	Departures
Aero Club	12440	12440	12440
Biz Av (Dom)	130	130	128
Biz Av (Int)	2	2	1
GA (Dom)	1029	1029	1037
GA (Int)	9	9	9
LCF	1326	1326	1328
Mil/HLE/UKP	2388	2388	2388
Air Test	399	399	397
Private	2566	2566	2565
Training/Test	761	761	763
Grand Total	21050	21050	21056

Runway Statistics Sept – Dec 2015

Runway	Days Used	Take-off	Landing	T & G
07	3	10	12	16
08L	9	112	98	240
08R	36	747	777	1332
18	1	2	3	0
25	26	271	274	448
26L	29	547	532	1028
26R	11	42	45	90
36	1	0	1	0

Movements Outside ATC Hours

	Commercial	NPAS	HEMS	Total
Sep	35	53	55	143
Oct	17	80	43	140
Nov	24	93	28	145
Dec	23	25	55	103

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

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

Flying Complaints

2015	Total Movements	Total Complaints	No. of Complaints	2014	Total Movements	Total Complaints	No. of Complaints
Sep	5005	11	8	Sep	5118	8	7
Oct	4022	13	6	Oct	3858	7	4
Nov	1807	4	4	Nov	1691	4	3
Dec	1291	4	4	Dec	1426	2	1

Complaints relating to fixed-wing aircraft

2015	Fixed-wing Movements	Complaints	No. of Complaints	2014	Fixed-wing Movements	Complaints	No. of Complaints
Sep	3210	5	3	Sep	3158	5	3
Oct	2183	1	1	Oct	2180	3	3
Nov	590	0	0	Nov	524	0	0
Dec	637	0	0	Dec	548	0	0

	Details of Complaint	Runway & Movement Info	Action
FW61/15	Complainant: Mr A Location: South Nutfield Complaint: 05 Sep. A Fixed-wing activity.	Runway: 08R FW Movements: 108 Total Movements: 187	The complainant resides within the ATZ and within the visual circuit pattern. There was no unusual activity on this day. No further action. Letter sent to complainant.
FW62/15	Complainant: Mr G Location: South Nutfield Complaint: 10 Sep 1829hrs. A fixed-wing over flew property.	Runway: 08R FW Movements: 79 Total Movements: 121	The complainant resides within the ATZ very close to the climb out of Runway 08R. Fixed-wing aircraft are requested to avoid overflying this location. Complainant spoken with at the time. No further action.
FW63/15	Complainant: Mrs O Location: South Nutfield. Complaint: 11 Sep. Fixed-wing over flying property.	Runway: 08R FW Movements: 142 Total Movements: 204	The complainant resides within the ATZ very close to the climb out of Runway 08R. Fixed-wing aircraft are requested to avoid overflying this location. Complainant spoken with at the time. No further action.
FW64/15	Complainant: Mr O Location: South Nutfield. Complaint: 19 Sep. Fixed-wing over flying property.	Runway: 08R FW Movements: 286 Total Movements: 321	The complainant resides within the ATZ very close to the climb out of Runway 08R. Fixed-wing aircraft are requested to avoid overflying this location. The DH82 was repeatedly turning early. Complainant spoken with at the time by the DSATCO. No further action.
FW65/15	Complainant: Mr G Location: South Nutfield Complaint: 27 Sep 1129hrs. A fixed-wing over flew property.	Runway: 08R FW Movements: 308 Total Movements: 224	The complainant resides within the ATZ very close to the climb out of Runway 08R. Fixed-wing aircraft are requested to avoid overflying this location. Complainant spoken with at the time. No further action.
FW66/15	Complainant: Mrs BRADLEY Location: Westcott	Runway: N/A FW Movements: N/A	The complainant resides outside the ATZ. The complaint relates to aerobatic flights over the village. Complaint passed to Redhill Aviation for them to respond to the complainant.

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

	Total Movements: N/A
Complaint: 04 Oct. A fixed-wing operating over village...	

