

THE LONDON HELIPORT CONSULTATIVE GROUP

Agenda for the inaugural meeting to be held on Monday, 30th April 2007 at 7.00 p.m. at Wandsworth Town Hall (Room 123), Wandsworth High Street, London SW18 2PU

MEMBERS

Chairman

Mr. Roger Bird

Users' representatives

Capt Robin Renton
Capt Paul Watts
Capt Richard Poppe
One representative to be notified

Residents' representatives

Wandsworth

Mr. Kenneth Fergusson (Morgans Walk Management Limited)
Mr. Dennis Rooke (Albert Bridge House Residents' Association)

Hammersmith and Fulham

Sir Peter Jennings

Kensington and Chelsea

Ms. Eryl Wrage

Local Authority Representatives

Hammersmith and Fulham

Councillor Jeanette Bentley (Sands End Ward)

Kensington and Chelsea

Councillor Maighread Condon-Simmonds (Cremorne Ward)

Wandsworth

Councillor Tony Belton (Latchmere Ward)
Councillor John Hallmark (St. Mary's Park Ward)

AGENDA

1. Minutes (5.12.06)

The Consultative Group are asked to confirm that they approve the draft minutes of the last (inaugural) meeting of the Consultative Group (Attached – Paper A). The

(see back)

draft minutes were circulated to all members of the Consultative Group and to all on the circulation list for Consultative Group papers, on 22nd January 2007.

Upon approval, the minutes will be signed by the Chairman as a correct record of the meeting.

The Chairman will then invite members to raise any matters arising from the minutes.

2. Change of ownership of the Heliport

Members will be aware from press reports and from information circulated to them on 9th February 2007, about the change of ownership of the Heliport. For ease of reference, a copy of the joint press release by Weston Group Limited and von Essen Hotels entitled “£50m Bridges Wharf deal provides London with new international boutique hotel and upgraded heliport” is attached. (Attached – Paper B)

Mr. Christopher Forrest, Group Operations Director of PremiAir Aviation Services Limited, which now operates the Heliport, will make a verbal statement on the change of ownership of the Heliport.

3. Best practice for helicopter landings and departures

At the last meeting, Capt Renton (Air Harrods Ltd) undertook to obtain and provide information relating to best practice for helicopter landings and departures. Capt Renton has provided the information (Attached – Paper C) under the following headings:-

- (a) Local Traffic Regulations;
- (b) Noise Abatement procedures;
- (c) Flight Procedures; and
- (d) British Helicopter Advisory Group: Pilots Code of Conduct.

4. Information on helicopter movements

Summary information on helicopter movements at the Heliport, as provided on a monthly basis to the Council and the Civil Aviation Authority, has been provided by the Heliport for the period January to March 2007, and is included herewith for information. (Attached - Paper D).

5. Noise complaints

Information on noise complaints received by the Heliport during the period January to March 2007 is included herewith for information. (Attached – Paper E).

6. Reporting and monitoring complaints

Mr. Steve Mayner, the Council’s Head of Public Affairs, reports that Council officers have commenced discussions with PremiAir on the setting up of a new, more

accessible complaints system. This has included consideration of the model used at Luton Airport (which includes a heliport). Mr. Colin Stanbury, Aviation Consultant to the Council, will report verbally on progress.

7. Project into helicopter noise

Mr. Mayner has submitted the attached report, for information, on the Council's and PremiAir's involvement in a research project funded by the Department for Environment, Food and Rural Affairs (Attached – Paper F).

8. Residents' items

The residents' representatives have asked for the following items to be placed on the agenda:-

- (a) the setting up of a complaints procedure and dissemination of the details to residents of the Borough; and
- (b) the operating parameters of the Heliport – movements, hours, Health and Safety (noise, emissions, flight patterns, etc.) and how these may alter into the future.

It will be noted that some of the aspects raised in these items have been covered by the items above.

9. Date of next meeting

The Consultative Group are asked to determine the date of their next meeting. Monday, 24th September 2007 is suggested as the prospective date for the next meeting.

