

[REDACTED]
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8 May 2017
Reference: F0003150

Dear [REDACTED]

I am writing in respect of your recent request of 2 April 2017, for the release of information held by the Civil Aviation Authority (CAA). Your request has been considered in line with the provisions of the Freedom of Information Act 2000 (FOIA).

Your request:

1. What are the terms and conditions of the latest licence granted by the CAA for the Battersea Heliport?

The terms and conditions of the latest licence issued to The London Heliport at Battersea can be found on the CAA website under Ordinary Licences and boundary maps: <http://www.caa.co.uk/Commercial-industry/Airports/Aerodrome-licences/Licences/Aerodrome-licences-and-boundary-maps/>

2. What fees were paid for this licence?

The heliport is subject to an annual licensing fee charge. The aerodrome licensing annual charge for The London Heliport for 2016/17 was £9,808. The charge for 2017/18 is £9,955.

3. When was this latest licence issued, what if any changes were made to the previous licence at that time, and when is the current licence due to expire?

The latest licence was issued on 1 May 2012. The latest licence was issued due to a change to the licence holder's address. The licence does not expire unless we revoke it or the aerodrome surrenders it.

4. On what grounds could the CAA revoke/withdraw its licence?

The CAA would revoke a licence where it was no longer satisfied that the aerodrome operator is competent to ensure continued aviation safety or where we had significant concerns over aviation safety.

5. In each of the last ten years what was the volume of helicopter movements into and out of Battersea Heliport?

Please refer to Attachment 1, where you will find The London Heliport's total aircraft movements in each of the last 10 years. This and additional flight movement information is available on the CAA website at <http://www.caa.co.uk/Data-and-analysis/UK-aviation-market/Airports/Datasets/UK-airport-data/>

6. What percentage of movements in each of the last ten years involved (a) Police (b) armed services (c) medical rescue helicopters?

The information requested is not held by the CAA.

7. What percentage of movements in each of the last ten years involved tourists/sightseeing/circular flights into and out of Battersea Heliport?

The information requested is not held by the CAA.

8. How does the CAA ensure that the operational terms of its licence for Battersea Heliport are adhered to?

The CAA conducts periodic regulatory oversight audits to ensure the aerodrome and its airspace remain safe for use by aircraft and that they continue to meet the agreed licensing criteria.

9. How frequently is the CAA physically monitoring: (a) the operations of the heliport's ground services (b) the procedures actually used by pilots of helicopters in approaching/landing/idling/taking off at Battersea Heliport?

(a) The CAA conduct an audit of the heliport's ground infrastructure and procedures every 18 months.

(b) Commercial helicopter operators' standard procedures are contained within their operations manuals which are overseen by the CAA. These procedures are inspected for new operator applications and are then sampled throughout the CAA's oversight inspecting cycle over a two year period.

10. On what economic grounds did the CAA conclude it was reasonable and justified to licence the Battersea Heliport to operate for 16 hours a day, for seven days a week, in the middle of a densely populated area; the City of London heliport having been closed down over 30 years ago?

The purpose of the licensing process is to satisfy the CAA that the physical condition of the aerodrome and the facilities provided are safe for use by aircraft, and that the applicant for the licence is able to ensure a safe operation. The economic grounds do not form part of the CAA's safety assessment during the processing of an

application for an aerodrome/heliport licence. You may wish to contact your local planning authority with regard to this question.

11. In view of the increasing number of residential towers in the vicinity of Battersea Heliport what is the CAA doing to ensure that all commercial helicopters remain at least 500 feet until arriving immediately above the Heliport and then descending vertically? (NB. It is described as “the vertical gateway to London”).

When taking off and landing at an aerodrome the rules relating to 500ft do not apply.

Pilots of civil-registered aircraft must comply with the Standardised European Rules of the Air and the UK's Rules of the Air Regulations 2015; these regulations are devised to ensure the safety of those in the air and on the ground. Aircraft are not permitted to fly over a congested area of a city, town or settlement below a height of 1,000 feet above the highest fixed obstacle within a horizontal radius of 600 metres of the aircraft. Away from congested areas, aircraft are not permitted to fly within 500 feet of any person, vessel, vehicle or structure. It should be noted that this is a minimum distance, not a minimum height; the distance can be measured in any direction, not necessarily vertically. These rules are relaxed for aircraft flying in accordance with normal aviation practice for the purpose of landing and taking off.

12. What controls over excessively noisy helicopters (when flying too low when coming into land) are in place or planned?

