

Supplementary Committee Agenda



**Epping Forest
District Council**

North Weald Airfield and Asset Management Cabinet Committee Monday, 8th November, 2010

Place: Council Chamber, Civic Offices, High Street, Epping

Time: 6.30 pm

Democratic Services: Philippa Sewell, Democratic Services Tel 01992 564532
Email: psewell@eppingforestdc.gov.uk

6. NORTH WEALD AIRFIELD - AVIATION INTENSIFICATION STUDY (Pages 71 - 90)

Attached are the slides from the presentation given by the Halcrow Group Ltd in relation to their first interim report.

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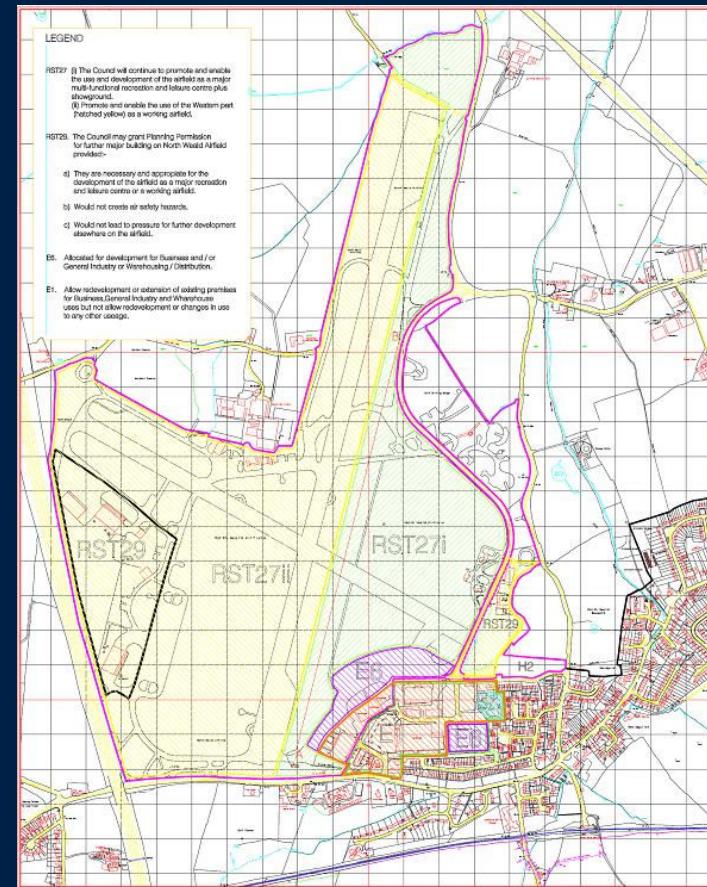
Halcrow Group Limited

