

Wolverhampton Halfpenny Green Airport
Airport User Group Meeting
Wednesday 14th October, 2015

MINUTES

Present:

Alastair Mackinnon	AM	Wolverhampton Airport
David Howell	DH	Private Owners
David Morgan	DM	Private Owners
Andy Clarke	AC	The Flying School
Steve Wilkes	SW	Hadair

1. Apologies for Absence

None

AM welcomed David Morgan to the User Group. David has replaced Roger Hawkins as a representative of the private owners; Roger's contribution was appreciated by all.

2. Minutes of Previous Meeting

The minutes of the previous meeting dated 1st July 2015 were accepted without amendment.

3. Matters Arising

AM reported that he had decided the position of the fire truck should be moved and a concrete base would be laid accordingly. Once this had been done the marking of the fuel bay could be reviewed.

DM asked that the fire crew tidy the hose if they saw that it had been left in a mess.

AC asked for a smaller set of steps to assist people of smaller stature who found the current ones difficult to manoeuvre.

4. WASIRs

AM reported that eleven WASIRs had been raised since the last meeting.

1. The excessive R/T currently required for taxiing instructions was being discussed with the CAA. It was agreed that this was a general concern.
2. Runway excursion: one aircraft had departed runway 28 to the north on landing, no damage reported.
3. Spat damage using owner's tug.
4. Contaminated fuel: the airport had rejected a delivery of fuel from the suppliers due to suspected water contamination.

5. Cessna 152 crashed on landing, ending up inverted to the side of the runway. AAIB report awaited.
6. Aircraft took off without permission – pilot had expected take-off permission but failed to notice it hadn't been given.
7. External emergency services failed to follow agreed procedures when an emergency was in progress; this is being reviewed with the services.
8. Fixed wing pilot walked under disc of turning helicopter rotor blade. School made aware.
9. Fuelling issues in relation to a visiting helicopter performing pleasure flying. This was being addressed with the operator concerned.
10. Runway incursion at the 22 hold. It was noted that this was the first for some time.
11. Damage to tarmac on Runway 28, thought to have been caused by a heavy helicopter.

5. Security

There had been no security reports raised since the last meeting.

6. Complaints

AM reported on four people who had complained since the last meeting.

One person had complained seven times about circuit traffic turning over his house to the west of the airport. AM noted that the house lay inside the ATZ and should expect to see and hear aircraft but was puzzled that there seemed to be such a problem suddenly when there was not a history of complaints in this area. He noted that the circuit did sometimes seem to become quite large and asked if others agreed.

It was agreed that the circuit did sometimes become larger than necessary. No single operator was identified as causing a particular issue. DH suggested a map with lines on it could be provided but AM felt this would create "right" and "wrong" routes which were not beneficial for safety and which would concentrate traffic in areas where it might not be concentrated at present. He added that, at any aerodrome with significant levels of training and a mixture of aircraft types, some variation in the circuit pattern was to be expected (both according to the aircraft type and the number of aircraft in the circuit at the time) and drawing lines on the map could give rise to unrealistic expectations from neighbours that aircraft would always follow the lines.

AM noted that large circuits could result in circuit traffic flying without the protection afforded by the ATZ. He will write to the flying schools asking them to keep the circuit size down.

One complainant from Claverley appeared to be affected by circuit traffic when runway 22 was in use.

One person complained about a military helicopter and the military complaints telephone number had been provided.

One complaint from the Bridgnorth area was in relation to a low flying microlight. There appeared to be specific local issues relating to this complaint and details had been passed to the pilot.

7. Instrument Approaches

A new coordinator has been appointed within the CAA to handle CAP1122 applications for Instrument Approaches. It is hoped that progress can now be made

8. Birmingham Airport Local Airspace Infringement Team

This has not met since the last meeting of the AUG.

9. Helicopters parking by Hangar 3E

A private owner had expressed concern about the effects of helicopters hovering in this area due to muck being blown into the hangar. AM will discuss this with the helicopter school.

10. Sweeping of Hangars

Private owners felt that the hangars were not being swept often enough, especially with helicopters blowing dust in. AM agreed and the frequency of sweeping will be reviewed.

11. Aircraft Washing Area

A private owner had requested a washing area; this had been looked at before but no ideal space had been found. AM will arrange for both water and power to be available at the western end of Hangar 4 with a view to relocating this in due course.

12. Weather Warnings

AM reported that the Met Office were continuing the replacement of their Aviation website and that Aerodrome Weather Warnings were being added. This will enable all pilots to get weather warnings directly from the Met Office. The current service offered by the tower, whereby weather warnings are forwarded from the tower by e-mail when received from the Met Office, will be withdrawn when the new system has been shown to be working.

13. Any Other Business

DH passed on thanks from a private owner for the path that had been laid by Hangar 5W.

DM reported a broken water heater in the Gents toilets by unit 14. AM will attend to this.

SW noted that the grass runway was getting a bit bumpy by the 10 numbers. AM will see if there is anything that can be done. SW also asked that the area outside Hangar 5E be considered for improvement when the next tarmac works are being

done. AM will review this and the number of stones in the area where the concrete is breaking up.

AC made some observations about the Café which others agreed with. AM will address the points raised.

14. Dates of Future Meetings

13 th January 2016	4.30pm
6 th April 2016	5pm
7 th July 2016	5pm
5 th October 2016	5pm