

FAREHAM

BOROUGH COUNCIL

MINUTES OF THE SOLENT AIRPORT CONSULTATIVE COMMITTEE MEETING

Date: 27 March 2025

Venue: Collingwood Room – Fareham Borough Council

Committee Members Present:

Fareham Borough Council

Councillor Malcom Daniells (Chairman)

Councillor Stephen Dugan

Councillor Roger Bird

Councillor J Needham

Gosport Borough Council

Councillor Graham Burgess

Aerodrome

David Pinhorne - Daedalus Aviation and Heritage Group

Community

Brian Mansbridge – Lee-On-The-Solent Residents Association

Ken Mackenzie – Hill Head Residents Association Community Group

Philip Whineray – Ranvilles Residents Community Group

Also in Attendance:

Regional and City Airports (RCA)

Martyn Francis, Airport Manager

Marshall Barrand, Projects Director

Fareham Borough Council

Richard Jolley, Director of Planning and Regeneration

Richard Guyver, Daedalus Programme Lead (Airside)

1. Welcome and Apologies

Apologies of absence were received from Councillor Simon Martin from Fareham Borough Council with Councillor Malcolm Daniells deputising and Councillor P Hayre, from Hampshire County Council.

2. Minutes of the Previous Meeting/Matters Arising

The minutes of the meeting held on 05 November 2024 were received.

3. Airport Management Matters

Martyn Francis and Marshall Barrand of the RCA Management Team delivered a presentation on various Airport Management Matters.

A copy of the presentation will be circulated with these Minutes.

a) Airport Operations

Martyn Francis presented details of the Airport Operations since the last meeting.

Question – David Pinhorne asked what the process is now that the Aeronautical Ground Lighting (AGL) has been installed and is it correct that pilots have hit the lights when landing since being installed?

Answer – Martyn advised that the CAA need to approve the system before it can go live. The relevant documents are with the CAA and once they have given approval the AGL can be used. There have been incidents where pilots have collided with some of the lights. It is hoped that recent communication and education of those using the airfield will stop this from happening in the future.

b) Fuel Update

Martyn provided an update on the fuel use at the airfield.

Question – Councillor Bird asked if there has been any further information since the last meeting when he enquired about the use of UL100 fuel at the airfield.

Answer – Martyn confirmed that it was highly unlikely that the UL100 fuel would be used outside of America due to chemicals used in the fuel..

c) Performance

Martyn went on to present details on the airport performance highlighting those flights from flying schools continues to increase.

No questions were received from the Committee.

d) Compliments and Complaints

Martyn provided an overview of compliments and complaints that have been received by the RCA.

Mr Whineray from the Ranvilles Residents Community Group (RRCG) asked for clarification on the process in which residents of RRCG can complain as his

understanding is that he is unable to make complaints about pilots which he felt meant that the complaint figures presented were misleading. He cited several instances where he has wanted to complain but didn't think he could under the current arrangements. Marshall explained that there are no restrictions in anyone making complaints which relate to the airport for which RCA is responsible for operational matters, but he clarified that action can only be taken when the pilot is in breach of safety requirements or CAA regulations. All complaints received by RCA are reviewed and action is taken where a breach of regulations, for example, has occurred. The vast majority of complaints from RRCG are related to no-fault aircraft. Equally the CAA would intervene if they had any concerns about operational safety at the airfield.

Richard Jolley confirmed that restrictions do apply to the RRCG making complaints directly to the Council. Any airfield operation complaints from the RRCG and its known members must be directed to RCA as the airfield operator. The unreasonable complaints policy implemented by the Council on RRCG, is undergoing an annual review at this time.

Mr Whineray explained that he finds the information sent to him by the Council confusing and asked that when the review is complete and communication is sent to the RRCG, that some clarification be provided to confirm things if the policy is to continue. Richard Jolley advised that if any areas are unclear that the RRCG can ask for clarification.

