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Airfields Environment Trust

17 Redcross Way, London SE1 1TA · Telephone: 01-378 6766

**AIRFIELDS AND THE ENVIRONMENT: CAN LOCAL AUTHORITIES HOLD
THE BALANCE?**

A MAJOR CONFERENCE FOR THOSE CONCERNED

WITH THE SMALLER AIRPORT AND ITS IMPACTS

to be addressed by Christopher Chope MP, Minister for Planning
at the Department of the Environment.

One-day conference on the role of local authorities in the
development of airfields and the control of the adverse impact
of business and general aviation on the environment.

Tuesday 13th June 1989

The Royal Society of Arts, John Adam Street, London WC2

Background

Public concern about increased aviation activity has been highlighted in the media. One focus is the smaller airport - many of these are earmarked by government or entrepreneurs for development, or to take more aircraft. People may complain to their local council about aircraft noise - noise from sources as diverse as glider tugs, airships, helicopters, aerobatic aircraft, circuiting trainers, microlights, business jets, and so on - but what powers does the Council have? Can planning law secure a fair balance of interest between flyers and the environment? What happens when there is no positive planning control in force?

If fresh airfield development proposals in the countryside arise because of the government's Extensification Scheme or because of overdemand at the major airports, what questions should local authorities address in judging the suitability of a site? Has pollution legislation a part to play?

Pressure on and changes to controlled airspace seem likely to have an effect on the smaller business and sporting aviation airfields, especially in the congested south east, but what effect? How can the local authorities involved keep abreast of legislative and regulatory changes in aviation?

Aims of the Conference

1. Local authorities with and without experience of aviation are being asked to evaluate new proposals for airfield development. This one-day conference will explore the action available to them and present information on matters they may need to take into account in making their decisions.
2. It will debate where a reasonable line lies between the public interest served by the provision of airfields and the public interest involved in the preservation of home, workplace, amenity and heritage from general aviation's adverse effects.
3. It will also highlight any areas where public expectations currently exceed the local authorities' ability to take effective action.

AIRFIELDS ENVIRONMENT FEDERATION

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PUBLICATIONS LIST 1987

	Non-Members	Members	Postage & Packing
1. The Problem of Light Aircraft Noise: C. Miller 1976	5.75	3.25	.50p
2. Light Aircraft Noise Cranfield Conference Report 1978	5.75	3.50	.50p
3. Air Traffic Control: AGM address D. Beech 1981	3.00	1.50	.50p
4. Responses to DORA Reports 8203 & 8213 (Reaction to Aircraft Noise near GA Airfields & an Examination of Critiques of the DORA Study Dec. 1982) 1982 & '85	6.00	3.00	.50p
5. Microlights, Friend or Foe? 1983	6.50	3.25	.50p
6. Consultation Facilities at Airfields (includes s35 of Civil Aviation Act 1982 Government Guidelines & AEF Comment) 1983 [See also item 22]	4.00	2.00	.50p
7. Noise & the Smaller Airfield: AGM address Dr. R. Hood 1983	3.00	1.50	.50p

AEF Publications List 1989

	Non-Members	Members	Postage & Packing
8. Air Noise Exposure Predictions for Communities around UK GA Airfields: AGM address Dr. C. Hill 1985	4.50	2.50	.50p
9. A Select Bibliography of Aircraft Noise Airfields Environment Trust 1985 Supplement 1985	10.00 5.00	5.00 2.50	.50p .50p
10. Annual Report 1986	6.00	FREE*	1.25p
11. Airfields & the Environment M. Logan AEF Conference 1986	6.00	2.50	.50p
12. Living with Airfields: Now & in the Future Papers, AEF Conference 1986	15.00	7.50	1.25
13. Living with Airfields: Now & in the Future Papers and Proceedings, AEF Conference 1986	25.00	12.50	1.25
14. Response to DR Report 8402: United Kingdom Aircraft Noise Index Study 1986	5.50	2.75	.50p
15. Helicopters & the Environment AGM address: R. Potter 1987	3.50	1.75	.50p

AEF Publications List 1989

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16. Annual Report 1987	6.00	FREE*	1.25
17. Urban Heliport Location & Safety D. Massingham 1987	10.00	5.00	1.25
18. Action on the Environmental Impacts of Aviation 1987	FREE*	FREE*	FREE
19. Response to ALURE: Development involving Agricultural Land 1987	3.50	1.75	.50p
20. Response to UK Extensification Scheme (re. use of agricultural land for aviation purposes) 1988	3.50	1.75	.50p
21. Government Guidelines for Airport Consultative Committees 1988	1.20	.60	.50p
22. Countdown to an Airfield Public Inquiry M. Logan 1988 Revised 1989	N/A	12.50 (restricted circulation only)	1.25
23. Airfields & the Environment Loughborough University Seminar paper 1988	5.75	3.50	.50p
24. AEF Newsletter	1.50	FREE*	.50p
Back issues	1.25	FREE*	.50p

