

Airport User Group

Wednesday 31st January 2018

Present:

David Morgan	DM	Private Owners representative
David Howell	DH	Private Owners representative
Bob Kirk	BK	Wolverhampton Flight Training
Tim Brannon	TB	Air Midwest
Gaz Hussain	GH	Air Midwest
Rick Mayall	RM	Air Midwest
Jason Dern	JD	Austin Aviation
Jim Hughes	JH	Rotorsport
Tony Dring	TD	Private Pilot
Nick Wright	NIW	Private Pilot
Martin Hill	MH	Private Pilot
Chris Roche	CR	Private Pilot
Steve Wilkes	SW	Hadair
Neil Wild	NEW	Flightpath
June Edwards	JE	Flightpath
Sat Kalsi	SK	Instructor
Darren Harrison	SAFO	Wolverhampton Airport
Tony Rowlands	AR	Wolverhampton Airport

1. Apologies for Absence

Kate Hackett MCR Property Group

2. Minutes of Previous Meeting

USG meeting scheduled for 4/10/17 did not take place.

No minutes have been found for the USG meeting held on 5/7/17.

Last minuted meeting was 31/3/17. DM said minutes of that meeting were agreed on 5/7/17

3. Matters Arising

(from 31/3/17) AR - the device for towing aircraft with punctures has been manufactured but is effective only for nose-wheel punctures. Design changes being considered.

Returning aircraft to Hangars (raised by DM 31/3/17) No reports received by DM or AR of incidences of failing to put aircraft away. CLOSED

4. Operations Manager

Mike Boot is currently on sick leave. No date has been given for his return to work.

5. WASIRs

Fourteen received since 31/3/17:

one accident; one overrun into tyre wall; five runway Incursions; two landings on occupied runways.

Runway-light damaged; runway surface damage.

One prop strike

Pedestrians wandering airside. AR asked Schools to brief visitors and direct them to safe areas.

Engine power checks at an inappropriate location

One Airprox – see below

NO BIRD STRIKES

6. AIRPROX

Diamond Star departed rwy 34. Tomahawk positioning to the wrong runway climbed towards the Diamond Star. Collision Risk "NOT DETERMINED" by Airprox Board due to the "very different perspectives" reported.

7. Security

AR - security chains bolt-cropped at Crash Gate 7 (12/3/17) had been repaired. These too were bolt-cropped as a prelude to thefts from several houses on the aerodrome boundary. No evidence of incursion into aerodrome buildings or aircraft.

TB reported that police patrols have taken place during hours of darkness.

8. Complaints

Seventeen since 31/3/17:

Eight of these were at locations more than five miles from Halfpenny Green – at Pound Green, Bridgnorth, Kidderminster, Much Wenlock, Highley, Chetton and Newcastle Upon Tyne. Three of these were described as “aerobatics” and thought to be aircraft from RAF Cosford.

One reporter felt there were “more planes than usual”. One person made two complaints about aircraft over his house, which is one mile from rwy 04 Threshold.

One person complained of aircraft over his house which lies within the circuit of the main rwy

Four related to helicopter pleasure flying using routes “constantly” over Kinver, “repeatedly” over Claverley and “repeatedly” over Trysull – although this one related to danger from shooting of “fowl and geese” in the area at the time.

Discussion followed about helicopter operations. BK said pleasure-flying helicopters posed problems particularly to students by under-flying left base when rwy 34 was in use. AR agreed to look at options when pleasure flying re-commences.

9. Instrument Approach Procedure

AR said the second consultation period ended in August 2017. Current status unknown.

The FISO Association is collating progress nationally due to a perceived lack of progress with IAPs.

10. Runway Condition

AR was not aware of current plans to resurface runway 10/28.

DH suggested a return to service with two-hourly inspections. If no damage found, continue use and reduce frequency of inspections to, ultimately, twice daily (CAP168 requirement).

TB suggested would-be users give a waiver accepting all risks. BK cautioned that individual Insurance companies may not support that.

