

**MINUTES OF THE MEETING OF THE**  
**MARSHALL AIRPORT CAMBRIDGE CONSULTATIVE COMMITTEE**  
**HELD AT MARSHALL AIRPORT CAMBRIDGE ON**  
**WEDNESDAY 19 MAY 2010**

**Present:**

Cllr Raj Shah (Chairman)  
Mr Terry Holloway, Marshall of Cambridge (Secretary)  
Mr John Watkins, Airport Director  
Mr Malcolm Gault, Deputy Airport Manager  
Ms Glynis King, Flight Evaluation  
Mr Bernard Townshend, Queen Edith's Ward  
Mr Tim Bonavia, Quy Parish Council  
Mr Duncan Bickley, Aeromega Helicopters  
Mr Trevor Lewis, Mid Anglia Flying Group  
Mr S D Hardwick, Fulbourn Parish Council  
Dr Mike Gregory, Northside Flying Club  
Mr Nick Tucker, Teversham Parish Council  
Mr Jo Whitehead, Trumpington Residents' Association  
Cllr Frances Amrani, South Cambs District Council  
Mr Myles Greensmith, Cambridge City Council

No representatives from City or District Councils or members of the press/public were present

**Item 1 – Apologies for Absence**

- 1.1 Apologies were received from Mr Roger Crabtree, Mr John Bridge, Cllr Robert Dryden, Cllr John Reynolds, Mr Roger Bourdon, Mr Guy Mills, Mr Ken Hart, Mr Selwyn Anderson, Mr David Kynaston and Mr Allan Coatsworth

**Item 2 – Opening Remarks by the Chairman**

- 2.1 Councillor Raj Shah welcomed members to the meeting.
- 2.2 The Chairman said that finally the decision had been made that Marshall would stay in Cambridge. He noted that this decision had been off and on for some years, and congratulated the Company on remaining at Cambridge. He remarked that obviously politically this decision would please some, whilst displease others, but on behalf of the committee wishes Marshall good wishes and recorded thanks for the efforts made to date in reaching this decision.

**Item 3 – Adoption of Minutes from the Last Meeting**

- 3.1 The minutes of the last meeting held on Wednesday 2 December 2009 were agreed and formally adopted.

**Item 4 – Matters Arising from the last Meeting**

- 4.1 There were no matters arising.

#### **Item 5 – Report from the Marshall Airport Cambridge Director**

- 5.1 The Airport Director said that TriStar flight testing continued to go well and was likely to continue for the next two months or so. Similarly the Hercules programme and flight testing for the Dutch Air Force was going extremely well.
- 5.2 The Airport Director reported that Marshall Business Aviation Centre was being fully utilised and that a number of VIPs had passed through the Airport, including a number of members of the Royal Family in recent months.
- 5.3 The Airport Director reported that with the demise of Coventry Airport, Marshall of Cambridge was no longer associated with the air traffic operations at that airfield.
- 5.4 The Airport Director reported that there had been a reduction in aircraft movements of approximately 32% during the period January to April in comparison to the same period in the previous year. The reduction of movements was generally speaking in the lighter end of the general aviation market and was pleased to report that commercial movements, which particularly included horses, charter flights and executive aircraft were continuing at a consistent level.
- 5.5 The Airport Director reported that the severe weather during January had disrupted airport operations, as had the volcanic cloud.
- 5.6 The Airport Director reported that the main runway would be out of operation from 3 to 12 June for essential maintenance to be undertaken. It was noted that this work would continue on a twenty-four hour basis and that considerable efforts were being made to tell local people about the work, in order to mitigate the number of complaints made. It was emphasised that this work would be carried out in such a way so as to minimise the impact on local residents. Light aircraft would continue to operate from the grass runways.

#### **Item 6– Marshall Airport Cambridge Flight Evaluation Unit Report**

- 6.1 Ms Glynis King provided the Flight Evaluation Unit Report and Analysis dated 19 May 2010. A copy of this is attached.
- 6.2 It was noted that the noise complaints hotline was regularly tested to ensure that it is working properly.
- 6.3 It was noted that some individual letters had been received by the Company in connection with airport noise complaints, some of which were not connected with Marshall Airport Cambridge. It was noted that the Company was eager to maintain a dialogue with anyone complaining about aircraft noise and noted that anonymous complaints were not particularly helpful.

