

# FAREHAM

## BOROUGH COUNCIL

### MINUTES OF THE SOLENT AIRPORT CONSULTATIVE COMMITTEE MEETING

**Date:** 21 October 2025

**Venue:** Collingwood Room – Fareham Borough Council

**Committee Members Present:**

**Fareham Borough Council**

Councillor S Martin (Chairman)  
Councillor M Daniells (Vice-Chairman)  
Councillor S Dugan  
Councillor R Bird  
Councillor J Needham

**Gosport Borough Council**

Councillor S Hammond

**Hampshire County Council**

Councillor P Hayre

**Aerodrome**

Alan Keys - Daedalus Aviation and Heritage Group

**Community**

Brian Mansbridge – Lee-On-The-Solent Residents  
Association  
Ken Mackenzie – Hill Head Residents Association  
Community Group  
Rose Christophersen – Ranvilles Residents  
Community Group

**Also in Attendance:**

**Regional and City Airports (RCA)**

Martyn Francis, Airport Manager  
Marshall Barrand, Projects Director

**Fareham Borough Council**

Richard Jolley, Director of Planning and Regeneration  
Richard Guyver, Daedalus Programme Lead (Airside)

## 1. Welcome and Apologies

Apologies of absence were received from Paul Coppin from the Lee-on-Solent Microlight Club and Stephen Brownlie from the Fareham Innovation Centre.

## 2. Minutes of the Previous Meeting/Matters Arising

The minutes of the meeting held on 27 March 2025 were received.

## 3. Airport Management Matters

### a) Lead Monitoring Presentation

The Head of Environmental Health from Fareham Borough Council addressed the Committee to provide a presentation which summarised the investigations that had been carried out by Officers since the matter of lead monitoring at the airfield was previously discussed at the Committee. A number of questions arose following on from the presentation given, and these are set out below with the responses received.

*Question* – Of the 13 airfields that were contacted, how many are comparable in size to Solent Airport?

*Answer* – All of those selected were comparable, some smaller some bigger but as a range they were broadly comparable to Solent Airport.

*Question* – How do we currently monitor air quality?

*Answer* – The air quality throughout the Borough is tested using data from diffusion tubes.

*Question* – Has the information published by Dr Ashley Mills on lead exposure been considered within the research carried out.

*Answer* - RCA advised that, in their view, the research carried out by Dr Mills is not comparable to the circumstances pertaining at Solent Airport.

Officers explained that until the Government legislate in relation to the use of AvGas fuel that contains lead, then its use will continue in aviation. The presence of lead in the UK is an historic issue and therefore it is expected that lead will be found in the environment. Differentiating between historic causes of lead and new sources is extremely challenging as historic sources caused relatively large environmental release which remains present in the environment.

*Question* – What does the covenant at the airport mean?

*Answer* – The covenant means that the owner of the site must see that it continues as an active airfield to enable the delivery of the Search and Rescue Service by the Maritime Coastguard Agency.

### b) Fuel Strategy Update

Marshall Barrand (RCA) provided an update on the fuel use at the airfield. The following questions arose.

*Question* – what are the set up costs of self-service fuelling?

*Answer* – The prices vary between about £45k and £80k. This depends on fuel types and the accounting software that comes with the self-service equipment.

*Question* – Will insurance premiums be higher, and will there be an increased risk with self-fuelling?

*Answer* – No additional insurance premiums are required with self-fuelling. Self-service fuelling is very common across the world with the understanding that if pilots are competent to fly an aircraft they are competent enough to fuel that aircraft and motivated to protect themselves and the aircraft from harm.

### **c) Airport Operations**

Martyn Francis (RCA) presented details of the airport operations since the last meeting.

No questions or comments were received from the Committee.

### **d) Performance**

Martyn Francis (RCA) presented details of the airport performance highlighting that flights from flying schools continues to increase. The following questions arose.

*Questions* – Has the newly installed aeronautical ground lighting system been approved by the CAA for operation?

*Answer* – Yes

### **e) Compliments and Complaints**

Martyn Francis (RCA) provided an overview of compliments and complaints that have been received by the RCA as Airport Operator.

No questions were received from the Committee

### **f) Safety and Security**

Martyn Francis (RCA) provided an overview of the airport's safety and security record since the last meeting.

No questions were received from the Committee.

### **g) Airspace**

Martyn provided an overview of the airspace activities.

