

The logo for Blackbushe Airport, featuring a stylized swoosh in red, white, and blue above the text.

Blackbushe
Airport

Consultative Committee Update

24 March 2020

Meeting postponed, update provided by email to all committee members.

2019 Business Performance Update

- ▶ Revenue increased by 13.2%
- ▶ Operating Loss reduced by 35%, but losses were still £188k
- ▶ Visitor landings increased by 19.5%
- ▶ We saw a large increase in executive rotary aircraft which are using us for training. Whilst the movements are quite a lot, many of these are on the aerodrome site itself, and do not involve flights to the local area. Overall, rotary movements decreased year on year.
- ▶ The average number of based aircraft increased from 64 in 2018 to 69 in 2019. We currently have 72 based aircraft.

Movements	2018	2019
GA Fixed Wing	24,859	31,015 (+24.7%)
GA Rotary	4,861	4,309 (-11.4%)
Executive Fixed Wing	866	942 (+8.7%)
Executive Rotary	339	596 (+75.8%)
Total	30,925	36,862 (+19.1%)

Fuel Sales	2018	2019
AVGAS Fuel Sales	324,252	372,635 (+14.9%)
JET-A1 Fuel Sales	175,741	223,776 (+27.3%)
Total	499,993	596,411 (+19.2%)

Annual Movements

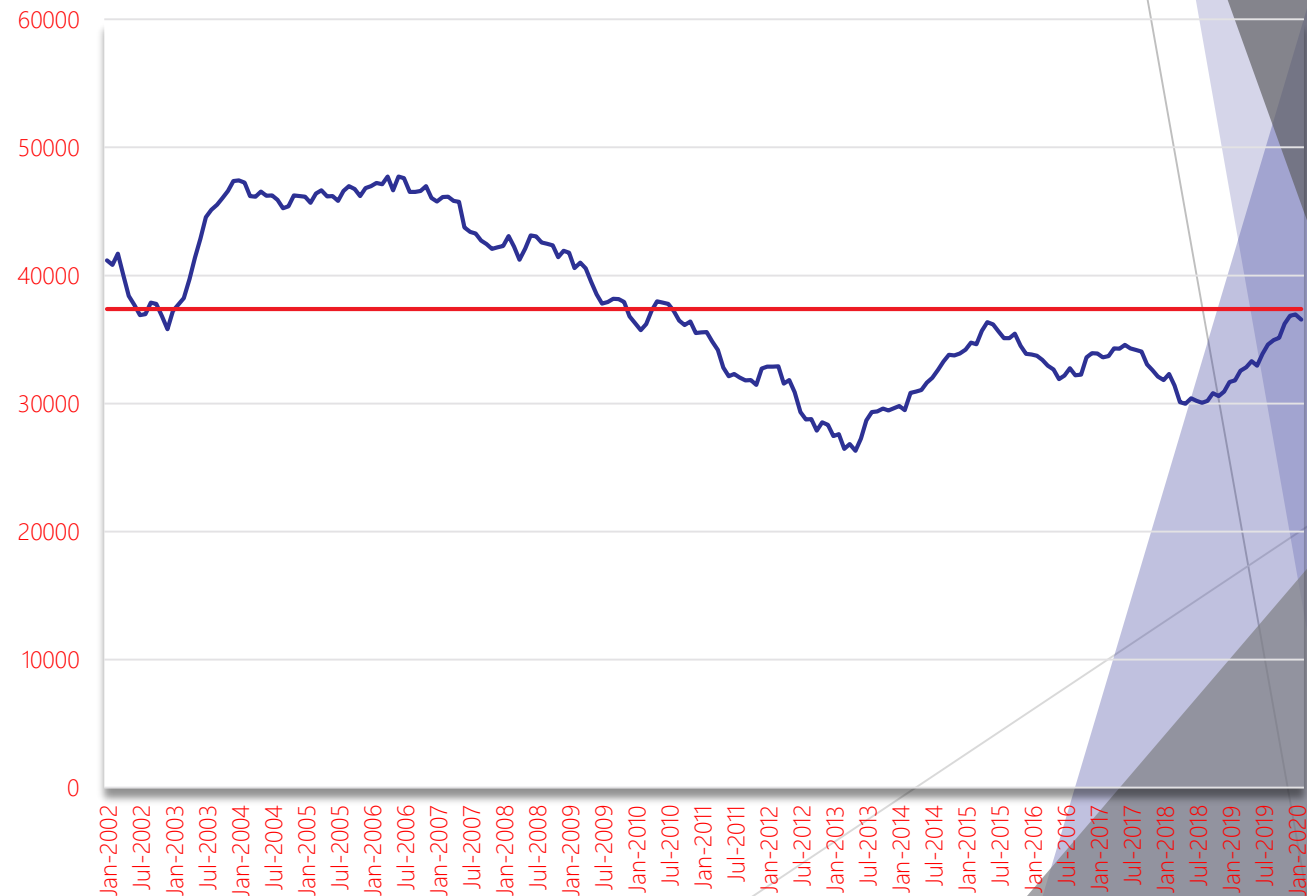
- ▶ We have electronic records back to 2001 for airport movements. Before this time, records were kept on paper, but haven't survived.

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

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
2019	36,862

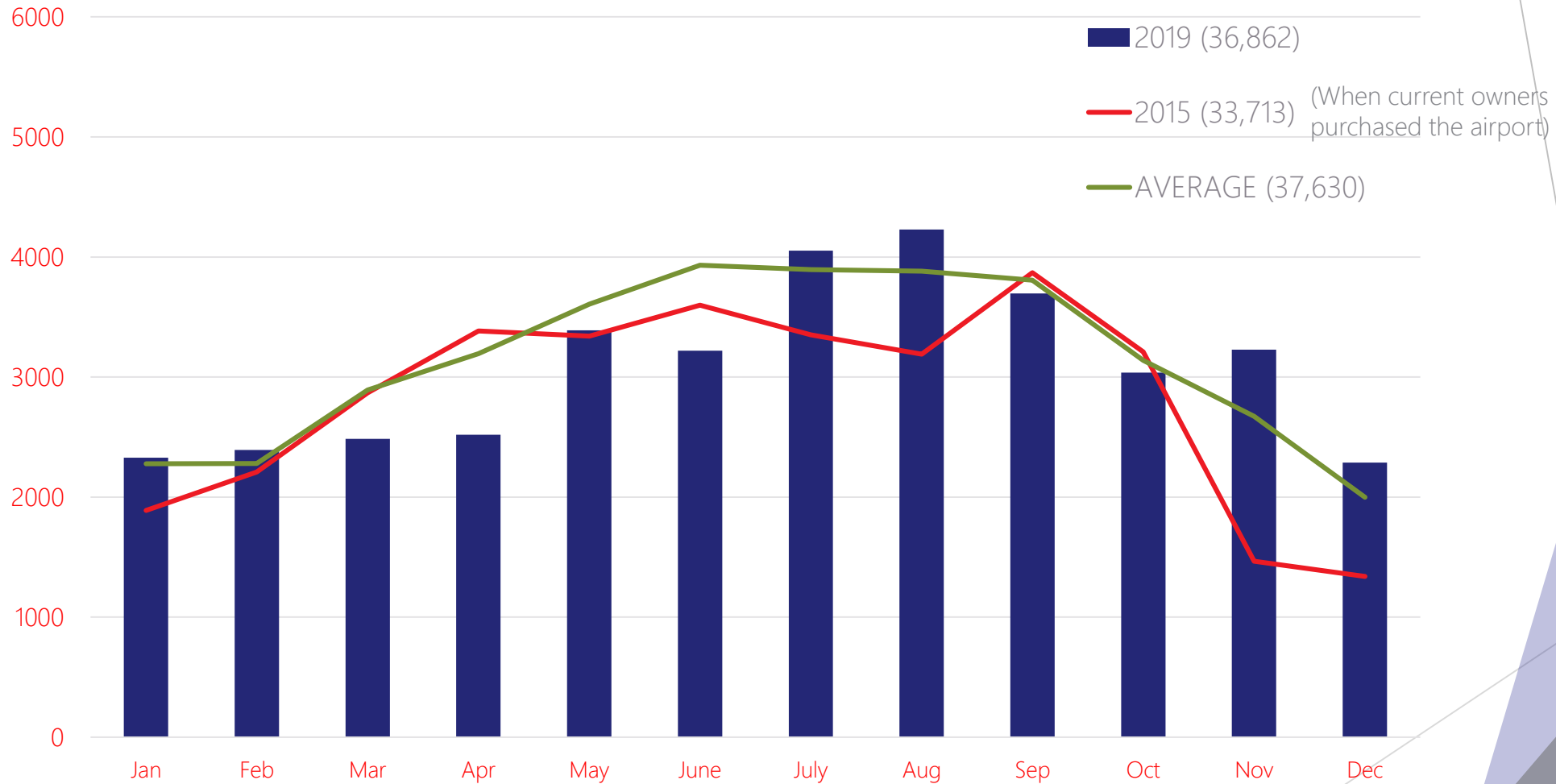
2001	42,986
2002	36,584
2003	47,407
2004	46,311
2005	46,907
2006	46,066
2007	42,229
2008	41,973
2009	36,828

Annual Movements
(Rolling 12 months)



Monthly Movements

Monthly Movements



2020 to Date

- ▶ January was a good month, but February was hampered by rain and storms.
- ▶ Jan + Feb movements are down 6% on last year, but above average for the time of year.
- ▶ The airport is very waterlogged, rendering many of the grass parking areas unusable.