Complaints relating to helicopters

2015	Helicopter Movements	Complaints	No. of Complainants	2014	Helicopter Movements	Complaints	No. of Complainants
Sep	1795	6	5	Sep	1960	2	2
Oct	1839	12	5	Oct	1678	4	2
Nov	1217	4	4	Nov	1167	4	3
Dec	654	4	4	Dec	878	2	1

	Details of Complaint	Runway & Movement Info	Action
H54/15	Complainant: Mrs S Location: South Nutfield Complaint: 06 Sep 1450hrs. Helicopter flying low and close to property.	Helistrip: H26 Heli Movements: 47 Total Movements: 250	The complainant resides within the ATZ; close to the Aerodrome boundary. The helicopter concerned was undertaking filming on behalf of the Air Ambulance. Operator spoke with the complainant and agreed a procedure to notify her of similar activity.
H55/15	Complainant: Mrs P Location: South Nutfield Complaint: 11 Sep 1350hrs. 2 helicopters low on approach..	Helistrip: H08 Heli Movements: 62 Total Movements: 204	The complainant resides within the ATZ and within the visual circuit pattern. The helicopters were identified as NPAS and an A109 inbound from the north. There is no minimum height for aircraft on approach. No further action.
H56/15	Complainant: Mr D Location: South Nutfield Complaint: 13 Sep 0120hrs. Helicopters noise.	Helistrip: N/A Heli Movements: N/A Total Movements: N/A	This complaint relates to helicopter activity outside ATC hours. NPAS landed at 0105hrs BST and KSSAA departed at 0110hrs BST, both on operational flights. Letter sent to complainant.
H57/15	Complainant: Mr R Location: Salfords Complaint: 13 Sep. Helicopters flying west of London-Brighton railway line.	Helistrip: H08 Heli Movements: 130 Total Movements: 279	These complaints relate to helicopters flying west of the London/Brighton Railway Line. The houses in Southern Avenue are between 14m and 70m from the railway line. Helicopters flying over this area are within the circuit area and are complying with normal aviation practice. Properties in this area will be subjected to helicopter noise when the circuit is active.
H58/15	Complainant: Mrs A Location: South Nutfield Complaint: 19 Sep 1405hrs. A helicopter over flew property.	Helistrip: H08 Heli Movements: 35 Total Movements: 321	This complainant has requested that his complaints are logged and does not require further contact from the Aerodrome. The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. This complaint relates to a power line inspection helicopter.

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

H59/15	<p><i>Complainant:</i> Mr R <i>Location:</i> Salfords <i>Complaint:</i> 27 Sep. Helicopters flying west of London-Brighton railway line.</p>	<p><i>Helistrip:</i> H08 <i>Heli Movements:</i> 84 <i>Total Movements:</i> 308</p>	<p>These complaints relate to helicopters flying west of the London/Brighton Railway Line. The houses in Southern Avenue are between 14m and 70m from the railway line. Helicopters flying over this area are within the circuit area and are complying with normal aviation practice. Properties in this area will be subjected to helicopter noise when the circuit is active.</p> <p>This complainant has requested that his complaints are logged and does not require further contact from the Aerodrome.</p>
H60/15	<p><i>Complainant:</i> Mr R <i>Location:</i> Salfords <i>Complaint:</i> 01 Oct. Helicopters flying west of London-Brighton railway line.</p>	<p><i>Helistrip:</i> H08 <i>Heli Movements:</i> 98 <i>Total Movements:</i> 191</p>	<p>These complaints relate to helicopters flying west of the London/Brighton Railway Line. The houses in Southern Avenue are between 14m and 70m from the railway line. Helicopters flying over this area are within the circuit area and are complying with normal aviation practice. Properties in this area will be subjected to helicopter noise when the circuit is active.</p> <p>This complainant has requested that his complaints are logged and does not require further contact from the Aerodrome.</p>
H61/15	<p><i>Complainant:</i> Mr B <i>Location:</i> South Nutfield <i>Complaint:</i> 04 Oct 1136hrs. Helicopters repeatedly overflying property from early Sunday morning.</p>	<p><i>Helistrip:</i> H26 <i>Heli Movements:</i> 54 <i>Total Movements:</i> 209</p>	<p>The complainant resides within the ATZ and within the helicopter visual circuit pattern.</p> <p>The complainant was telephoned on the morning of his complaint. It was explained that helicopter flights operate from the Aerodrome every day and there is no minimum height for flights taking off, landing or making approaches to an aerodrome. It was also pointed out that no regulations were being breached. An offer was made to have a meeting at a convenient date and time however the complainant said there was no point in doing this and he would escalate matters.</p> <p>The ATC Movement Log shows that the first helicopter to carry out a training detail departed at 1006 hours BST and landed at 1026 hours BST. This helicopter is a Cabri G2 two seat, modern, training helicopter with a low noise signature. The next training flight was the National Police Air Service helicopter departing at 1053 hours BST and landing at 1536 hours BST. This flight undertook training away from the Aerodrome and within the circuit pattern. For your information the Police have recently changed the type of helicopter they operate and this required the crews to be converted to the new type. This has to be arranged around the availability of other bases to cover the Redhill aircraft. The next training flight, a Robinson R44, departed at 1116 hours BST and landed at 1212 hours BST. I do not consider a light helicopter operating at 1000 hours to be unreasonable.</p> <p>The complainant's location is within the helicopter circuit pattern for Runway 08/26 and is adjacent to the South East Sloping Ground and the South East Confined Area all of these have not changed since 1960 when Bristow Helicopters Limited commenced helicopter training at the Aerodrome. The location is also within the fixed-wing circuit pattern for Runway 18/36, as such this location will be overflown and subject to aircraft noise.</p> <p>It is interesting that the complainant states that they have lived at the location for nine years during which the helicopter activity has been at a greater level than it is now, yet this is the first recorded complaint that has been received.</p> <p>The complainant raised this matter with his MP who was furnished with a detailed response. No further action.</p>