AEF Publications List 1989

	Non-Members	Members	Postage & Packing
25. Annual Report 1988	6.00	FREE*	1.25
26. AGM Minutes & talk: Introducing "A Study of Community Disturbance caused by General Business Aviation Operations": Dr. J. Walker 1988	5.00	FREE*	1.25

Notes:

All prices pounds sterling
Postage & packing: for Europe + 10% price
for other countries + 20% price
* Free Postage & packing

Additionally, for AEF members only a selection of public inquiry statements, evidence and DOE decision letters is available at the office. Should you feel these may be of help, the office staff will be happy to discuss your needs and advise you accordingly.

THE FEDERATION AIMS

ONE To change the climate of opinion and the law which at the present takes little account of the environmental effects on the community of General Aviation (GA).

TWO To seek consultation and co-operation with the Civil Aviation Authority, central and local government, the light aircraft industry, airfield managements, pilots and others in reducing noise and disturbance by technical and operational means.

THREE To seek representation of the Federation amongst the organising and planning bodies responsible for General Aviation.

FOUR To confer with Government departments and other public bodies and with any other organisations as may be deemed advisable for the protection and promotion of members' interests and to communicate the views and opinions of the members to such bodies.

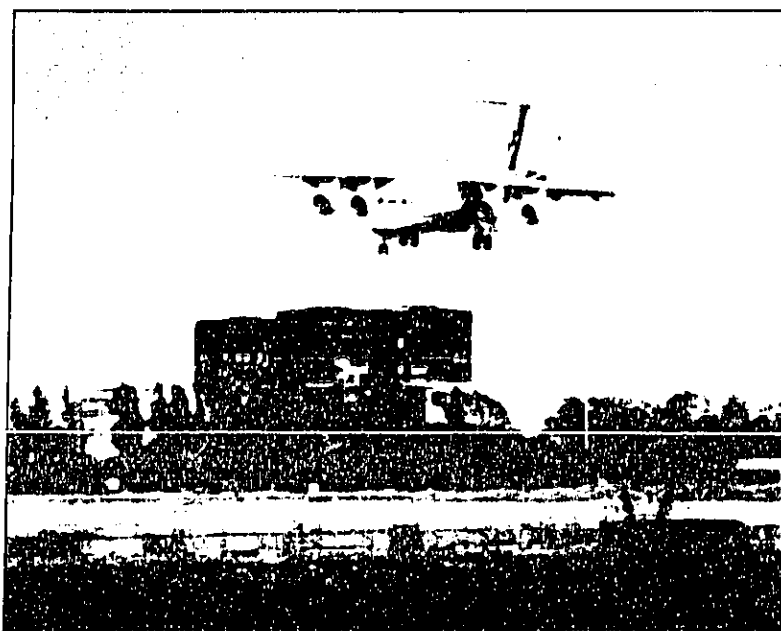
FIVE To urge by such methods as the members of the Federation see fit a change in the law relating to aviation and planning control to allow for the control of the growth of aviation and of its impacts.

SIX To print, publish, issue and circulate to members such material as may seem necessary including the furtherance of the aims of its members by the exchange of information both legal and technical and also to publicise the viewpoint of the Federation through such national and local channels and media as the members see fit.



NEWSLETTER

Airfields Environment Federation



SPRING 1989

NO. 17

AIRFIELDS ENVIRONMENT FEDERATION

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Newsletter Editor: Isabel Gray

Cover Note:

BAe 146 landing at London City Airport during last
summer's demonstration flight. See page 1.

LONDON CITY AIRPORT : A MORAL TALE

News that the owners of the London City Airport hope soon to apply for permission to extend the airport runway to accommodate the BAe 146 jet, fuels public cynicism about airport developments: remember that as the Inspector's report clearly shows, these same people argued long and hard at the Inquiry that local fears of expansion were quite unfounded, implying that claims that the application constituted a "thin end of the wedge" were a sad and unfair attack on the trustworthiness of airport owners. They now say they only want enough runway to accommodate this jet and that to aim for a further runway expansion would be quite impractical. Oh, dear, oh, dear.....