*No questions were received from the Committee.*

## **4. Airport Development**

*The Chairman had to leave the meeting and asked Councillor M Daniells to Chair the remainder of the meeting.*

The Council's Daedalus Programme Lead (Airside) provided a verbal update on the various airport development matters including: -

### **a) Managed Hangarage**

*Question* – what are the timescales for erection of the new hangars?

*Answer* – Officers advised that work is estimated to start in around 12 weeks time, and delivery is planned to be in three phases.

b) Pavements

Officers explained that a survey had been carried out on the airport pavements, a programme of works specified, and the procurement exercise to identify potential contractors to carry out the works should commence soon. Works of this nature are best carried out during good weather, and the hope is that the work will be carried out in Spring 2026.

No Comments or questions were received.

c) West Gate

Officers confirmed that the issues with accessing the West Gate had been resolved. The ANPR system has been disabled, and users have been issued with unique PINs.

No Comments or questions were received.

d) AGL – this was covered in an earlier presentation.

e) Transition arrangements for 1<sup>st</sup> April 2026 and new operator.

Officers advised that there is a lot of work going in behind the scenes to prepare for EGHF Ltd, the new operator, taking over in April 2026. The Aerodrome Licence application was submitted to the CAA two months ago. The ANSP Licence application is to be submitted to the CAA soon. Staff have been made aware of TUPE arrangements and have had several meetings with the new operator. Stakeholder engagement has already begun, including meeting with several Committee Members. There are also plans for the new operator to meet with the various Community Groups before the contract commences.

No Comments or questions were received.

## **5. Any Other Business**

Councillor Bird commented that a lot of questions put forward particularly by the RRCG have been financial matters that do not sit within the Terms of Reference of this Committee (and therefore not in the Minutes). The Chairman explained that these matters are dealt with by the Executive and any Member of the RRCG is welcome to attend meetings of the Executive and to make deputations on agenda items. It was confirmed by the Director of Planning and Regeneration that the unreasonable complaints letter recently sent to the RRCG, does not prevent members of the RRCG making deputations to the Executive, in the same way that any resident of Fareham Borough is able to.

Rose Christopherson from the RRCG asked if a code of conduct could be developed by the Council to ensure that pilots are flying considerately, as the RRCG believe that the Council have a duty of care to do so. Marshall Barrant (RCA) explained that airmanship

codes of flying encompass various rules and practices that govern safe and efficient flight operations. All pilots operate within airmanship codes when flying to/from any airport. Solent Airport is no different. As a FISO unit, Solent Airport instructs all pilots when manoeuvring on the ground, however, once airborne it is not possible to police what pilots do. If they do deviate from the flight path, this is allowed and often necessary to maintain safe flying. The CAA have no issues with the flight safety at the airfield. Councillor Dugan expressed concerns with the suggested approach as the Council would have to police a code of conduct. This would be difficult, it would use resources and this would be hard to justify given the CAA have no concerns.

## **6. Date of Next Meeting**

The next meeting will take place on 30 April 2026 – 10.30am

***A copy of the presentation will be circulated with these Minutes.***

(The meeting started at 2.30pm  
and ended at 4.06pm)

# Solent Airport Daedalus



Consultative Committee  
Update October 2025

FAREHAM  
BOROUGH COUNCIL



# Item 3 – D

## Airport Operations



### Aeronautical Ground Lighting (AGL)

CAA approval received in September 2025 and Airport operating hours extended to 1800 throughout the year and being utilised by the SAR Coastguard Operations out of operating hours.

### Performance Based Navigation

Airspace Change Proposal (ACP) for Performance Based Navigation (PBN) at Stage 2. CAA approved designs and moving to Stage 3 for stakeholder engagement.



Fully staffed in all departments.  
Newest AFISO validated July 25.  
Air Ops



### Hot Fire Training

Members of the Airport Rescue and Fire Fighting team practiced their skills at Fleetlands Heliport fire training facility



# Community, Past & Upcoming Events

Successful events keep Solent Airport at the heart of the community and supporting local charities:



**Easter Fun Day**  
08<sup>th</sup> April 2025  
Family fun Day with Easter activities.  
All proceeds to Charlies Beach Hut



**Solent Airport 5K**  
Over 600 runners  
laced up their trainers and took to the runway at Solent Airport for our third annual Solent Airport 5k raising over £11k.



