

WYCOMBE AIR PARK JOINT CONSULTATIVE COMMITTEE

MINUTES OF A MEETING HELD ON 10th November 2025

PRESENT

Mr A Brown	Director, AAA & interim Chair for the meeting
Mr P Burton	Airfield Operations, WAP
Councillor N Dunn	Great Marlow Parish Council
Mr B Tranter	Booker Common & Woods Protection Society
Mr C Goss	Claymoor Park Residents' Association
Mr N Phillips	Sands Residents' Association
Mr R Turner	Booker Gliding Club
Mr A Hill	Marlow Bottom Parish Council
Mr N Marshall	Candidate for Chair

(There was 1 member of the public in attendance)

1. A Brown welcomed all to the meeting. He advised that whilst he would again chair the meeting, this would be a temporary measure and further discussion on the chairmanship would take place later in the agenda.
2. **Apologies for Absence**
Apologies had been received from Councillor O Hayday, R Russell and A Armstrong.
3. **Minutes of the meeting held on 4th August 2025**
The minutes of the meeting held on 4th August 2025 were tabled and agreed as an accurate record of the meeting.
4. **Matters Arising**
There were none.
5. **Chairmanship of the JCC**
A Brown introduced the candidate for Chair, Neil Marshall, who provided a brief synopsis of his background, which had included aviation. He had previously been a commercial pilot for British Airways until he lost his licence and then went on to become a fleet engineering manager for wide bodied jet aircraft until he retired. Since then, which he considered more relevant to this role, he had been a local councillor, serving on Marlow Town Council, Wycombe District Council and latterly Buckinghamshire Unitary Council, largely involving planning matters. He retired from Buckinghamshire Council in May 2024.

A Brown added that N Marshall was local to the area and well acquainted with the history of the air park and much like the previous Chair, Mark Harris, would bring much impartiality to the role. He clearly understood aviation and had already made a suggestion in relation to the publishing of noise complaints in areas of sensitivity, which he considered could help pilots become more aware of the areas where they needed to be more careful. A Brown confirmed that this had not in the past been regularly undertaken and was something that he would look to take forward. He invited suggestions as to how best to publish same. N Phillips also suggested that the same information was provided to JCC members in the statistics and other

updates paper provided by the air park and this was agreed.

Action – A Anderson/P Burton

In terms of next steps in relation to the appointment of a new Chair, A Brown proposed sending out a short bio on N Marshall for all members of the JCC to consider and if there were no objections, his proposal would be that he chaired the next JCC meeting in the new year. C Goss further suggested that members be asked to confirm their agreement to N Marshall's nomination via electronic means outside of session and this was agreed. P Burton would prepare a short bio for distribution and approval or otherwise.

Action – P Burton/S Fryer

6. WAP website

A Brown advised that all items relating to the new website had been completed/updated. N Phillips advised that he now considered the complaints section to be much improved and far easier to navigate. Compatibility with mobile devices also now appeared to be working.

7. Statistics and other updates

The paper had been circulated in advance. P Burton had provided statistics to the end of Quarter 3 and when compared with the same quarter last year, movements overall were approximately 6% less this year. There had been more movements however with gliders this quarter compared to the same quarter last year, although helicopter and fixed wing movements had been far less. The volume of movements therefore was slowing declining.

In terms of noise complaints there had been 38 complaints in Quarter 3 this year compared to 33 in the same quarter last year. Validity of same remained around 73% for both years which was very useful and demonstrated their worth. Once the detail of same had been reviewed, issues could then be raised with the relevant operators. From those complaints, P Burton had been able to identify the top three complainants, which accounted for circa 82% of all complaints. He advised that for the next meeting he would also split the complaints by area. A Anderson advised that there were however more complaints relating to helicopters than other aircraft. A number of these had been one off complaints which had been able to be dealt with "in the moment". However, some serial transgressors of the NAZ had also been identified and both HeliAir and ATS had been contacted to try to identify individuals where multiple people had had use of the aircrafts. In terms of fixed wing, no pattern had emerged, suffice to say that students did make some mistakes, although the majority of the complaints about fixed wing related to visiting aircraft and not club. Out of the 38 complaints therefore, 25 related to helicopters, of which 22 were valid and pilots would be sought. In terms of identifying those pilots, A Brown advised that there were times when the person in control (PIC) form was not completed as it should, however, this had now been made a mandatory field, which he hoped would assist.