Decision-makers should be wary too of believing that the use of the BAe 146 at London City Airport would be acceptable in the proportions suggested by the Mori poll after last summer's demonstration flight. That "test" was widely understood by the "trade" to be unrepresentative.

Because of the existing too-short runway, the aircraft were lighter during the tests than they would expect to be in passenger-carrying mode from the proposed longer runway: so if the test aircraft had taken the normal climb path for air transport operations, it would have required less power and so would have been less noisy - if the normal power were applied, it would have been up and away faster. What London City neighbours heard is not what they should expect to hear if BAe 146 operations are introduced: and the noisier profile would be multiplied by the daily flight quota.

Of those people present at the test, most would have been hard put to make a detached judgement: with ice-cream and

sunshine, and a jolly commentary to introduce the flights, the "tests" had all the high scientific seriousness of a summer air show - a thrilling appearance by the Red Arrows or the girl-on-the-wing feature would have been entirely in keeping!

Whatever the impressions being given that Mowlens the owners are suffering unfairly because too restrictive noise and operational criteria have been thrust upon them, the truth is that *they have got exactly what they asked for* - they only have themselves to blame if they have an uneconomic package. How can it ever have been good thinking to propose an airport custom-built for one type of aircraft? And are they not doing just that once again with the BAe 146?

A real and unfortunate victim of all this in our view is the BAe 146. British Aerospace's current air transport models, the BAe 146 and the ATP, can make a very useful contribution to reducing the noise from the world's busy existing airports by replacing older much noisier passenger-carriers. It does this aircraft no service to try to push it into use at an airport whose operational and noise criteria it cannot meet and have it labelled a failure.

However, if the present airport controls are slackened to allow its use, the role of victim will pass also to thousands of East Londoners who, as a direct result of London City Airport's existence, already experience more noise than they expected from light aircraft, helicopter and air transport flights. How many of the people interviewed by Mori will retain their generous acceptance of the airport given even higher noise levels? By then, of course, their protests will come too late.

NEW PUBLIC INQUIRY REGULATIONS

Important new rules have recently been issued by the Department of the Environment regarding the planning appeals/inquiries procedure. Circular 10/88 states that a local planning authority (lpa) now has only SIX WEEKS to release its inquiry statement about the application in question after the Relevant Date (the date of notification that an inquiry is to take place); the appellant has NINE WEEKS from the relevant date within which to release his inquiry statement. An exchange of evidence will be required to take place THREE WEEKS before the inquiry date, the Secretary of State having given a minimum of FOUR WEEKS NOTICE of the date of the inquiry. These dates are summarised in the table below. All the dates set out in 10/88 are absolute deadlines and the DoE has made it clear that any failure to meet these is likely to lead to the award of costs to the other side.

TIMETABLING OF NEW PLANNING INQUIRY PROCEDURES

	<i>Planning Application Submitted</i>	
<i>Permission Refused</i>		<i>Application "called in"</i>
<i>Appeal against refusal</i>		<i>by Secretary of State</i>
	<i>Notice that Public Inquiry to be held</i>	<i>weeks</i>
	<i>RELEVANT DATE</i>	<i>0</i>
	<i>Local Authority Statement to be submitted</i>	<i>6</i>
	<i>Appellants Statement to be submitted</i>	<i>9</i>
	<i>Inquiry Date Set</i>	<i>4+</i>
	<i>Exchange of Evidence</i>	<i>3</i>
	<i>INQUIRY BEGINS</i>	

N.B. The Inquiry Date may be set any time after the Relevant Date.

At a conference entitled "New Directions in Planning Law" organised by the publishers of the Journal of Planning and Environment Law, Sir Frank Layfield, Q.C. gave an address on "Planning for an Inquiry". The requirement for early preparation was clearly emphasised with the recommendation that the Ipa should begin to prepare its case IMMEDIATELY AFTER REFUSAL IS GIVEN for a project, and BEFORE AN APPEAL is made. An important aspect to be determined very early on is that all necessary witnesses and any specialists/consultants required to support the case will be available to prepare their evidence in time and deliver it on the day: trying to find suitable people at short notice will reduce the choice available and not allow sufficient time for either adequate briefing or preparation.

Whilst these recommendations were aimed specifically at the Ipa and the appellant himself, they are also equally relevant to the objectors to any application going to inquiry. TIME, UNDER THE NEW REGULATIONS, IS GOING TO BE SHORT FOR GETTING TOGETHER A SOUND CASE. Only by looking ahead and predicting and organising all the necessary elements will it be possible to produce a good presentation by the deadlines.

