

BLACKBUSHE AIRPORT CONSULTATIVE COMMITTEE

MINUTES OF THE MEETING HELD AT 19:30 ON THURSDAY 21st MARCH 2019 AT THE TYTHINGS, YATELEY

Present:

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| Mike Pearson | Chair [MP] |
| Cliff Hawkins | Vice Chair [CH] |
| Chris Gazzard | Blackbushe Airport [CG] |
| Cameron Ogden | Blackbushe Airport [CO] |
| Cllr Liz Corps | Rushmoor Borough Council [LC] |
| Cllr Terry Hunt | Blackwater and Hawley Town Council [TH] |
| Cllr David Simpson | Hampshire County Council [DS] |
| Tony Hocking | Yateley Society [TH] |
| John Cowley | Yateley Society [JC] |
| Cllr Diane Harvey | Hartley Whitney Parish Council [DH] |
| Christabelle Munford | AirFirst Flying School, Blackbushe Airport [CM] |
| Clare Silcock | Secretary [CS] |

| | | Action required by |
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| 1 | APOLOGIES FOR ABSENCE 1.1 Sheila Davenport | |
| 2 | MINUTES OF THE MEETING HELD ON 3rd OCTOBER 2018 2.1 MP opened the meeting by explaining what the purpose of the BACC was. 2.2. The minutes of the meeting held on 3 rd October 2018 were agreed as a true record Proposed by LC and seconded by TH. | |
| 3 | MATTERS ARISING FROM MEETING HELD ON 3rd OCTOBER 2018 3.1 MP went through the previous meeting's minutes and it was noted that one point had been unactioned due to illness – DS had not managed to speak to County about the security issues BBS had been experiencing. CO confirmed that, following the previous meeting where DS had raised the point about applying directly to the Secretary of State on the issue of deregistration, further discussions had been had about the process and that the only option available to the Airport was to apply to PINs. 3.2 CG shared with the meeting a safeguarding map – the areas in green and red were in the immediate vicinity of the airport. Then within the yellow area any building/ crane etc.. > 150ft high had to be reported to the Airport. Blackbushe Airport (BBS) experiences very few reports of this. | |

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| | <p>3.3 It was noted that the All Party Parliamentary Group (APPG) for General Aviation (GA) has 209 members, the largest ever group which suggests cross party support for GA in all areas.</p> <p>3.4 It was noted that the Supercar event previously announced and due to happen in May 2019 has unfortunately been cancelled.</p> | |
| 4 | <p>AIRPORT MANAGER'S REPORT (presentation attached)</p> <p>4.1 Finances - 2018 has been an encouraging year even with the loss of the Airport's biggest customer, Blink/Wijet. There has been an increase of 14.7% in visitor landings, particularly in the second half of the year. AVGAS sales have been exceptional, although JET has been down by 26%. Unfortunately, costs have been significant with some resurfacing required and a lot of work on the lighting system, which is now working at 100%.</p> <p>2019 has started very positively, helped by the good weather, with record fuel sales. Movements are back up to 2009 levels with GA seemingly recovering after the recession. The flying schools have increased their bookings by 40% this year. As a result, the Airport's operating loss has already reduced by 14.2% vs 2018 at this point.</p> <p>4.2 The annual movements for 2018 reached more than 30,000 and analysis of where the customers come from/go to shows 219 unique destinations. There is a customs presence at the Airport meaning BBS can benefit from many international flights.</p> <p>4.3 The tenants and pilots based at BBS all have ID badges now and people come from a fair distance to work/ fly at BBS (see reach of BBS map in presentation).</p> <p>4.4 Security – Winter is generally worse due to darkness starting so early. CG went through the security issues as detailed in his presentation. DS questioned whether it was worth taking civil action on the perpetrators that the airport had identified, but it was deemed by CG not to be worth the time, cost and aggravation that would cause. The Individual has been banned from the site and any further sightings of him will result in him being treated as a trespasser. This on the advice of the police.</p> <p>To summarise there are regular break-ins usually accessing through the fence at the end of the runway. The people usually wear balaclavas and have been stealing fuel and, on one occasion, avionics from the resident aircraft. Some fuel tanks were damaged due to the caps being left off by the thieves and water and snow then got in. The Airport has had extra BCA security on site throughout the night, which has helped. More cameras have been installed as a deterrent and automatic lights have been put on buildings. It is obviously concerning as some owners have been tempted to take their aircraft away if they cannot be assured of its safety.</p> | |

