

## THE LONDON HELIPORT CONSULTATIVE GROUP

Minutes of the meeting of The London Heliport Consultative Group held at the Town Hall, Wandsworth, SW18 2PU on Monday, 17th November 2014 at 7 p.m.

### PRESENT

#### Residents' representatives

Mr David Brown

#### Local Authority representatives

Councillor Condon-Simmonds (In the chair)  
Councillor Torrington

#### Users' representatives

Capt Michael Hampton

#### Observers, advisers and officers

Mr Simon Hutchins (The London Heliport)  
Mr Colin Stanbury (Wandsworth Borough Council)  
Mr Martin Newton (Wandsworth Borough Council)  
Mr Stephen Taylor (GLA)

### Apologies

Apologies for absence were received on behalf of Councillors Culhane and Speck, Capts. Field, Renton and Watts and Ms Humphrey Jones,

### Membership of the Group

The Chairman welcomed David Brown to his first meeting.

The Secretary informed members that Seth Stiles had stood down from the Group with immediate effect and that a replacement resident representative from Wandsworth would be sought. He confirmed that it was likely that the replacement representative from Hammersmith and Fulham would be in place for the next meeting.

### Minutes - 7th July 2014

On item 1, the minutes of the meeting held on 7<sup>th</sup> July 2014 were confirmed and signed as correct, subject to amendments to item 5 to substitute the words "rotors" and "emissions" for "rotas" and "omissions" accordingly.

The minutes were thereupon signed by the Chairman.

Under matters arising, the Secretary referred to further comments submitted by the resident of Altura Towers again raising concern at engine / rotor noise, ground crew talking to pilots through open aircraft doors whilst engines were running, and environmental pollution caused by exhaust fumes including that caused by the red air ambulance helicopter.

Discussion ensued and Simon Hutchins confirmed that any communications between ground crew and pilots would not be 'idle chat' and would be to establish for instance the aircraft's fuel requirements – it was noted that the air ambulance visits to the heliport facilities were always likely to be of a short duration, to enable speedy essential refuelling before the helicopter was deployed on its next emergency flight, and that the running of rotors in this instance was a necessary event to ensure a quick and safe departure.

The Secretary undertook to communicate these comments to the resident and to again invite the resident to visit the heliport facilities at a convenient time. It was also noted that a further visit to the heliport for new members of the Group would be arranged when the current vacancies for resident representatives were filled.

#### Monitoring of Helicopter Noise Levels

On item 2, Colin Stanbury told members that Dr Stephen Dance had confirmed that the noise monitoring work previously offered by South Bank University was still on offer to the Group. Simon Hutchins informed the Group that arrangements could now be confirmed with the Heliport and Colin Stanbury undertook to again contact Dr Dance with a view to finalising the arrangements for the monitoring.

#### Information on Helicopter Movements

On item 3, the Group had before them the information on helicopter movements in quarters 2 and 3 of 2014.

Simon Hutchins confirmed that movement levels were up on the equivalent quarters in 2013.

The figures were duly received by the Group.

#### Noise Complaints

On item 4, the Group had before them the information on noise complaints in quarters 2 and 3 of 2014.

Discussion commenced and Simon Hutchins referred to the complaint dated 16<sup>th</sup> May from a resident in Sutton who had also made previous complaints to the heliport. Simon Hutchins said that a reclassification of airspace since September should have assisted in reducing the problem experienced by this resident who lives on rising ground. The aircrew of the aircraft the subject of the complaint had been notified of the concerns raised. In response to a question from Councillor Torrington, regarding differences in aircraft and related noise, Simon Hutchins said that this was often a matter of perception, with engine tone changing, and that wind direction was another factor. He confirmed that the aircraft in question was not a sightseeing helicopter service.

During further debate, Simon Hutchins also drew attention to the complaints dated 11 June relating to a large Military of Defence helicopter. He confirmed that the manoeuvre the subject of the first complaint had been made out of sight of the heliport and that the second noise related complaint centered on the aircraft's inability to completely cease all engines on arrival, meaning it departed again and circuted the area until the late arriving passengers were ready to board at the heliport, following which it landed again.

In response to a question from Councillor Torrington, he confirmed that it was several years since a similar sized helicopter had used the heliport and that the problems with engine shut down were not know by the heliport prior to the aircraft's arrival.

#### St. George's Hospital Helipad

On item 5, Simon Hutchins confirmed that the air ambulance using the heliport the most was the Kent, Surrey and Sussex aircraft.

He told the Group that the air traffic control for the St. George's Hospital helipad is co-ordinated by the heliport as was the use of the heliport by aircraft using that helipad occasionally for refuelling purposes. It was noted that the destination of patients carried by the air ambulances related to the particular kind of care required.

#### Any Other Business

On item 6 no further items of business were raised.

#### Date of Next Meeting

On item 7, the Group agreed to meet again on Monday, 8<sup>th</sup> June 2015.

The meeting ended at 7.18 p.m.