

**Wolverhampton Halfpenny Green Airport**  
**Airport User Group Meeting**  
**Wednesday 1<sup>st</sup> July, 2015**

**MINUTES**

**Present:**

Alastair Mackinnon	AM	Wolverhampton Airport
Tony Rowlands	AR	Wolverhampton Airport
David Howell	DH	Private Owners
Roger Hawkins	RH	Private Owners
Andy Clarke	AC	The Flying School

**1. Apologies for Absence**

Apologies were received from Bob Kirk (Wolverhampton Flight Training) and Dave English (PDG Helicopters)

**2. Minutes of Previous Meeting**

The minutes of the previous meeting dated 1<sup>st</sup> April 2015 were accepted without amendment.

**3. Matters Arising**

AM noted that gloves were now available at the fuel bay. DH noted that the person originally raising the issue of the fuel hose had made the same suggestion again regarding new hose reel; AM will speak to him directly. DH noted also that the suggestion of a painted line to mark where the hose should be stored (which was unfortunately omitted from the previous minutes) was outstanding and AM will address this.

AM reported that the provision of an aircraft washing facility in the overspill area had been considered but was not practical because of the distance to running water. Once the works currently in progress on the Western end of Hangar 4 are complete he will arrange for the facilities provided in the area to be reviewed.

**4. WASIRs**

AM reported that four WASIRs had been raised since the last meeting. Two related to internal matters which were not relevant to the User Group. He reported on the other two.

The first was a report of an incident when a taxiing Cirrus aircraft had collided with the parked fire truck in the fuel bay. The fire truck was undamaged but the aircraft had lost its starboard navigation light. When questioned, the pilot had explained that he had been concentrating on a helicopter parking to his left and had not been watching the starboard wingtip enough.

Previous suggestions had included painting a yellow centreline marking through the centre of the fuel bay but this had not been done due the difficulty in guaranteeing any standard separation. This will be reviewed. AM also felt that the issue of the parking of the fire truck needed to be addressed and he will review this with the RFFS.

The second WASIR concerned confusion regarding a display team at another local airfield and the anticipated sterilisation of the Wolverhampton ATZ at the time. There had been no error on the part of local pilots and the display team had been wrong to believe the ATZ would be sterile.

## **5. Security**

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

## **6. Complaints**

AM reported on thirteen complaints received since then last meeting.

Three complaints appeared to be about aircraft which were not Halfpenny Green traffic.

One complaint was so vague (uncertain about date, time, aircraft appearance, etc.) that it was impossible to follow up.

One local complainant had complained four times: twice about helicopters, once about circuit traffic and once about a “dangerously low” aircraft performing aerobatics. One of the helicopter complaints could be directly connected to pleasure flying and the pilot was asked to vary his route. The pilot of the other helicopter complained about was notified. The circuit traffic complaint was difficult to address as nothing untoward appeared to have been taking place. Finally the aerobatic aircraft had been a Mustang transiting from Cosford to Duxford who had performed some manoeuvres over the airfield which was certainly quite noisy but it had not been unduly low.

One complainant had complained twice about circuit traffic turning over his house. As there had not been any change in circuit procedures it was not clear why there was suddenly a problem in this area. The circuit had generally been fairly busy at both times.

Finally a general complaint had been received about the “constant drone of light aircraft dipping and diving” from the eastern side of Bridgnorth. There was no allegation that the aircraft had been low flying, rather “they are high up just meandering around the sky with that awful drone” and it appears to have been an issue for the complainant for some years.

## **7. Grass Runway Over/Undershoot**

AM noted that the shortening of the grass in the undershoots of the grass runway had had the unfortunate effect of making the area look like a grass taxiway from runway 16/34. The end sections will be allowed to grow longer to prevent this.

## **8. Instrument Approaches**

A response from the CAA is still awaited.

## **9. Birmingham Airport Local Airspace Infringement Team**

AM reported that Birmingham Airport had created a local airspace infringement team to reduce the number of infringements of Birmingham airspace. The CAA have set a target of a 50% reduction. AM will report back on the group's activities.

AC suggested that increased publicity and use of the Birmingham Listening Squawk Code (0010) would assist in promptly warning/identifying stray aircraft.

## **10. Any Other Business**

AC commented that he felt that taxiway A was becoming more uneven in the area between the fuel bay and the police and suggested that this might be due to the fuel bowser. He suggested varying the path it took.

DH commented on the long standing issue of birds in hangars. It was noted that existing deterrent methods were not effective. AC suggested the use of ultrasonic scaring devices. Shooting the resident birds was also suggested. AM will consider the options.

AM noted that turnout for the group remained low and asked if the number of meetings should be reduced to three per annum. Some felt that the time of the meeting was an issue – people didn't want to stay at the airport so late. AM commented that the meeting times had originally been set at 6pm to avoid interfering with flying activities. The group agreed the number of meetings should remain unchanged and the meeting times brought forwards to 5pm.

## **11. Dates of Future Meetings**

30 <sup>th</sup> September 2015	5pm
13 <sup>th</sup> January 2016	4.30pm
6 <sup>th</sup> April 2016	5pm
7 <sup>th</sup> July 2016	5pm

*Since this meeting, Roger Hawkins has resigned his post on the User Group as he will find it less easy to attend meetings in future. David Morgan, owner of G-LBRC, has kindly volunteered to join the Group as a representative of the private owners.*