Aircraft noise is not a statutory nuisance in the UK and it is specifically excluded from the Environment Act; consequently, we do not have the legal power to prevent aircraft flying over a particular location or at a particular time for environmental reasons (except when considering proposals to change the structure of controlled airspace, which is not a factor in this case). The London Heliport has developed a 'Fly Neighbourly Policy' in an effort to mitigate the impact of their operations and this is published on their website at <http://www.londonheliport.co.uk/operator/pilot-information/>.

If you are not satisfied with how we have dealt with your request in the first instance you should approach the CAA in writing at:-

Caroline Chalk
Head of External Information Services
Civil Aviation Authority
Aviation House
Gatwick Airport South
Gatwick
RH6 0YR

caroline.chalk@caa.co.uk

The CAA has a formal internal review process for dealing with appeals or complaints in connection with Freedom of Information requests. The key steps in this process are set in the attachment.

Should you remain dissatisfied with the outcome you have a right under Section 50 of the FOIA to appeal against the decision by contacting the Information Commissioner at:-

Information Commissioner's Office
FOI/EIR Complaints Resolution
Wycliffe House
Water Lane
Wilmslow
SK9 5AF
<https://ico.org.uk/concerns/>

If you wish to request further information from the CAA, please use the form on the CAA website at <http://publicapps.caa.co.uk/modalapplication.aspx?appid=24>.

Yours sincerely

Rihanne Stephen
Information Rights Officer

CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

- The original case to which the appeal or complaint relates is identified and the case file is made available;
- The appeal or complaint is allocated to an Appeal Manager, the appeal is acknowledged and the details of the Appeal Manager are provided to the applicant;
- The Appeal Manager reviews the case to understand the nature of the appeal or complaint, reviews the actions and decisions taken in connection with the original case and takes account of any new information that may have been received. This will typically require contact with those persons involved in the original case and consultation with the CAA Legal Department;
- The Appeal Manager concludes the review and, after consultation with those involved with the case, and with the CAA Legal Department, agrees on the course of action to be taken;
- The Appeal Manager prepares the necessary response and collates any information to be provided to the applicant;
- The response and any necessary information is sent to the applicant, together with information about further rights of appeal to the Information Commissioners Office, including full contact details.

Table 3.2

Aircraft Movements 2016 - 2006 (in thousands)

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Percentage change on past year
London Area Airports												
GATWICK	263	267	264	252	241	251	247	251	260	268	281	5
HEATHROW	477	481	479	466	455	481	475	472	473	474	475	0
LONDON CITY	79	91	95	77	69	69	71	74	76	85	85	0
LUTON	116	120	118	99	95	98	97	96	102	114	129	13
SOUTHEND	39	40	37	32	27	25	28	29	31	24	23	0
STANSTED	207	208	193	168	155	148	144	146	157	169	180	7
Total London Area Airports	1,182	1,208	1,185	1,093	1,041	1,072	1,061	1,068	1,099	1,133	1,173	4
METRO LONDON HELIPORT												
	14	13	11	8	8	8	7	8	9	10	11	10
Other UK Airports												
ABERDEEN	117	122	120	110	102	109	115	118	124	112	96	-14
BARRA	1	1	1	1	1	1	1	1	1	1	1	30
BELFAST CITY (GEORGE BEST)	39	43	43	39	40	42	37	38	37	42	42	2
BELFAST INTERNATIONAL	78	77	78	69	61	57	58	54	51	52	55	6
BEMBRIDGE	12	13	15	17	16	-	-	-	-	-	-	-
BENBECULA	4	5	5	5	4	4	4	4	4	4	4	4
BIGGIN HILL	65	69	62	58	50	47	44	41	45	50	53	5
BIRMINGHAM	120	115	112	101	95	93	93	96	97	98	113	15
BLACKPOOL	66	59	54	53	51	49	47	41	33	33	34	2
BOURNEMOUTH	76	72	79	83	55	52	51	47	43	43	37	-14
BRISTOL	85	76	77	70	69	66	61	65	64	68	74	8
CAMBRIDGE	27	39	43	40	24	22	17	20	20	19	20	5
CAMPBELTOWN	4	4	2	2	2	2	2	2	2	2	1	-4
CARDIFF WALES	42	44	37	27	26	29	27	25	26	25	26	5
CARLISLE	22	23	20	21	18	15	17	17	16	18	20	8
CITY OF DERRY (EGLINTON)	12	12	13	10	10	8	7	7	6	5	5	9
COVENTRY	62	55	56	51	7	30	40	42	43	39	42	8
DONCASTER SHEFFIELD	11	13	13	11	11	12	12	11	12	12	16	34
DUNDEE	37	37	36	39	37	37	41	40	36	39	37	-5
DURHAM TEES VALLEY	56	58	45	25	21	21	18	18	18	19	21	13
EAST MIDLANDS INTERNATIONAL	89	94	93	83	69	75	75	77	77	77	74	-4
EDINBURGH	127	128	126	116	109	113	110	112	110	115	122	6
EXETER	52	50	44	38	34	31	31	31	33	33	41	22
GLASGOW	110	108	100	85	78	78	80	80	84	91	98	8
GLOUCESTERSHIRE	83	79	77	68	68	67	74	74	74	74	83	12

