

Wolverhampton Halfpenny Green Airport
Airport User Group Meeting
Thursday 7th July, 2016

MINUTES

Present:

Alastair Mackinnon	AM	Wolverhampton Airport
David Morgan	DM	Private Owners
Niel Wilde	NW	Flightpath Flying Club
James Crawley	JC	Air Midwest
Tim Brannon	TB	Air Midwest
David Howell	DH	Private Owners
Steve Wilkes	SW	Hadair
Bob Kirk	RK	Wolverhampton Flight Training

1. Apologies for Absence

Dave English (PDG)

2. Minutes of Previous Meeting

The minutes of the previous meeting dated 6th April 2016 were accepted without modification.

3. Matters Arising

AM noted that a new set of steps had been provided in the fuel bay and that the wording on the out of hours procedures no longer mandated overhead joins.

The issue with pedestrians wandering into the fuel bay looking for their helicopter pleasure flights had been addressed by a modification to the information given out by the helicopter company concerned and it had not, therefore, been necessary to lock the small gate although this is still a possibility in the future.

4. New Owners

AM reported that MCR were still in the early stages of planning the future of the airport. The Asset Manager, Oliver Reeves, is on site most weeks and handling most property matters.

RK commented that MCR had been sending 'overdue payment' letters within days of the original invoice and others said they had experienced the same problem. AM said that he was aware of the problem and apologised.

5. WASIRs

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

The first related was a report of an aircraft hitting the hold board for runway 28 Grass. Although the pilot acknowledged his mistake, it had been observed that the way the grass was cut in the area meant that the hold board appeared to be in the taxiway rather than off to one side. The grass cutting had been changed around this hold board and some others as a result.

DM asked if there had been damage to the aircraft concerned and AM said that the leading edge of one wing was dented.

The second WASIR was a report of an aircraft taxiing with the tie down weights still attached.

Another WASIR was a report of an aircraft hitting one of the fuel pumps. There had been no damage to the pump.

Two WASIRs concerned Flightpath pedestrians and the route taken between Flightpath and the café. NW asked that any further communications regarding this matter be made direct to him rather than anyone else in the club; AM agreed. AM asked if anyone had a copy of the old HGFC briefing notes which he recalled had been quite clear; JC thought he might be able to assist. This subject will be discussed at the next meeting of the Airport Safety Group, next week.

A report of children playing football in an airside area had been received and AM had taken action to prevent a reoccurrence.

Finally one aircraft had required the use of 04/22 when it was closed; although ATS had authorised the use of the runway this had been the subject of an MOR. The issue of the problem with 04/22 was discussed further under item 16. RK noted that others had also used this runway at times although WASIRs had not been raised.

6. AIRPROXs

No AIRPROX reports had been received since the last meeting.

7. Security

No security reports had been raised since the last meeting.

8. Complaints

Five complaints had been received since the last meeting.

Two were from a complainant to the west who had complained about general activity as well as PFLs when runway 28 was in use. AM asked if low PFLs were common in the area and the instructors present did not think they operated unduly low when doing this. AM thanked those present who had assisted with their interpretation of the circuit patterns to the west which had been an assistance in preparing a detailed response to this complainant.

Three were complaints primarily about the Mustang which was clearly noisier than most aircraft. It was also thought that one of these complainants was sometimes

being affected by the closure of 04/22 and this would resolve itself when the runway was reopened.

9. AFPEX

DM had asked if the airport would be subscribing to the new AFPEX Light. AM said that information about this service had been requested but not yet received. If the product did what was required then the airport would subscribe.

10. Runway Conditions

AM reported that two options were under consideration for the repairs to runway 28/10; the repairs needed to bring 04/22 back into service would probably be done at the same time.

11. Instrument Approaches

AM reported that he and Tony Rowlands had met with the CAA for a Framework Briefing meeting which is the first stage of the Airspace Change Process; the CAA was requiring a consultation with local councils and other interested parties over the introduction of the Instrument Approach Procedures due to the inclusion of a Missed Approach Hold.

12. Birmingham Airport Local Airspace Infringement Team

AM reported that there had been no further meetings of this group and he was not sure what was happening about this.

13. Hangar Floors

A resident aircraft operator had suggested the floors in some of the hangars were in a bit of a state. AM agreed and said that he was planning to get a machine in to clean the floors.

14. Hangar Roofs

A resident aircraft operator had expressed concern about the permeable nature of the roof in Hangar 5; AM agreed that work to this roof was required but said that other works were taking priority at present.

15. Premium Hangarage

AM asked if members of the group thought that some people would be willing to pay a premium for modern hangarage; he felt that some were content to make do with the existing hangars to keep their costs down but some would prefer a better solution. DM said that he knew of one person who was based elsewhere due to the condition of the existing hangars and thought there would be a market for more modern

facilities. There was general agreement that in view of the fact that the existing hangarage was full anyway, the addition of some superior hangarage would be welcome.

16. Runway 04/22 Shortening

DH passed on a suggestion that 04/22 could be shortened to allow use of half the length by microlights. AM explained that the runway was closed because he considered the nature of the failure of the surface was hazardous to aircraft and he was concerned that if use of half the length was permitted, others would be tempted to use the whole runway. He emphasised that the nature of the problem was not apparent from a simple visual inspection. AM will give further thought to the suggestion.

17. Any Other Business

RK reported that the Disabled Toilet by the eastern end of Hangar 3 needed cleaning and that it smelt of tobacco smoke. AM will attend to this.

SW suggested that the airport website could do with a refresh with improved pictures; others agreed. TB suggested a separate twitter feed for the tower.

TB reported that he anticipated that the first batch of Libyan students would start in August.

18. Dates of Future Meetings

It was agreed that 5pm remained a popular time for holding the meetings.

5 th October 2016	5pm
11 th January 2017	4.30pm
5 th April 2017	5pm
5 th July 2017	5pm