North Weald Aviation Intensification Options

Interim Report

8 November 2010

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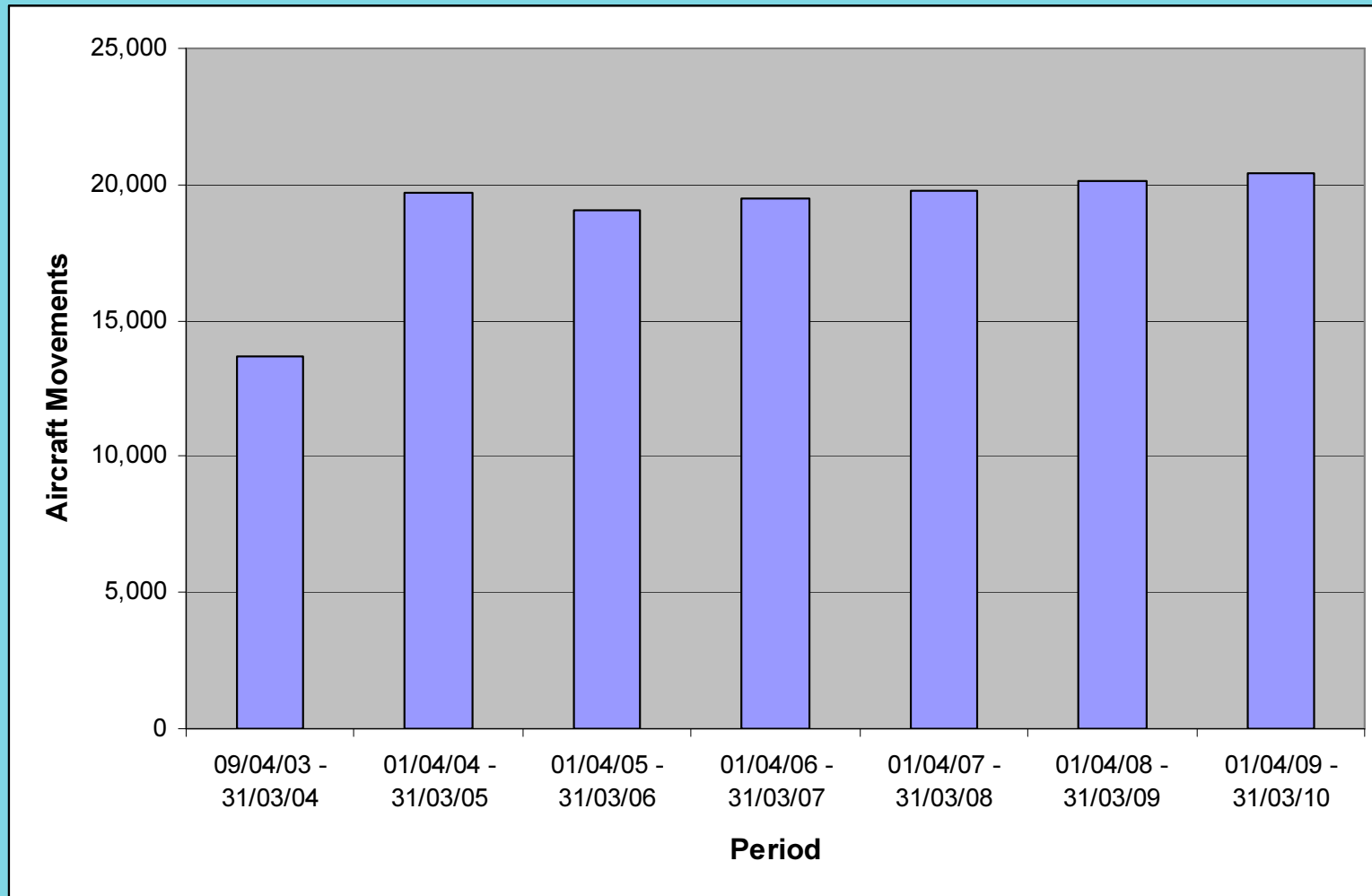
Content

- Objectives
- North Weald Aerodrome today
- Market studies
- Facility requirements, development constraints
- Aerodrome licensing and related issues
- Consultations
- Next steps

Scope

- Assess the potential for increased aviation activity
- Examine existing cost/revenue structure
- Protect existing activities and heritage features
- Target markets, potential revenues
- Facilities required, costs, development constraints
- Aerodrome licensing, pros and cons
- Review safety and security
- Assess local impacts
- Stakeholder consultation

North Weald flying activity



Some comparisons:

- **North Weald:**
 - 20,000 movements, mainly light sport, heritage aircraft
- **Farnborough:**
 - 23,000 corporate and private charter
- **Biggin Hill:**
 - 16,000 corporate and private charter
 - 38,000 aero club
- **Luton:**
 - 15,000 business movements
- **Stansted:**
 - 6,500 business movements
- **London City:**
 - 7,000 private charter movements

NWA financial position 2009-10

Tenants

- Aviation related 7
- Non-aviation 11
- plus other users

Revenues

- Saturday markets 64%
- Rents etc 35%

Cost	2009/10
Employees	357,356
Premises	242,170
Transport	16,601
Supplies & Services	66,063
Third Party Payments	988
Support Services	179,291
Capital	11,939
Total Expenditure	874,408
Total Income	1,326,669
Net Operating Profit	452,261

Market studies

Target markets

- Business aviation; corporate and fractional ownership
- Air taxi (private charter)
- Private operators
- Aviation related activity:
 - hangarage
 - aircraft and systems maintenance
 - aircraft sales
 - vocational training