Contact:

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THE LONDON HELIPORT CONSULTATIVE GROUP

Minutes of the inaugural meeting of The London Heliport Consultative Group held at Wandsworth Town Hall (Room 123), on Tuesday, 5th December 2006 at 7 p.m.

PRESENT

Users' representatives

Mr. Christopher Forrest
Capt. Robin Renton
Capt. Paul Watts

Residents' representatives

Mr. Kenneth Fergusson
Mr. Dennis Rooke
Sir Peter Jennings
Ms. Eryl Wrage

Local Authority representatives

Councillor Tony Belton
Councillor John Hallmark
Councillor Jeremy Edge
Councillor Greg Smith

Observers, advisers and officers

Mr. Allan Gray (Weston (Aviation) Limited)
Mr. Simon Hutchins (Weston (Aviation) Limited)
Councillor Ravi Govindia (Wandsworth Borough Council)
Mr. Steve Mayner (Wandsworth Borough Council)
Mr. Colin Stanbury (Wandsworth Borough Council)
Mr. Francis de Lima (Wandsworth Borough Council)
Mr. Max Dixon (Greater London Authority)

Independent Person

Mr. Roger Bird

PROCEEDINGS

At the start of the meeting, Mr. Allan Gray, took the Chair as interim Chairman, pending the appointment of the independent Chairman. He welcomed all present to the meeting and explained that the London Heliport had recently been advised that it had been designated as an 'airport' – the 53rd airport in the country. Accordingly, there was a requirement for a consultative committee to be established. However,

notwithstanding that requirement, Weston (Aviation) Limited had been working with the Council on the setting up of the Consultative Group, as a matter of good practice. At the request of the interim Chairman, all the members of the Consultative Group and the advisers, officers and observers present, introduced themselves.

Appointment of Chairman. On item 1, the interim Chairman advised the Consultative Group that Weston (Aviation) Limited and the Council, in consultation, had nominated Mr. Roger Bird for appointment to serve as independent Chairman of the Consultative Group, for a period of four years. He asked whether there were any other nominations.

As there were no other nominations, the interim Chairman declared that Mr. Bird had been duly appointed to serve as Chairman of the Consultative Group.

Mr. Bird thereupon took the Chair.

Draft Constitution and Terms of Reference. On item 2 (Paper A), the Chairman invited discussion on the draft Constitution and Terms of Reference which had been prepared jointly by Weston (Aviation) Limited and the Council. He noted that this document had been based broadly upon the Constitution and Terms of Reference of the consultative committee of Shoreham Airport.

Councillor Belton commented that the representation by residents had been based solely upon the fairly large private sector developments in Battersea and that residents in the public and co-operative housing sectors, such as Totteridge House – who also had a valid interest in the activities of the Heliport – had apparently been excluded. He enquired whether residents in the latter sectors had been included or were proposed to be included in any way in the establishment and development of the Consultative Group.

In reply, Councillor Govindia explained that, as the Borough Housing Panel includes representation from all public housing stock, the residents in the Council/public/co-operative housing sectors already had an avenue through which they could raise issues that affected them, including any in relation to the activities of the Heliport. Accordingly, the Council had taken the view that residents' representation on the Consultative Group should be by residents from the major riverside housing developments. He explained that residents' associations from these developments had set up a residents' group and had indicated their intention to endeavour to represent wider residents' interests.

Councillor Belton asked for the Borough Housing Panel to be informed about the establishment of the Consultative Group, which the Secretary undertook to do.

Following discussion, the Consultative Group approved the draft Constitution and Terms of Reference, with the following amendments:-

- (a) under 'Definitions' on page 1, the deletion of “/administrators” after the words “Heliport owners” in line 2 of the definition of “the Heliport management”;

- (b) on item 6 on page 2, the insertion of the words “at least” between the words “shall meet” and “twice in a calendar year”, on line 1; and
- (c) on item 16 page 4, the deletion of the words “office of the Mayor of London” and the insertion instead of “Greater London Authority” on line 3.

Residents’ items. On item 3, the Consultative Group considered the items placed on the agenda by the residents’ representatives.

The Chairman explained that as regards the information outlined in item (a) (Proposal for collecting, recording and regular reporting of noise complaints), the Secretary would circulate to members of the Consultative Group, all information sent to him for the purpose, on complaints received by the Heliport regarding helicopter noise.