Further recommendations from Sir Frank Layfield included the general management of preparation for the inquiry: for example, regarding the use of witnesses, the objectives should be that:

- i) together they should cover all the aspects of the case under dispute;
- ii) the number of witnesses should be kept to the minimum necessary whilst still fulfilling (i);
- iii) each should be required to define his scope of evidence in writing. This gives clarification as to who is dealing with each aspect of the case, enables elimination of overlap, ensures that each witness is fully aware of what he is being asked to cover and indicates any gaps in the overall case.

Once the witnesses/specialists have been appointed, it is

then necessary to ensure that each is kept fully informed of the project and the progress of the case as a whole. This should be achieved by:

- i) ensuring each sees the site and applies his evidence to it;
- ii) each is equipped throughout with all necessary, up-to-date documents relating to the inquiry;
- iii) each reads the proofs of evidence of the others.

In addition, the need for any exhibits forming part of the evidence must be clear and each should illustrate or clarify a particular point.

ALL THESE POINTS ARE EQUALLY PERTINENT TO OBJECTORS PREPARING FOR AN APPEAL OR INQUIRY as they are to the local planning authority or appellant. Furthermore, early definition as to the exact objection to the application, together with a plan as to the means of illustrating/ supporting the claims will ease the planning of the case and help in the choice of witnesses.

Proper management of the progress of the case from the outset will help to clarify the aims of the objectors and thus make for a better, more professional and therefore more effective presentation at the inquiry itself, increasing the probability of being taken seriously and of achieving success.

The AEF's own experience and feed-back from others shows that the new timetable has imposed considerable extra strains especially on local authority and local resident objectors, and in relation to the appointment of professional experts.

The AEF's "Countdown to an Airfield Public Inquiry" becomes an even more important aid to the lay objector in the light of the new expectations by the DoE. As soon as an application for airfield development is refused by the Ipa, AEF members should send for "Countdown", and act on its advice.

NEWS AND VIEWS
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AEF, AOPA and THF get the message

The importance of good communications between the interested parties involved with the use of an airfield, as a fundamental basis for the improvement of understanding and tackling of the problems, has been a message which the AEF has been promoting for some time. Civilised society is based on "each man's consideration of the next man's interest", no less in the relationship between airfields and their neighbours than any other.

Against this background, one particular incident at AOPA's annual conference held this year at Birmingham Airport had a special aptness.

Generous hosts, AOPA had kindly invited AEF's Secretary Moyra Logan who took part in the conference to join its party for dinner at the nearby Excelsior Hotel. Imagine their discomfort when it became clear that all the guests had received their main course - except Mrs. Logan. After a pause, the Chef responsible, very contrite, came out to apologise personally for a mistake which meant that whatever was now cooked would be at least 15 minutes away. Our Secretary was not put out (mistakes happen, and this was clearly no normal occurrence!) so something light and speedy was ordered and everyone could settle to enjoy the meal. The Secretary's food turned out to be delicious and she sent a message to this effect back to the kitchen by way of comfort for the Chef. What with good food and good company, AOPA provided a highly enjoyable evening.

THF had a further contribution to make: a whispered message from the Head Waiter that since she had been so

nice about their mistake, they were not charging our Secretary's hosts, AOPA, for her meal! Civilised society at work!

....But unlike AOPA, AOA hasn't got the message !

Sad postscript : AOA (the Aerodrome Owners Association) was invited to provide a speaker for an AEF general meeting - Indeed, they were to be given what might seem to be the ideal platform, and the opportunity to put their view of the relationship of airfields and the environment to the AEF's local authority and resident members.

Unbelievably we are told that the Council of the Aerodrome Owners Association has decided that AOA shall separate itself from all national environment groups such as the AEF and the CPRE, and have no truck with them. They will only talk to people at local level: an extraordinarily reactionary stance in a period when all communications in industry are seen to be vital.

Unless they are trying to suggest that the Council for the Protection of Rural England (founded 1926) and the Airfields Environment Federation are fly-by-night or irresponsible organisations - a view not shared by Government and the Establishment - the purpose would seem to be to isolate the local communities from any expert advisors who may have different priorities from the airport owners, and to give themselves an easy time by taking the line of least resistance.

History is littered with accounts of Empires toppled by just such an attitude: it is hardly the way for a modern industry to enter the 21st Century.

BROMLEY COUNCIL BACKS AIRPORT'S NEW MANAGEMENT

Property Mail
9th June, 1988

THE proposal by Airports UK to take over the management of Biggin Hill airport has been backed by Bromley council.

Following consultations with the Airport consultative committee and the Bromley Residents' Federation, Bromley's policy and resources committee last week accepted a special sub-committee's recommendation. Details have yet to be finalised.