Indicative Aircraft Types



Hawker Beechcraft King Air 200

2 crew + 7/9 pax



Pilatus PC-12

2 crew + 6/8 pax



Piper Navajo Chieftain

2 crew + 8/10 pax

Indicative Aircraft Types



Cessna Citation Mustang

2 crew + 4 pax



Hawker Beechcraft Premier IA

2 crew + 6 pax

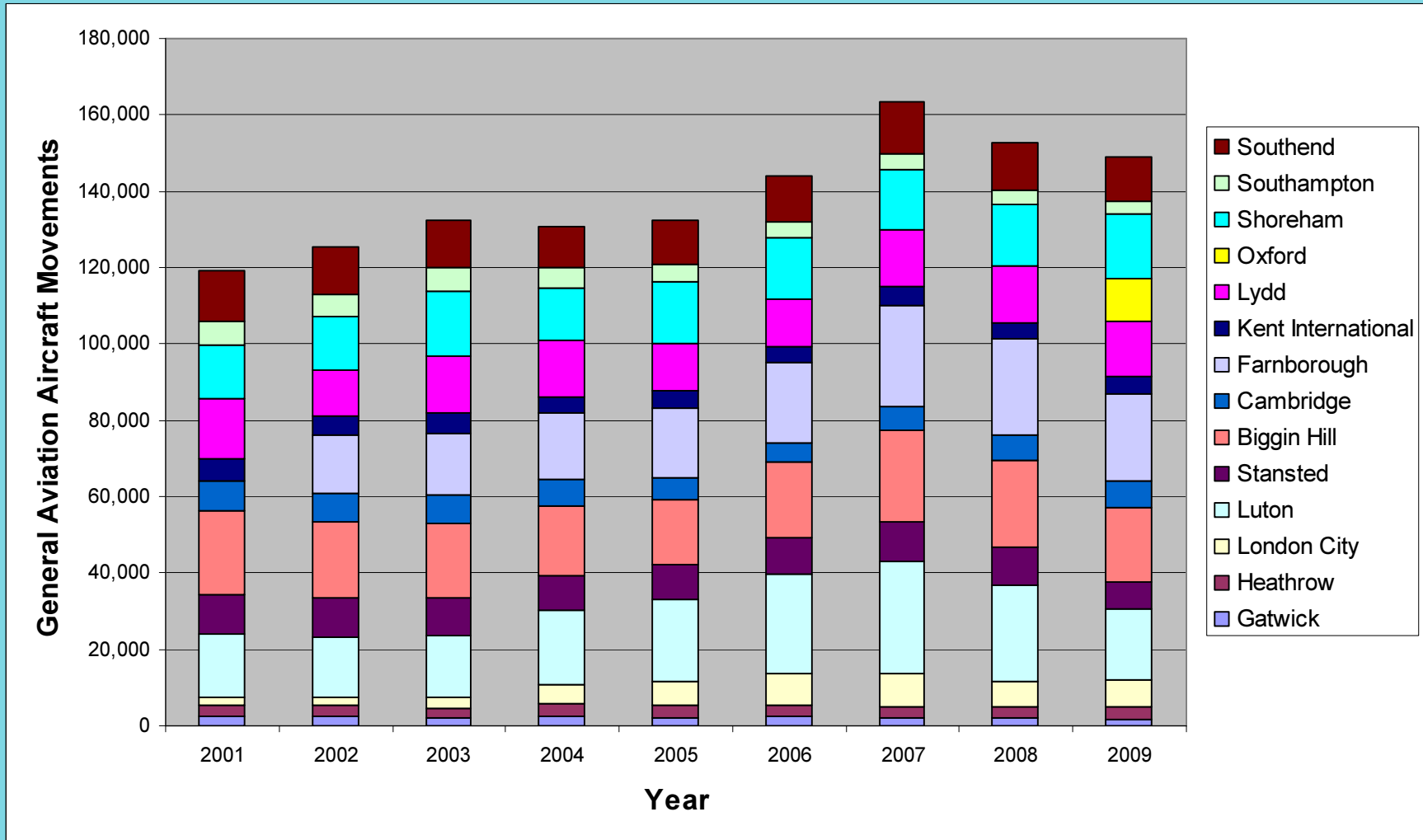


Embraer Phenom 100

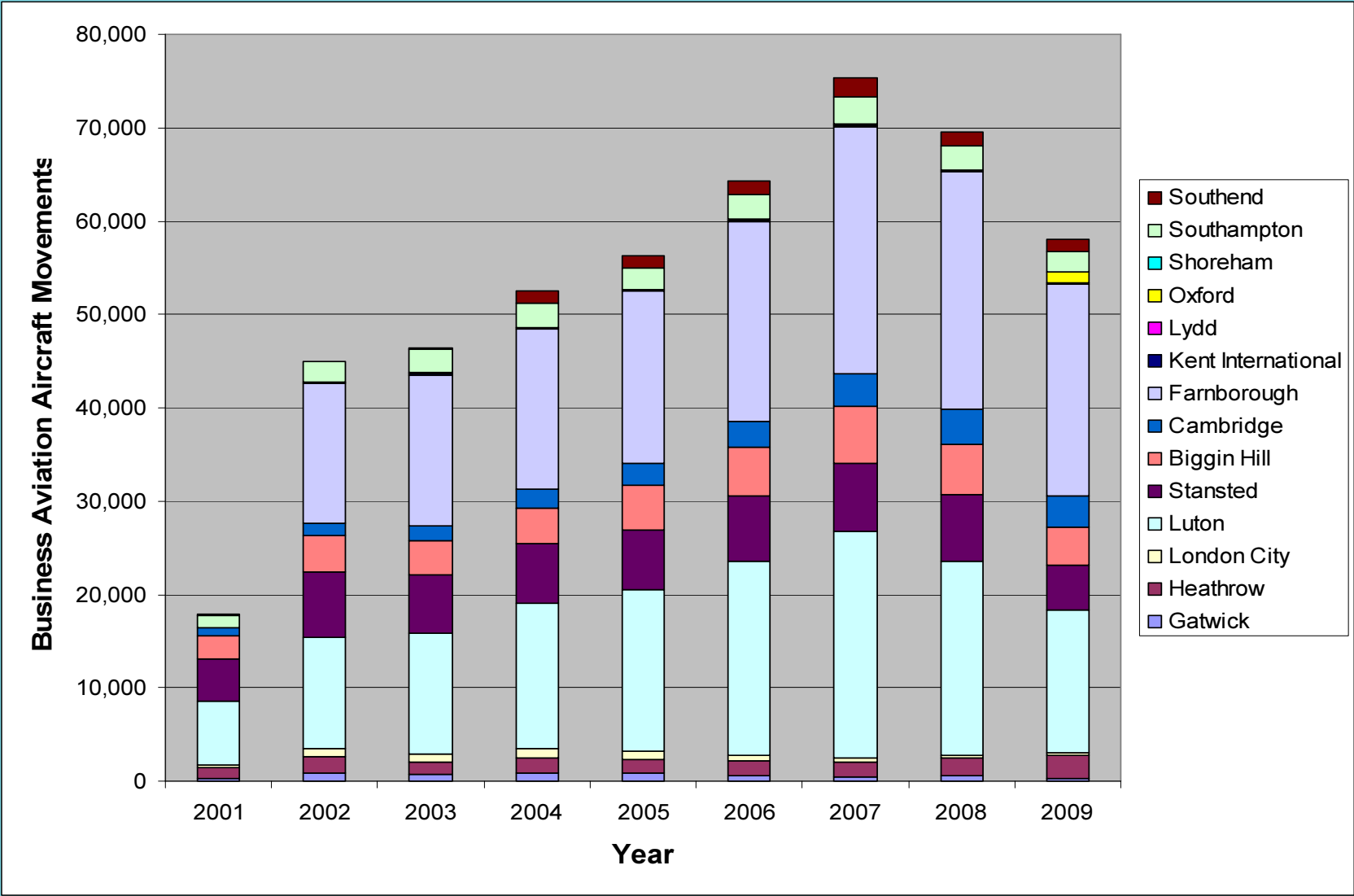
2 crew + 4/6 pax

Market trends – overall GA market

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SE England – Business Aviation Market