Mr. Fergusson acknowledged that residents welcomed the setting up of the Consultative Group and stated that, in an endeavour to establish best practice, they would wish to receive information of various aspects including the types of helicopters that operate, the operational routes, the patterns of usage of the Heliport, and the ways in which residents could report concerns regarding unacceptable noise levels. In response, the Consultative Group were advised that residents could report incidents to, or seek such information from, the Heliport itself.

In reply to a query by the Chairman about which agency ought to be responsible for collating helicopter incidents, Mr. Gray advised the Consultative Group that recommendation 4 of the London Assembly’s review report suggested that the Department for Transport ought to have that responsibility. He acknowledged that, at present, there was no identified agency. He explained that the Heliport maintained its own log of complaints which, hitherto, had not been sufficiently robust. However, from 1st January 2007, the Heliport would keep a paper-based and computerised log which would be transferred readily to whichever agency became responsible for this task.

In reply to a comment by the Chairman that the three Local Authorities involved in the Consultative Group, together with the Heliport, could devise its own interim system, Councillor Govindia observed that both Wandsworth Council and the Heliport received complaints and he endorsed the Chairman’s suggestion that the agencies involved in the Consultative Group could seek to produce its own logging and monitoring system. He suggested that the Secretary should endeavour to seek information from the three Councils on the sources of complaints, how they are logged, etc. Mr. Gray added that the Heliport would be prepared to meet with officers from the three Councils to decide on how this information should be collated and by whom.

On item (b) (Proposal for regular reporting of helicopter movements), Mr. Gray advised the Group that this information was provided monthly to the Civil Aviation Authority and to Wandsworth Council. He confirmed, in answer to a question by Councillor Belton, that these figures were of daily totals only.

Councillor Belton commented that records of timings of flights would be of interest to residents.

Mr. Gray advised the Consultative Group that flights to and from the Heliport took place between 7 a.m. and 11 p.m. and that any flights outside of those hours were not connected with the operations of the Heliport. He added that the Heliport was working closely with the Metropolitan Police Air Support Unit on the latter's helicopter movements.

In reply to a suggestion by Ms. Wrage that the monthly information on flights be provided to the other two Councils as well, Mr. Gray explained that the information was provided to Wandsworth Council as part of a Section 106 Agreement with the Council.

Mr. Fergusson endorsed the call for flight timings to be provided, as it was essential to be able to relate complaints to precise times on the records. Mr. Hutchins confirmed that a detailed log of all helicopter movements connected with the Heliport were kept and that this information could be accessed on the CAA's website.

Councillor Govindia noted that 12,000 movements were permitted annually and was of the view that the basic information reported to the Council could be shared. He observed that, however, the recording of complaints received was an altogether different area that required the recording of all pertinent information, including, obviously, timing. He was confident that a proper system of recording of complaints would evolve over time and suggested a steady development towards such a system that built upon what was possible at each stage.

Mr. Gray advised that, with all complaints, the Heliport sought to obtain the time of the alleged incident from the complainant, but that specific answers were not always forthcoming.

After discussion, it was agreed that records of the complaints received would be collated by the Heliport on a quarterly basis and would be reported to meetings of the Consultative Group. In reply to comments by Councillor Hallmark, the Consultative Group was advised that records already identified whether flights were by civilian or military/Police helicopters.

On item (c) (Sharing best practice for helicopter landings and departures), the Chairman observed that such information would obviously be useful in properly understanding the operation of the Heliport. He enquired whether such guidance could be put together. Capt Renton replied that it was possible to obtain such information from the British Helicopter Advisory Board. He emphasised that the Heliport operated to strict rules, which did not tolerate any dangerous practices. He undertook to obtain and provide such information to the Secretary for circulation to members of the Consultative Group.

Councillor Belton enquired whether perhaps information on best practice was available from other cities e.g. New York, which experienced much helicopter

movement. He suggested that such information might be useful for comparative analysis.

Date of next meeting. On item 4, it was agreed that the next meeting of the Consultative Group should be held on Monday, 30th April 2007 at 7.00 p.m.