**Christmas Grotto and activities**  
22<sup>nd</sup> December 2025  
A fun day for families that always receives a very good reception and feedback.  
Proceeds to Charlie's Beach Hut Charity.



**Solent E-Newsletter**  
Stay up to date with events by Signing up to our newsletter.  
E-shots Operator Campaigns



## Community, Other Events



### Solent Airport Safety Day

We hosted our very first drop-in session at Solent Airport, with representatives from Solent Radar, the CAA airspace infringement team, and the NOTAM Office who came in to talk to pilots all things aviation. This event provided an insight into flying in the local area, avoiding airspace Infringements, and developing excellent airmanship in general



### Victory Festival 25

The Victory Festival is in its 5th year having started back in 2021. The event has grown in popularity, and aircraft, becoming one of the must see airshows on the south coast. The event brings together people for the celebration and Entertainment for the commemoration and remembrance of the 80th Anniversary of VE & VJ Days



## Item 3 D - Performance

Year on Year Summary  
01 Apr – 30 Sep 25



Annual Movements	April - September 2024	April - September 2025	Var %
Business Movement	647	842	30%
Company / Corporate / Charter	99	191	93%
Coastguard/SAR	741	760	3%
Flying School	9,400	9,470	1%
GA: private	5,222	5,521	6%
Military	32	34	6%
Maintenance	55	73	33%
Promo	101	80	(21%)
Refuelling	59	9	(85%)
Technical Divert	7	1	(86%)
Weather Divert	12	16	33%

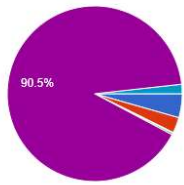
### Flying Schools

	ARRIVALS			AVG FUEL (L)		
	FY25	FY26	Var%	FY25	FY26	Var%
EFT	1255	2205	76%	27659	45129	63%
HAC	574	0	-100%	6778	0	-100%
Phoenix	2394	2322	-3%	27707	29652	7%

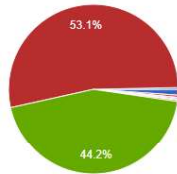
### Fuel sales

Fuel Type	Fuel Sales (Litres)		
	FY25	FY26	YoY Var.
Avgas 100LL	131847	118095	-10%
JET A1	167104	379151	127%
Total	299013	497243	66%

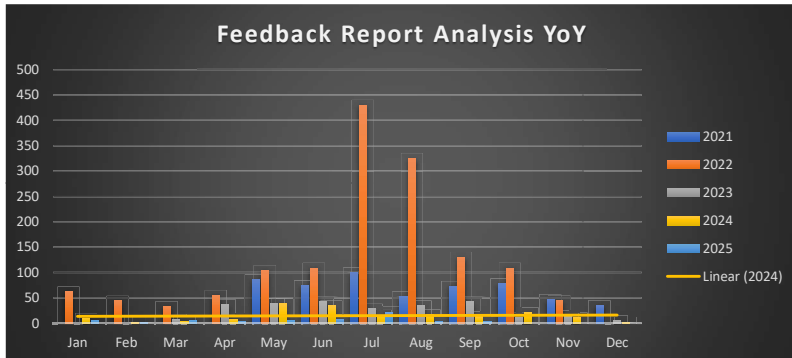
# Item 3 E - Complaints & Compliments Monitoring



- Mr
- Mrs
- Miss
- Ms
- Residents Assoc
- Other



- Stubbington
- Hillhead
- Lee-on-the-Solent (South)
- Lee-on-the-Solent (East)
- Gosport (West)
- Fareham (East)
- Fareham (West)
- Fareham (South)
- Fareham (North)
- Titchfield