Business Aviation Market

Features

- Historical growth
- Recent downturn
- Capacity constraints at major airports
 - Heathrow, Gatwick - no capacity
 - Stansted, Luton - peak period capacity
- Environmental and planning constraints
 - Limits at Farnborough, Biggin Hill
 - Airspace limits at Northolt

Development

Attracting new users:

- Location; access times to business areas
- Reliability of access; airfield lighting, navigational aids
- Safety, licensed aerodrome?
- Terminal facilities
- Hangarage, maintenance
- Security

North Weald – London Market Access

Drive Times (Minutes)

Origin/Destination	North Weald	SEN	STN	LTN	LCY	LHR	LGW	NHT	BQH	FAB
Liverpool Street	50	73	64	64	25	59	68	48	61	81
Canary Wharf	47	67	61	73	20	69	73	57	58	91
Westminster	59	82	73	64	34	51	63	45	60	74
Tottenham Court Rd	58	82	72	61	34	49	69	42	66	72
South Kensington	76	98	89	72	51	47	71	46	70	70
Stratford	42	68	56	71	18	70	74	58	59	92

Key: SEN = Southend, STN = Stansted, LTN = Luton, LCY = London City, LHR = Heathrow, LGW = Gatwick, NHT = Northolt, BQH = Biggin Hill, FAB = Farnborough

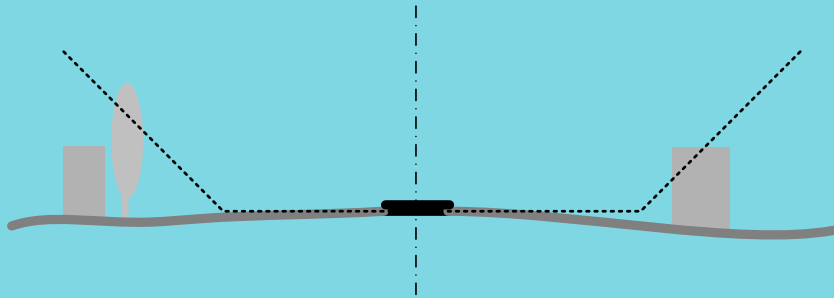
- shortest drive time
- 2nd shortest
- 3rd shortest

Aerodrome licensing

- **Pros and cons**
 - Safety standards
 - Market attraction
 - Capital and operating costs
 - More regulation
- **Options and constraints**
 - Runway length, navigational aids
 - Higher capability/higher cost
- **Airspace**
 - Airways access, Stansted constraints
- **Runway pavements**
 - Life, safety, cost

Aerodrome licensing

- Runway length
- Navigational aids
- Strip width
- Obstacles



Safety and security

- Non-aviation uses on west side
- Access crosses runway end
- Limited access control
- Risk of runway incursion
- Out of hours security
- Public safety during markets



Consultations

Tenants and users

- North Weald Flying Services
- Weald Aviation
- North Weald Airfield Users Group
- Mr David Young

Main concerns/comments

- Preservation of existing aviation uses, access, terms
- Preservation of heritage features and flying activity
- More effective use of asset
- Improved security, land use

Consultations

Local groups

- North Weald Parish Council (including District Councillors)
- Theydon Bois Action Group
- Residents Associations of North Weald, Thornwood and Hastingwood
- North Weald Aviation Heritage (Mr Arthur Moreton)
- Mr Howard Parkinson of Foskett, Marr, Gadsby & Head Solicitors (legal representative for companies based at North Weald Airfield, and some residents groups)
- Telephone/e-mail correspondence with Epping Residents Group, Waltham Abbey Residents Association, Corporation of London

Main concerns/comments

- Preservation of heritage features and activity
- Preservation of open space, appearance, no large-scale development
- Prevention of 'inappropriate' land uses
- Aircraft noise, road traffic

Next steps

- Consult Directorate of Airspace Policy/NATS
- Discussion with operators
- Allocation of costs and revenues
- Pavement inspection
- Costing of options
- Assessment of local impacts
- Business strategy