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

H62 and H63/15	<i>Complainant:</i> Mrs A <i>Location:</i> South Nutfield <i>Complaint:</i> 10 Oct 1130hrs and 1514hrs. A helicopter over flew property.	<i>Helistrip:</i> H08 <i>Heli Movements:</i> 145 <i>Total Movements:</i> 232	<p>The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. No aviation regulations breached; no further action.</p>
H64/15	<i>Complainant:</i> Mr R <i>Location:</i> Salfords <i>Complaint:</i> 13 Oct. Helicopters flying west of London-Brighton railway line.	<i>Helistrip:</i> H08 <i>Heli Movements:</i> 34 <i>Total Movements:</i> 96	<p>These complaints relate to helicopters flying west of the London/Brighton Railway Line. The houses in Southern Avenue are between 14m and 70m from the railway line. Helicopters flying over this area are within the circuit area and are complying with normal aviation practice. Properties in this area will be subjected to helicopter noise when the circuit is active.</p> <p>This complainant has requested that his complaints are logged and does not require further contact from the Aerodrome.</p>
H65/15	<i>Complainant:</i> Mr L <i>Location:</i> Salfords. <i>Complaint:</i> 10 Oct. Helicopter noise.	<i>Helistrip:</i> H08 <i>Heli Movements:</i> 145 <i>Total Movements:</i> 232	<p>The complainant resides within the ATZ to the west of the Aerodrome. This complaint relates to a B06 carrying a series of short, 5 minute, duration flights. He further complained that as Cessna was approaching the Aerodrome the B06 was taking off towards it.</p> <p>The continued use of the Aerodrome for 5 minute pleasure flights is being reviewed with the operator concerned.</p> <p>All aircraft were operating in accordance with our procedures, they were in receipt of an ATC service and appropriate traffic information passed. No further action.</p>
H66/15	<i>Complainant:</i> Mr A <i>Location:</i> South Nutfield <i>Complaint:</i> 16 Oct. Low flying helicopter.	<i>Helistrip:</i> H36 <i>Heli Movements:</i> 61 <i>Total Movements:</i> 71	<p>The complainant resides within the ATZ and within the visual circuit pattern. The complainant alleges that an AS55 departing from Rwy 36 flew at 100ft over his property. He further stated that he has been in touch with the HSE and will hold the Aerodrome liable for any incident or accident at his farm.</p> <p>The helicopter departed from Rwy 36 (w/v 36010KT), there is no minimum height for aircraft taking off or landing. No aviation regulations breached; no further action.</p>
H67/15	<i>Complainant:</i> Mrs A <i>Location:</i> South Nutfield <i>Complaint:</i> 18 Oct 1622hrs. A helicopter over flew property.	<i>Helistrip:</i> H08 <i>Heli Movements:</i> 145 <i>Total Movements:</i> 232	<p>The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. Helicopter involved was Air ambulance on an operational deployment. No aviation regulations breached; no further action.</p>
H68/15	<i>Complainant:</i> Mr R <i>Location:</i> Salfords <i>Complaint:</i> 24 Oct. Helicopters flying west of London-Brighton railway line.	<i>Helistrip:</i> H26 <i>Heli Movements:</i> 48 <i>Total Movements:</i> 144	<p>These complaints relate to helicopters flying west of the London/Brighton Railway Line. The houses in Southern Avenue are between 14m and 70m from the railway line. Helicopters flying over this area are within the circuit area and are complying with normal aviation practice. Properties in this area will be subjected to helicopter noise when the circuit is active.</p> <p>This complainant has requested that his complaints are logged and does not require further contact from the Aerodrome.</p>
H69/15	<i>Complainant:</i> Mr R <i>Location:</i> Salfords <i>Complaint:</i> 26 Oct. Helicopters flying west of London-Brighton railway line.	<i>Helistrip:</i> H08 <i>Heli Movements:</i> 92 <i>Total Movements:</i> 111	<p>These complaints relate to helicopters flying west of the London/Brighton Railway Line. The houses in Southern Avenue are between 14m and 70m from the railway line. Helicopters flying over this area are within the circuit area and are complying with normal aviation practice. Properties in this area will be subjected to helicopter noise when the circuit is active.</p> <p>This complainant has requested that his complaints are logged and does not require further contact from</p>