Security

- ▶ Crime continues to remain low, thanks to the coordinated approach to security with BCA which includes security guards throughout the night and dog units.
 - ▶ This obviously comes at great expense to both companies and is not a sustainable long term solution. In 2019 we had to spent an additional £16.5K on security.
 - ▶ Investment in boundary treatments is required, but not possible at present due to the ongoing common land case.
- ▶ The dog units in particular have had some success, and dogs have been released on a few occasions when criminals have been found on the aerodrome.
- ▶ We had one larger breach in which a vehicle was used, security responded immediately, and due to the information we provided to the police immediately, the persons responsible and their vehicle were caught a short while later.

Judicial Review

The Judicial Review was held on 11/12 February at the Royal Courts of Justice

- ▶ The Claimant: Hampshire County Council (HCC) - Represented by George Lawrence QC
- ▶ The Defendant: Secretary of State for the Environment - Represented by Ned Westaway
- ▶ Interested Parties:
 - ▶ Blackbushe Airport Ltd - Represented by Douglas Edwards QC
 - ▶ The Open Spaces Society (OSS) - Represented by Philip Petchey
 - ▶ Mr Peter J Tipton (Commoner) – Represented by Ashley Bowes
 - ▶ Cllr David Simpson (did not participate)
 - ▶ Cllr Adrian Collett (did not participate)
- ▶ Mr Justice Holgate reserved judgement and will publish his decision in due course. We expect this to be within two months, but there is no deadline. At the time of writing this, there is no decision received.

Noise Complaints

- ▶ Noise complaints during the winter months are usually less frequent due to less aircraft activity and the public generally being indoors and not in their gardens.
- ▶ We have received 8 complaints since the last meeting

Complaints	2018	2019	2020 (to date)
Complaints	52	67	4
Unique Events	38	59	4
Individual Complainants	29	36	4
Complaints involving confirmed Blackbushe aircraft	20	44	3
Complaints involving aircraft within the ATZ	10	25	3

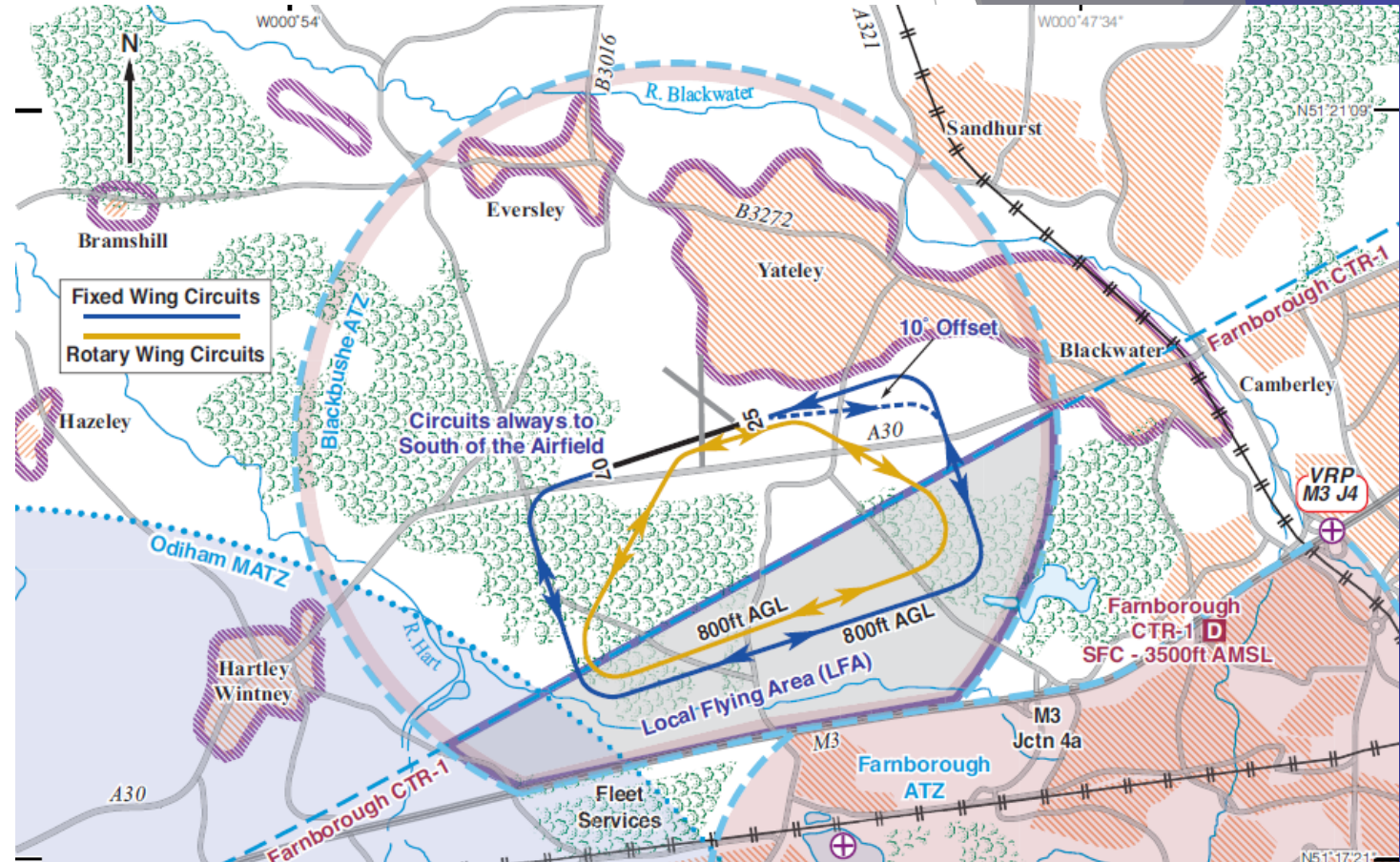
- ▶ It should be noted that 17 complaints in 2019 were received from a complainant who lives approx. 600m from the disused runways. It was discovered that in 2018 he had been sending complaints to the previous Airport Manager's mobile number by SMS which was no longer in service. If he made the same number of complaints in 2018 which weren't received, then we are fairly similar year on year.

Correspondence from Local Politicians

- ▶ In addition to the noise complaints we received two letters from the local MP for North East Hampshire, Ranil Jayawardena MP.
 - ▶ The first was in relation to a complaint received from Mr Hall. We provided a comprehensive 6 page response to him (attached). We also provided copies of all of the correspondence with Mr Hall (which councillors received at the last consultative committee meeting). This has not been included in the noise complaint reports as it was an escalation of previous complaints, rather than a new one.
 - ▶ The second was the complaint from Mr Stone (see Noise Complaint log) which Mr Stone had not sent to us directly. This has been included in noise complaint report as we had not already received it.
- ▶ Mr Craven-Bartle sent correspondence to us and copied Yateley Town Mayor, Cllr Gerry Crisp and Cllr Tony Spencer. Cllr Crisp also responded to him and we thank him for his assistance.

