

**Minutes of the Norwich Airport Consultative Committee  
held on Wednesday 22<sup>nd</sup> January 2025 @ 1400hrs  
SaxonAir, Norwich Airport.**

<b>1) Present:</b>	S Gurney	Norfolk County Council (Chairman)
	R Pace	Norwich Airport Ltd
	L Rogers	Hainford PC
	J Anderson	Drayton PC
	K Clarke	Horsford PC
	A Tipple	Broadland District Council
	M Booth	Sprowston TC
	J Dewing	SaxonAir
	G Hegarty	Horsham & Newton St Faith PC
	P Brooks	KLMUK Engineering
	P Daly	Spixworth PC
	A Lock	Hellesdon PC
	B Leggett	Old Catton PC

**Apologies:**

C Smith	Norwich City Council
P Langley	Norwich Airport Ltd

**2) Minutes of the previous meeting held 23<sup>rd</sup> October 2024 and any matters arising:**

The minutes of the previous meeting held on the 23<sup>rd</sup> October 2024 were agreed by those present at the meeting and duly signed by the Chairman as a true and accurate record of that meeting.

Matters Arising: None cited.

**3) Managing Director's Report**

Passenger numbers to the end of December were 362,000 which is a 22% year on year increase. Amsterdam is 4% higher than prior year, domestic passengers are 6% lower than prior year and Offshore passengers are 10% lower than prior year. Ryanair Alicante is continuing through the winter. Ryanair have confirmed that Alicante, Faro and Malta will continue in summer 2025. We expect passenger numbers to increase towards 434,000 in the coming year but may be the following year (FY26) before passenger numbers recover back to 2019 levels.

Work continues on the Airport's Surface Access Strategy (ASAS). The final draft has been submitted and we are awaiting final approval from the local planning authority. Once agreed this will become a published document.

The project to upgrade the Terminal power supply continues and the project is expected to be complete by February which will provide greater resilience and capacity for future power requirements.

Richard Pace  
Managing Director  
22 01 25

#### **4) Operations and ATS Report**

End of Summer Season; Airport opening hours adjusted accordingly.

Adverse Weather preparation complete, regular meetings diarised for Winter Season.

See, Check and Notify (SCAN) security training provided to staff by Counter Terrorism.

Aviation Safety Week held by ATC, hosted by EAAA.

Main Terminal Power Switchover conducted over several evenings during Dec – project should be completed by Feb 25.

Mandatory Occurrence reports filed:

<b>Date</b>	<b>Category</b>	<b>Details</b>
02/10/24	Bird Strike	KLM EMB170 reported a bird strike on landing. Engine No.2 ingested a single common gull. Aircraft grounded for 2 days for investigation and repair.
03/10/24	Ground Handling	During the connection of the air start unit, the airside services operative caught the hood of his jumper on the antenna which came away from the fixing.
27/10/24	Bird Strike	Pilot reported a gull on the runway; inspection carried out and the carcass of a Herring Gull retrieved. No obvious damage was seen on the carcass.
11/11/24	Aircraft Ground Incident	KLM was pushed back off stand facing the wrong way; there was no confliction.
14/11/24	Laser Attack	Pilot reported a green laser directed at the aircraft, while on the ILS for RW 27. The pilot reported no significant effect on operation of the aircraft. Police informed.
21/11/24	Local Standby	Light aircraft arrival into NWI during snowstorm.  ATC investigation underway.

Phil Langley  
Operations Director

January 2025

#### **4.1 Review of Complaints Register**

Complaints log reviewed. RP confirms all complaints received are investigated by the relevant department manager, reviewed by RP and response issued. SG adds the process is now very robust.

#### **5) Offshore Helicopter Activity**

There has been an increase in the number of complaints received from residents in a new housing development in Old Catton in relation to helicopter ground engine noise. SG confirms that one of the new residents has raised a complaint via the ACC with regards to helicopter ground noise following previous correspondence.

RP has confirmed engineering ground checks are governed by the engine ground running procedures as summarized in the Operating Framework Agreement. Pre-flight engine checks are an essential pre-flight safety check which is part of the helicopter start up routine prior to departure.

The following data was supplied to all ACC attendees at the meeting and discussed with RP:

In terms of numbers, helicopter operations do vary month by month due to commercial or operational reasons, including the weather on-shore or off-shore. To give a fair comparison, we have looked at the number of annual helicopter movements over the last 10 years. As you will see from the table below, the number decreased significantly during the COVID period and has built back slowly every year since. You will also note that levels have not yet grown back to pre-COVID numbers.