An additional safeguard secured by the council is that there would be no scheduled passenger flights and aircraft movements would be limited to 125,000 a year.

Concern

Chairman of Bromley's policy and resources committee, Councillor Dennis Barkway said: "The management of the airport is of concern to everyone in the borough and especially those who live *near* it or under its flight path.

"There will be no let up in the controls we have imposed to protect residents. The airport is also important to the growing number of people who work there."

Airports UK currently manage a number of local authority-owned airports. They are a subsidiary of British Airports Services Ltd which is itself owned by BAA plc. In their submission they stated:

Controls

"Airports UK would operate the airport within the environmental constraints and controls already laid down by Bromley Council limiting aircraft movements to 125,000 a year and also limiting the landings on Runway 21."

Existing opening hours and noise limits would be retained.

Airports UK hope to take over the airport manage-

ment as soon as possible. Actual timing will depend on the outcome of discussions with Mr Jock Maitland, the present airport managing director and the council's co-owner of Biggin Hill Airport Ltd.

"We have met the Bromley Residents' Federation and were able to assure them of our genuine concern to run the airport with

the minimum disturbance to local residents."

John Yeates, chairman of Bromley Residents' Federation's airports committee said: "We have had informative and constructive meetings with the council and Airports UK which we hope bodes well for the future, both in terms of the airport and the residents of the borough."

Planes collide The Independent

Four people were seriously injured in a low-level collision between two planes on training flights over Wycombe air park, Buckinghamshire.

23.1.89

Sunday Times
5th June, 1988

Biggin Hill is battling back

BIGGIN HILL, the former Battle of Britain airfield in Kent, is likely to become a leading airport for the southeast's corporate aircraft. This follows a decision by Bromley council, which owns the airfield, to let Airports UK, a subsidiary of BAA, take over its management.

The company already runs Southend, Southampton and Exeter airports.

The Biggin move could help Heathrow and Gatwick, both owned by BAA, the former British Airports Authority, make more efficient use of their runways by releasing

scarce take-off and landing slots for bigger aircraft. This in turn would boost BAA's income, by increasing the number of passengers who use its retailing facilities.

As part of last week's deal, Airports UK agreed to support plans by Field Aviation, a leading corporate aviation company, to set up a base at Biggin Hill.

Field, which had competed with Airports UK for the management contract, has a big presence at Heathrow and Gatwick, where it specialises in handling and maintaining corporate aircraft.

"We intend to establish a big capability at Biggin Hill," says Gordon Williams, Field's managing director.

Publicly, the BAA has rebuffed claims that Heathrow and Gatwick are dangerously congested and discourages suggestions that Biggin Hill would be used to relieve the pressure. But industry observers believe that BAA, whose shares slumped to 282p on Friday, compared with 283p at the beginning of the week, would welcome the chance to divert corporate traffic.

Ian Williams

Rogue pilot hunted for 'buzzing' plane

A ROGUE pilot who nearly flew into a passenger plane was being hunted last night.

The pilot's vintage biplane passed just 200ft above the twin-engined Fokker Friendship, with 17 people on board, as it descended towards London's Stansted Airport.

Then it buzzed the passenger plane, which was travel-

ling at more than 180mph and descending from 3,000ft on its right hand side before flying off.

The Air UK plane, flying from Charles de Gaulle Airport near Paris, did not have to take avoiding action and landed safely.

The Civil Aviation Authority has now launched an investigation.

LandLeisure buys airfield site for £11m

By Sarah Barclay Business Reporter

LANDLEISURE, the property and leisure group run by millionaire yachtman Peter de Savary, has bought 418 acres of farmland on the former Westland Aerodrome site at Weston-super-Mare, Avon, for £11.5m.

At £27,500 an acre, the site will be turned into a "European Destination Park" with a mix of leisure, community and residential facilities.

A spokesman for Mr de Savary said planning permission has not yet been sought for the park, which is being funded by a mixture of project finance and LandLeisure's existing funds.

The spokesman added: "We are looking at this as a commercial development. The site is two miles from the M5 motorway and 18 miles south of Bristol. Mr de Savary said: "The strategic significance of the site affords great potential for future development."

Providing planning permission is granted work should start next year and be completed by 1991. Yesterday's announcement follows news of Mr de Savary's acquisition of fifty hectares and 270 surrounding acres in Cornwall for an undisclosed sum.