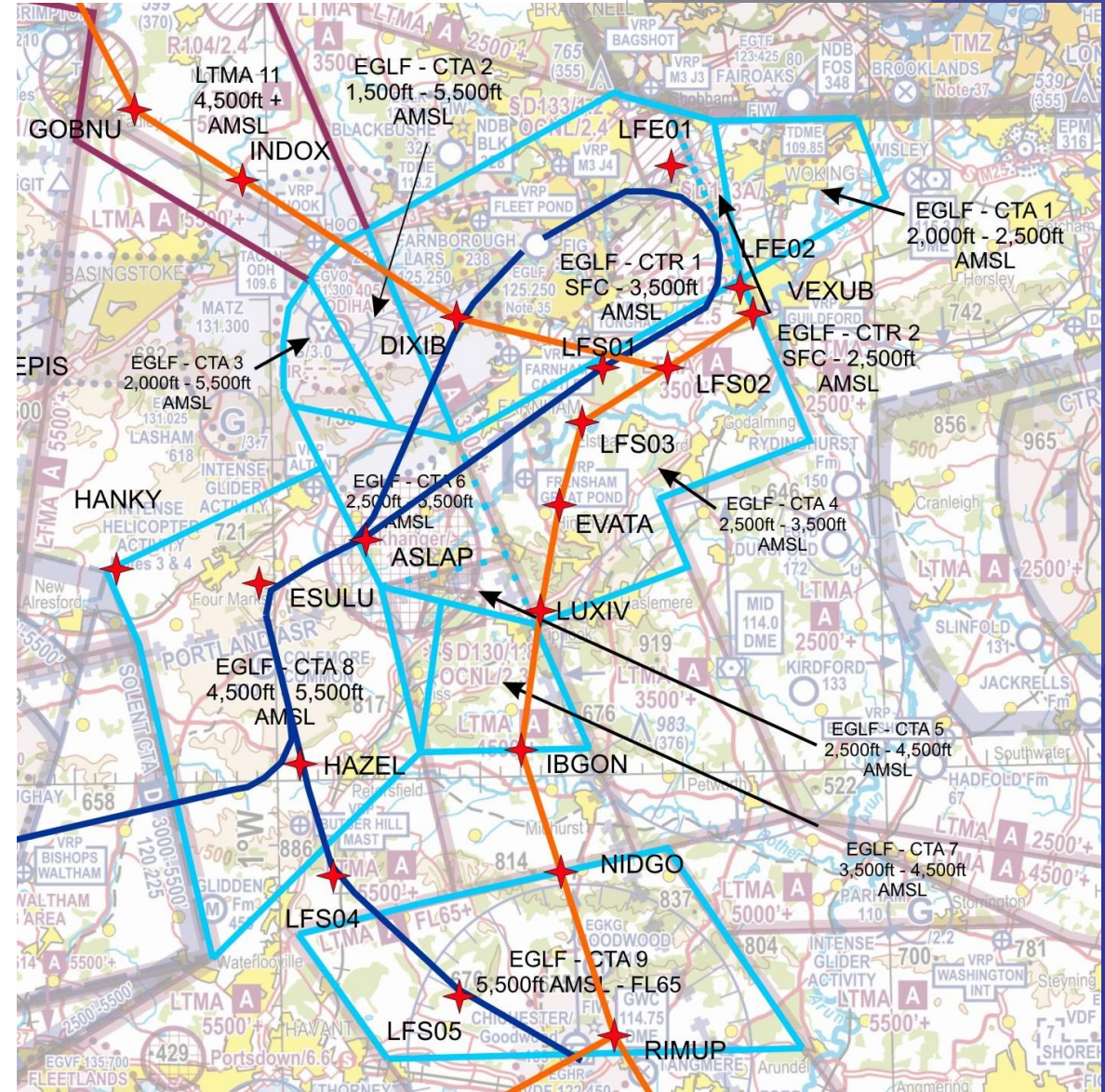
Pro-Active Noise Measures

- ▶ New mapping has been produced to complement the introduction of controlled airspace at Farnborough. This now more accurately reflects the noise abatement areas for Blackbushe.
- ▶ It also shows the 10° offset for departures on Runway 07.
- ▶ Whilst we have always reminded pilots on the radio of noise abatement, we have now started logging these measures.
- ▶ A list of examples is attached.
- ▶ We do not see 'repeat offenders' but this reporting is early, so we will continue to monitor.



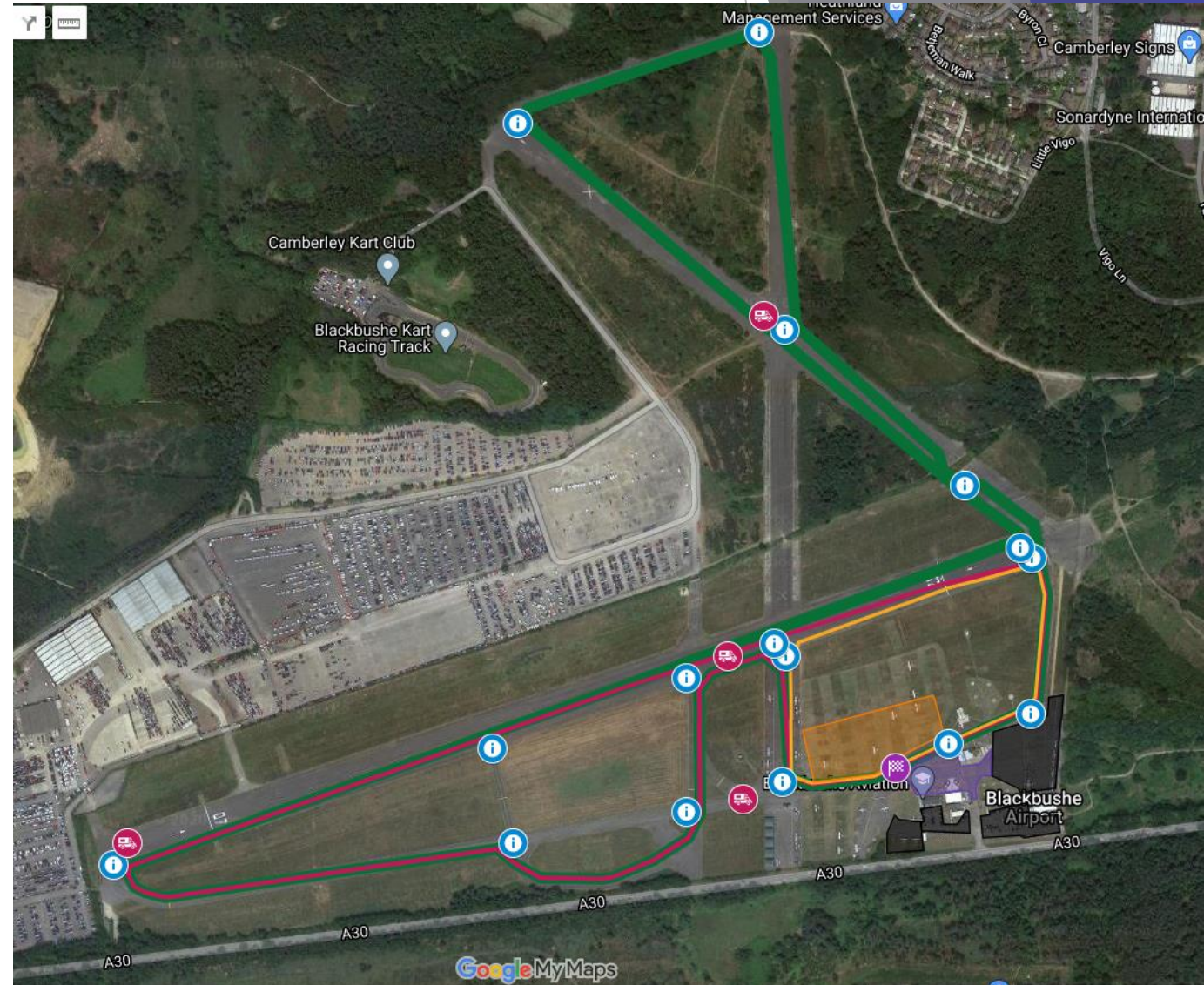
Farnborough Airspace

- ▶ On 27th February, Farnborough Controlled Airspace became live.
- ▶ It's a hugely complex piece of airspace that covers a large area of the south of England, as far as Southampton.
- ▶ It also overlaps our ATZ, which restricts some of our activities slightly. We have negotiated hard with Farnborough to preserve normal operations as much as possible.
- ▶ There shouldn't be any noticeable impacts on our neighbours.
- ▶ However, Hartley Wintney and Blackwater may see non-Blackbushe aircraft holding above them whilst negotiating clearances to enter the controlled airspace with Farnborough. They are nothing to do with the airport, and we have no control on this.