**Redhill Aerodrome Managers Report to
Redhill Aerodrome Consultative Committee – Jan 2016**

H70/15	<p><i>Complainant:</i> Mrs A <i>Location:</i> South Nutfield <i>Complaint:</i> 26 Oct 1530hrs. A helicopter over flew property.</p>	<p><i>Helistrip:</i> H08 <i>Heli Movements:</i> 92 <i>Total Movements:</i> 111</p>	<p>the Aerodrome. The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. Helicopter involved was NPAS on an operational deployment. No aviation regulations breached; no further action.</p>
H71/15	<p><i>Complainant:</i> Mrs A <i>Location:</i> South Nutfield <i>Complaint:</i> 30 Oct 1540hrs. A helicopter over flew property.</p>	<p><i>Helistrip:</i> H18 <i>Heli Movements:</i> 86 <i>Total Movements:</i> 140</p>	<p>The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. Helicopter involved was an AS50. No aviation regulations breached; no further action.</p>
H72/15	<p><i>Complainant:</i> Mrs A <i>Location:</i> South Nutfield <i>Complaint:</i> 31 Oct 1148hrs. A helicopter over flew property.</p>	<p><i>Helistrip:</i> H08 <i>Heli Movements:</i> 97 <i>Total Movements:</i> 178</p>	<p>The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. Helicopter involved was an AS50. No aviation regulations breached; no further action.</p>
H73/15	<p><i>Complainant:</i> Mr A <i>Location:</i> South Nutfield <i>Complaint:</i> 11 Nov 1558hrs. Helicopters flying too close.</p>	<p><i>Helistrip:</i> H18 <i>Heli Movements:</i> 55 <i>Total Movements:</i> 113</p>	<p>The complainant resides within the ATZ and within the visual circuit pattern. This complaint relates to two helicopters carrying out air to air photography. No aviation regulations breached; no further action.</p>
H74/15	<p><i>Complainant:</i> Mr McC <i>Location:</i> South Nutfield <i>Complaint:</i> 16 Nov 0130hrs. Helicopter noise in the early hours.</p>	<p><i>Helistrip:</i> N/A <i>Heli Movements:</i> <i>Total Movements:</i></p>	<p>The complainant resides within the ATZ. This complaint relates to helicopter noise caused by emergency service helicopters in the early hours of Monday morning (NPAS landing at 0135 and departing again at 0200hrs and landed at 0230hrs). The layout of the Aerodrome is such that noise will be heard in the village by helicopter ops, especially at night. No further action.</p>
H75/15	<p><i>Complainant:</i> Mrs A <i>Location:</i> South Nutfield <i>Complaint:</i> 16 Nov 1340hrs. A helicopter over flew property.</p>	<p><i>Helistrip:</i> H26 <i>Heli Movements:</i> 54 <i>Total Movements:</i> 54</p>	<p>The complainant resides within the ATZ and within the visual circuit pattern. Pilots are requested to avoid overflying this location whenever possible. No aviation regulations breached; no further action.</p>
H76/15	<p><i>Complainant:</i> Mr G <i>Location:</i> Salfords <i>Complaint:</i> 22 Nov. A helicopter over flew property.</p>	<p><i>Helistrip:</i> H26 <i>Heli Movements:</i> 33 <i>Total Movements:</i> 59</p>	<p>The complainant resides within the ATZ close to the outbound and inbound route for Buckland. This complaint relates to a London sight seeing flight. Details passed to BIH for them to respond.</p>
H77/15	<p><i>Complainant:</i> Mrs A <i>Location:</i> South Nutfield <i>Complaint:</i> 02 Dec 1532hrs. A helicopter over flew property.</p>	<p><i>Helistrip:</i> H26 <i>Heli Movements:</i> 44 <i>Total Movements:</i> 108</p>	<p>The complainant reported a helicopter flying very low over her property however the Aerodrome Movement Log does not any movements, by helicopters, at the time stated. The recording of the ATC frequency has also been checked and during the period 1515 – 1540 hours there was one one fixed-wing aircraft operating in the visual circuit. No further action.</p>
H78/15	<p><i>Complainant:</i> Mrs T <i>Location:</i> South Nutfield <i>Complaint:</i> 08 Dec. Noise from the Aerodrome all day.</p>	<p><i>Helistrip:</i> H26 <i>Heli Movements:</i> 30 <i>Total Movements:</i> 35</p>	<p>The complainant resides within the ATZ approximately 650m from the Hangar 1-3 helicopter apron. At this location the noise from helicopters will be quite noticeable. No further action.</p>

