

**MINUTES OF THE MEETING OF THE  
AIRPORT CONSULTATIVE COMMITTEE HELD AT THE BUSINESS AVIATION CENTRE  
ON MONDAY 4 AUGUST 2014 @ 1400 hrs**

- 1). **Present:**
- |             |                               |
|-------------|-------------------------------|
| J Sadler    | Spixworth PC (Chairman)       |
| P Mahoney   | KLMUKE (Vice Chairman)        |
| A Bell      | NIA                           |
| P Gadd      | NIA                           |
| J Arnott    | Old Catton PC                 |
| A Cowles    | Hainford PC                   |
| M Gee       | Norwich Aviation Group        |
| J Sayer     | Stratton Strawless PC         |
| S Gurney    | Norfolk County Council        |
| B Walker    | Taverham PC                   |
| H Brunt     | Horsford PC                   |
| S Fidler    | Horsham & Newton St Faiths PC |
| L Wilkinson | Drayton PC                    |
| P Norris    | Bristow                       |
| Z Nelson    | Bond                          |
| J Palmer    | SaxonAir                      |
| N Shaw      | Broadland DC                  |
| K Driver    | Norwich City Council          |
| J Bracey    | Sprowston TC                  |
- Apologies:**
- |           |               |
|-----------|---------------|
| R Pace    | NIA           |
| B Lashley | Sprowston TC  |
| M Gislam  | Dancopter     |
| J Wright  | Hellesdon PC  |
| R Fisher  | Frettenham PC |

2). **Minutes of the previous meeting/Matters Arising**

Minutes of the meeting held on 19 May 2014 were reviewed and signed as a true and fair copy.

**Matters Arising:**

AB had given consideration to whether an additional evening meeting open to the public would be appropriate but did not see any additional value that structure could offer.

After further discussion it was proposed by SG that an additional evening meeting open to the public to report and feedback on an annual basis about the work the ACC are doing should be organised. There were no other members in favour of the proposal. Motion denied.

### 3. Chief Executive's Report

On 11<sup>th</sup> June 2014 the Rigby Group plc acquired the Omniport shareholding in the Airport.

The Rigby Group was started in the 1970's by Sir Peter Rigby, originally as a technology business. That core business has built up over the years and is still very successful being Europe's largest privately owned IT Company. Sir Peter has diversified the business over relatively recent times and now owns a Boutique Hotel chain that is rapidly growing, property development in London and elsewhere and an Aviation division. The Rigby Group acquired British International Helicopters a few years ago, then purchased Coventry Airport in 2010. Under the brand called Regional & City Airports they are seeking to create a division which encompasses a number of Airports owned outright or managed on behalf of other people who own them. The Rigby Group now owns Coventry Airport, Exeter Airport and now the majority of Norwich Airport together with a business that manages Blackpool Airport and City of Derry Airport in NI, along with an airfield called HMS Daedalus on Lee on Solent.

It is an overwhelmingly positive move for Norwich Airport who are now in an ownership environment that is actively investing, has a huge amount of expertise from its other operations both airport and aviation around the UK and most importantly Sir Peter's commitment to regional aviation who sees regional airports being absolutely fundamental to the recovery and future health of this country's economy.

Having an active investor behind NIA will hopefully accelerate some of the existing plans. One of the benefits of being part of a regional group of airports is the RCA infrastructure supporting our route development work, which means a more comprehensive job can be achieved than in the past, with more resources being put behind the destinations we are aiming to achieve.

NIA are having a softer summer than last year in the holiday charter business, which appears to be a European wide problem being associated with various reasons. There is more capacity this year compared to last year and operators are having trouble filling this and having to cut prices. That said, Thomson are quite comfortable with the performance they are experiencing this year and are planning more growth for next year.

Site 4 - The next phase of site investigation and design works are being carried out. The Design team is working with Air Livery to ensure final detailed drawings are available for the contract to be priced later this year. Construction contracts are expecting to be awarded later this year with a view to delivering the facility to Air Livery by early/mid 2016. A marketing plan is currently being developed for the rest of the site.

Aviation Academy - this is making good progress. A full feasibility study is being undertaken which is due to be completed in September 2014. Work is also advancing on the development of other qualification streams that sit outside of the engineering sphere.