Twilight Runway Challenge

- ▶ On Saturday 26th September we will be hosting the Twilight Runway Challenge, organised by the Community Matters Partnership Project (CMPP).
- ▶ In previous years this was hosted at Farnborough Airport, but their new owners have declined to run it going forward.
- ▶ It attracts hundreds of runners to run their 3K, 5K, and 10K routes in aid of their chosen charity and CMPP.
- ▶ Blackbushe Airport is providing the venue and staffing free of charge.
- ▶ <https://www.twilightchallenge.co.uk/>



Blackbushe Airport Noise Complaints - Oct 2019 - Mar 2020



Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
19/10/2019	Mr Dunn	19/10/2019	17:10	<p>Andrew Dunn called the tower saying an aircraft has been flying over his house all day. Claimed that the pilot could see he was outside with his binoculars and was carrying out "evasive maneuvers" in an attempt to stop Andrew from catching an A/C registration.</p> <p>I apologised to Andrew and politely requested he filed a noise/impact complaint on the website, he said that he doesn't do the website stuff any more and instead calls the tower direct. Andrew was really unhelpful - saying that "I know what aircraft it was" and being generally unpleasant.</p> <p>I advised him that there's not alot I can do at the moment with the information he has passed and requested that if that aircraft passes over him again he try to get a registration so I can contact the pilot directly.</p> <p>He said he would and give me a call back later.</p>	2019/065		We did not receive a follow-up call or complaint from Mr Dunn. Given his demeanour on the phone and as we were unable to identify the aircraft we were unable to take action.
07/11/2019	Mrs Temperley-Young	07/11/2019	20:00	<p>Taken from Facebook Yateley Community Page:</p> <p>Lots noise at blackbush eg helicopters anything we should know</p>	2019/066	Hi Mrs Temperley-Young, I don't know why commenting was turned off for the post about noise at Blackbushe but would have liked to have responded to say the last helicopter landed at 16:33 today. Since then we've had a Kingair executive land at 18:45 and takeoff at 19:30 but that's it.	
06/12/2019	Mr McCarron	05/12/2019	20:00 to 21:00	Mr McCarron called this morning at 11:54 to ask if we had any jet operations between 21:00 to 22:00 as he had heard jets operating in our vicinity. He lives in Cricket Lane, opposite the Cricketers Public House. Tower shut down at 18:25 and as far as we are aware there were no other movements associated with Blackbushe.	2019/068	<p>Checked Tower Log and Tower closed at 18:00 with last radio call at 18:25 on 05/12/2019. No other traffic logged. However as the NATS Gateway was closed it is possible that that non-Blackbushe traffic routed through the overhead or it is possible that engine runs from Farnborough may have been heard. Have not checked cameras for any non recorded traffic.</p>	<p>Hi Mr McCarron.</p> <p>Thanks for your call this morning alerting us to the jet noise.</p> <p>I have checked our Watch Log for last night and the airport closed at 18:00 with the Tower closing at 18:25. We had no further movements after that time.</p> <p>I can only suggest that as Blackbushe's Aerodrome Traffic Zone (ATZ) was closed, it is possible that other traffic might have routed through our overhead and that may have been what you heard.</p> <p>With respect to your request to visit the tower with your children, we'll be more than happy to welcome you and give you a view of the aerodrome operations. The only limitation will be the amount of traffic that we are handling at any one time but we can discuss that nearer the date. If you could give us a call and let us know what date and time might work for you we can book you in.</p> <p>I'm sorry that I can't provide you with any additional information but I hope this helps.</p> <p>With Best Regards, Paul Knight</p>

Blackbushe Airport Noise Complaints - Oct 2019 - Mar 2020



Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
29/11/2019	Mr Hall	29/11/2019	11:52	<p>Good Morning Chris, So it starts again 😊. First thing (if it's yours) Red Helicopter over my houseand making a load of noise. Light coloured white or silver (looked new) single engine flew round and round over my house twice this morning low level again making lots of noise at the time we had tree surgeons in and there comment was and I quote (How do you put up with that crap). Anyway please log this and try and stop this now would be nice. Can you give me aircraft movements for the year to date compared with the preceding year or tell me where to find it as I want to present all these infringements and a local petition next year at the appeal / review. Regards Mr Hall</p>	2019/067	<p>Hi Mr Hall First time we've heard from you in several months with regards to noise. I had really hoped our initiatives were working. The red helicopter, very easy to identify, it's one of the resident operators. Interestingly looking at the FlightRadar data he departed towards Guildford, and spent a good deal of time there, before transiting back through the overhead over Yateley. He was at 2,000 ft here according to the data (so above our ATZ), and then he circled and carried on departing to the north, landing away at a private strip. I'm not entirely sure what he was doing there, so I'll try and catch the pilot next week and remind him. If they're above our ATZ we wouldn't even be speaking to them, and of course any aircraft is entitled to be up there (not just Blackbushe residents). The white and silver one obviously I'm unable to identify without any further information, as most aircraft are this colour. As for movement data, we provide this twice a year at our consultative committee, and you can see the data here: https://www.blackbusheairport.co.uk/consultative-committee Just click on the most recent minutes. We've had a really good year in terms of flying, the weather has been good for most of the year. At present our annual movements are at just over 34,000, I think we will end up somewhere approaching 36,000 on the year. This is a level not seen in nearly a decade, but much lower than what we saw in 2001-2009, and indeed during the 1980s for which we have data. Thanks, Chris HI MR HALL,</p>	
				<p>As a percentage you are saying your movements are at a level not seen in a decade but I believe you said there would be no increase in aircraft movements at a recent meeting and in print ! I and many others are fed up with the noise and flights above and around our houses as one resident said to me when I was canvassing last week when he goes outside the background noise is plane engines all the time during the day .One resident asked me what environmental issues are the airport generating I had to answer I did not know and advised him to ask the EA for this information. Regards Mr Hall</p>		<p>We were asked the question as to whether movements would increase as a result of the proposed development. My argument is they won't. We have lots of aircraft that fly away elsewhere for maintenance, if we were able to have a maintenance provider onsite, these flights would be unnecessary. But mx providers require hangars. Aircraft that park in hangars typically fly just a couple of times a month, and so they would not substantially increase the number of movements. The fact is movements fluctuate from month to month and year to year. Weather is the most important factor in this. The average number of movements per year at Blackbushe for the past 20 years is 37,000 movements. We saw a high of 47,000 in 2013, and a low of 28,000 in 2012. My estimate for this year is actually below that average. We have had no choice but to price Blackbushe keenly to drive traffic this year in an attempt to stem our losses. Those that oppose the development of the airport prevent us from generating rental income. This is the type of revenue that would make the airport sustainable, and without it I am forced to do whatever I can to reduce those losses for our owners. Your house was built in the 1980s, when movement levels were at 75,000 per year and beyond. You were I am sure well aware of the presence of an airport nearby, an airport that had existed for 40 years at that point. As an educated man I am sure you can understand that airports generate noise. I work hard to develop procedures and engage with our users to keep noise to a minimum and to ensure we comply with all applicable regulations. When you report specific issues I will do my level best to identify the pilot and address it with them. What is not productive is entering into debate about the merits of the airport as a whole. You clearly have a very strong opinion on it, which I disagree with entirely. Chris</p>	

Blackbushe Airport Noise Complaints - Oct 2019 - Mar 2020



Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
09/02/2020	Not provided	08/02/2020	15:15	A resident of Vigo Lane called to complain about constant helicopter noise. Phoenix Helicopters were conducting their voucher flights and had multiple movements that remained in the circuit and included hovering on the HTA. The rotary were not going off course or deviating over the complainant's area. He agreed with this but was annoyed by the constant sound of a helicopter and wanted to know if this was allowed and they had a time limit to do this. He was referred to the Blackbushe website to register a complaint as the VCR was extremely busy at the time of the call. He also made a comment that he "wished he could shoot it down".			TEAM: Please get an email address when they call as I will quite happily go back to them. If they're on the phone, the call is logged so I can grab the address from there if you can't take it down. If you refer them to the webform, they don't usually actually do it, and its crucial they are logged and responded to.
09/02/2020	Mr Craven-Bartle	08/02/2020	13:00	For most of yesterday afternoon a single helicopter was hovering and doing circuits above and immediately around the airport with hardly a pause. Other aircraft, including helicopters, taking off and landing at the airport are no problem because on take off they quickly leave the vicinity or once landed they turn off the engines. I have noticed that this activity by what I believe to be the same small helicopter is becoming a regular occurrence. Having this constant clatter of helicopter blades is extremely annoying and spoils my enjoyment of the garden (I live in Dungells Farm Close) and my walks on Yateley Common around the airport. It is not fair that a single pilot in a single helicopter can cause so much noise pollution affecting such a large area. I will be passing my complaint on to my local councilor.	2020/001	Dear Mr Craven-Bartle, Thank you for your email, and I also picked up the phone call from the tower staff yesterday. The aircraft in question is one of the training helicopters. As I understand it from your phone call you agreed the helicopter was not overflying any noise abatement areas and was operating within the normal circuit patterns. For helicopters in particular, a significant part of the syllabus is practicing hovering and controller manoeuvring a few feet from the ground. To do this the helicopters use two areas on the aerodrome towards the west of the site. One is flat, and one has sloping ground for simulating landing on uneven terrain. I appreciate that whilst hovering, the noise of helicopters can carry with the wind. Yesterday we had a strong south-westerly wind which would have assisted in noise carrying from the airport to your property. Yesterday in particular I believe the company that operated the helicopter was running and introductory trial lesson day. These aim to give potential students a taste of the PPL(H) syllabus. The activity was therefore more concentrated on the aerodrome than usual, but still it operated from 10:26 to 17:02 with regular stops to change students and refuel. It was airborne for 5 hours and 20 minutes in total. These experience days are fairly infrequent, but as I'm sure you'll appreciate are a vital part of introducing new pilots to their business. I apologise for the inconvenience caused, none the less the operator was operating entirely within the rules regarding noise that have been agreed since the 1980s. We continually work hard to minimise noise from overflying Yateley and other areas and so I will discuss with the operator at our next meeting and see if there are any options for reducing the noise burden in these situations in the future. Although you'll appreciate they cannot do these manoeuvres in any field as Blackbushe offers them a safe environment to do them. Thanks,Chris	
				Dear Chris Thank you for your prompt and very detailed response - it is much appreciated. I do not have a problem with the normal airport activity at Blackbushe Airport. I like planes: I am an aviation enthusiast and I used to work for British Aerospace. I have lived in Yateley for many years just by the main incoming flight path and I hardly notice the planes passing the front of my house throughout the day. The problem is around the use of Blackbushe Airport for helicopter training where the helicopter remains within the confines of the airfield but where much of the activity is hovering practice and where that training lasts for several hours at a time. In your email you state that the training activity on Saturday lasted from 10:26 to 17:02 and that the helicopter was airborne for 5 hours and 20 minutes during that time. Imagine that, from the garden of your		Dear Mr Craven-Bartle, My appreciation for including me in your e mail to Chris Gazzard. I also wish to advise that when taking up role of Mayor, I am required to stand down as Chairman of Community and Environment. This role is now held by Cllr Tony Spencer, who I am sure will be pleased to give his response, particularly as his home is in earshot of the airport. My only comment is that i agree with the irritation that this has caused you and your need to complain. However the very detailed response from Chris was reasonable and hopefully agreeable to how he will look to make changes as pppropriate. I will certainly look forward to what changes can be made to reduce the noise issues when I meet up with Chris at our next BACC (Blackbushe Airport Consultative Committee) . Kindest regards, Cllr Gerry Crisp Yateley Town Mayor	