Table 3.2 (Continued)

Aircraft Movements 2016 - 2006 (in thousands)

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Percentage change on past year
Other UK Airports												
HAWARDEN	27	23	23	19	18	19	19	16	14	15	18	24
HUMBERSIDE	38	39	38	35	33	27	26	27	28	26	23	-11
INVERNESS	41	39	41	30	28	31	32	29	28	30	30	2
ISLAY	3	3	3	3	3	3	3	3	3	3	3	1
ISLES OF SCILLY (ST.MARYS)	13	14	13	13	12	12	11	12	11	12	13	8
ISLES OF SCILLY (TRESKO)	3	3	3	2	2	2	2	-	-	-	-	-
KIRKWALL	15	16	16	16	15	14	14	14	14	14	15	2
LANDS END (ST JUST)	13	15	12	8	10	9	7	9	7	10	11	7
LEEDS BRADFORD	67	65	62	54	52	52	47	46	43	43	44	3
LERWICK (TINGWALL)	2	2	2	2	2	2	2	2	2	3	2	-13
LIVERPOOL (JOHN LENNON)	91	87	85	79	68	69	60	56	52	56	62	12
LYDD	20	25	21	22	21	18	17	16	20	20	22	10
MANCHESTER	230	223	205	173	159	167	169	169	171	173	192	11
MANSTON (KENT INT)	17	22	19	19	16	19	15	18	6	-	-	-
NEWCASTLE	82	79	73	69	67	65	61	60	59	56	56	1
NEWQUAY	11	11	12	13	12	7	5	5	9	23	30	33
NORWICH	53	54	48	42	37	39	40	41	37	36	37	3
OXFORD (KIDLINGTON)	-	-	-	36	38	41	40	38	42	44	41	-8
PENZANCE HELIPORT	7	7	6	5	5	5	4	-	-	-	-	-
PLYMOUTH	25	18	20	20	18	12	-	-	-	-	-	-
PRESTWICK	48	48	43	34	33	28	26	24	26	23	26	13
SCATSTA	12	13	13	14	14	14	16	15	14	12	8	-35
SHOREHAM	69	70	61	61	60	61	55	56	54	49	51	5
SOUTHAMPTON	56	54	51	46	45	46	43	41	40	39	43	9
STORNOWAY	12	13	13	12	11	11	12	11	11	11	11	-3
SUMBURGH	12	14	15	12	11	12	14	17	18	17	21	23
SWANSEA	25	27	33	31	36	27	36	21	14	9	11	25
TIREE	1	1	1	1	1	1	1	1	1	1	2	31
WICK JOHN O GROATS	7	6	7	6	5	5	5	8	6	5	4	-6
Total Other UK Airports	2,395	2,385	2,287	2,100	1,892	1,878	1,845	1,814	1,786	1,802	1,895	5
Total All Reporting UK Airports	3,591	3,606	3,484	3,202	2,941	2,959	2,913	2,889	2,894	2,945	3,079	5
Non UK Reporting Airports												
ALDERNEY	15	15	13	13	13	12	10	10	11	10	10	0
GUERNSEY	54	60	59	58	56	56	51	49	43	40	40	-1
ISLE OF MAN	49	46	41	41	37	34	33	30	28	29	28	-4

Table 3.2 (Continued)

Aircraft Movements 2016 - 2006 (in thousands)

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Percentage change on past year
Non UK Reporting Airports												
JERSEY	70	72	76	64	62	61	57	55	50	47	47	1
Total Non UK Reporting Airports	188	192	190	175	167	164	151	145	132	126	125	-1

Notes

- (a) Newquay began reporting January 2004.
- (b) Doncaster Sheffield began reporting March 2005.
- (c) Oxford (Kidlington) began reporting January 2009.
- (d) Coventry closed December 2009 and reopened September 2010 for Non Commercial activity.
- (e) Plymouth Airport closed December 2011
- (f) Penzance Heliport closed October 2012

Please note that figures may change overtime as each new version is produced. Information relating to an airport that has ceased to handle regular traffic/closed will be excluded from this table completely. For data concerning historical years it is recommended that you use earlier produced versions of this table.