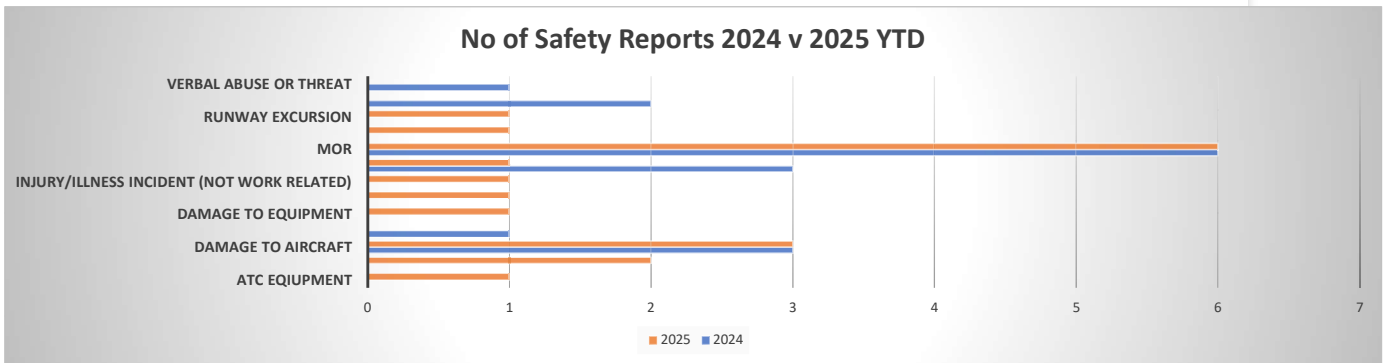
## Feedback reports received:

Month	2021	2022	2023	2024	2025	Var%
Jan		62		10	5	-50%
Feb		44		2	2	0%
Mar		33	8	4	5	25%
Apr		55	37	8	3	-63%
May	86	104	38	38	5	-87%
Jun	74	109	42	34	7	-79%
Jul	99	430	28	16	22	38%
Aug	52	325	34	17	4	-76%
Sep	73	130	42	13	3	-77%
Oct	78	109	12	21		75%
Nov	47	45	15	11		-27%
Dec	35		5	2		-60%
<b>Grand Total</b>	<b>544</b>	<b>1446</b>	<b>261</b>	<b>176</b>	<b>56</b>	<b>-68%</b>

Emails Received Jan 25 to date: 46

Compliments on average 3.7% of all feedback

# Item 3 F -Safety and Security



Incident Type	Apr - Oct	
	2024	2025
ATC Equipment		1
Damage to (Site) Vehicles		2
Damage to Aircraft	3	3
Damage to Airport Infrastructure	1	
Damage to Equipment		1
Environmental Incident		1
Injury/Illness Incident (Not Work Related)		1
Injury/Illness Incident (Work Related)	3	1
MOR	6	6
Near Miss		1
Runway Excursion		1
Runway Incursion	2	
Verbal Abuse or Threat		1



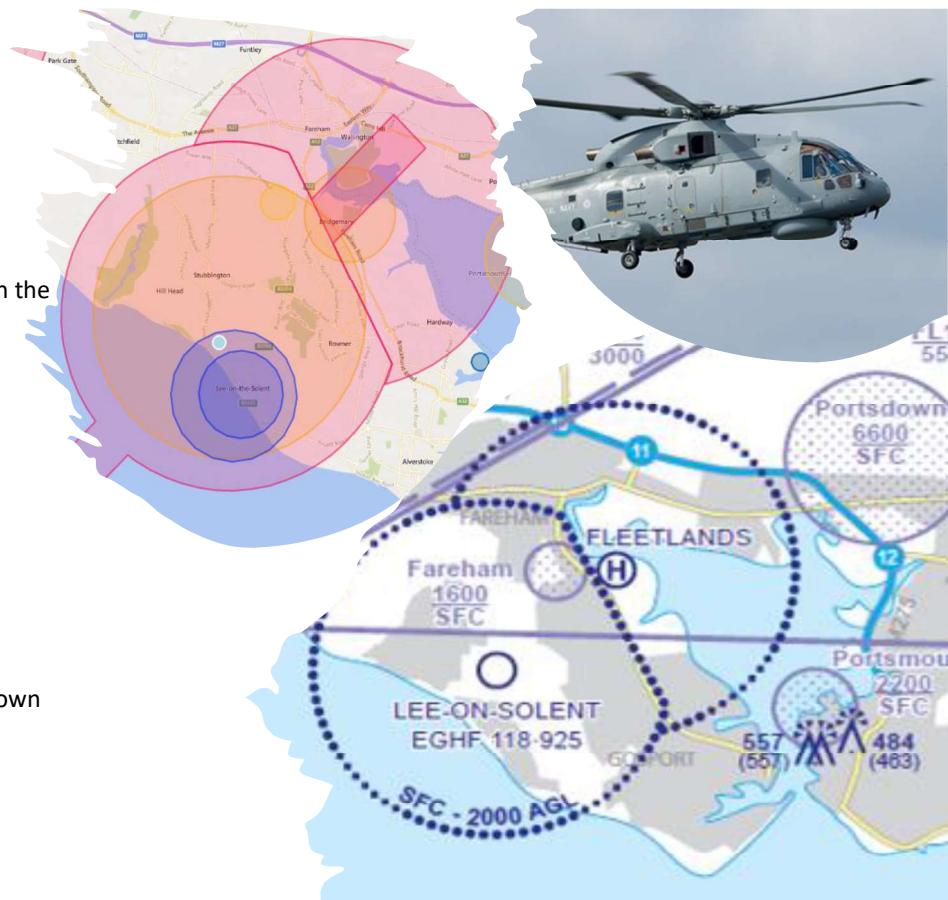
Solent Airport continues to operate safely with occurrence reports being recorded as:  
 2024 = 16  
 2025 = 18  
 \*Apr – Oct 25