Blackbushe Airport Noise Complaints - Oct 2019 - Mar 2020



Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
09/02/2020	Mr Craven-Bartle	08/02/2020	13:00	<p>house, you can hear from a couple of streets away a car alarm going off or someone working a pneumatic drill and that noise lasts for over 5 hours on a weekend day when you are trying to relax. The noise is from a distance away so it is not ear splitting but it is there hour after hour as an annoying background noise. I could put up with it if last Saturday was a single special training day but this type of activity seems to be happening more and more frequently, particularly at weekends, and I am getting more and more irritated by the constant clattering background noise coming from this single helicopter.</p> <p>I am including Cllr Gerry Crisp, Yateley Town Major and Chair of the Community & Environment Committee, as a recipient to this email and I would welcome any comments that he may have on this matter.</p> <p>Best regards Mr Craven-Bartle</p> <p>Thank you Chris for your helpful and considered response to my concerns.</p> <p>Anything that Phoenix can do to reduce the helicopter noise impact during their training sessions would be greatly appreciated.</p> <p>Mr Craven-Bartle</p>	2020/001 (cont)	<p>Hi All,</p> <p>Thank you for your emails. I don't believe that the activity is increasing substantially. Phoenix have been on site since 2012 I believe and before that Cabair were here with similar operations (you may remember the helicopter on the pole at the entrance). Overall our helicopter movements have fallen for the past few years.</p> <p>Although difficult to do from our current record keeping, I will endeavour to produce some analysis of the regularity of this type of flying for the next BACC. And as promised, I will highlight the concerns to Phoenix and see if there are any solutions.</p> <p>Thanks, Chris</p>	
08/02/2020	Mr Stone	N/A	N/A	<p><Forwarded from Ranil Jayawardena MP></p> <p>Dear Sir,</p> <p>We have noticed over the last few months many more aircraft from Blackbushe airfield flying over our house in Cricket Hill Lane Yateley the noise is relentless and is causing my partner and me great stress. We love our home and the area but my partner especially is becoming ill because of the traffic taking off and landing at blackbushe.</p> <p>We are considering moving not though choice but wondered whether there was a chance say in the next few years the airport could close or the land be sold for housing as I understand its status has been changed. If we new that the airport would eventually be closing this would help us make a decision whether to move or stay.</p> <p>I would be grateful for a quick reply.</p> <p>Kind regards, Mr Stone</p>	2020/002	N/A	See attached response to Ranil Jayawardena MP

Blackbushe Airport Noise Complaints - Oct 2019 - Mar 2020



Submitted On	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
02/03/2020	Ms Chaitow	02/03/2020	12:26	<p>Ms Chaitow called from Arborfield Studios in Wokingham to say an aircraft was disturbing their filming. I advised Wokingham is in Class G and we have no control on them. The lady said she thinks the plane is white.</p> <p>Reply: Thank you I appreciate your prompt response Ms Chaitow</p>	2020/003	<p>Hi Ms Chaitow, I've been passed the details of your call at 12:26 today.</p> <p>As Tom said on the phone, Arborfield Studios is in Class G airspace, which is outside of the control of anybody. Aircraft simply need to remain 500ft from obstacles and 1000ft over any built up areas. We have some noise abatement areas which were negotiated as a condition of planning in the 1980s, but Arborfield is not included within that. Due to the presence of Yateley & Eversley Noise Abatement areas to the north, aircraft route out to the North West, and then fly over Arborfield and Wokingham (above 1,000 ft) to proceed onward on their journey. We don't typically ask pilots to avoid other areas, as you can imagine if we did so, these flights would be displaced disproportionately into other areas and pretty soon we'd end up with complaints from residents of those areas too!</p> <p>You mentioned in your call that it was a single white aircraft. From our logs, I can't see any aerobatic aircraft which went up, apart from one which departed here at 12:20, and flew over Arborfield which did aerobatic work to the east of Wokingham, several miles away from you. I think it's unlikely to be that one. We did however have a steady stream of departures from about 12:00 onward which went in that direction. Could it have been multiple? If you're sure it was just the single aircraft, then it may have originated from another aerodrome such as White Waltham which also utilise the M4 corridor for their work.</p> <p>For future reference, you can log any noise complaints online on our website also: www.blackbusheairport.co.uk/noise</p> <p>Thanks, Chris</p>	
06/03/2020	Mr Hall	06/03/2020	10:10	<p>Chris right over my house at 10-10 low. Please don't say it wasn't there were 4 of us here. Please advise your pilots accordingly .</p> <p>Regards Mr Hall</p>	2020/004	<p>Hi Mr Hall, We picked this one up from the tower ourselves and have spoken to the pilot as he's just landed. He was a first time visitor unfamiliar with the airport. Logged under reference 2020/004</p> <p>Fortunately the aircraft is fitted with ADS-B which allows us to see the track he took very accurately:</p> <p>As you can see, not directly overflow your property but right on the edge of the noise abatement area. Never the less we ask pilots to be south west of the disused runway 14/32 (marked in blue) to ensure they aren't near to housing.</p> <p>Apologies for the inconvenience.</p> <p>Thanks, Chris</p>	

Date of Occ	Time UTC	Title / Category	Details of Occurrence	Aerodrome Managers Response & Follow up Actions
23/10/2019	12:50	Noise Abatement	G-___ called before departing to enquire if G-___ was remaining in the circuit, and then informed the AGCSO that you would be making a left turn off of Runway 07. The AGCSO responded with caution noise abatement which was acknowledged. The aircraft was observed climbing, and then making a turn to the left flying over the Yateley noise abatement area. The aircraft then turned to head south west, switching to Farnborough.	<p>Hi _____</p> <p>I just wanted to write regarding your departure from Blackbushe in G-___ just now. You called before departing to enquire if G-___ was remaining in the circuit, and then informed the AGCSO that you would be making a left turn off of Runway 07. The AGCSO responded with caution noise abatement.</p> <p>You'll be aware from our Rules and Procedures (https://www.blackbusheairport.co.uk/aerodrome) 8.5 that all departures from Runway 07 must make a 10° turn to the south. Unless in an emergency, no turns should be made left (north), and instead you should climb on the downwind leg before flying around our noise abatement areas:</p> <p>You'll note that any left turn will automatically overfly those areas, and so the ATZ should be departed to the North West before turning North East. In fact, it looks like you subsequently headed south west towards Basingstoke so I'm not entirely sure why a left turn was necessary. If your concern was G-___ ahead in the circuit, you could have held for a minute on the ground before departing to provide extra space if required.</p> <p>Please ensure you follow our rules and procedures, particularly with regards to our noise abatement areas.</p> <p>Thanks, Chris</p> <p>PHONE CALL RECEIVED IN RESPONSE, PILOT WAS APOLOGETIC</p>
01/12/2019	13:59	Noise Abatement	Aircraft booked local flight with Banan. Aircraft given take off discretion 07 RHC. Aircraft observed on a left turn flying directly overhead Yateley. FISO reminded aircraft of noise abatement procedures and to caution the built up areas. By the time this was passed aircraft had already flown over most of the town.	No further action required - pilot aware at time.
23/01/2020	12:12	Noise Abatement	G-BOOF took off from 07RH, climbed into the overhead and then turned left (north) en-route to Andrewsfield, before leaving the noise abatement area. Pilot was requested to make a left turn by the FISO to avoid the noise abatement area. Whilst a left turn was applied, it was not sufficient to avoid the noise abatement area. Aircraft ended up flying directly over Yateley.	<p>Hi Mark,</p> <p>I just wanted to pick up on your departure yesterday in G-BOOF headed to Andrewsfield. We observed you turning left after departing Runway 07, and heading over Yateley. I know the FISO asked you to make a further left turn to avoid the noise abatement, which you did, but I think by this point there wasn't sufficient time to clear the noise abatement, and the aircraft ended up going over Yateley despite your efforts.</p> <p>Just to remind you of our rules and procedures:</p> <ul style="list-style-type: none"> - On climb out, a turn 10° to the south must be made to avoid Yateley. - Unless in an emergency, all turns must be to the south. To leave the circuit, climb on the downwind leg into the overhead. <p>I think generally all of our users, yourself included, are very conscious of the noise abatement areas. They are critical to the continued operation of the airport, as the council could withdraw planning permission if they are not observed.</p> <p>Thanks in advance for your cooperation.</p> <p>Chris</p>