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

H79/15	<p>Complainant: Mr A Location: South Nutfield Complaint: 20 Dec 1335hrs. Helicopter low flying</p>	<p>Helstrip: H26 Heil Movements: 18 Total Movements: 36</p>	<p>The complainant resides within the ATZ and within the visual circuit pattern. This complaint relates to a visiting, foreign registered, H500 helicopter departing to the north from Runway 18 numbers. No aviation regulations breached; no further action.</p>
H80/15	<p>Complainant: Mr K Location: West View Farm, Salfords Complaint: 24 Dec 2150hrs. Helicopter circling near residential property.</p>	<p>Helstrip: N/A Heil Movements: N/A Total Movements: N/A</p>	<p>This complaint relates to a helicopter flying outside the hours of Redhill ATC. Neither of the two Redhill based emergency service helicopters were operating and there is no record of any general aviation helicopters operating from the Aerodrome. E mail sent to complainant.</p>

Note: On 2nd December a meeting was held at the Aerodrome between the Aerodrome Management, Cllr Vickers, residents from Henhaw Farm, Bower Hill Farm and South Nutfield together with pilots from NPAS, Arena Aviation, EBG Helicopters, several flying instructors and private pilots. It is hoped that Cllr Vickers will report to the RACC on this matter.

Aviation Incidents/Accidents

Date	Emergency Category	Callsign/Registration	Type	Details
13/10	Local Standby	GBXPC	DV20	Shortly after departure from Rwy 08R pilot reported rough running engine. Aircraft returned and landed safely on Rwy 26L with ARFFS in attendance.
24/10	Local Standby	GKUPP	FDCT	Shortly after departure from Rwy 26L pilot reported rough running engine. Aircraft returned and landed safely on Rwy 26L with ARFFS in attendance.


 Philip WRIGHT
 Aerodrome Manager/SATCO

03.01.2016



Brief to Redhill Aerodrome Consultative Committee and Local Residents on Flight Procedures, Noise Abatement and Enforcement

All aircraft operating in the UK must comply with the UK Air Navigation Order (ANO), The Rules of Air Regulations and Standardised European Rules of the Air (SERA).

1. SERA.5001 (VMC Visibility and Distance from Cloud Minima) and SERA.5005(a) (Visual Flight Rules)

1.1 The CAA has issued Official Record Series 4 General Exemption E 4073 to permit Visual Flight Rules (VFR) flights to operate in the following conditions:

Fixed-wing - by day only; remaining clear of cloud with the surface in sight and with a flight visibility of at least 5km. If the aircraft flies at an indicated air speed of 140kts or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision.

Helicopters – by day only; remaining clear of cloud with the surface in sight and with a flight visibility of at least 1500m. If the helicopter flies at an indicated air speed of 140kts or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision.

1.2 At night aircraft must be flown clear of cloud and with the surface in sight; at a height not less than 300m (1000ft) above the highest obstacle within a radius of 600m from the aircraft when over the congested areas of cities, towns or settlements or over an open-air assembly of persons: and
Elsewhere than specified above, at a height of more than 150m (500ft) above the ground or water, or 150m (500ft) above the highest obstacle within a radius of 150m (500ft) from the aircraft.