The Emergency Planning Committee meet twice annually.  
 Table Top pre-Victory Festival

# Item 3 G - Airspace

- **Drone Permits**
- Issued for Unmanned Air Systems operations within the Flight Restriction Zone:
  - 2024 = 54
  - 2025 = 148
- **Crane Permits**
- Issued (within 6km of the aerodrome):
  - 2024 = 26
  - 2025 = 14
- **Adjoining Airspace**
- Working with Fleetlands Heliport and DTSL Portsdown West for Letters of Agreement for use with PBN application.



# Solent Airport Daedalus



Consultative Committee  
Update October 2025

FAREHAM  
BOROUGH COUNCIL





# Pb Monitoring Exploration

## Background

At 5/11/24 Consultative Committee the following commitment was made:

*“Officers will explore what is happening **UK wide** in relation to **Environmental Health** and **lead monitoring**.”*

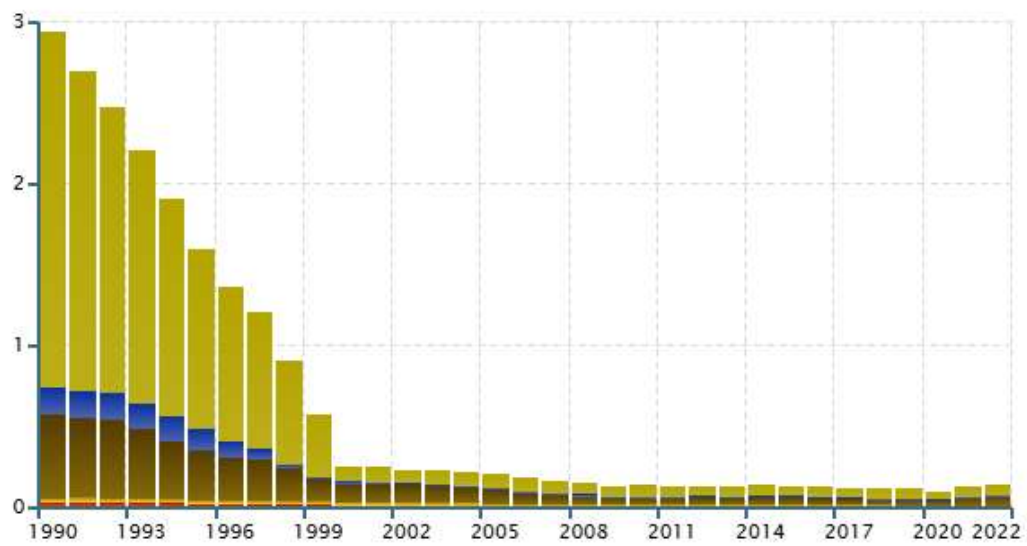
*Officers will explore what is happening in the **UK at similar airfields** in relation to **lead monitoring**.”*

*Use this information to **inform the next steps**”*

# *Environmental Health and lead monitoring*

- No statutory Pb monitoring requirement
- No enforcement power over aircraft emissions
- AVGAS only leaded fuel still permitted - (heritage aviation = cultural activity)
  
- Monitoring in any case wouldn't be straightforward:-
  - Scale of lead in environment
  - Determining cause
    - Passive legacy sources (Baseline Contamination)
    - Remobilisation (Baseline Contamination)
    - New sources:
      - Tyre and brake wear
      - Iron and steel production
      - Other
- Would require a modelling approach to likely exposure which is prohibitively costly  
With no real objective or benefit