Mr Whineray went on to provide examples of the issues that the RRCG are having and that they feel pilots are flying 'badly' and referenced what he perceives to be 'low quality flying' over the homes of Ranvilles Lane. Mr Whineray agreed that the issues he and others in RRCG were raising were not in relation to breach of safety or CAA regulations. However, they felt that some pilots were not using common sense and were not being reasonable. Mr Whineray reiterated that the view of the RRCG was that RCA should act when pilots fail to use common sense or if residents feel they are acting unreasonably even in the absence of safety or regulatory issues.

Marshall explained again that unless pilots are flying unsafely or in breach of regulations, there are no powers to intervene. He reinforced that the CAA have no concerns. Marshall reminded Mr Whineray that Solent as a FISO unit means RCA can only provide guidance to pilots once airborne. CAA regulations mean that decisions made whilst airborne are at the discretion of pilots who, as holders of relevant licenses, are responsible for their own safety and that of others whilst flying.

Councillor Dugan suggested that the RRCG should take their concerns to the CAA as RCA are doing all they can within the regulations to guide pilots using the airfield. Mr Whineray stated that the CAA are useless.

Mr Mansbridge of Lee-On-The-Solent Residents Association, and Mr Mackenzie of Hill Head Residents Association Community Group both commented on the airfield, and that the groups they represented supported and valued the airfield.

Mr Mansbridge expressed concern that as a Resident Association, there was a risk that they would become associated with the negative comments and complaints and wished to make it clear that this negativity did not represent the group's views.

Councillor Bird suggested that as the other local resident associations are not having the same issues as the RRCG, maybe it would be useful for them to meet and discuss

their experiences of the process with the aim being to help RRCG develop a positive and constructive relationship with the airport operator.

e) Safety and Security

Martyn provided an overview of the airport's safety and security.

Question – Councillor Burgess asked if there have been any issues with drone use.

Answer – Martyn explained that there was one concern with someone locally without a permit, but this was dealt with.

f) Airspace

Martyn presented details on the airspace matters providing an overview of the work being undertaken by the team at RCA. He explained that requests for drone permits have doubled which is a lot of work for the team, but as this is a chargeable service this is manageable.

No questions were received from the Committee.

4. Airport Development

Richard Guvyer provided a verbal update on the various Airport Development matters including: -

- The recent Executive decision to invest in additional storage units for aircraft. The planning application is being put together by colleagues in the Council's Property Team.
- An update on the various wear and tear issues that have been identified for the pavements and taxiways. A site visit will take place early May this year to develop a schedule of works.
- An update on the issues at the west gate that were mentioned at the last meeting =. This is to be assessed on Monday the 31st March by an external contractor with a view to implementing system improvements.

Richard also highlighted that the contract for the Airport Operator is up for renewal, with stage 2 of the procurement process to close tomorrow 28th March 2025.

5. Any Other Business

- a) As stated in the previous Minutes, it was requested the presentation slides be circulated prior to meeting. It was agreed that this would be done, and Martyn apologised for this not happening for this meeting.
- b) David Pinhorne asked about the proposed use of Performance based navigation at the airfield. Martyn advised that this is GPS for aircraft which when commissioned is a very cost-effective system that will help enhance the offering for corporate aircraft and also feed into flying schools who currently have to go off site to use this type of equipment for instrument training.