Please see helicopter movement activity on a calendar year basis for the last 10 years as follows:

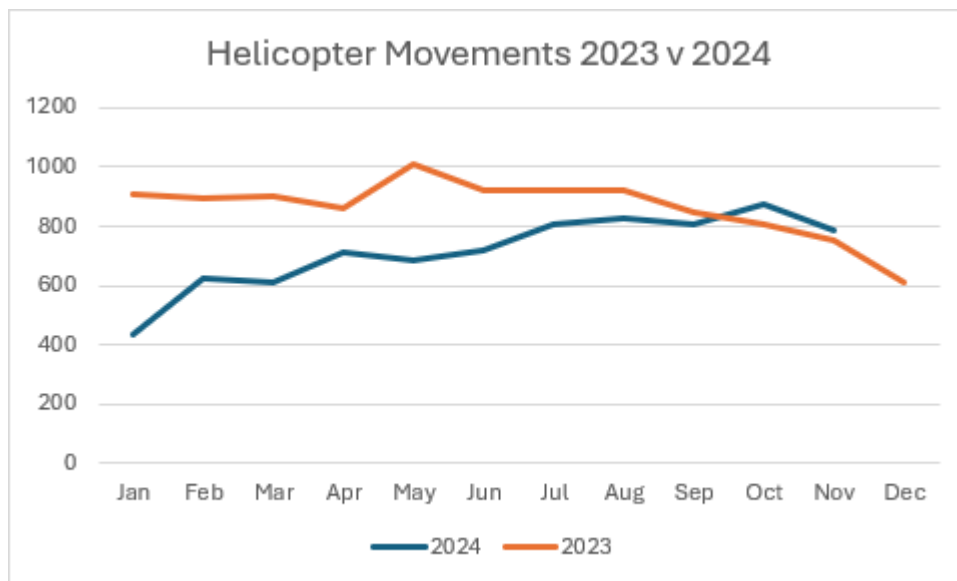
**Table 1 Annual Offshore Helicopter Movements**

<b>Year</b>	<b>Movements</b>	<b>Annual Change</b>
2024 (Jan to Nov)	9747	
2023	10358	-12%
2022	11759	13%
2021	10421	47%
2020	7107	-32%
2019	10439	-4%
2018	10917	-16%
2017	13010	0%
2016	13063	-5%
2015	13751	-4%
2014	14250	

**Table 2 Monthly helicopter movements 2023 v 2024**

Month	2024	2023	Annual Change
Jan	437	907	-51.8%
Feb	626	897	-30.2%
Mar	611	900	-32.1%
Apr	712	859	-17.1%
May	684	1009	-32.2%
Jun	719	920	-21.8%
Jul	806	925	-12.9%
Aug	826	923	-10.5%
Sep	805	846	-4.8%
Oct	873	809	7.9%
Nov	785	752	4.4%
Dec		611	
	7884	9747	-19.1%
		10358	

**Fig 1 Monthly Offshore Helicopter Movements 2023 v 2024**



Although the number of helicopter movements has increased in 2024, the number of offshore helicopter movements has decreased calendar year to date (Jan to Nov) by 19%. There was a reduction in the beginning 2024 due to a contract change between helicopter operators.

The current procedures state:

Helicopter engine runs lasting more than 15 minutes shall take place in the Engine Test Facility.

There is a 5-minute total duration engine running restriction on the Western side of the Western Apron due to the proximity of the hangars. Engine runs on the eastern side of the Western Apron is restricted to 15 minutes.

NAL does not breach any statutory noise regulations. We do not allow engines to be run on either apron for excessive periods outside of the normal operating requirements for each flight. We have reminded the helicopter operators to comply with our published procedures and have reviewed our methodology for policing the duration of engine ground runs. We also review complaints and compliance with procedures at our regular operations meetings and at ACC meetings. The grant of a planning permission for new houses close to the airport is a matter for the Local Planning Authority.

RP confirms that Norwich Airport takes its responsibility to the local community very seriously; advising we are heavily regulated and have a comprehensive suite of written procedures and processes along with a system of audit to ensure compliance. Furthermore, we have a robust complaints procedure, and we ensure that every complaint received is thoroughly investigated and an individual response is sent.

The committee members discussed the complaint, proximity to the airport and the operational information provided by RP. SG will review the data supplied and issue a response to the resident.

**6) AOB**

JD and SG confirmed two meetings per year to be hosted at Saxon Air. The next meeting in April will be held at Hellesdon Parish Council.

**7) Date of next meeting**

23<sup>rd</sup> April 2025