Any other business. The Chairman invited members to raise other items of business that had not been covered in earlier discussion.

(a) Place names. In reply to a suggestion by Sir Peter Jennings that members be provided with nameplates at future meetings, the Chairman asked the Secretary to arrange for these to be prepared, if possible.

(b) Visit to the Heliport. Sir Peter Jennings asked whether Weston (Aviation) Limited would be agreeable to arranging for perhaps two groups of members of the Consultative Group to visit the Heliport. He suggested that this would provide members with a valuable insight into operations of the Heliport and the patterns of take-offs and landings and perhaps provide them with a measure of understanding of the problems, which residents complain about. He suggested that the visit perhaps ought to involve a briefing to members followed by a question and answer session.

Mr. Gray replied that it might be possible to accommodate a group of members in one visit. He explained that the times of operations depended entirely upon pre-booked landing slots. He noted that, in November, on 7 nights, the last operations took place by 8 p.m. As regards the period of notice required to be given for landings, Mr. Gray advised that the deadline on weekdays was 7.30 p.m. for that evening, and at weekends, it was 6.00 p.m.

The meeting ended at 7.45 p.m.

Joint statement - draft: XX

£50M BRIDGES WHARF DEAL PROVIDES LONDON WITH NEW INTERNATIONAL BOUTIQUE HOTEL AND UPGRADED HELIPORT

In a £50million deal agreed today between luxury hotel operator von Essen hotels and developer Weston Group, von Essen hotels will open a brand new 70 room boutique style riverside hotel, spa, rooftop restaurant, new corporate headoffice and business suite at Weston's flagship Bridges Wharf regeneration project in Battersea. The hotel site and proposals were acquired from Weston Group who will build the seven storey hotel as part of the agreement.

As part of the deal, von Essen hotels will also acquire the freehold of the London Heliport, which will undergo significant upgrading as part of the Bridges Wharf redevelopment. Under von Essen's current plans, the upgraded heliport will be operated by its joint-venture aviation partner, PremiAir, part of the Sir Robert McAlpine Group, which already manages and operates von Essen's fleet of luxury helicopters and jets.

Designed by award winning architectural practice Chantrey Davis, the Bridges Wharf regeneration project will rise up to 15 storeys and provide a mixture of uses including the hotel, 252 apartments, priced from £240,000 up to £1m+, Live-Work units, landscaped grounds, parking and over 8,000 sqm of commercial space. As part of the project, the London Heliport will provide new facilities including a reception, VIP lounge, waiting area and control room.

Andrew Davis, Chairman, von Essen hotels, comments: "The exclusive new development at Bridges Wharf and London's Heliport heralds an exciting and important stage in von Essen's expansion. We will be creating world-class facilities that will provide high-end users with the luxury and levels of convenience which are lacking at the moment."

Robert Weston, Chairman of the Weston Group comments: "The deal with von Essen Hotels secures the future of the London Heliport and further underlines the position of Bridges Wharf as one of London's most exciting mixed use destination developments."

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David McRobert, Managing Director of PremiAir comments: “We are delighted to have secured the contract to operate the London Heliport at what is a ground breaking stage in its development. This is excellent news for both UK aviation and the London business community and is an exciting development in the growth of PremiAir.”

The remarkable new design-led hotel will feature one of the capital’s premier dining venues with an exclusive 14th floor rooftop restaurant. From its privileged vantage point, the restaurant will offer breathtaking 360 degree views over Battersea Reach and the 200-seat venue will bring an exciting addition to the capital’s thriving culinary scene. Currently in negotiations with an internationally renowned chef, von Essen hotels look forward to making a further announcement on the deal later this year.

The hotel will also offer an own brand state-of-the-art subterranean spa. Built over two floors, the spa will feature the latest in both hydrotherapy and chromotherapy technology. After cleansing the soul and experiencing some of the capital’s finest spa facilities, an after hours members bar will allow guests to unwind whilst enjoying a glass of Champagne or one of the bar’s signature cocktails. The interior architecture of the property will be curated by Andrew Onraet, von Essen hotels Creative Director and Architect.