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| | <p>DS commended CG for a very comprehensive report and asked if security has always been an issue for the Airport or is this something new? The MD of AirFirst CM answered as she had been at the airport for the last 14 years and said that thefts have been on-going with fuel being a target throughout her time. CO also explained that when BCA had owned the whole site, they had security patrolling throughout the night including the Airport. Since he had owned the Airport, BCA have recently started helping with security again as their cars are also a target given that the thieves have often tried to access BCA via the Airport land. Unfortunately, the cost of the Airport providing their own security throughout the night is too costly to justify at this moment in time.</p> <p>LC asked if the security issue has caused a problem in affecting movements. CG said that potentially the jet traffic could well be affected. Some have commented that they would rather park at Farnborough due to the tighter security there.</p> <p>MP commented that security is an issue at airfields in general and unfortunately there is an expectation by Airfield owners that some infringement on the boundaries may well occur unless there is the ability to put up high fences.</p> <p>4.5 Noise Complaints – Since the last BACC meeting the Airport website noise complaint page has been updated with a map giving exclusion areas and circuit information. There has been a lot less noise complaints over the last 6 months, but Winter is historically a period when there are less due to there being less flying and people are not sitting outside, and have their windows closed. Only 2 of the 8 complaints listed were BBS planes.</p> | |
| 5 | <p>BLACKBUSHE AIRPORT UPDATE ON COMMON LAND DEREGISTRATION</p> <p>The Planning Inspectorate (PINS) Public Inquiry is scheduled for 2nd April 2019 and is set to run for 3-4 days. All of the Airport's documents can be viewed on the BBS website.</p> <p>There are 8 objectors including the Open Spaces Society, Peter Tipton, Cllr David Simpson and Cllr Adrian Collett who will be attending the meeting. The other 4 have not made submissions. Hampshire County Council will also be attending, although they missed the deadline for submissions. It will be up to the Planning Inspector to decide whether to accept their late submission.</p> | |
| 6 | <p>MATTERS ARISING FROM THE COMMITTEE</p> <p>6.1 DS asked if the Airport had any issues arising from the police helicopter. CG answered that Yes, some people do think it is a helicopter based at BBS. They do record all complaints in the Tower. Occasionally an air ambulance flies in to BBS and other occasional military aircraft.</p> | |

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| | <p>6.2 MP highlighted that 255,000 pilots will be required in the next 10 years so there is a lot of demand for small airports and training schools</p> | |
| 7 | <p>USERS GROUP REPORT</p> <p>Christabelle Munford is the MD of AirFirst (also known as Blackbushe School of Flying), the flying school based at Blackbushe Airport. She has been running the Company for the last 9 years. They currently have a membership of 325 people, with about 70 active students. They offer red letter day trial lessons and approx. 45% continue to fly afterwards, so it has proved successful. Their students choose to fly from BBS because of location, a tarmacked runway and the friendliness of the airport. AirFirst run further training for UAE pilots (they expect 50 students via this route this year) and meteorology lessons for ops staff at GAMA, Farnborough.</p> <p>She stated that any development of the airfield will not only benefit AirFirst but all other tenants by providing permanent maintenance, hangars and generally improved airport facilities, which should all help to increase footfall.</p> <p>Christabelle offered any of the committee members a flight in an aircraft free of charge to come and see how the facility works. They are also holding an Open Day in September to celebrate AirFirst's 9-year anniversary.</p> <p>MP added that he recommends people do some circuits in the air to really get a feel for Blackbushe. DS stated that any free receipt of flight should be recorded by any of the Council members.</p> | |
| 7 | <p>QUESTION TIME FROM THE AUDIENCE</p> <p>7.1 Peter Brown stated that there is a shortage of airfields, especially with tarmacked runways, in the area with Dunsfold and Fairoaks potentially closing.</p> <p>MP added to this point quoting a Byron Davis report which says that when airfields are lost we never get them back. Aviation has a role to play in the UK and we should fight to retain the network of small airfields.</p> <p>DS stated that the big fear is that if the Airport closes and the common land is de-registered other industry/ housing could replace it.</p> <p>CG added that the Investors are very much behind developing the Airfield and know that if hangars can be built the airfield would be profitable. If BBS still had the old Premiair hangar (now with BCA) it would definitely be profitable now.</p> | |

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| | <p>7.2 Di Gardner asked if the loss of the Farnborough Airshow in 2020 would negatively affect Blackbushe's profits. CG replied that in fact the Airshow has a negative affect on BBS as airspace gets very much restricted in the two weeks and they saw a massive drop in traffic and profit over that period in 2018. In the 1980s BBS used to do very well from Farnborough as aeroplanes would park up before going in to the show, but that doesn't happen anymore. CM backed this up as she said there would be sudden closures of airspace and students didn't want to/ weren't able to fly because of it.</p> <p>7.3 MP said that many airfields are having to turn to other non-aviation events such as filming to make money, but some local authorities made this difficult. DS asked if BBS had any problems with filming permissions. CG answered that Hart are very pro-active in helping with any requests and that the Airfield does have a number of enquiries, but many are too ambitious, eg: a Marvel film made an enquiry but they wanted to involve helicopters on the inactive runways and BBS could not approve this. Natural England do often object as well – Jurassic World had wanted to film on the disused airfield, but Natural England objected as the birds were breeding. Unfortunately, that negative information gets out into the filming world and producers are not wanting the hassle. DS said it was worth speaking to Hampshire CC as they do promote filming in the local area. CO explained that in accordance with Section 38 and the Common Land, no structure is allowed and therefore Universal Films did not want to take the risk of spending £2m and then not being able to film. A small part of Rush was filmed at the Airport a couple of years ago on the active side and this was a very positive experience, but opportunities tend to be few and far between.</p> | |
| 7 | <p>ANY OTHER BUSINESS</p> <p>CG referred to a map for interest of the airport and surrounding area he had put up for all to see at the meeting. It showed the whole area owned by Blackbushe Airport which includes the go-kart track and disused side, and the application site for de-registration. Everyone was free to look at it after the meeting and ask questions.</p> | |
| 10 | <p>FUTURE MEETING</p> <p>The next meeting is scheduled for Thursday 10th October 2019 at 19.30 at The Tithings.</p> | |