- c) Mr Whineray asked if it was possible to arrange for more information to be provided about the impact on lead at the airfield as this is a concern for residents. Richard Jolley confirmed that this would be a specific agenda item at the next meeting and that officers from Environmental Health would also be in attendance to answer any questions on this important matter.
- d) Mr Whineray asked what safeguards are in place to ensure that aircraft flying from the airfield are safe and that pilots are trained. Marshall confirmed that all pilots are trained and must pass an extensive set of exams. The aircraft themselves are subject to regular safety and maintenance checks which must be carried out in order for them to operate from any airfield including Solent Airport. The regulations set by the CAA apply to any aircraft whether a general aircraft of the type operated to/from Solent or a commercial aircraft flying from a major airport.
- e) Councillor Bird asked what sort of heights the aircraft must fly at? Martyn confirmed as Solent operates in class G airspace. Minimum heights are in place but do not apply when necessary for safety, take-off or landing. Over designated 'congested areas' such as Fareham the minimum height is 1000ft. Elsewhere which is classed as 'non-congested', such as the Ranvilles Lanes, aircraft can be flown at a minimum of 500ft. The circuit height at Solent Airport is 1000ft Above Aerodrome Level (AAL) and obviously lower when landing or taking off. This is what is often mistaken for low flying perpendicular to the runway. Care must be taken when using height data available in the public domain as this must be calibrated based on air pressure to provide an accurate height. Martyn stated that he will include a more comprehensive airspace brief at the next meeting.

6. Date of Next Meeting

The next meeting will take place on Tuesday 21 October 2025 – 2.30pm

(The meeting started at 2.30pm
and ended at 3.31pm)

Solent Airport Daedalus

Consultative Committee Update March 2025



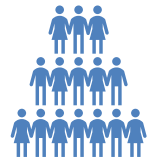
Item 3 – A

Airport Operations



Aeronautical Ground Lighting (AGL)
*Installation complete waiting for
CAA approval.*

Performance Based Navigation (PBN)
Stage 3 - Stakeholder engagement.



ATS - one new Aerodrome Flight
Information Service Officer

RFFS - New starter for Air
Operations in April.



**Carbon Sustainability & Environmental,
Social and Governance**
*Road map - developed to support
Council Action Plan*



(LCAS) course
Low Category Aerodrome Supervisor
Air Ops FF's Josh Bull and Callum Burns
successful attendance at Teeside IFTC



Community, Past & Upcoming Events

Successful events keep Solent Airport at the heart of the community and supporting local charities:



Christmas Grotto and activities

23rd December 2024

A fun day for families that always receives a very good reception and feedback.

The highest amount of money ever raised in support of Charlie's Beach Hut Charity.



Easter Fun Day

08th April 2025

fun Easter activities for all the family

All proceeds to Charlies Beach Hut



Solent Airport 5K

For all those runners
Sunday 22nd June 2025
Up to 1000 participants



Solent E-Newsletter

Stay up to date with events by
Signing up to our newsletter.
E-shots Operator Campaigns



Item 3 B – Fuel “Future Proofing”



Replacement JetA1 fuel bowser subject to final sign off. This offers greater fueling capacity and faster (LPM) litre per minute supply which will encourage larger aircraft and military aircraft for rotors running refuels.

Evaluation of UL91 introduction continues. includes static tank capability as well as mobile assets for inter plane refueling. Supplies commissioned to provide proposals. Est. between 60% and 70% of Avgas operated aircraft can switch to UL91.

Item 3 C - Performance

Year on Year Summary

Annual Movements



	April - March 2024	April - March 2025	YoY Var%
Operator			
Business	20,045	20,073	0%
General Aviation	3,376	3,500	4%
Other Fixed-wing	5,242	5,055	(4%)
Other Helicopter	313	303	(3%)
Fixed-wing			
Movements	16,485	16,482	(0%)
T and G	10,192	10,316	1%
Total	26,677	26,798	0%
Helicopter			
Movements	2,257	2,107	(7%)
T and G	42	26	(62%)
Total	2,299	2,133	(8%)
Grand Total	28,976	28,931	(0%)

Flying Schools

Movements	2023/4	2024/5	Var%
Total	16,481	16,834	2%

International Movements

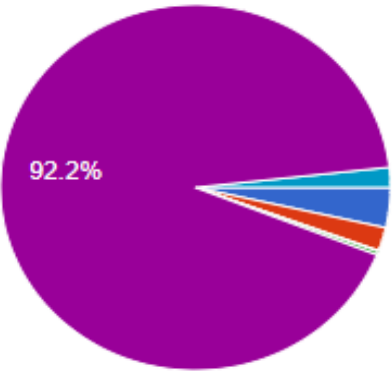
Event	FY24	FY25	Var %
Arrivals	142	149	5%
Departure	142	158	11%