#### **Item 7 – Any Other Business**

- 7.1 All those present were unanimous in their delight that Marshall would be remaining at Cambridge. However, Stan Hardwick remarked that new housing would have to be located somewhere and this was noted as a clear issue for the local authorities. It was noted that Marshall of Cambridge was eager to continue its dialogue with the local authorities about this and to help if possible.
- 7.2 It was noted that the French Aerobatic Team the Patrouille de France would be operating from Marshall Airport Cambridge during the weekend 3/4/5 September in connection with the air display at Duxford. It was noted that arrangements could be made for members of the Consultative Committee to visit the airfield during this time to see the aerobatic team.

**Item 8 – Dates of Future Meeting**

8.1 It was agreed that future meetings would be held at Marshall Airport Cambridge as follows:

**Wednesday 1 December 2010 at 10.00am**

**Wednesday 18 May 2011 at 10.00am**



# MARSHALL AIRPORT CAMBRIDGE CONSULTATIVE COMMITTEE

## FLIGHT EVALUATION REPORT AND ANALYSIS

19<sup>th</sup> May 2010

Calendar Year	Movements	Aircraft Related Complaints	As % of Movements
2006	26,150	45	0.17%
2007	38,900	15	0.04%
2008	42,520	21	0.05%
2009	40,952	49	0.12%
1 Jan – 30 Apr 2010	8,853	10	0.11%

Complaints received from 1 January 2009 to 30 April 2010 by aircraft category:-

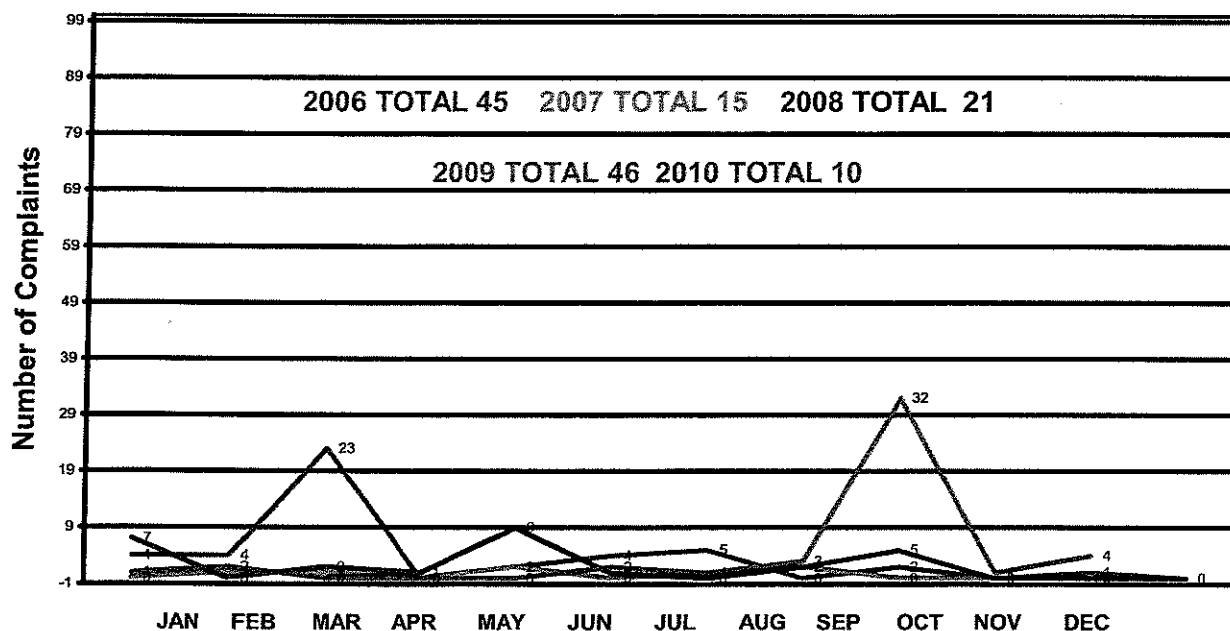
Corporate Executive	General Aviation	Helicopters	Military	Passenger Cargo	Unidentified	Wide bodied
2	2	0	5	0	0	1

There were no complaints to South Cambridgeshire District Council and one to Cambridge City Council.