Heralding further expansion for von Essen, the development will be the precursor to the collection’s ‘Metropolitan Set’ of hotels. The new set will complement von Essen’s twenty-three strong collection of leading country house hotels which already includes such leading properties as Cliveden in Berkshire, The Royal Crescent in Bath and the company’s first hotel on the Continent, the exclusive Chateau de Bagnols, near Lyon.

-Ends-

For further media information:

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PremiAir- Natalie Sutton T 07768 026197 E premiAir@proudpr.com

MEDIA - BACKGROUND INFORMATION

von Essen hotels

The 23 strong von Essen private collection of hotels comprises: Chateau de Bagnols, nr Lyon in France, Cliveden in Berkshire, Sharrow Bay in the Lake District, The Royal Crescent Hotel in Bath, Ston Easton Park near Bath, Bishopstrow House in Warminster, Congham Hall in Norfolk, Thornbury Castle near Bristol, Lewtrenchard Manor in Devon, The Mount Somerset in Taunton, Buckland Manor in Broadway, Lower Slaughter Manor and Washbourne Court in Lower Slaughter and The Elms near Worcester, Dalhousie Castle in Bonnyrigg near Edinburgh, New Park Manor in the New Forest, The Greenway in Cheltenham, Homewood Park near Bath, Ynyshir Hall in Mid Wales, Moonfleet Manor in Dorset, The Ickworth in Suffolk, Fowey Hall in Cornwall and Woolley Grange in Wiltshire. von Essen hotels employs over 3,000 people and for further details about the collection please visit the website: www.vonessenhotels.com

Weston Group

Weston Group plc is a privately owned company whose operations include residential and commercial development and business centre development and management. The company employs over 200+ people and has a turnover in excess of £82million and pre-tax profits of £13.8million in the FYE 2006. The company's current portfolio of residential, commercial and mixed use schemes has a completed value in excess of £600million and it currently has 2,000 homes in production or planning. For further information on Weston Group visit the website: www.weston-homes.com

PremiAir

PremiAir is a significant UK Aviation Services company employing over 150 people. It is the UK market leader in the management and charter of business helicopters, the company's engineering and maintenance business is a major provider of services for both rotary and fixed wing aircraft and its Police Air Support business is also a leader in the supply of pilots to many of the UK's police forces. PremiAir's main bases are at Blackbushe Airport near Camberley in Surrey and Denham Aerodrome near Uxbridge in the North West of London.

PremiAir was formed in 2002 by the Sir Robert McAlpine Group when a collection of long established aviation services businesses, including Air Hanson and Signature Helicopters, were merged to become part of the PremiAir Aviation Group. For further information on PremiAir please visit the website: www.premiairaviation.com

Bridges Wharf and the London Heliport

The 0.75 hectare Bridges Wharf site and the London Heliport are located adjacently just off Bridges Court in Battersea overlooking the River Thames. The Bridges Wharf site, once a commercial loading centre, was more recently occupied by dilapidated redundant warehouses. The London Heliport was begun by GKN in 1959 and was previously owned by Harrods Holdings. It was purchased from Harrods by Weston Group in November 2003. The heliport accounts for approx 1,000 helicopter movements per month or approximately 12,000 per year. The London Heliport is the only commercial (licensed by the CAA) heliport in the Capital.

-Ends-

BATTERSEA HELIPORT

Local Traffic Regulations

1. All pilots must have conducted a familiarization flight with an approved pilot and have signed acceptance of the heliport's arrangements and conditions of use, be familiar with marshalling instructions, Rule 47 of the Rules of the Air Regulations (Aerodrome Operating Minima), and comply with them.
2. The flight platform is to be used for all arrivals and departures. The take-off, climb and approach surfaces are offset by 15 degrees away from the shoreline.
3. Aircraft must not overfly shipping that is within 100m of the flight platform.
4. Flights for the purpose of training are not permitted at the heliport.
5. ATC permission is required to start and shut down rotors.
6. ATC permission is required for all manoeuvres including taxi and hover.
7. Aircraft must not overfly fuel lines on the apron.
8. Taxi speeds are to be limited to a brisk walking pace.