1.3 The pilot is solely responsible for operation of an aircraft and for determining the flight path to comply with VFR.

2. Approaches to Landing or Forced Landing

2.1 The CAA permits under SERA.3105, SERA.5005(f) and SERA.5015(b) an aircraft to fly below 150m above the ground or water if it is flying in accordance with normal aviation practice and:

a) practising approaches to land or procedures at an aerodrome

b) practising approaches to forced landings other than at an aerodrome if it is not flown closer than 150m (500ft) to any person, vessel, vehicle or structure.

3. Minimum Heights

3.1 SERA.3105 Except when necessary for take-off or landing aircraft shall not be flown over congested areas of cities, towns or settlements or over an open-air assembly of persons, unless at a height as will permit, in the event of an emergency arising, a landing to be made without hazard to persons or property on the surface.

3.2 Except for take-offs and landings the minimum height for VFR flights over a congested areas of cities, towns or settlements or over an open-air assembly of persons will be not less than 300m (1,000ft) above the highest obstacle within 600m from the aircraft. Elsewhere it will be 150m (500ft) above the ground or water or 150m (500ft) above the highest obstacle within a radius of 150m (500ft) from the aircraft (SERA.5005(f)).

4. Manoeuvring Helicopters

The CAA permits, under SERA.3105 and SERA.5005(f), a helicopter to fly below 150m (500ft) above the ground or water or closer than 150m (500ft) to any person, vessel, vehicle or structure if it is conducting manoeuvres, in accordance with normal aviation practice, with the boundaries of an aerodrome provided it is no closer than 60m to any persons, vessels, vehicles or structures located outside the aerodrome.

5. Prohibiting Over-flight of Specific Areas within the ATZ

5.1 Redhill Aerodrome Limited has no legal authority to prohibit aircraft from over flying specific areas within the ATZ.

5.2 Pilots may be requested to avoid certain areas whenever possible. If, for whatever reason, they choose not to then, provided they are within the ATZ and flying in accordance with normal aviation practice, they are not breaking any regulations.

5.3 The Aerodrome Licensee publishes circuit diagrams showing a circuit pattern that will minimise the over-flight of built up areas within the ATZ. Whilst the majority of aircraft will normally comply with this there will be occasions when pilots deviate from them. This is not breaching any regulations.

6. Arrival and Departures Routes

6.1 Arrival and departures routes are published to assist pilots in remaining outside Gatwick controlled airspace and minimise the disturbance caused to local residents. The majority of flights will follow these routes. Routings for aircraft operating under VFR cannot be enforced as the pilot may need to deviate to comply with the Standardised European Rules of the Air and/or the conditions of their licence.

7. Circuit Patterns

7.1 **Fixed-wing aircraft** fly a rectangular pattern based on the runway in use. The standard circuit pattern is left hand. When Runway 08/26 is in use fixed-wing fly a rectangular pattern to the north and and Runway 18/36 is in use they a rectangular pattern to the east.

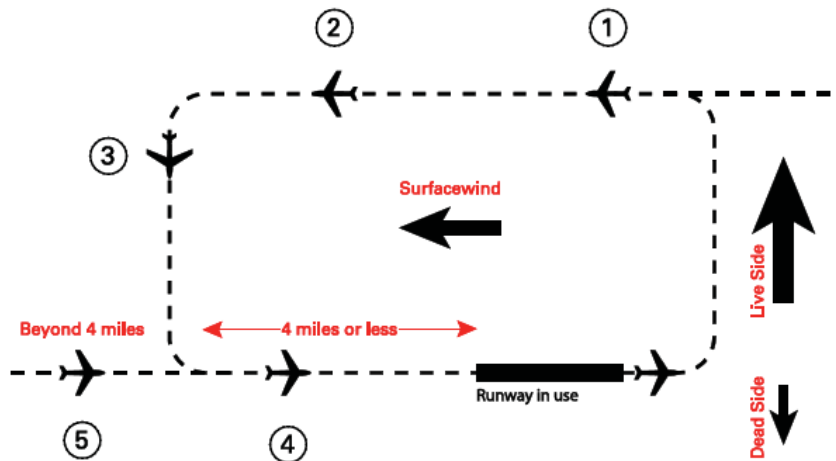


Figure 1 Designated Positions in the Traffic Circuit

- Position 1: Aircraft reports on 'downwind' leg when abeam upwind end of the runway.
- Position 2: Aircraft reports 'late downwind' if it is on the downwind leg, has been unable to report 'Downwind' and has passed the downwind end of the runway.
- Position 3: Aircraft reports 'base' leg (if required).
- Position 4: Aircraft reports 'final'. Clearance to land issued here.
- Position 5: Aircraft reports 'long final' (between 8 and 4 miles) when aircraft is on a straight-in approach.