Fuel sales

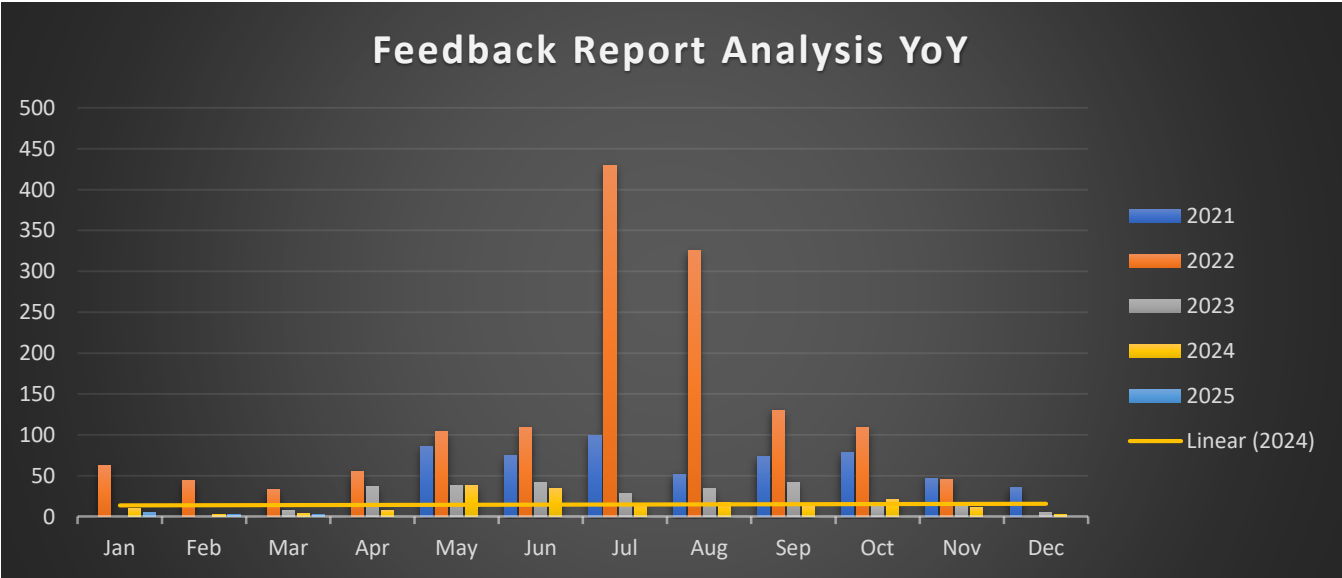
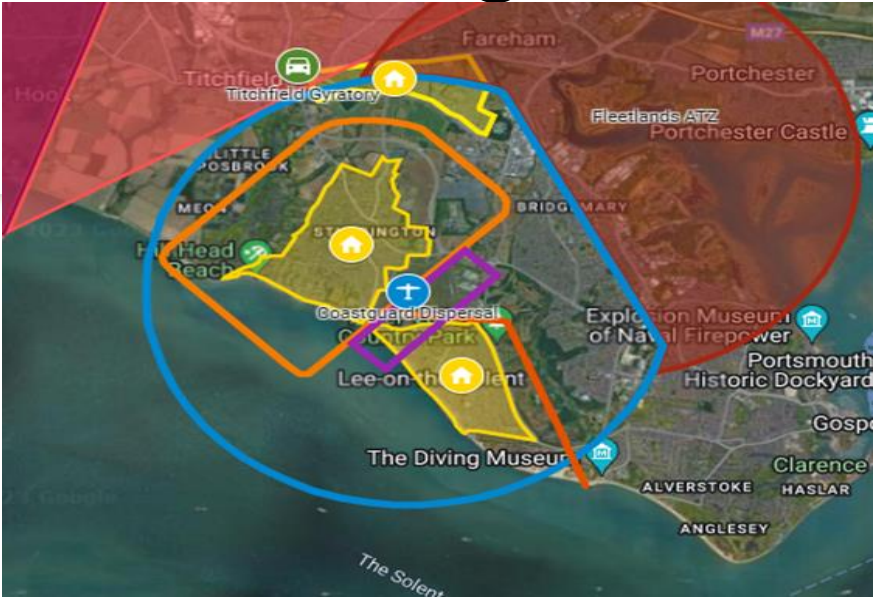
Fuel Sales Y2D (Litres)			
Fuel Type	FY24	FY25	YoY Var.
Avgas 100LL	185,819	187,231	1%
JET A1	134,223	432,706	222%
Total	320,042	619,937	94%