Consultative Committee Update

21 March 2019

2018 Business Performance Update

| Movements / Sales | 2017 | 2018 |
|----------------------|-----------------------|-------------------------------|
| GA Fixed Wing | 24,104 | 24,855 (+3.1%) |
| GA Rotary | 6,488 | 4,862 (-25.1%) |
| Executive Fixed Wing | 1,143 | 870 (-23.9%) |
| Executive Rotary | 274 | 339 (+23.7%) |
| Total | 32,090 | 30,962 (-3.5%) |
| AVGAS Fuel Sales | 276,066 litres | 324,252 litres (+17.4%) |
| JET-A1 Fuel Sales | 237,232 litres | 175,741 litres (-26%) |
| Total | 513,298 litres | 499,993 litres (-2.6%) |

- ▶ Revenue was flat year on year (£2k increase)
- ▶ Blackbushe again made a significant operating loss, nearly XXXX worse than in 2017, mainly due to investments in premises maintenance which were long overdue.
- ▶ Despite losing our biggest customer (Blink / Wijet) we recovered well by focusing on GA.
- ▶ Visitor landings increased by 14.7% to 1,538 in 2018.

2019 Business Performance Update

| Movements / Sales | 2018 Jan-Feb | 2019 Jan-Feb |
|----------------------|----------------------|-----------------------------|
| GA Fixed Wing | 2,945 | 4,013 (+36%) |
| GA Rotary | 761 | 520 (-32%) |
| Executive Fixed Wing | 107 | 103 (-3.8%) |
| Executive Rotary | 31 | 83 (+168%) |
| Total | 3,844 | 4,719 (+23%) |
| AVGAS Fuel Sales | 33,540 litres | 40,591 litres (+21%) |
| JET-A1 Fuel Sales | 24,110 litres | 24,070 litres (-0.1%) |
| Total | 57,650 litres | 64,661 litres (+12%) |

- ▶ Revenue has increased by 2.5% on 2018
- ▶ Operating Loss has reduced by 14.2% vs. 2018 at this point. We are targeting a 32% reduction in losses across the year. The summer months will obviously be critical in this.
- ▶ Visitor landings increased by 14.7% to 1,538 in 2018.

Historical Movements – Some Context

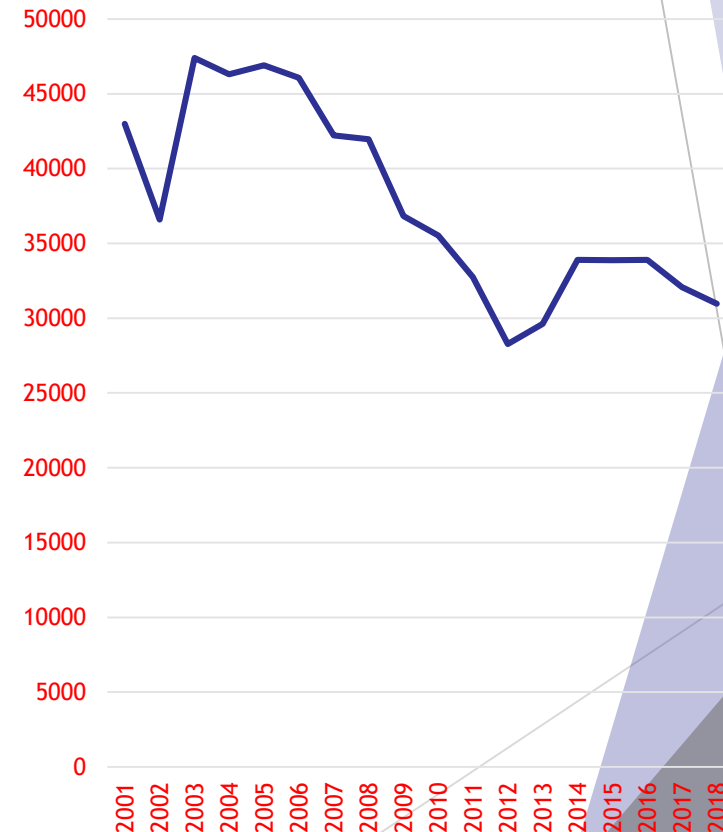
- ▶ We have electronic records back to 2001 for airport movements. Before this time, records were kept on paper, but haven't survived.
- ▶ We recently found some paper movement records from 1985-1988 in the Terminal Building loft