The Independent, 12th August, 1988

The Guardian, 10th May, 1988

Pilots 'most likely' to be cause of commercial near misses

Tom Radford Science Correspondent

NEAR collisions involving commercial aircraft may be decreasing, and where there is a reported "air miss" the blame is three times more likely to lie with the pilot than with the air traffic controller, according to the head of a working group on air safety.

Group Captain John Maitland of the National Air Traffic Service, told the Royal Aeronautical Society last night that the apparent rise in near accidents could be the consequence of a higher rate of reporting, which he welcomed.

Over the past 18 months, it had been noticeable that in a period when air misses were

cited frequently by the media, the number of reported incidents rose markedly.

Most near misses did not involve commercial aircraft, Group Captain Maitland said. The risk might only be apparent to one of the aviators. A pilot in a faster phase might know that he would get clear by a distance which eliminated all risk of collision.

"But the other chap, taken by surprise, gets his adrenaline well stirred up and justifiably flies an air miss. The faster aircraft is by no means always a military plane, however."

There had been a series of air misses in 1988 when hang-gliders and military aircraft came much too close to each other. There were only four such incidents last year.

Airport gets the royal touch

Chew Valley Dignon July, 1988

By Norman Crossland

THE refurbished main concourse of Bristol Airport, to be officially opened by the Princess Royal on Monday, cater for a million passengers a year.

US aircraft 'flew under hang-gliders'

THE MINISTRY OF Defence was last night investigating reports that three American jets on an exercise in Wales flew so low that they passed below a group of hang-gliders, Ian MacKinnon writes.

The British Hang-Gliding Association yesterday claimed the incident was not an isolated one. Richard Liversy, MP for Brecon and Radnor, wrote to the MoD demanding an inquiry after a complaint from a woman who witnessed the incident in the Usk Valley, North Gwent.

The six hang-gliders had just taken off from a 1,700ft hill near Abergavenny and were circling when the US A10 jets in close formation passed under them.

Yesterday Mr Liversy said: "If this report is verified, it's a pretty alarming situation. I have asked that the ministry investigate thoroughly. We can't have this sort of thing happening."

A ministry spokesman yesterday said the latest incident would be investigated. He said: "Obviously, if we know there are hang-gliders in the area, pilots take care to avoid them. But it's when we are not aware that they are in the air that we have problems."

Yesterday Tom Hearn, the hang-gliding association's air space officer, said such incidents happened regularly.

It represents the final phase of a seven-year programme of extensions and improvements in which all the public areas of the terminal have been upgraded.

Work on the concourse, which started last October and was finished in May, has cost about £1 million.

The number of check-in desks has been increased from 12 to 18, a new suite of offices has been built on the first floor, some of which are being let by the airport company and there are new toilets, including facilities for the disabled, and a walk-in shop.

But if the airport continues to grow at its present rate - it now has about 700,000 passengers a year - a second building will be needed by the mid-1990s.

The Independent, 13th August, 1988



NEW ENVIRONMENTAL DIRECTORY

The Civic Trust has recently published the 7th edition of its Environmental Directory which lists over 300 organisations concerned with amenity and the environment, giving address, phone number and aims and activities. Other details given include whether there is membership, if grants are made available or advice is offered. Government departments and agencies, voluntary societies, professional institutions, educational bodies and trade associations are all included, as naturally are the AEF and AET.

Obtainable from the Civic Trust at 17 Carlton House Terrace, London SW1 at £4.00 post paid.

MORE POWER TO OUR FINGERS

The AEF has recently gained access to extra computing power. A charitable trust has given an Amstrad PC with small hard disc drive on permanent loan to the AET. There is also a Sinclair Z88 portable personally owned. The two tie up by the use of the PipeDream word processor & spreadsheet in both machines with resultant easy file transfer between them. Staff are expecting that the underlying user friendliness of PipeDream will lead to an easier life in due course, though perhaps not in the very short term as all users of new equipment will understand!

PLANNING DECISIONS**POPHAM, Wilts.**

Application BDB 024779/80 for a museum of World War 2 aircraft and a realignment of the runway led to considerable local concern about the possibility of frequent flights by "warbirds" type aircraft, heavier than permitted by existing planning conditions, and possibly leading to an increase in noise. The proposal was turned down by the Planning Committee at the end of July in recognition of these fears. An appeal has now been lodged - with an inquiry due to be held in June.

SEDLÉSCOMBE, West Sussex

Application RR 88.0988. Following considerable problems of control at this airfield, the local authority decided to grant permission for a formal flying facility with conditions. It was felt that this would allow for more control over the activities than a refusal which would effectively permit unrestricted flying for 28 days per year under Article 1 of the General Development Order, and which would require constant monitoring to ensure that the number of days use per year is not exceeded. Refusal of permission for a second application (no. RR 87.2798, made at the same time) for the continued use of a barn for the storage of light aircraft previously allowed under a temporary, one year permission, is, however to be subject to an appeal.