Item 3 D - Complaints & Compliments Monitoring

Title of Reporter

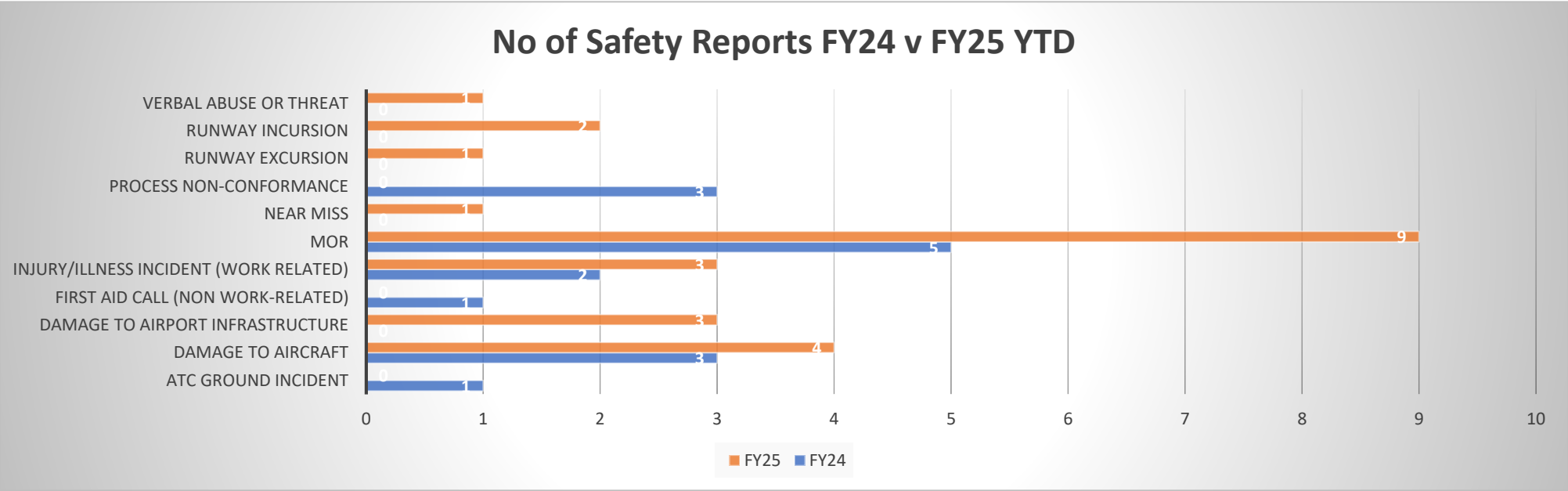


- Mr
- Mrs
- Miss
- Ms
- Residents Assoc
- Other



Month	2021	2022	2023	2024	2025	Var
Feb		44		2	2	0%
Mar		33	8	4	2	-50%
Apr		55	37	8		-78%
May	86	104	38	38		0%
Jun	74	109	42	34		-19%
Jul	99	430	28	16		-43%
Aug	52	325	34	17		-50%
Sep	73	130	42	13		-69%
Oct	78	109	12	21		75%
Nov	47	45	15	11		-27%
Dec	35		5	2		-60%