### Lead (kilotonne)



- Energy - Mobile Combustion
- Other Stationary Combustion
- Production Processes
- Transport
- Iron and Steel
- Other industrial combustion: Lubricants
- Public Electricity and Heat Production

## *Other similar airfields and lead monitoring*

- 107 Aerodromes in UK sell AvGas
  - None advertise that they carry out monitoring
  - 13 contacted and confirmed this
  - Greenergy (supplier of AvGas) not aware of monitoring
- Avgas In UK 40,500,000l pa
  - Average per site is 378,505l
  - Daedalus is 200,000l ~1/2 average, means some must be higher users

## *Other factors*

- Any study would need to control confounding factors
- Long timescales and prohibitively high cost
- “There are no safe levels” - “There is no statutory control”
- Happens in many situations. Consensus to adopt a balanced and pragmatic approach
  - Frameworks such as: ALARA/ALARP/SFAIRP
- Protect the asset/public funds
- Not breach contract/obligations
- Statutory Obligations - none

## *Possible Options (problems)*

1. Do nothing (nil cost but unresolved concern)
2. Carry out monitoring and make decision based on findings (large cost & long timescale)
3. Stop sale of AvGas but allow aircraft who use it (loss of revenue no change to fuel usage)
4. Stop sale of AvGas and ban aircraft who use it (loss of revenue no change to fuel usage)
5. Close airfield (breach of covenant)
6. Introduce UL91/UL94 (reduce but not eliminate issue)

# Solent Airport Daedalus



Consultative Committee  
Aviation Fuel @ Solent Airport

Update 21<sup>st</sup> October 2025

FAREHAM  
BOROUGH COUNCIL



# Fuel Operations Airport Objective

---

- To ensure a secure, efficient, and cost-effective supply of aviation fuel.
- Meets current and future demand
- Complies with regulatory and environmental standards.



## Fuel “Strategic Goals”



- **Fuel Security:** Maintain a reliable and uninterrupted fuel supply.
- **Operational Efficiency:** Optimise refuelling turnaround and reduce congestion.
- **Scalability and future proofing:** Plan for future expansion based on airport growth projections.
- **Environmental Compliance:** Adhere to environmental regulations and sustainability goals.
- **Safety & Risk Management:** Minimise operational and environmental risks

## Fuel Key Components



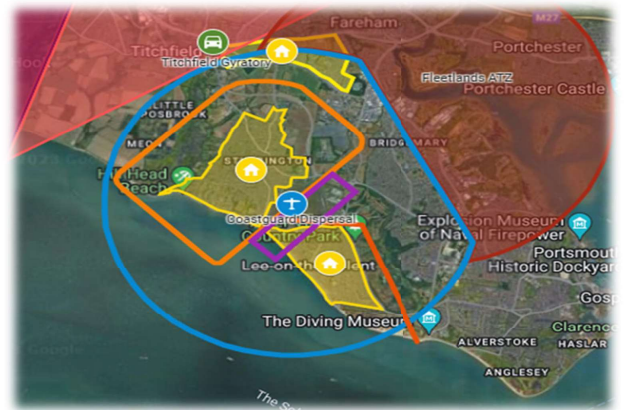
- **Storage Capacity:** Sufficient to support 5–7 days of average operations minimum, with redundancy
- **Pipeline/Delivery Logistics:** Efficient fuel receipt (maintained to expected standards for aviation fuel) via contracted supplier Bridgers
- **Distribution Network:** Bridger/towable bowser-based fuelling, based on airport size
- **Infrastructure Resilience:** Backup power, fire suppression, and containment systems (catchment and interceptor)
- **Technology Integration:** Automated monitoring, self-serve system, and leak detection

## Fuel & Stakeholder Coordination

**Infrastructure Investment:** Support from Shareholder

**Regulatory Bodies:** CAA, JIG Standards, EA, Registered Dealers in Controlled Oil (RDCO), Government requirement, for compliance and approvals