PLANNING DECISIONS**OXFORD**

Following the unrestricted consent for an increase in runway length at Kidlington Airport reported in the last Newsletter (No. 16, page 16) serious problems for local residents are already becoming apparent. One inhabitant has highlighted one of the AEF's on-going concerns for airports in rural areas: having moved to the country from under the flight path at Heathrow, the disturbance to the peace he was seeking is greater than that he experienced in London. As the AEF so often says, it is all a matter of expectation of quality of life.

A further twist to this particular planning consent is that the local planning authority has claimed in its defence that a limit to the number of aircraft movements would be "inappropriate if sought as a function of the proposal to lengthen the runway". However, as a concession to local residents, we understand that the operator agreed at a Consultative Committee meeting to limit movements to 192,000 per annum!



acknowledgements to Merrilee Harpur

PLANNING DECISIONS**LYDD, Kent**

An application to extend the runway at this airport to encourage its use by air transport aircraft has led to anxiety about its effects on the surrounding areas of Romney Marsh and Dungeness amongst local residents, the Royal Society for the Protection of Birds (RSPB) and the Nature Conservancy Council (NCC). The application was called in by the Secretary of State for the Environment and was the subject of a public inquiry (DoE reference SE2/S281/21/40). Among the points raised were the disturbance to breeding and overwintering birds at the nearby Internationally Important RSPB reserve, the possible impacts of expected pollution levels on important plant communities and general wetland habitat found at the NCC designated Site of Special Scientific Interest which surrounds the airfield, and the destruction of the quiet, rural character of this historic area of Kent.

...and now for something completely different!

HEADCORN, Kent

Headcorn Parachute Club, concerned about the safety of its members, has objected to a planning application for an animal enclosure. A local businessman hopes to provide a home for animals whose working life has come to an end. Headcorn's parachutists are worried that inability to steer themselves once out of the aircraft could cause them to land right in the mouth of one of the two retired circus lions. Perhaps there is even the danger that the lions could be trained to prowl around with jaws gaping skyward trying to catch stray divers!
(Now there's a thought....)

...AND FROM LIVERPOOL

Proving that pilots can be nice, ecologically-sensitive people too, the Chief Flying Instructor (CFI) at Liverpool Flying Club provides this advice in their Newsletter

"...When taxiing please respect the animal life that lives at the airport, they have more right to be there than you. I say this because pilots tend to taxi straight towards the animals, mainly birds, with the result they or it end up dead and/or sucked into the air-intake. Remember birds usually park into wind (if the wind is more than 5 knots) ready for a quick get away, so therefore slow down, and if there is a flock of them swerve behind their take-off path if there is room, or a few bursts of power is usually enough to frighten them into flight ahead of you. Hares and rabbits usually park with their backs to the wind and have never been known to fly (unless hit by aircraft) or run in reverse, so therefore if room, go behind these creatures.

Aerial collision with birds can occur from time to time, but this can be reduced by climbing over the birds, or supplying slight back pressure to over-ride the birds 'flight level'. Remember that birds panic if confronted by a bigger bird, i.e. aircraft, and will collapse their wings and fall to avoid collision, if you dive the aircraft then there will be a collision. Here endeth the second lesson (the first one was How I Nearly Ran Out of Fuel).

Happy Landings,

Bill Morland."

ENVIRONMENTAL ASSESSMENT COMES TO TOWN

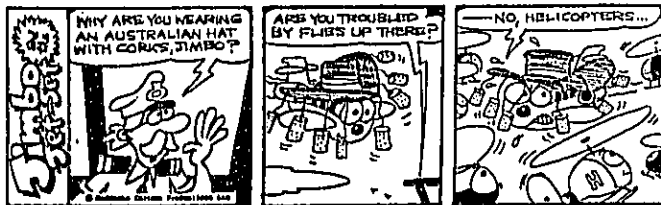
From July last year new legislation requires that for certain projects a statement of the likely environmental impacts of the development be submitted as part of the planning application.

Department of the Environment Circular 15/88 divides projects up into groups: Schedule 1 developments, for which an environmental assessment will automatically be required, and Schedule 2 developments which are to be subject to assessment when the local planning authority judges that significant environmental impacts are likely to result.

Schedule 1 projects include, amongst others, airports with runways of more than 2000m in length; Schedule 2 projects may well include smaller airfields, depending on the planning authority's views about its likely impacts.