TB said Halfpenny Green was attractive because of its rwy layout and that loss of a runway would cause him to consider re-locating.

TB said a pilot had offered to repair the rwy at no direct cost to Halfpenny Green but this had not been taken-up by Halfpenny Green’s management.

AR said several people asked if the rwy could be used “unlicensed”. SARG posed the question “Was the runway safe to use or not?” If it is not safe for traffic requiring a licensed rwy, it is not safe for anyone.

11. Birmingham Airport Local Airspace Infringement Team

Further meetings are scheduled at Birmingham but there is no capacity to attend at present.

12. Aerodrome Closure due to Insurance

AR said increasing incidences of reduced RFFS (ie less than CAP 168 minima) caused the two insurers to ask what standards **were** being met. As no comprehensive list of national and international criteria exists no assurance could be given that operations were safe. Instructions were received from MCR on 24/1/18 to cease operations.

Assurances that all CAA, EASA and ICAO requirements were being met was given to the insurance broker on 27/1/18. When standards fell below that required by CAP 168 a notam was issued for pilots to decide whether or not it was safe to continue flying. Authority to re-commence operations was issued verbally by MCR later that day.

On 31/1/18 confirmation was given verbally by MCR that operations may continue “unlicensed” providing at least one fire-fighter and a working vehicle was available. Operations may continue outside published hours of watch providing pilots have indemnity (Private pilots must complete an Out of Hours Indemnity)

Recruiting of two part-time fire-fighters is in progress. Suggestion that a pool of “volunteers” be trained to assist RFFS in the event of an incident is being considered.

13. Car park passes/ gate access

SW said pilots who no longer flew at Halfpenny Green appear to have continuing access through barriers.

AR thought barrier passes were neutralised when no longer current. AR to ascertain what Admin action is taken to ensure only legitimate users gain access.

14. Pilot's Lounge

JH said Unit 1 would soon be available for all pilots as a rest area, meeting room, Pooley's shop. It would have a simulator. Details to be circulated when operational.

15. Weather data on web-site

Not discussed due to over-run of meeting

16. Web-site camera

AR - passwords to access web-cameras is being sought. Once obtained the camera can be re-set

17. Aerodrome Manual – electronic issue

Not discussed due to over-run of meeting

18. NDB Status

AR - parts returned by the engineer immediately failed. Transmitter now to be sent for repair. No completion date given.

19. Any Other Business

a) CR gave some details of the organisation of MCR Property Group and suggested a proposal be made for a senior manager to be located at Halfpenny Green.

b) RM said action was taken in May 2017 to sell the aerodrome for use as a storage site.

c) JH - was there scope for private owners moving their own aircraft? AR said RFFS moved aircraft for insurance reasons. DM said space was very tight between hangared aircraft.

d) JH - Rotorsport have written to MCR inviting them to consider a consortium to run the aerodrome. Before responding MCR wished to see the minutes of this meeting.

e) JH challenged the practice of non-standard joins. BK said the increase in non-standard joins was the result of CPL training where straight-in approaches & base joins are taught. SK said it was necessary to teach non-standard joins so students can cope at other aerodromes. SW said low cloud occasionally precluded overhead joins. AR said ANO requires pilots to comply with the pattern established by aircraft in the circuit but that non-standard joins are acceptable at quiet times. Discussion on best practice

f) RM - the exceptional historical content of the aerodrome should be guarded and consideration be given to seeking Listed status.

g) TD - next CAA Flight Safety Evening was: Bobbington Village Hall 22/3/18

h) MH - cancellation of the last two WACC meetings has caused concern amongst councillors.

i) BK - green centreline reflectors required to lead from rwy 34 to rwy 22 at night.

j) NEW – fuel payment is not currently possible by card. On occasion sales are not processed immediately, resulting in accumulated bills in excess of £1,000. AR to investigate.

20. Next Meetings

Wednesday 2nd May at 17:30