Date of Occ	Time UTC	Title / Category	Details of Occurrence	Aerodrome Managers Response & Follow up Actions
07/02/2020	15:40	Noise Abatement	I was in Yateley High Street collecting the Skoda from its MOT and observed an aircraft overflying the village from East to West descending. It was noisy enough to be heard over the engine of the Skoda. I contacted the tower who confirmed it was G-____. FlightRadar Track attached (which is from ADS-B data so is accurate). It was descending 1725-1000ft according to FR24.	<p>Hi Daniil, I just wanted to pick up on your arrival today in G-LKVA from Lydd. I happened to be driving along the Reading Road in Yateley town at the time and observed you overflying in a broad east to west direction. I wanted to draw attention to our noise abatement areas. When joining like this from the South West, please join directly overhead the airfield, and avoid straying to the north, which will keep you away from them. We are under a good deal of scrutiny from the moment, and some of the residents have been complaining to the local MP. I think generally all of our users, yourself included, are very conscious of the noise abatement areas. They are critical to the continued operation of the airport, as the council could withdraw planning permission if they are not observed. Thanks in advance for your cooperation. Chris</p> <p>Hi Chris, My apologies , Farnborough sent me off on the vector and 1800ft due to cloud base, when I changed over to BB twr was too late to turn left . Will plan a better arrival next time either via north or directly overhead. Kind Regards Daniil</p>
21/02/2020	16:30	Noise Abatement	Aircraft observed flying over an area believed to be noise abatement.	<p>Hi _____ I just wanted to pick up on your flight today in G-____, I understand this was a check flight for a ___ member perhaps. We observed you on the deadside in an area we believed to be a noise abatement area. I pulled the track from Flightradar, although it's MLAT so not 100% accurate. I've crudely approximated the noise abatement areas in red. We are making an effort to remind pilots of the noise abatement if we spot any potential overflights, as a proactive measure in order to prevent noise complaints. Fortunately we don't get any from the Eversley area, but obviously don't want that to change! In general it is best to try and avoid the little gap between Eversley and Yateley. I think generally all of our users, yourself included, are very conscious of the noise abatement areas. They are critical to the continued operation of the airport, as the council could withdraw planning permission if they are not observed. If you could also pass on to your co-pilot it would be appreciated. Thanks in advance for your cooperation. Chris</p> <p>Yes, thank you. Duly noted. I was distracted trying to prevent my student infringing the ATZ with a 60 kt tailwind. Will keep clear in future. Regards</p>
05/03/2020	16:26	Noise Abatement	On departure from Runway 07, aircraft was observed drifting to the left towards noise abatement area. Aircraft was swiftly reminded on the radio and made a right turn to avoid. No noise complaints received.	No further action required - pilot aware at time.

Date of Occ	Time UTC	Title / Category	Details of Occurrence	Aerodrome Managers Response & Follow up Actions
06/03/2020	10:10	Noise Abatement	Aircraft was observed on the deadside close to Noise Abatement area, but by the time noticed, no time to provide information to avoid. Subsequently a Noise Complaint received from Mr Hall	The pilot came in for a Touch & Go and was a first time visitor. When he returned to Kemble, I spoke with him on the phone (as he called to make payment). We discussed the joining procedures. He plans to return on 07/03 and will follow normal joining procedures.
06/03/2020	15:30	Noise Abatement	G___ was observed by the AFISO returning over the Yateley Noise Abatement Area. I observed a passenger change was being conducted on the pads, and the helicopter preparing for another flight. The AFISO contacted the pilot and advised him to fly to the NW to avoid Yateley Noise Abatement, which he complied with. FR24 grabs from both flights attached in the file.	No further action required. PW spoke to _____ who was also on frequency and heard the conversation, noting the non-standard join. He had spoken to the pilot but was not aware of the join over Yateley. The pilot has finished flying at Blackbushe as has moved abroad so will no longer be flying with _____
12/03/2020	13:18	Noise Abatement	Aircraft was observed to directly overfly Yateley from the North through Noise Abatement zone.	SPOKE WITH PILOT, AND FOLLOWED UP WITH EMAIL: Overflight of Noise Abatement Areas The towns of Eversley and Yateley to our north are noise sensitive areas, and overflight by aircraft using Blackbushe is prohibited at any altitude under a planning agreement that's been in place since the 1980s. Please can you ensure you do not overfly any of these areas when operating to or from Blackbushe (shaded red on SkyDemon). Full information on our procedures is on our website: https://www.blackbusheairport.co.uk/aerodrome . I understand the reasons on this occasion, particularly regarding the conflicting information from Farnborough LARS putting you further east than intended.

Ranil Jayawardena MP
Member of Parliament for North East Hampshire
House of Commons
London
SW1A 0AA

5th February 2020

Dear Mr Jayawardena,

Thank you for your correspondence dated 27th January 2020 (JT 20251) with reference to a complaint from your constituent, Mr Peter Hall.

I am of course aware of the complaints raised by Mr Hall throughout 2019 and earlier. As background, Blackbushe Airport holds a regular consultative committee, of which the minutes and supporting materials are published on our website at: <https://www.blackbusheairport.co.uk/consultative-committee>. At this meeting we present key information about the airport to local councillors, and to any members of the public in attendance. This information includes; number of aircraft movements, number and details of complaints, and updates on other airport activities. Since Chris Gazzard was appointed as Airport Manager in December 2017, he has implemented new systems to capture and report on this data, and members of the committee have commented that they appreciate the comprehensive reporting which was often lacking under previous management.

I have enclosed for you here the minutes of the most recent consultative committee in October 2019. I also enclose a copy of all of the communications with Mr Hall which was provided to the councillors at the latest Consultative Committee meeting but was not published online in the interests of Mr Hall's privacy.

If I may, I will take each of the specific points raised in Mr Hall's letter in turn before turning to noise more generally.

"THE AIRPORT IS GETTING MORE NOISY BY THE WEEK"

There is no evidence of this. Movements fluctuate day by day and week by week as weather conditions dictate. Noise complaints are not steadily increasing week by week; indeed, they are fairly flat year on year, and typically there are more in the summer (when we are busier, and residents are more likely to be outdoors), and fewer in the winter months.

"THEY ARE NOT ADHERING TO FLIGHT PATHS OR NOISE LEVELS"

There are no prescribed flight paths for Blackbushe. For traffic remaining in the circuit, there is a defined circuit pattern to the south of the aerodrome which is adhered to by all circuit traffic without fail. For joining and departing traffic, they are entitled to join or depart in whichever direction they wish, as long as they comply with the standard rules of the air.

There are no prescribed noise levels by which the airport is required to abide by. Within our Section 52 agreement, there is a list of aircraft which are prohibited to use the aerodrome on the basis of noise (which we comply with). There is also a quite complicated formula on calculating the noise from an aircraft, but the limits specified here were designed to exclude old jet aircraft which had no bypass ratios. Modern executive jets and the like which are using Blackbushe, have turbofan engines which fall well below this threshold, and therefore comply also.

"WE LIVE IN A 'PURPLE ZONE' WHICH MEANS THEY SHOULD NOT FLY OVER OUR HOUSE UNLESS ITS AN EMERGENCY."