C Goss enquired whether there might be any further interventions that the air park could consider that could alleviate some of the complaints arising from the three main complainants. A Brown confirmed that one complainant had taken up the offer of a flight in a fixed wing aircraft and A Brown had been able to show him where the circuit had been moved to, which had been helpful and for which the complainant had been appreciative. The other two complainants, whose complaints centred around helicopters, had not as yet taken up the offer of flights. A Brown added that the validity of the complaints from these complainants had increased which was actually an indication of a potential problem, which was helpful to the air park.

N Phillips advised that he had previously made a complaint in respect of aircraft taking off from R06 not turning left but the response advised that no aircraft could be matched to his complaint. Discussion took place and P Burton agreed to investigate further. N Phillips added that generally positioning was much better although there were occasional fails, which remained annoying to residents in Sands.

Action – P Burton

N Dunn enquired whether following one of the complainants having been taken on a flight,

whether less complaints had been forthcoming. A Brown advised that complaints were now more accurate but not less and the complainant had shown more patience with the team.

8. Community Matters

P Burton asked that for any requests for respite days for 2026 be sent to him.

A Brown advised as to the Christmas closure period. The air park would be fully closed on 25, 26 and 31 December. From 27 – 30 December, the air park would only be staffed if there were confirmed booked movements. In the last couple of years however, there had been none during this period. The air park opened up from 2 January. However, the flying schools did not fully re-open until the second week of January. Flying would take place up until and including 24 December, weather dependent.

In terms of events to be held at the air park in 2026, the private flyers event would be held in May around the same dates as this year. British Airways would again hold a closed event for their staff with the potential to undertake an air display. More details should be available by the date of the next JCC meeting. More regular charity events similar to the one held in September this year had also been planned.

9. AOB

A Brown advised that as a flying school, some changes to operations would be made. No foundational training, which included trial lessons and starter courses would in future be offered. Club, rentals and advanced training would remain. A Brown advised however that if another company wished to offer the former, he would be open to discussions.

C Goss noted that attendance at recent JCC meetings had been declining and he wondered if a challenge for the new Chair might be to endeavour to raise turnout. Otherwise he queried the need for meetings. C Goss also enquired if any contact had been made from the housing development opposite the air park. A Brown confirmed in the negative. However, he had asked Cllr O Hayday if something could be added to her Facebook page and he agreed to follow this up with her.

Action – A Brown

C Goss also referred to a “strange development” of which A Brown was aware and where both had noted some fly tipping, as well as same in Horns Lane.

Finally, C Goss noted that bird strikes had taken place and wondered if same might be something that could be added to the statistics report as a way of identifying any trends. A Brown advised that these were recorded and published internally at safety briefings but had not been shared with the JCC. These were also provided as part of the airfield audits that took place. Numbers of strikes had generally not increased, however, over the last couple of years the Red Kites over the trees at Booker were proving difficult to manage. C Goss added that Claymoor Park had also experienced an increase in foxes and small deer. A Brown confirmed that he was undertaking the requisite wildlife control and measures had been put in place to reduce the amount of prey available to these birds. B Tranter had also provided details of the gentleman who tended the trees in question and cutting some down may help keep the birds away from the airfield.

A Hill made the suggestion that perhaps the winter meeting of the JCC might be undertaken via Zoom or MS Teams rather than in person.

In terms of 2026 dates, A Brown advised that he would be suggesting a move from a Monday to a different day of the week, as the café did not consistently open on a Monday and during the spring/summer he suggested it might be a nice experience for people to visit after the meeting and therefore a Tuesday was proposed. He invited comments on the proposal.

N Dunn enquired as to the collection of cars now prevalent at the air park. A Brown advised that conversations with the council had been ongoing as to what areas could be utilised for non-aviation. There were no further plans to maximise this space.

10. Date of Next Meeting

A Brown advised that the potential future Chair's diary meant that June and September meetings needed to be avoided next year. He therefore proposed meetings as follows:

Early April

First week July (after the private flyers event and before the BA closed event)

Beginning of October

Beginning January 2027

Naturally, if any issues for residents arose in between meetings, out of session Working Groups could be set up.

S Fryer to work up dates for circulation.

Action – S Fryer

POST MEETING NOTE:

Dates for 2026/2027 are:

Tuesday 14 April 2026

Tuesday 7 July 2026

Tuesday 6 October 2026

Tuesday 12 January 2027

The meeting closed at 19.08.