

Wolverhampton Halfpenny Green Airport
Airport User Group Meeting
Wednesday 5th October, 2016

MINUTES

Present:

Alastair Mackinnon	AM	Wolverhampton Airport
David Morgan	DM	Private Owners
Steve Wilkes	SW	Hadair
James Crawley	JC	Air Midwest
Alan Austin	AA	Austin Aviation

1. Apologies for Absence

David Howell (Private Owners)

2. Minutes of Previous Meeting

The minutes of the previous meeting dated 7th July 2016 were accepted without modification.

3. Matters Arising

AM noted that Oliver Reeves had left MCR and that the airport was being overseen from Manchester.

AM reported that the hangar floor scrubbing was in progress with good effect. A lot of rubbish had been removed from the hangars. *(Note: hangar users are asked to use the bins for smaller items or contact the fire crew for disposal of larger items, rather than just leaving junk on the floor)*

DM thanked AM for the reintroduction of the AFPEX service.

AM reported that the Disabled Toilet had been thoroughly cleaned and smoking had continued but all tenants had been written to reminding them that smoking was prohibited.

4. WASIRs

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

The first was an incident when a pilot had inadvertently knocked the release valve on the bottom of the filter on the AVGAS 100LL pump resulting in a significant escape of fuel. The valve had been modified to prevent this happening again.

One incident had been when an instructor had taxied past the hold he had been cleared to; this had been spotted and no conflict had occurred.

A dog had been observed loose on the airfield followed shortly afterwards by its owner who did not appear to be familiar with the site. The person concerned had disappeared again before they could be challenged.

An aircraft had collided with the fence surrounding the DME compound suffering damage to its wing. Given the clearly visible nature of the fence this was considered surprising.

5. AIRPROXs

No AIRPROX reports had been received since the last meeting.

6. Security

No security reports had been raised since the last meeting.

7. Complaints

Three complaints had been received since the last meeting.

One related to the Mustang which visited occasionally; the pilot had been advised.

One was about helicopter pleasure flying with repeated short flights. Some variation of the routes flown should reduce this issue.

One was about an aircraft on a photographic survey which was not connected with Halfpenny Green.

8. Instrument Approaches

AM is preparing the consultation document which will be used to explain what is planned.

9. Runway Conditions

AM reported that, as the work to 28 will take longer to arrange, the work to 04 will be combined with work on 34 and it is hoped that this will start fairly soon.

10. Birmingham Airport Local Airspace Infringement Team

AM reported that a meeting of this team had been arranged for September but subsequently cancelled. The next meeting was scheduled for November.

11. Aircraft Maintenance in Hangars

A resident had expressed concern about spraying of aircraft in and around the hangars. AM noted that there was a rule against maintenance work in the hangars but that minor works were normally permitted. However paint spraying is completely

prohibited in the hangars. If customers wish to spray paint parts of the aircraft they should arrange to do it in a position well away from other aircraft. A reminder about these rules would be put in the next newsletter.

12. Aircraft outside

A resident aircraft operator had expressed concern about aircraft being left outside hangars when they had been taken out to permit another aircraft to be removed. AM said that aircraft were not continually moved in and out to reduce the incidence of hangar rash and said that they should not normally be left out in inclement weather. DM pointed out that strong sunshine was also an issue; AM agreed and will discuss the issue with the Duty Crew but noted that with the hangars now full to capacity there was less flexibility available with regard to the way the hangars are packed.

13. Circuit Size

JC said that he felt that some of the circuits being flown were excessively large and there was some agreement with this. It was generally agreed that the circuit size would vary according to conditions but that aircraft should aim to be within gliding distance from the field and inside the ATZ.

JC produced some GPS derived traces of recent flights showing how he had found it necessary to fly very wide circuits due to the positioning of other aircraft.

It was agreed that microlights and larger fixed wing aircraft generally coexisted well within the circuit. However it was noted that the autogyros could be very difficult to see due their small size. It was suggested that the autogyros could use the helicopter circuit but AM said this had not been chosen due to the problems of possible conflicts on opposite direction base legs. Unlike helicopters, which usually fly an angled approach to the grass, autogyros require the runway.

It was suggested that an additional grass strip adjacent to 16/34 would help to separate the autogyros but AM did not think this would be effective unless the strip was positioned a considerable distance from the tarmac.

AM will discuss this with Rotorsport; it may be that a separate meeting will be appropriate to discuss this issue.

14. Any Other Business

No other issues were raised.

15. Dates of Future Meetings

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