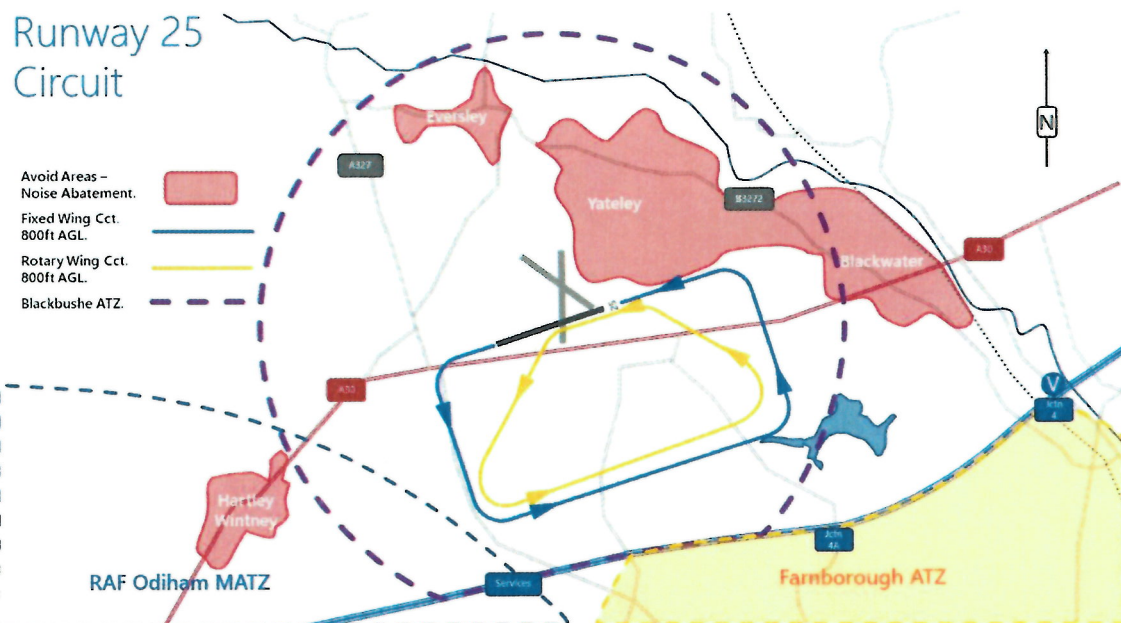
By purple zone, Mr Hall means the noise sensitive areas included in our Section 52 agreement from 1980, the most recent revision of which was agreed in 1985. This states:

In order to prevent as far as possible aircraft flying over built up areas in the neighbourhood of the Aerodrome the Owner shall at all times direct all aircraft landing at or departing from the Aerodrome to use the minimum noise procedures.

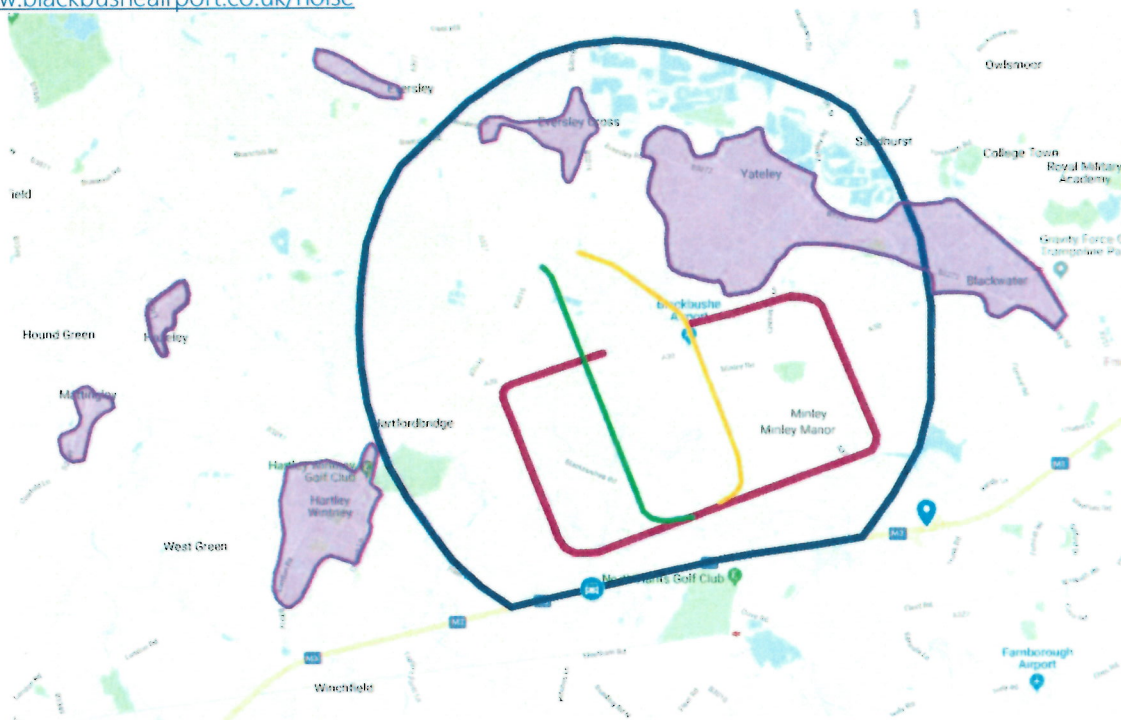
Minimum Noise Procedures

- (a) In respect of aircraft flying circuits form the Aerodrome to comply with the circuits and heights defined in the plan marked C attached hereto.
- (b) In respect of aircraft landing at or taking off from the Aerodrome other than for the purpose of flying circuits to comply with the requirements to avoid noise sensitive areas and with the minimum height restrictions defined on the plan marked D attached hereto.

You'll notice that the obligation on the airport here is to direct aircraft to use the minimum noise procedures. And this direction shall be to **avoid** those areas. For your benefit I have included our current circuit diagram which shows the circuit pattern and noise sensitive areas from those two plans.



In addition, we provide the below map to allow our local residents to better understand our flying profile and their location within any noise sensitive areas. There is an interactive version of this map on our website powered by Google Maps: <https://www.blackbusheairport.co.uk/noise>



“THEY FLY OVER OUR HOUSE ALL THE TIME”

Mr Hall’s house is shown using the yellow marker below. It is approximately 600m from the aerodrome boundary and approach paths marked in yellow and red.



From reviewing the correspondence with Mr Hall, you will see we have sent him this diagram previously. We have explained that whilst aircraft do not have prescribed flight paths, we do recommend that they follow the lines above.

Most of the complaints from Mr Hall come at times when the wind dictates that we use Runway 07. This has aircraft flying the circuit in a clockwise direction and landing on the runway from the west. Aircraft joining for runway 07 will need to safely integrate with traffic already established in the circuit. They normally follow the line of one of our disused runways (marked in yellow) as it is a nice clear ground feature to follow and keeps them from overflying housing.

From Mr Hall’s house and back garden (which faces south west towards Blackbushe, aircraft following this yellow line will be audible and quite clearly visible but are not strictly directly overflying his property. This issue features regularly in the correspondence between us.

“THEY ALSO FLY LOW OVER FROGMORE SCHOOL ALL THE TIME”

We have had no complaints from anyone associated with Frogmore School, so it is not clear where this claim comes from.

“THERE ARE NOW HELICOPTERS”

There have always been helicopters based from Blackbushe. For several decades there was a helicopter management company based in the hangars now occupied by British Car Auctions. For many years the Royal Flight helicopters were based here. That activity dramatically reduced in 2014 when that business was closed.

Rotary movements have fallen in recent years from 6,762 in 2017 to 4,905 last year (21% and 13% of total movements respectively).

“RANIL DOESN'T CARE ONE WAY OR ANOTHER”

This comment not only misquotes the comment made, but takes it out of context. You will see from our enclosures that this is referring to a remark in an email from 15th May 2019 at 17:38 from Chris to Mr Hall. The quote in context is:

“You are of course free to form whatever groups you wish. I would suggest your best course of action is to engage with the Blackbushe Airport Consultative Committee which meets twice a year. Turnout from the public is usually very low, and the meeting has more value if more people show up. I wish you luck with Mr Jayawardena, my experience is he is very disinterested in the airport, either in support or opposition to it.”

You will see here that Chris does not second-guess what you think or claim to speak for you without authority. It is an observation based on his personal interactions and experiences of you. I understand this was in part based on your visit to the airport on 23rd August 2018 which he put some considerable effort into organising, where we both felt you were disengaged from the discussion we were having. I am also disappointed that as an MP with an airport in your constituency, you have not sought to represent its interests by participating in the APPG for GA. I apologise if you have taken any offense by Chris's remarks.

“SAFETY ISSUES”

Mr Hall is perfectly entitled to be concerned about safety issues. Both incidents to which he refers relate to incidents which occurred under previous ownership and management. The aircraft which came down in Blackbushe Business Park (close to Mr Hall's garden) was a Kingair executive turboprop and happened on 23rd December 2000, over 19 years ago. The aircraft departed in heavy fog. As an industry, aviation learns from every incident. As Blackbushe, the management at the time reviewed all of our Low Visibility Procedures. Whilst they were in line with industry best practice at the time, we have had in place for many years guidelines which enable us to close the airport entirely if the weather drops below acceptable minima for safe flying.