Park & Ride – this service has now started to drop off and pick up in both directions outside the airport terminal, which is the first step in re-establishing full public transport links to the airport. If

this is successful the ambition is to develop the link to have a direct link to the railway station and possibly a link to the UEA and Research Park.

The Operating Framework Agreement is due for revision and the process for the sign off at the November ACC Meeting is underway with the members having sight of the revised document in October, prior to the meeting. AB will be recommending the document to be reviewed biennially in future.

Engine Testing – The process of bench marking both the civils works and the acoustic engine pen is underway. The intention is to place the contracts for both matters at the beginning of September following formal board sign off during August and the timeline remains intact for works to take place on the civils at the back end of 2014 and the pen will be manufactured and transported to site for erection in the early part of 2015. This will obviously be weather dependant. The access road works in HSF is due to commence in September 2014.

#### **4. Operations and ATS Report**

Controlled Airspace post implementation review is close to being concluded. The CAA is satisfied with progress.

Primary Surveillance Radar project – this is on track for delivery as planned in May 2015. Works are in progress, the ATC tower is staying in situ.

There is a considerable amount of lighting upgrade works being carried out, including PAPI modification and lighting on the actual runway being changed either due to obsolescence or in need of replacement.

NIA fire appliances have been upgraded to be consistent with civil fire engines in terms of markings and lighting in the event that NIA appliances are required to leave the site in an emergency.

Transition from being CAA licensed as an aerodrome to the European Certification basis should be confirmed by the end of Summer 14.

#### **5. Operational Occurrences**

10 March – full emergency Saab 2000 returned with a hydraulic fault. Landed safely.

29 March - local standby offshore helicopter with an unsafe gear indication. Landed safely.

5 May - D328 cabin pressurization problem. Landed safely.

13 May – full emergency for B737 diversion – fumes in the cockpit. Landed safely.

18 May – local standby – offshore helicopter unlatched door. Landed safely.

28 May – local standby – S76 returned with a door caption warning. Landed Safely

13 June – local standby for an offshore helicopter with an engine failure indication. Landed safely.

- Complaints Register – this was noted.
- Register of late aircraft movements – this was noted.
- Noise/flying complaints – this was noted.

#### **5. Offshore Helicopter Activity**

The Chairman of DPC asked LW to report that there had been more complaints with regard to helicopter activity over Drayton in particular more training activity.

SG commented on the recent article in the EDP re growth in offshore heli activity at NIA which has emanated in her receiving further communication from residents regarding the recent meetings with Heli Operators and asked if there will be a more expedient resolution to the ground running noise issues.

AB confirmed the data in the press had compared 2013 to 2012 and what we are experiencing in 2014 is no greater than 2013. The heli numbers for this year are actually slightly down on where they were this time last year.

CM confirmed that from the perspective of the SaxonAir building, the number of movements is less than the same time last year for offshore activity. They are still looking at how effective some of the systems would be to alleviate the problem, the data from the trial of moving the helicopter's location had no real noise impact. They are being pro-active to make changes to see if there is any impact with a mind to trying to reduce the level of ground running time. Further discussions to continue.

SG suggested that the presentation given by the Chief Heli Pilot at the meeting hosted by Saxonair for the local residents would be useful for the ACC members. CM to investigate availability for the November meeting.

#### **6. ACC Guidelines update**

The ACC Chairman held a meeting with Richard Barker the Chairman of the NAPAG/AB who brought along with him some of the evidence that this pro-active group has achieved. This information is attached to the meeting papers.

After a lengthy discussion, it was proposed by SG to invite Richard Barker to the November meeting to give a presentation on the work his group has achieved for the ACC to consider if the promotion of the interests of NIA passengers is best pursued by NAPAG on behalf of the ACC. The motion was seconded and agreed.

#### **7. Presentation**

N Shaw gave a presentation on SASIG to the committee.

8. **AOB**

BW referred to his Chairman's comments on non consultation of the airport's flying times. AB confirmed this is outlined in the OFA which was circulated to all Councilors prior to signing in November 2013.

9. **Dates of 2014 Meetings**

17<sup>th</sup> February 2014

19<sup>th</sup> May 2014

4<sup>th</sup> August 2014

3<sup>rd</sup> November 2014\*

To be held at the Business Aviation Centre (SaxonAir) @ 1400 hrs

**CHAIRMAN**