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| 1985 | 46,434 |
| 1986 | 54,307 |
| 1987 | 66,837 |
| 1988 | 75,933 |

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| 2001 | 42,986 |
| 2002 | 36,584 |
| 2003 | 47,407 |
| 2004 | 46,311 |
| 2005 | 46,907 |
| 2006 | 46,066 |
| 2007 | 42,229 |
| 2008 | 41,973 |
| 2009 | 36,828 |

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| 2010 | 35,515 |
| 2011 | 32,736 |
| 2012 | 28,274 |
| 2013 | 29,630 |
| 2014 | 33,902 |
| 2015 | 33,877 |
| 2016 | 33,909 |
| 2017 | 32,090 |
| 2018 | 30,962 |

Annual Movements



What is the reach of Blackbushe Airport?

- ▶ This map shows all of the origins or destinations of aircraft using Blackbushe Airport in 2018 (219 unique destinations not including private strips which cannot be mapped)



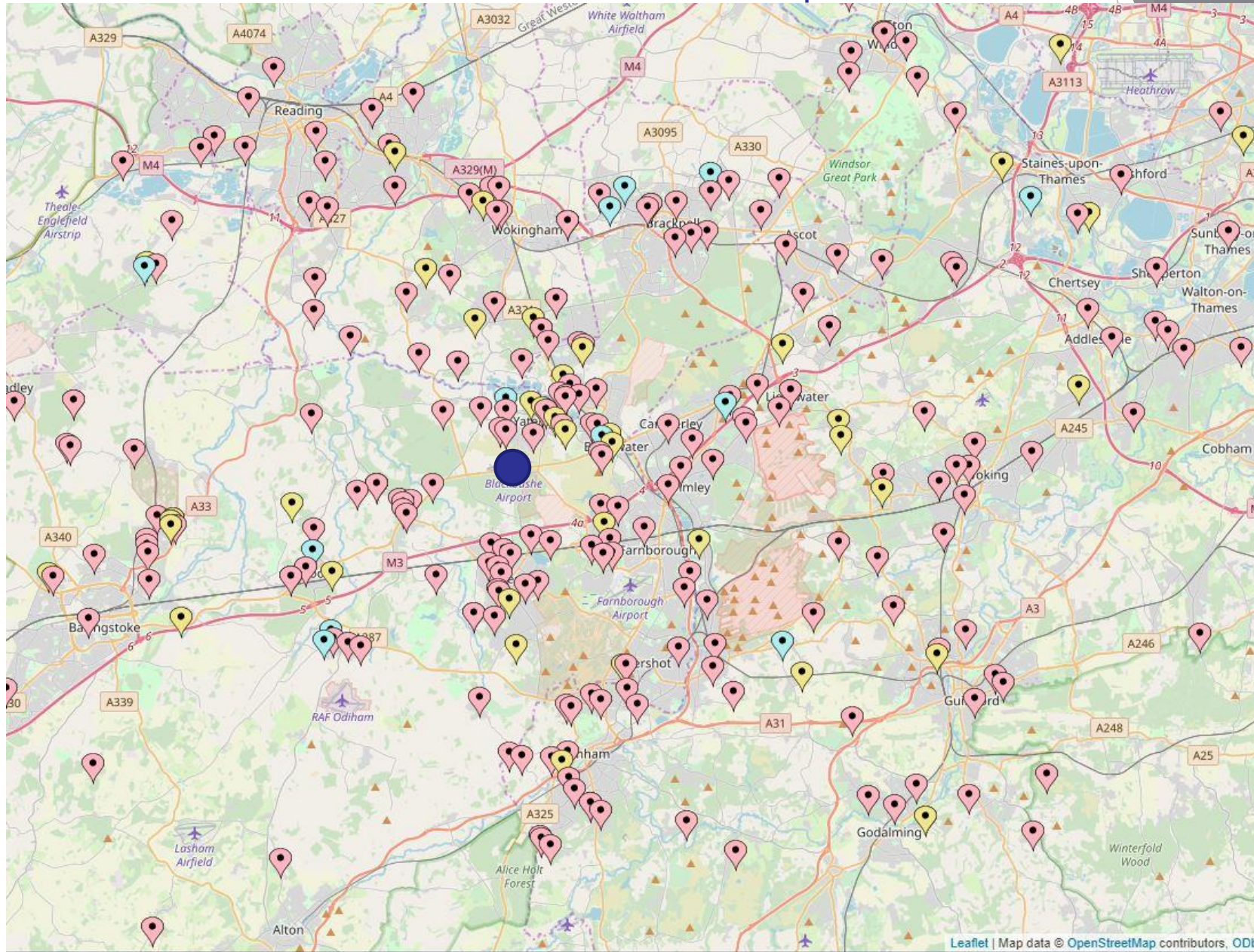
What is the reach of Blackbushe Airport?