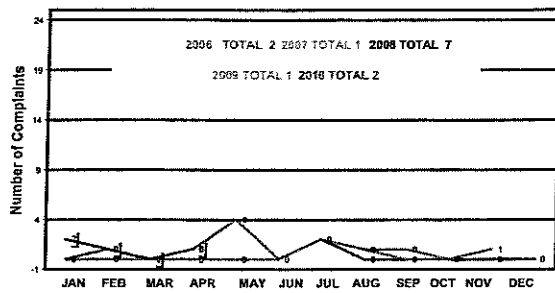
The automated telephone complaints system has continued to work well and is checked and monitored regularly.

The following graph shows the number of aircraft related complaints over the past 4 years and from 1 January to 30 April 2010, followed by individual graphs illustrating by aircraft category

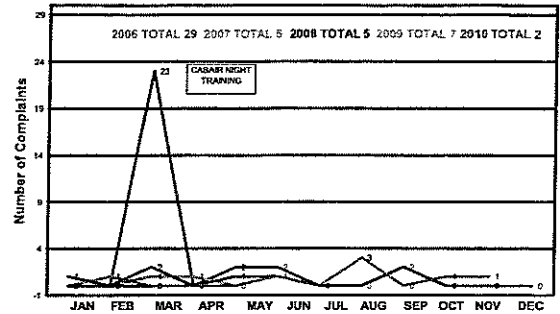
### Monthly Comparison of Aircraft Related Complaints



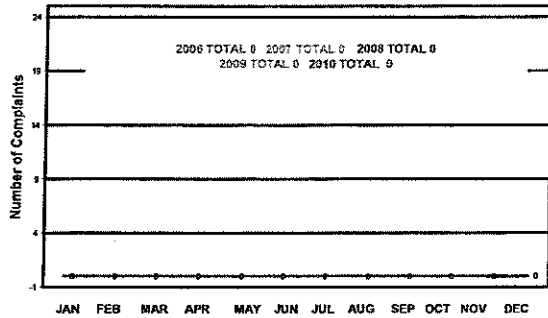
Monthly Complaints for Aircraft Category Corporate/Executive



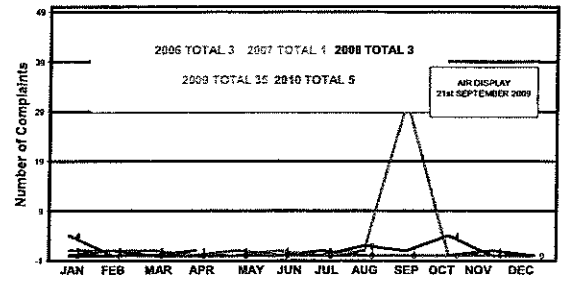
Monthly Complaints for Aircraft Category General Aviation



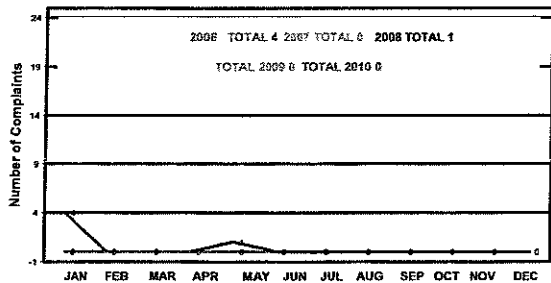
Monthly Complaints for Aircraft Category Helicopter's



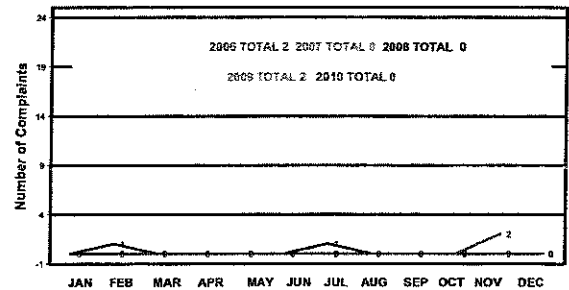
Monthly Complaints for Aircraft Category Military



Monthly Complaints for Aircraft Category Passenger/Cargo



Monthly Complaints for Aircraft Category Unidentified



Monthly Complaints for Aircraft Category Widebodied