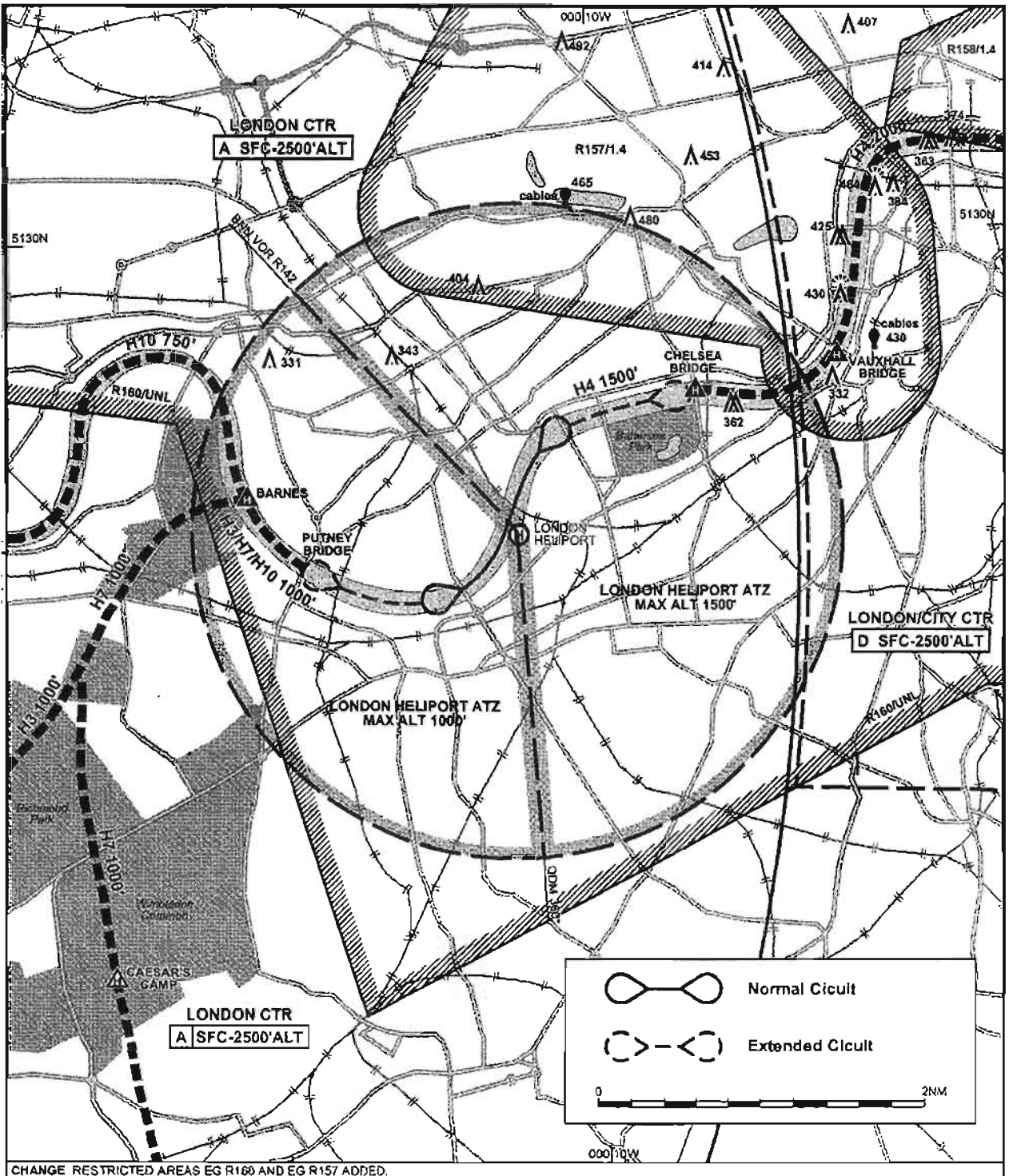
Noise Abatement Procedures

1. All approaches and departures are to be over the river.
2. No manoeuvres other than actual approach and take-off may be carried out below 500 ft.
3. Circuit height (1,000 ft) is to be maintained until descending to land. After departure, climb to circuit height as soon as possible.