Blue = Employees

Yellow = Tenant
Employees

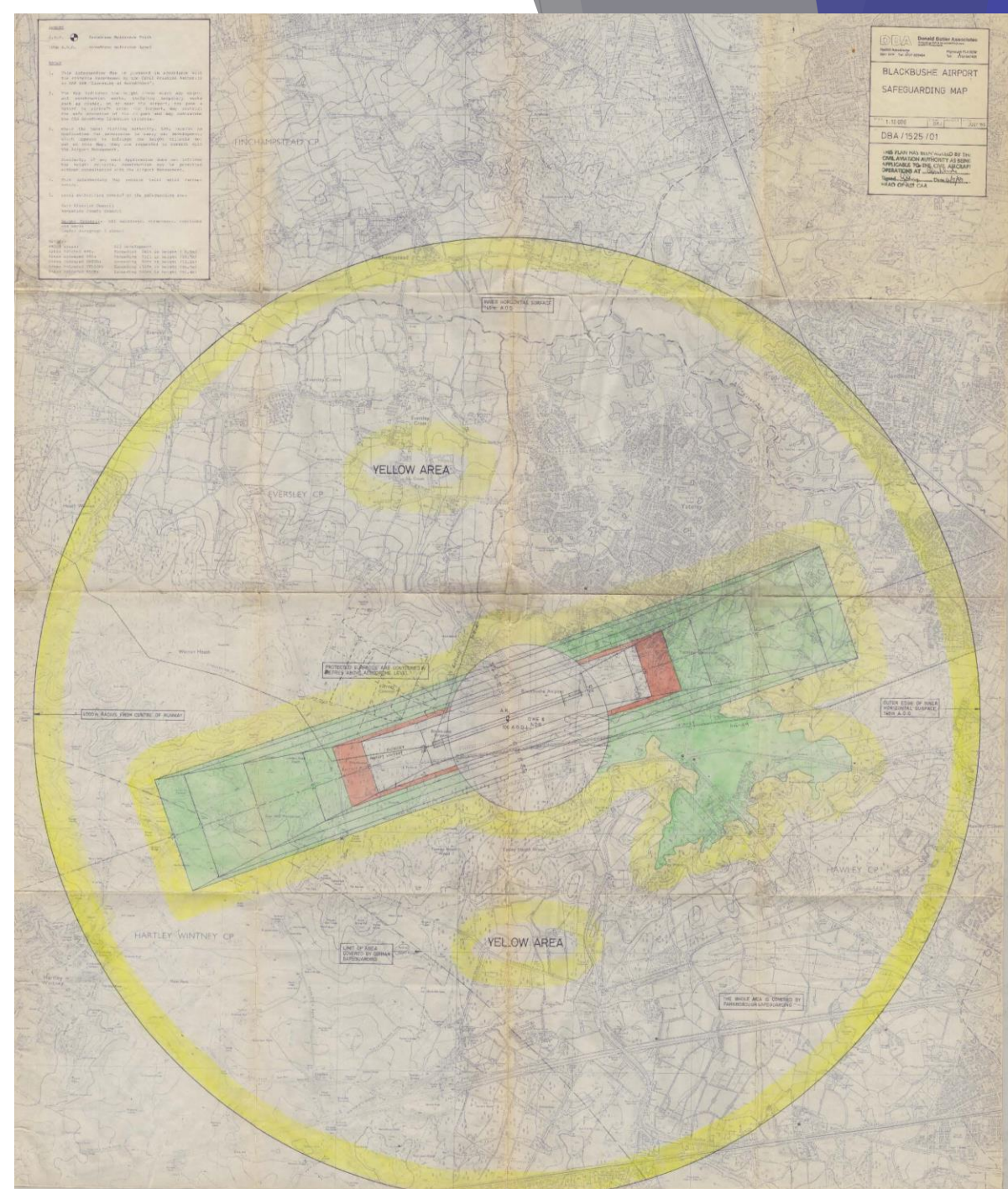
Pink = Registered
Users

This doesn't show
ad-hoc users or
public who use the
facilities.



Aerodrome Safeguarding

- ▶ At the last meeting I was asked to provide the Aerodrome Safeguarding map. A copy of this map is kept with Hart District Council, and they should contact us for any planning applications that might exceed the heights mentioned in the areas mapped.
- ▶ It was prepared and agreed in September 1989.
- ▶ Usually masts etc are not a problem, as long as they are recorded as obstacles and plotted on appropriate charts.
- ▶ A copy is attached in A3 for the councillors



Security

- ▶ The winter period has resulted in increased criminal activity on the Blackbushe site.
- ▶ On 20th October A local radio DJ from [REDACTED] called [REDACTED] was locked in the car park. He arrived around 19:15 as parked with no lights on. Staff left the site and checked the buildings and then locked the gate. Instead of calling the airport or 101 he repeatedly rammed the fence with his vehicle until it broke and he could exit. Despite extensive CCTV and social media evidence the police declined to take any action.
- ▶ On 15th November the Café agreed to provide refreshments for a meeting of a local Ford Enthusiast group which usually has a moderate size turnout and are well behaved. The meeting attracted an antisocial crowd who carried out wheelspins and donuts in the airport entrance. The Café owner attempted to intervene and was knocked to the ground. As a result all future car enthusiast meetings have been prohibited.
- ▶ On the night of 15th/16th November the airport was broken into via the gate on the east end on the runway. Locks were cut on the two diesel tanks (Road Diesel and Red Diesel, and on the AVGAS-100LL tank. We think several hundred litres were taken from each, although it is difficult to tell by simply dipping the tanks. The new fire truck was broken into and tools and other essential equipment stolen. Forced entry had been made to the café and stock stolen. Reported to the police – no further action taken.