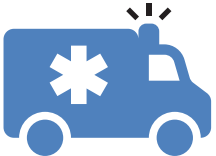
Item 3 E -Safety and Security



Incident Type	FY24	FY25
ATC Ground Incident	1	0
Damage to Aircraft	3	4
Damage to Airport Infrastructure	0	3
First Aid Call (non work-related)	1	0
Injury/Illness Incident (Work Related)	2	3
MOR	5	9
Near Miss	0	1
Process Non-Conformance	3	0
Runway Excursion	0	1
Runway Incursion	0	2
Verbal Abuse or Threat	0	1



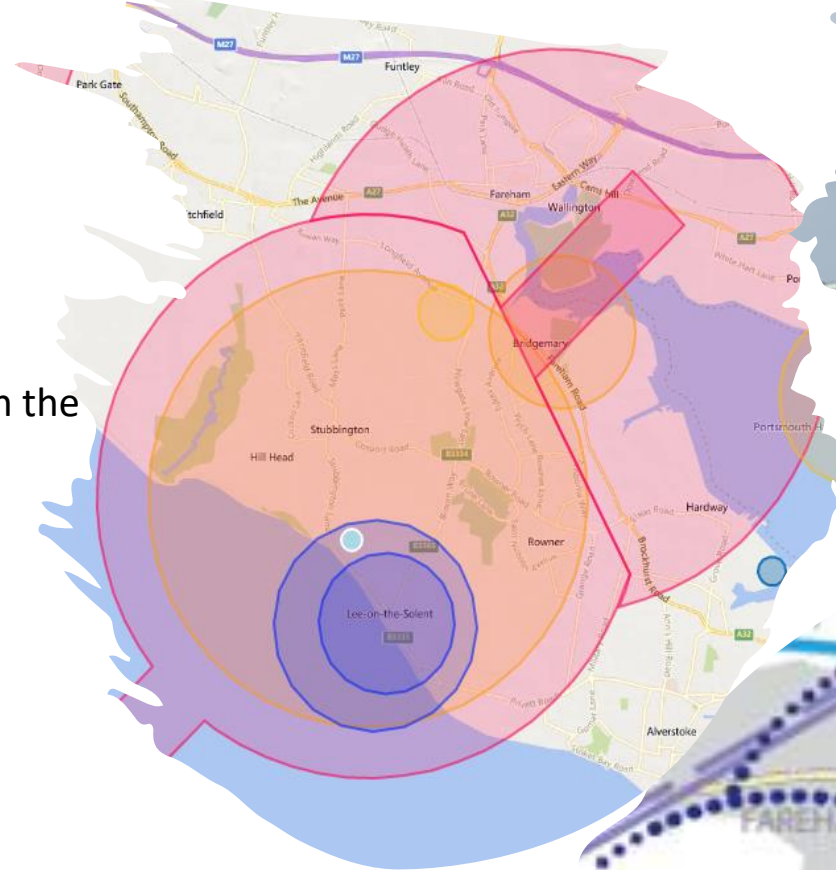
Solent Airport continues to operate safely with occurrence reports being recorded as:
FY24 = 15
FY25 = 24
*Apr – Mar 25



The Emergency Planning Committee meet twice annually. Due to staffing Live Ex delayed and in planning for Q1/2 2025.

Item 3 F - Airspace

- ➔ **Drone Permits**
- ➔ Issued for Unmanned Air Systems operations within the Flight Restriction Zone:
 - ➔ 2024 = 54
 - ➔ 2025 = 19
- ➔ **Crane Permits**
- ➔ Issued (within 6km of the aerodrome):
 - ➔ 2024 = 26
 - ➔ 2025 = 02
- ➔ **Airspace and ATZ**
- ➔ Airspace Change Proposal (ACP) for Performance Based Navigation (PBN) in progress.
- ➔ Ongoing discussion with the CAA & Fleetlands for the use of Fleetlands Aerodrome Traffic Zone and future PBN implications.



Solent Airport Daedalus

Consultative Committee Update March 2025