Note: For light aircraft operations, circuit dimensions may be reduced, but the relative RTF reporting points are maintained.

7.2 At Redhill the circuit pattern will normally be contained within the Aerodrome Traffic Zone (airspace radius 2nm up to 2000ft above aerodrome level).

7.3 Pilots departing from Runway 08 are requested to delay their crosswind turn until passed Henhaw Farm. When departing from Runway 26 pilots are requested to turn crosswind over the centre of Benting Wood. This information is available on our website.

7.4 Some pilots may turn before these points. This may be due to student pilots making an error, visiting pilots misidentifying the locations or the pilot deciding that they need to turn early. They are not breaking any aviation regulation by disregarding our noise abatement procedure. The pilot in command is responsible for the operation of their aircraft.

7.5 To reduce the nuisance and concern caused to those residents underneath the climb-out of Runways 18, 26 and 36 Redhill Aerodrome Limited has prohibited the practicing of engine failure after take-off exercises in the climb-out from these runways.

7.6 **Helicopters** also fly a rectangular circuit pattern parallel to the fixed-wing runway. These circuits are to the south of the runway when Runway 08/26 is in use and to the west of the runway when Runway 18/36 is in use.

7.7 Helicopter circuits are also flown to numerous training areas situated around the Aerodrome. These circuits are generally flown inside the standard circuit and at various altitudes.

7.8 Pilots are requested to avoid overflying South Hale Farm when operating within the 08/26 helicopter circuit, however student pilots do always fly as accurately or react as quickly as a licensed pilot. Helicopters overflying any location within the ATZ are not breaking any aviation regulations. The pilot in command is responsible for the operation of their helicopter.

8. Noise Abatement

8.1 The Aerodrome Licensee publishes certain local procedures or restrictions designed to minimise the nuisance caused to local residents. These include the

- (a) Pilots are to operate their aircraft in a manner that will minimise the disturbance caused to local residents.
- (b) Aerobatic manoeuvres are prohibited within the Redhill ATZ.
- (c) Runway 08R/26L is the preferential runway.
- (d) Fixed-wing aircraft departing Runway 08L/R must climb straight ahead, tracking the extended centre-line, until passed Henhaw Farm before turning on track.
- (e) Fixed-wing aircraft departing Runway 26L/R must climb straight ahead, tracking the extended centre-line, until reaching the centre of Benting Wood before turning on track.
- (f) Multi-engine fixed-wing aircraft may only use Runway 18/36 when the surface wind precludes the safe use of Runway 08R/26L.
- (g) Circuit training by multi-engine fixed-wing aircraft is not permitted on Runway 18/36.
- (h) Circuit training by multi-engine fixed-wing aircraft, except night flying, is not permitted after 1830 hours local time or at any time on a Sunday.
- (i) Helicopter night flying training within the ATZ is not permitted after 2359 hours local time Monday to Friday.
- (j) Helicopter night flying training within the ATZ is prohibited on Saturday and Sunday.
- (k) During ATC hours all ground running of helicopters for maintenance purposes is subject to ATC approval. Except for Police and Air Ambulance helicopters ground runs may not take place prior to 0800 hours or after 2100 hours local time.
- (l) Except for Police, Air Ambulance and based news gathering helicopters flights are not normally permitted during 0001 hours to 0600 hours Monday to Saturday or during the periods of 0001 hours to 0800 hours and 2200 hours to 2359 hours on a Sunday. All times are Local.
- (m) Helicopters departing from the Runway 18 displaced threshold markings to the north are to use their best angle of climb speed.
- (n) Except for Category A or B flights (MATS Part 1 Section 1 Chapter 4) helicopter departures or arrivals via the Runway 18 displaced threshold markings are not permitted below the circuit altitude.
- (o) Helicopter departures or arrivals via the Runway 18 displaced threshold markings are not permitted if the tail wind component exceeds 10kts.