Security

- ▶ On the night of 16th/17th November the airport was broken into via the gate on the east end. The aircraft lift-tow and the forklift truck had been taken and driven to the west end to attempt to remove boulders placed by BCA to secure their site. Again entrance had been made to the new Fire Engine, as well as to the Fuel Bowsers and an attempt to get them started. Reported to the police – no further action taken.
- ▶ Following this, BCA asked to place additional security staff on the airport site throughout the night. This commenced shortly after and includes several security guards in vehicles who patrol the airport site. Depending on the closing time of the airport, there can be a gap between when the airport staff leave and the BCA security arrive.
- ▶ On 16th December a group of vehicles entered the car park and commenced high-speed passes up and down the A30 whilst others were filming them from the roadside. Staff called 101, the police responded and as an officer approached the groups they drove away in a sensible fashion.
- ▶ On the evening of 26th January, after the airport closed (due heavy snow) and before BCA security arrived, there was a break-in through the eastern runway fence. Vehicle tracks were left in the snow, and lead to several aircraft which were found with fuel caps missing. Approximately 250-300 litres of AVGAS fuel was taken, which is leaded and has limited applications. Reported to the police – no further action taken.



Security

- ▶ On the evening of the 31st January there was a repeat break-in as above. No tracks this time, but we think they were covered by additional snowfall. However, we discovered no theft, only the damage to the fence.
- ▶ On 20th February one aircraft owner reported theft of avionics amounting to around £30,000 worth of equipment from their aircraft. Subsequent investigation found two aircraft nearby with similar thefts. The wire fence to the A30 next to the green hangars was cut and matting had been laid to trample the brambles and gorse down. As the aircraft hadn't flown in a few days and the entry point was concealed it could have been any point in about 72 hours. However, it could have been done while onsite security were present as the aircraft had covers and thieves could have worked inside the aircraft without being detected. Police Forensics attended and took samples from each aircraft. The insurers have seen similar activity at other airfields and believe the equipment is sent to the far east to be sold.
- ▶ On the evening of 2nd February there was a break-in through the eastern runway fence 3 aircraft had AVGAS fuel taken amounting to approx. 250 litres. We also had 200 litres of Red Diesel taken from the diesel tanks on the fuel bowzers. Reported to the police – no further action taken.



Security - Actions

- ▶ We've installed additional lighting and cameras including "Wildlife" cameras to try and understand what vehicles are being used.
- ▶ We know the route across the common and out to the A30 they use. The fire crew have been out and attempted to lay logs gathered from the common in the gap on the A30. We don't believe them to be blocking any designated footpaths.
- ▶ We have investigated additional security. Just staffing the few hours between when the airport closes and the night security arrive would cost over £17,000 per year. The thefts (excluding the avionics) are much less than this, and the avionics are insured.
- ▶ There is a danger repeated criminal activity drives business away from us.
- ▶ The problem should subside in the summertime, as the airport is actively used throughout the lighter evenings by aircraft continuing to fly.

Noise Complaints

- ▶ The new system in place since Nov 2017 records all complaints.
- ▶ The Noise Complaint page has been updated to address some of the common questions we receive, and also to provide an interactive noise abatement map.
- ▶ Noise complaints during the winter months are usually much lower, due to less aircraft activity and the public generally not being outdoors in their gardens, or having windows open.
- ▶ Since the last meeting we've had 8 complaints, although one was someone using the webform to ask for more noise!
- ▶ Only 2 complaints related to an aircraft using Blackbushe, and one was from a serial complainer in Mattingley (outside our ATZ) who objects to all aircraft and can be difficult to satisfy.
- ▶ 3 were regarding aerobatic aircraft in the area between Reading and Basingstoke. I myself live in this area and know them to use the area for aerobatics, but I've never seen one low enough to identify it, and the aircraft of this type are normally not originating from Blackbushe, although we have one based aircraft capable of basic aerobatics, although not specifically designed or dedicated to them.