Flight Procedures

1. Procedures for flight within the London and City CTRs are to be strictly adhered to.
2. Circuit height is 1,000 ft amsl.
3. The traffic circuit is a non-standard shape. The circuit is established over the River Thames, between Chelsea Bridge and Putney Railway Bridge. Crosswind and Base legs are reduced to turns which should be made, as far as practicable, over the river and above 500 ft.
4. Do not fly above 1,000 ft in the area between a line extending due south from the heliport clockwise to the Bovingdon 143 degree radial.
5. Inbound aircraft **MUST** establish radio contact with Battersea ATC before entering the ATZ.
6. Inbound aircraft subsequently experiencing radio failure must hold on the north bank of the river and await light signals from the tower.
7. ATC may instruct aircraft to fly north or south side of the river in order to be separated from traffic on the other side of the river. Aircraft may deviate from the centre of the river as far as is required provided Rule 5 (1)(c)(ii) of the Rules of the Air Regulations can be complied with. (This relates to adequate separation & clearance from people & property on the ground).
8. Circuit pattern follows the course of the river as shown on the enclosed diagram AD 3-EGLW-4-1. The circuit may be extended at the discretion of ATC only. Circuits must not extend west of Putney Railway Bridge or east of Chelsea Bridge.
9. Aircraft inbound or outbound on direct tracks must comply with altitude restrictions as shown on diagram AD 3-EGLW-4-1.
10. Aircraft overflying the heliport must comply with the published route altitudes.

LONDON HELIPORT INBOUND/OUTBOUND FLIGHT PROCEDURES



BRITISH HELICOPTER ADVISORY BOARD

PILOTS CODE OF CONDUCT

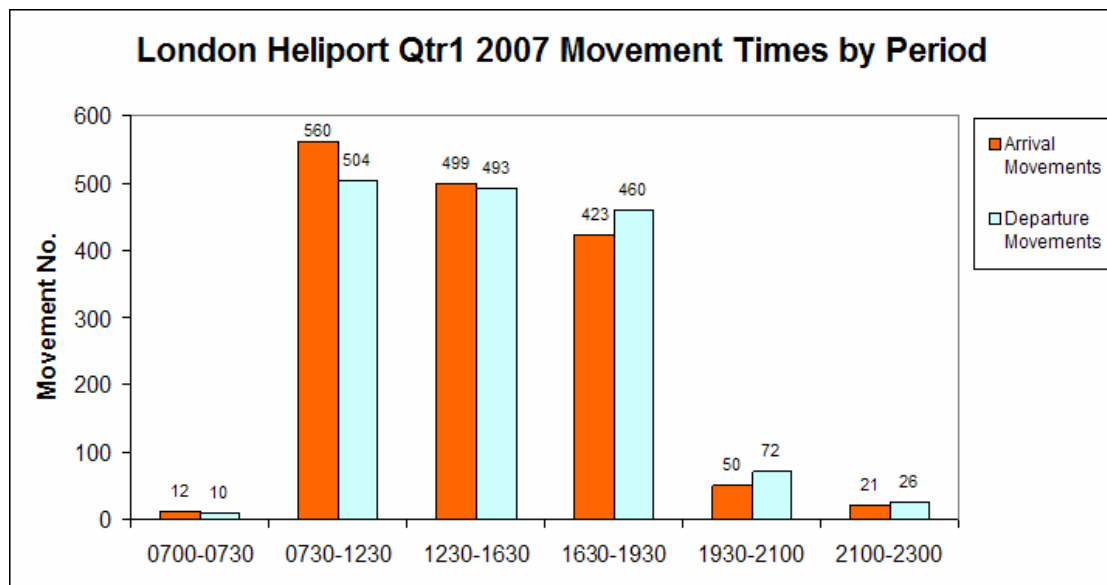
1. Always fly as high as possible, consistent with weather and other factors.
2. Always avoid populated areas if possible.
3. Never bank sharply if you can avoid it.
4. Always get airborne to height as quickly as possible, consistent with a safe climb speed.
5. Always land as quickly as possible once the landing area is clear.
6. Never stray from acknowledged routes.
7. Always warn people of your arrival if possible.
8. Take time to explain helicopter operations to people (there are many false impressions held about rotorcraft).