**Fuel Suppliers:** Secure long-term contracts and supply chain visibility



# Fuel Sustainability Considerations & Financial & Investment Planning

## **Sustainability**

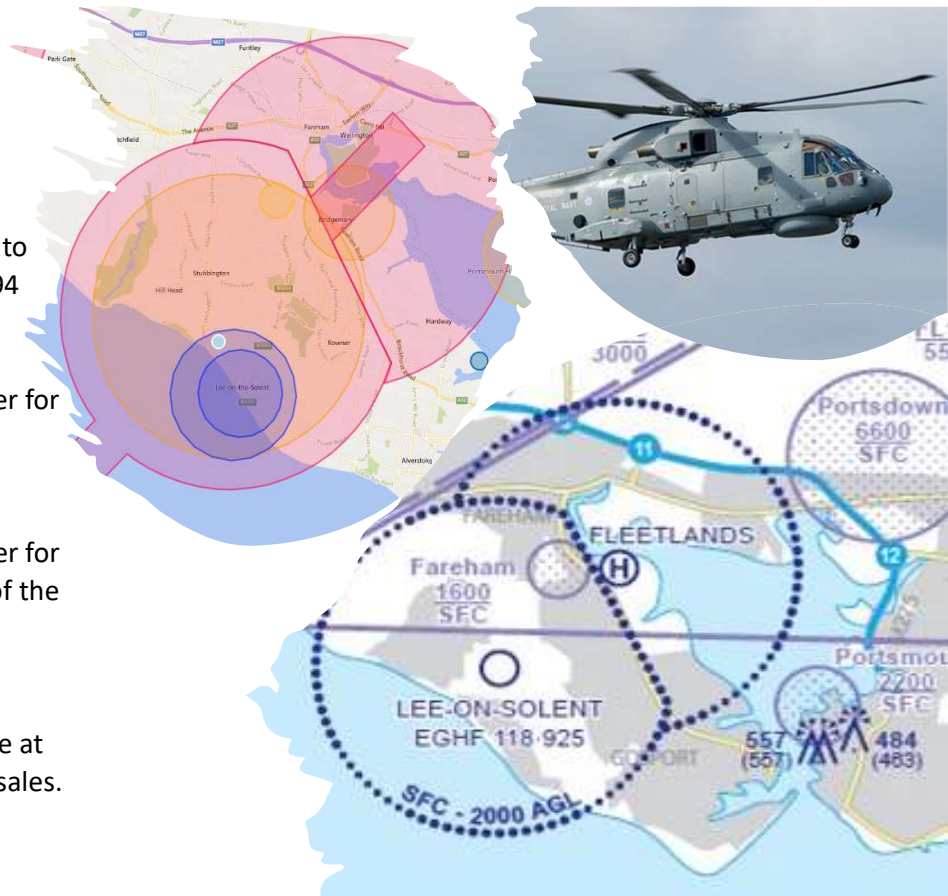
- Introduction of no lead UL91 or UL94 fuel as long term replacement for Avgas 100LL
- Future use of sustainable aviation fuel (SAF) and infrastructure readiness for SAF blends with JETA1 Fuel
- Adoption of energy-efficient systems (e.g., solar, electric pumps)
- Minimising spills and emissions through design and operations.

## **Financial & Investment Planning**

- Capital expenditure & Operational expenditure Management: Balancing up-front costs with long-term savings.
- Revenue Opportunities: Fuel throughput fees and future storage leasing of assets

## Solent Airport Fuel Development Options

- Convert static 20k Avgas 100LL tank at farm to receive and dispense UL91 or long term UL94
- Purchase a new towable 2k+ capacity bowser for dispensing UL91 or UL94
- Sell out of service or repurpose JetA1 bowser for Avgas 100LL or use funding to offset some of the costs in items in options 1, 2
- Explore options for introduction of self-serve at farm to cover UL91, UL94, 100LL and JetA1 sales.



## **In considering the future development plan we needed to address**

- Cost and lead-time for a new towable bowser for UL91, or UL94
- Were we to re-purpose the tank from the out of service Jet A1 bowser – what is the cost and lead-time and are we dependent upon one supplier to repurpose
- Where could we position an additional tank with minimal disruption to the existing tanks (recognising repositioning existing static tanks could be too disruptive and expensive to process)
- What is the lead-time on the new static tank
- If self-serve deferred, how will the airport futureproof what it does to continue to develop operational capability
- Bund/Catchment requirements, & sampling station for UL91, or UL94

# Solent Airport Daedalus



Consultative Committee  
Aviation Fuel @ Solent Airport

Update 21<sup>st</sup> October 2025

FAREHAM  
BOROUGH COUNCIL