It is the intention of the DoE that consultation will be an integral part of this assessment process: this is to include not only statutory bodies but also other interested groups, including community associations.

Further details are available from the planning officer at the AEF.



acknowledgements Simon Maddocks

* AGM '88 *

Once again a highly successful AEF AGM was held at the Linnean Society's Council Room at Burlington House, Piccadilly in November.

The Executive Secretary, Moyra Logan reported that it had been an exceptionally busy year with an enormous number of requests for help and advice and a great many public inquiries requiring detailed written statements. The volume of work only goes to show that problems with airfield use and development continue to occur. This was further reflected in the questions from attendees which centred around the theme of 'what can be done to reduce the impact of an aerodrome at which activity is intensifying?' There was a general consensus that further legislation is required to ensure protection of the environment around airfields.

Strongly linked in with this concern, the address was given by Dr. John Walker from the University of Southampton on the recently published "Study of Community Disturbance caused by General and Business Aviation Operations" commissioned by the Department of Transport. The study has shown, amongst other things, that general aviation operations can be more disturbing than commercial flights at the same noise level, and that circuits are one of the most disturbing activities for local residents. Judging by the number of questions asked and points raised following the presentation, the audience clearly found the study and its results very relevant to their own situations.

Minutes of the meeting, together with notes of Dr. Walker's address will be sent to members in due course, and further copies will be available from the AEF office.

AEF NEWSLETTER

SPRING 1989

The Airfields Environment
Federation would like to
thank the London Boroughs
Grants Scheme for the
financial help it gives in
relation to our London work.



Data Protection Act 1984

Do you object to your name, address and telephone number being held on the AEF computer mailing list?

If you do object, either return this form after filling in your name and address to AIRFIELDS ENVIRONMENT FEDERATION
17/19 Redcross Way
London SE1 1TA

or ring 01-378 6766, by 1st May 1989.

Name.....

Address.....

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Telephone number for contact.....

Please enclose fees with registration : cheques should be made payable to the Airfields Environment Trust.

AEF member(personal/assn/parish council)£30.00 x= £....
AEF member(corporate+London Borough) £75.00 x= £....
Non-member £97.50 x= £.....

In the event of cancellation, refunds of registration fees will be available up to four weeks prior to the Conference, subject to a deduction of 35%. The organisers reserve the right to make any changes to the programme should circumstances demand.

Please return this form with your fee to

Ruth Curtis
Airfields Environment Trust
17 Redcross Way
London SE1 1TB

Issued 15.3.89 AET

AIRFIELDS ENVIRONMENT TRUST

Registration Form for Conference 13.6.89

AIRFIELDS AND THE ENVIRONMENT : CAN LOCAL AUTHORITIES
HOLD THE BALANCE?

I wish to book place(s) at the Conference.

Name(s).....

Organisation.....

.....

.....

Address for correspondence.....

Speakers

To address the Conference, the Airfields Environment Federation and Trust have gathered together experts from the principle disciplines and interests which contribute to problem-solving - planning, acoustics, environmental and aviation. All contributors are highly experienced in their field.

- Christopher Chope MP, Minister for Planning, Department of the Environment;
- Peter Martin of Frere Cholmeley (solicitors) on aviation legislation;
- John Dancer of the National Air Traffic Services dealing with changes to controlled airspace;
- Dr. John Ollerhead of Loughborough University on General and Business Aviation noise;
- David Lamb of Surrey County Council on the role of the Local Authority Planner;
- Donald Butler of Donald Butler Associates representing the interests of the airfield operators;
- Moyra Logan of the Airfields Environment Federation and Trust on the view of airfield neighbours.

The Conference will be chaired by Edward Dawson, Trustee, Airfields Environment Trust.

Representatives from the Department of Transport, the Civil Aviation Authority and the National Society for Clean Air will take part in the forum which rounds off the day.



Who Should Attend?

All those involved with general aviation and its environmental effects including

- planning officers and members of planning committees,
- GA airfield owners and operators,
- environmental health officers,
- conservationists,
- farmers,
- airfield neighbours,
- acousticians,
- airfield consultative committee members,
- airport planners,

Registration fees:

Delegate fee, non-member.....£97.50
Fee, AEF corporate member/London Boroughs.....£75.00
Fee, AEF personal/assocn/parish council member.....£30.00

Fees include two coffee breaks, luncheon and tea, all Conference papers and a full report of the proceedings.

The Airfields Environment Federation and Airfields Environment Trust are grateful to the Manifold Trust and the London Boroughs Grants Scheme for their support.