9. Enforcement

9.1 Neither Redhill Aerodrome Limited nor the ATC Unit is responsible for enforcing the regulations set out in the Air Navigation Order or the Rules of The Air Regulations, if we believe that any regulations have been broken we report the facts to the CAA.

9.2 If an aircraft is believed to be contravening the low flying rules or carrying out aerobatics over an inappropriate location i.e. a built up or congested area then it is the CAA Aviation Enforcement Department that is responsible for investigating the matter.

10. Complaints

10.1 The Redhill ATC Unit does not have staff to deal with complaints directly. The ATCOs are responsible for preventing collisions between aircraft together with expediting and maintaining an orderly flow of air traffic. Non-operational telephone calls are an unnecessary distraction and will be terminated.

10.2 Flying complaints must be made via the dedicated complaints line tel: 01737 888123 or using the email link on our website.

10.3 Complaints relating to the flight path or the manner in which an aircraft is operated will be forwarded to the aircraft operator for them to respond directly to the complainant.

10.4 Complaints about noise on the Aerodrome or flying operations within the ATZ will be dealt with by Aerodrome Management.



Philip WRIGHT
Aerodrome Manager/SATCO

01.01.2016

APPENDIX 'B'

APPENDIX 'B'

Redhill Aerodrome Consultative Committee

Review of the Consultative Committee Constitution

Terms of Reference

1. Since the Constitution was drawn up, the Department for Transport¹ has produced guidelines for Consultative Committees. It sets out some helpful recommendations for Terms of Reference for a Committee. These are:
 - To foster communication and build understanding between the airport and its users, local residents and the business community
 - To stimulate the interest of the local population in the development of the aerodrome
 - To consider and comment upon the impacts of the airport's administration, operation and development in relation to the environment, surface access issues associated with the airport, employment, the local, regional and national economy and the circumstances of local communities and their residents
 - To protect and enhance the interests of users of the aerodrome, particularly those of passengers
 - To consider and, if appropriate, comment upon any factual and consultative reports, from Governmental and other sources that are material to the future character, operation and development of the airport.
2. These Terms of Reference are recommended to replace paragraphs 2. 3 and 4 of the current Redhill Aerodrome Consultative Committee Constitution Schedule

Membership

3. The Membership of the Committee is relatively large for such a small operation as Redhill and was enlarged some years ago. The meetings make it unwieldy to have the constructive discussions envisaged by the Terms of Reference suggested by the DfT.
4. Our goal is to be practical and to focus on the local community.
5. As the District boundary between Reigate and Banstead Council and Tandridge Council runs through the site, and as Mole Valley District is also a member of the Committee, the Districts and County are well represented. We question if the County Council still has a significant interest in the Aerodrome.

¹ Guidelines for Airport Consultative Committees, Department for Transport, April 2014

6. There is also comprehensive Parish membership with the six parishes now represented. Ten public organisations is a very large number for such a small airfield. We note that Outwood Parish is only marginally affected by the aerodrome.
7. Currently there is one 'private operator' included in the Membership list which is anomalous.
8. The three amenity organisations have a great deal of overlap with the parishes and it is not clear how representative they are. The DfT guidelines suggest that any such organisations participating in airfield consultative committees should have a written constitution and documented membership. We note that the Parish Councils are very pro-active and provide a good information and communication service for parishioners.
9. The following changes are therefore recommended to the Membership list:

The total membership of the committee be reduced to 15 with the following:

- A maximum of 10 organisations from the community – either made up entirely of County, district and parish Councils or if the Committee wishes, a reduction in public bodies to allow for fully democratic and representative organisations to substitute for some of the public bodies.
- A maximum of 5 representatives from the Aerodrome and its users (we suggest that all of the various interests at the aerodrome should have the opportunity to attend RACC meetings, but that they should rotate to address specific issues as and when they arise with there being no more than 5 aerodrome / user representatives present at any meeting).

10. In addition, the membership should be kept regularly under review as envisaged by the Constitution.

Public Meeting

11. The Public Meeting is currently held on a Saturday morning which seems increasingly inconvenient and we suggest the Committee should consider if a weekday / evening would be more appropriate.

Recommendation

The current members review the proposals and send their written comments to the Secretariat by the end of January to facilitate the confirmation of membership by the end of March, prior to the April meeting of the Committee.