Update on Common Land Deregistration (Page 1)

- ▶ The Planning Inspectorate (PINS) Public Inquiry is scheduled for 2nd April 2019 at the Elvetham Hotel, Fleet. www.blackbusheairport.co.uk/public-inquiry
- ▶ Our applicants submissions were made on 5th February 2019 as required.
- ▶ Hampshire County Council (HCC) are required to make a copy available at their offices in Winchester of all the submissions.
- ▶ In addition, and whilst we are not required to do so, we have made the complete Applicant bundle available on the Blackbushe Website: www.blackbusheairport.co.uk/submissions. We also have a copy of the bundle available for review at the airport for any interested party, by prior arrangement.
- ▶ On 7th February, Blackbushe Airport informed HCC that the council had not yet placed notices of the inquiry on the application site as required and offered to do so on their behalf. They sent someone to site during the w/c 11th Feb and PINS were informed by HCC.
- ▶ We received submissions from 4 of the 8 objectors by 19th February, these being the Open Spaces Society (OSS), Peter Tipton, Cllr Adrian Collett, and Cllr David Simpson.
- ▶ The other 4 objectors were Eversley Parish Council (who wrote confirming they no longer wished to appear and rely on their original letter of objection); David Ashworth, John Burton, and Peter Hall who have not made any submissions.

Update on Common Land Deregistration (Page 2)

- ▶ On 21st February we received a call from George Laurence QC informing us he would be representing HCC. We were obviously concerned the deadline to submit evidence had passed for both supporters and objectors, and HCC has had several years to consider their position.
- ▶ We have been informed by George Laurence, and by Jonathan Woods (Countryside Access Group Manager) that HCC intend to remain neutral at the inquiry.
- ▶ Despite the deadline submissions being past, we agreed with HCC that any evidence or submissions made by them ought to be made by 12th March to allow all parties time to review and prepare.
- ▶ Planning Inspectorate subsequently advised us they would not accept any further submissions before the start of the inquiry. It will be up to the Planning Inspector to decide whether to accept anything further on the day.
- ▶ We have received HCC's submissions which claim to be impartial, however we believe this to be subjective, and it will be for the Inspector to consider whether it is appropriate for them to be introduced at the inquiry.

Blackbushe Airport Noise Complaints - 22nd September 2018 - 13th March 2019

| Submitted On | Name | Date | Time | Message | Reference Number | Further Information from Tower | Actions Taken |
|--------------|---------------|------------|-------|--|------------------|--|--|
| 26/09/2018 | Leslie Hutson | 26/09/2018 | 12:40 | A biplane was performing aerobatic work over her house in Shinfield (near reading) RG2 9FY. She wondered if it was from Blackbushe, and if the manouvres it was operating were legal | 2018/048 | No traffic from Blackbushe of this description | CGAZ: I took the call and explained to Mrs Hutson the rules of the ANO, Class G airspace, and what the aircraft should and shouldn't be doing. I informed her if she was still concerned, that it was most likely the aircraft came from White Waltham who do quite a bit of aerobatic work, and she might like to discuss with them further |
| 10/07/2018 | Gary Thompson | 10/07/2018 | 08:30 | Telephone call from Mr Thompson. An aircraft was conducting aerobatics over Mortimer in Berkshire. RG7 3XX. He wakes up at 0500 local everyday and values his weekends. "I'm not a happy chap". | 2018/049 | G-CBBC Booked local and likely to be flying aerobatics. Temporary Controlled Airspace was in operation at Farnborough during the day (due to the airshow) which may restrict later flying and why pilots wished to get their flying in during the earlier morning. | CGAZ: Spoken to pilot Julian who was mortified they had caused a nuisance. They were completing aero work starting at an altitude of 3,000ft with a hard deck of 2,300ft, using the train line that runs from Basingstoke to Reading as a visual reference point. He does say they are conscious to move it round a bit when they do this, and selected this area on a Sunday morning as it looked to be largely countryside and not built up. Called Gary Thompson at 16:20 on Monday 8th October and left a voicemail as no answer Gary Thompson returned call on Tuesday 9th October. I explained the above, and he was understanding and glad the pilots would avoid in the future. |
| 10/10/2018 | Mrs Harvey | 10/10/2018 | 11:20 | Helicopter was overflying her land going round and round, she said it was an invasion of privacy | 2018/050 | No rotary traffic on frequency, no phoenix aircraft were airbourne at this time. | Lady was informed no rotary traffic were on the frequency and so there was nothing we could do. |
| 09/12/2018 | Brian Edmonds | 09/12/2018 | 10:06 | Why was the Bombardier Challenger CL30 from Gothenburg to BlackBush routed directly over Farnham with an unnecessarily noisy climb? FOLLOW UP: Dear Chris, Thank you strangely the aircraft indicated on Flightradar 24 indicated the aircraft a Bombardier Challenger CL30 was from Gothenburg to Blackbush and the flight trace showed it landing at Blackbush. I picked it up when it fly over Farnham, very odd. I will contact Farnborough. Many thanks, Brian Edmonds | 2018/051 | No jets had landed at blackbushe at this time. | Dear Brian, This aircraft didn't operate to Blackbushe. We've not had any movements of the kind today. I would suggest you contact Farnborough Airport as it most likely would have been operating from there. Thanks, Chris Gazzard Hi Brian, I've found it on Flight Radar. It definitely wasn't one of ours and the trace disappears (usually when aircraft drop below ~1000 ft) which it does right at the end of the Farnborough ILS approach. I've also drawn our runway direction, an aircraft of this size would have continued further north before descending. I would also point that, had this aircraft or anything similar been operating to Blackbushe, their activity over Farnham would have been under the control of Farnborough LARS Air Traffic Controllers, and we would not have any influence over their flight path, altitude etc. |
| 30/12/2018 | Janet Watson | 30/12/2018 | 21:00 | I wonder if you could tell me why on Sunday night at about 9pm. There was a airplane going round and round the same area over Hartley Wintney Greenfeild school. It's now been going for 20mins and still going.? Very annoying. | 2018/052 | Aerodrome Closed at this time. | I've found it on Flight Radar. It definitely wasn't one of ours and the trace disappears (usually when aircraft drop below ~1000 ft) which it does right at the end of the Farnborough ILS approach. I've also drawn our runway direction, an aircraft of this size would have continued further north before descending. |