Note

This code of Conduct is applicable to all civil pilots, commercial or private. Helicopter operators should be aware of the need to preserve the environment from unnecessary noise intrusion. The whole helicopter industry must demonstrate a responsible and co-operative attitude to this situation, and it can best be done by observing the Code of Conduct at all times, particularly in congested urban areas.

1st QUARTER 2007 MOVEMENT AND TIME INFORMATION

Time Band	Arrival Movements	Departure Movements	Total
0700-0730	12	10	
0730-1230	560	504	
1230-1630	499	493	
1630-1930	423	460	
1930-2100	50	72	
2100-2300	21	26	
Total	1565	1565	3130



Complaint Reference	Date of Complaint	Time of Occurrence	Time of Complaint	Brief Details of Complaint	Brief Details of Investigation	Action Taken	Completed Date
07/001	17/01/07	15:50	15:50	Helicopter landed and was rotors running for 10 minutes.	GBURS – landed at 1505 and departed 1509 after a rotors running drop off. Flight was within normal r/r parameters.	Letter was written to complainant asking for further details and explained we are working in conjunction with Consultative Committee.	18/01/07
07/002	08/03/07	19:10	19:05	Aircraft sounded like it was flying particularly low.	An A109 had just landed – but was within the operating limits for coming in to land.	During explanation complainant put the telephone down.	08/03/07
07/003	11/03/07	13:00	13:00	Helicopter hovering over Stamford Bridge during a football match. Complained about the amount of noise it generated.	The Heliport was not in direct contact with the helicopter. Potentially it may have been the police a/c or a filming a/c.	Explanation of what the helicopter may have been doing in the area at the time. Complainant seemed happy with the explanation.	11/03/07
07/004	15/03/07	18:40	18:40	Complained about the route the helicopter was taking. Wanting the route to vary time to time.	It was Cheltenham event week, so increase in traffic at the h/p. Possibly where ATC had asked the a/c to use separation along the river.	During explanation complainant put the telephone down.	15/03/07
07/010	16/03/07	Week of 12-16 March	16:03	Helicopters flying over Fulham and not flying along river.	Cheltenham week, so the h/p was very busy. Possibly most times there would have been 2 helicopters flying hence ATC had asked them so use separation along the river. 1 helicopter flying north side, 1 helicopter using south side.	Email to complainant giving explanation as to what may have been the problem. Complainant seemed satisfied with the outcome.	20/03/07

Paper F

REPORT OF LHCG INVOLVEMENT IN A DEFRA-FUNDED RESEARCH PROJECT INTO HELICOPTER NOISE

The Department for Environment, Food and Rural Affairs (DEFRA) is preparing to conduct a study into the issues associated with helicopter noise.

The project will review all available information on the subject from different parts of the world. It will also aim to produce new guidance for the public.

A working group comprising representatives from DEFRA, the Department for Transport (DfT) and the Civil Aviation Authority (CAA) has been set up to oversee the work.

Wandsworth Council and PremiAir Aviation Ltd were also invited to join the group in the light of their experience with the London Heliport and the new local Consultative Group (LHCG).

The final specification for the study is being drafted currently.

It will include a survey of various types of helicopter currently in use within the UK, and an estimation of the total amount of annual flights. It will also update the 1982 Helicopter Disturbance Study, which comprised a programme of social survey and noise measurement in areas affected by helicopter noise near Aberdeen and Heathrow and Gatwick Airports.

Other issues will include an examination of the relationship between safety rules and noise nuisance and a review of the current regulations and controls in place regarding the control and use of helicopters.

The study will also review the powers available to the regulatory authorities when dealing with noise issues related to helicopters, and consider the need for cooperation between multiple agencies to manage and resolve helicopter noise issues.

The research contract is expected to start in the summer and last six to nine months. The involvement of the Council and PremiAir in the process will ensure that many of the concerns already raised by LHCG members are taken on board in the study.

Responsibility for publication of the final report and associated guidance will rest with DEFRA.

This report is for information.

Steve Mayner
Head of Public Affairs
18th April 2007