Blackbushe Airport Noise Complaints - 22nd September 2018 - 13th March 2019

| Submitted On | Name | Date | Time | Message | Reference Number | Further Information from Tower | Actions Taken |
|--------------|----------------|------------|-------|---|------------------|--------------------------------|---|
| 04/01/2019 | Andrew Dunn | 04/01/2019 | 11:45 | <p>Telephone call received by Chris Gazzard regarding "G-BC1R" which had been overflying his house at 300-350ft. The complainant stated the aircraft had to climb to avoid trees. He also reported the engine was being brought back to idle and the aircraft as gliding.</p> <p>Reply: Hi Chris Thank you for your reply I have to state that there is absolutely no way on earth that I could read the aircrafts details as clearly as I did at the aforementioned heights , let alone 500 ft I am very aware of my surroundings and have an excellent ability to calculate height and scale . I would have to question the equipments accuracy and would hope that you will have it inspected and tested by the relevant authorities , just as taco meters , police speed cameras and petrol pumps are subject to .</p> <p>Kind regards</p> <p>Andrew</p> | 2019/001 | Aircraft was G-BC1R | <p>CG: I corrected Mr Dunn on the phone as the registration is G-BC1R, not a number 1. I explained the aircraft would unlikely be at the altitude he suggested. I subsequently pulled FR24 data (by no means accurate) but which showed it at 1725 ft over his property and operating entirely within the ANO. Response sent as follows with screen grabs from FR24:</p> <p>Dear Andrew, Thank you for your phone call and noise complaint which I have logged under reference 2019/001 I've taken a look at the FlightRadar24 data for this aircraft, as it has a conspicuity device fitted. It shows two passes over your general area, one to the south, and one just to the north of your location. On its southern pass it was at 2,400 ft, and on the northern pass it was at 1,725 ft. Whilst FlightRadar does not claim to maintain 100% accuracy, it is unlikely to be out to the degree of 1400 ft. You'll know from our previous exchanges that the airspace above your house is Class G, any aircraft from any airport are entitled to use it at any altitude as long as they maintain 500ft separation from obstacles. If a fixed wing aircraft were operating at the altitude you suggest something would be very wrong, and very likely a disaster would be imminent. Thanks, Chris</p> <p>Second Reply: Hi Andrew, Aircraft regularly pass overhead the airport at 800-1000 ft when joining our circuit, and I can very clearly read their registrations without need for glasses or anything else. It is extremely difficult to establish any kind of scale of height for an aircraft passing overhead. The aircraft in question was completely rebuilt with modern avionics in 2018 and yes it is regularly tested. The altimeters I understand typically have an accuracy of +/- 20ft. Notwithstanding that, your area is outside of the ATZ, not within my control. All that is required is that he complies with the Air Navigation Order which is to remain 500 ft clear of obstacles. This wouldn't preclude him descending below 500ft in the fields around you, as long as he remained 500ft away from any person or structure, and wouldn't stop anyone from using the surrounding fields as a temporary unlicensed airfield as long as it was not for more than 28 days in any year. I've spoken with the pilot, reminded him to try and avoid the area, that is as far as my ability to do anything extends. Thanks, Chris</p> |
| 13/01/2019 | Terry Phillips | 13/01/2019 | 21:14 | <p>You do a fantastic job too quiet, bring back drag racing, I live on the words worth estate for 25 years noise has never impacted my family time , keep up the good work . Terry Phillips.</p> | 2019/002 | N/A | Chris Gazzard |

Blackbushe Airport Noise Complaints - 22nd September 2018 - 13th March 2019

| Submitted On | Name | Date | Time | Message | Reference Number | Further Information from Tower | Actions Taken |
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| 27/02/2019 | Graham Floyd | 27/02/2019 | N/A | A call in from the gentleman describing quite a lot of noise from aerobatic aircraft over his house in Charter Alley north of Basingstoke. He was curious as to the rules regarding aerobatic vs general flying over. He is accustomed to general overflights, but this was very noisy aerobatic. | 2019/003 | Tower confirmed that no aerobatic aircraft had departed from Blackbushe and so unlikely one of our aircraft. Advised him of the noise complaint procedure on CAA website if he can identify the aircraft at all. | No further action required, listening to the recording of the phone call, the caller was very satisfied by the response. |