The incident in 2015 to which Mr Hall refers (the crash at the end of the runway) again occurred prior to our ownership. This one ultimately was pilot error, but all incidents occur when all the holes in the swiss cheese line up. However, again, we are not complacent. We investigate, evaluate, and implement changes to our procedures in light of any incident, no matter how big or small. New processes have been in place for many years now to reduce the likelihood of major incidents. Safety is an area of continuous improvement.

WHAT ARE WE DOING ABOUT NOISE?

Local Community Engagement & Education

I like to think we are a responsible business. We comply with appropriate applicable regulations. Certainly, under the previous ownership communication with the local community was poor. We now provide much more information to local residents on our website as mentioned above. We have an online noise complaint form. Our tower staff are trained to log each call and to try and assist callers on the phone right away. We also monitor social media carefully and log complaints raised on those platforms, even if not sent directly to us. This gives a much better picture of how we are doing.

This year we are hosting the Community Matters Partnership Project, the Twilight Run, which is a charity run on our runways.

Pilot Guidance

We have also improved our guidance to pilots. Noise abatement procedures feature prominently on our website. Whilst we cannot prescribe joining routes, we can give strong guidance, which is given on the website, and also to over the radio to visiting pilots.

Proactively Addressing Overflights

We also proactively address issues with pilots who don't follow the rules and guidance we provide. If any member of staff observes an aircraft overflying Yateley or any other area, we can immediately address this over the radio, or follow up with them after the flight. An example of such an occurrence was on 24th January which is enclosed with this letter.

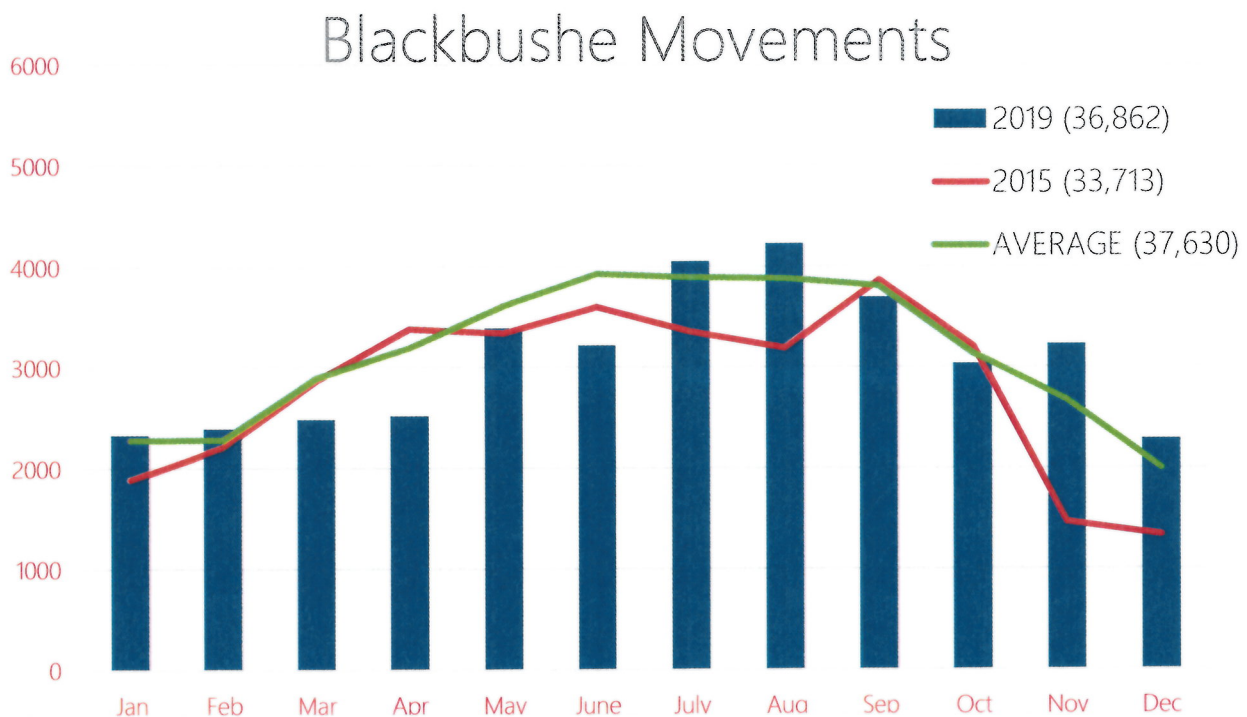
THE VALUE OF BLACKBUSHE

The importance of General Aviation Airfields such as Blackbushe has been widely recognised in recent years by the current Minister of Transport, Grant Shapps. Blackbushe is predominantly used as a training airport. We have four fixed wing flight school businesses based here and one rotary. Over 100 pilots gained their Private Pilot's Licences at Blackbushe last year. Many of these pilots continue to train for their ATPL, and are the pilots that are desperately needed to support the future of aviation in this country.

Despite our efforts to direct pilots to follow the lines away from the noise sensitive areas, from time to time, people who are learning make mistakes. What is important is that they learn from those mistakes. We have over 650 registered pilots, plus students. When we investigate noise complaints, we don't find the same people making the same errors. To receive so few noise complaints from so many movements I believe is a testament to the hard work put in by the Blackbushe team, and the cooperative attitude of our pilots.

AERODROME MOVEMENT STATISTICS

Since taking over Blackbushe Airport in 2015, we have focussed on customer service and modified our pricing structure to ensure business jets pay greater landing fees, whilst supporting the grass-roots GA community by lowering their landing fees. For several years, movements at Blackbushe were on a declining trend, and this continued into 2017. Our efforts were rewarded in 2019 when movements returned to their average level. The average movements are based on data from 2000 to present. Data before this was in paper logbooks and is not easily interrogated. We do have some records from the late 1980s which show movement levels at 60-80,000 per annum. This is a level that wouldn't be achievable nor desirable today given the single runway operation and the presence of more complicated airspace around us.



As you can see, movements fluctuate by month based on the weather, and there can be big variations between different years also. Business Aviation continues to make up a small percentage of our total (around 4%).

NOISE STATISTICS

I have attached detailed information which is included in the Consultative Committee meeting minutes. But there is a summary below:

	2018	2019 excl. Mr Hall	2019 incl. Mr Hall
Total Complaints	51	50	67
Of which: - Unique Events	38	42	59
- Individual Complainants	27	35	36
- Complaints involving confirmed Blackbushe aircraft	20	27	44
- Complaint involving aircraft within the ATZ	9	9	25

In 2018 we received no complaints from Mr Hall, but we understand he had been sending complaints by SMS directly to the previous airport manager's mobile number which was no longer in use. We have not received any complaints from him since 29th November 2019.

Otherwise we have a fairly flat level of complaints year on year. Many complainants only complain once, and are usually satisfied with the response they are given. We responded to every complainant in 2019 who provided contact details.

HOW DO WE COMPARE?

We have a very obvious neighbouring airfield in Farnborough. According to their consultative committee website, they had 32,522 movements in 2018, which is a similar level to ours. They had 115 complaints during a similar period.

I trust you find the included information will enable you to respond to your constituent more fully. Just as you of course represent your individual constituents interests, you also represent ours and I hope you recognise that we do spend a great deal of time and effort to ensure our operation has the lowest possible impact on the local community. Unfortunately, we do find Mr Hall in particular unreceptive to the explanations and actions we have taken and continue to take.

DE-REGISTRATION OF COMMON LAND & JUDICIAL REVIEW

While we are in correspondence, I would like to draw your attention to another matter. You will no doubt be aware that Hampshire County Council are currently pursuing a Judicial Review into the decision of a planning inspector to permit the deregistration of the airport from Yateley Common. This legal action is no doubt costing them into the hundreds of thousands of pounds. It will also be costing the Government Legal Department large sums. It is certainly costing us a lot of money to continue to represent our interests, in addition to the continued losses we absorb whilst we wait for a resolution. Given HCC have announced they need to find £80 million in savings, perhaps a good question is: Why are they spending money on areas like this which do not substantially affect the community at all, whilst front line services are cut?

Should you need any further information from me please don't hesitate to contact me.



Cameron Ogden
 Managing Director
 Blackbushe Airport

Enclosed: Blackbushe Airport Consultative Committee Minutes, Presentation and Noise Complaints October 2019
 Email exchanges with Peter Hall 15th May – 17th May 2019
 Email exchanges with Peter Hall 23rd June – 2nd July 2019
 Email exchanges with Peter Hall 29th November 2019
 Proactive Email exchange with infringing user 24th January 2019

Ranil Jayawardena MP
 Member of Parliament for North East Hampshire
 House of Commons
 London
 SW1A 0AA

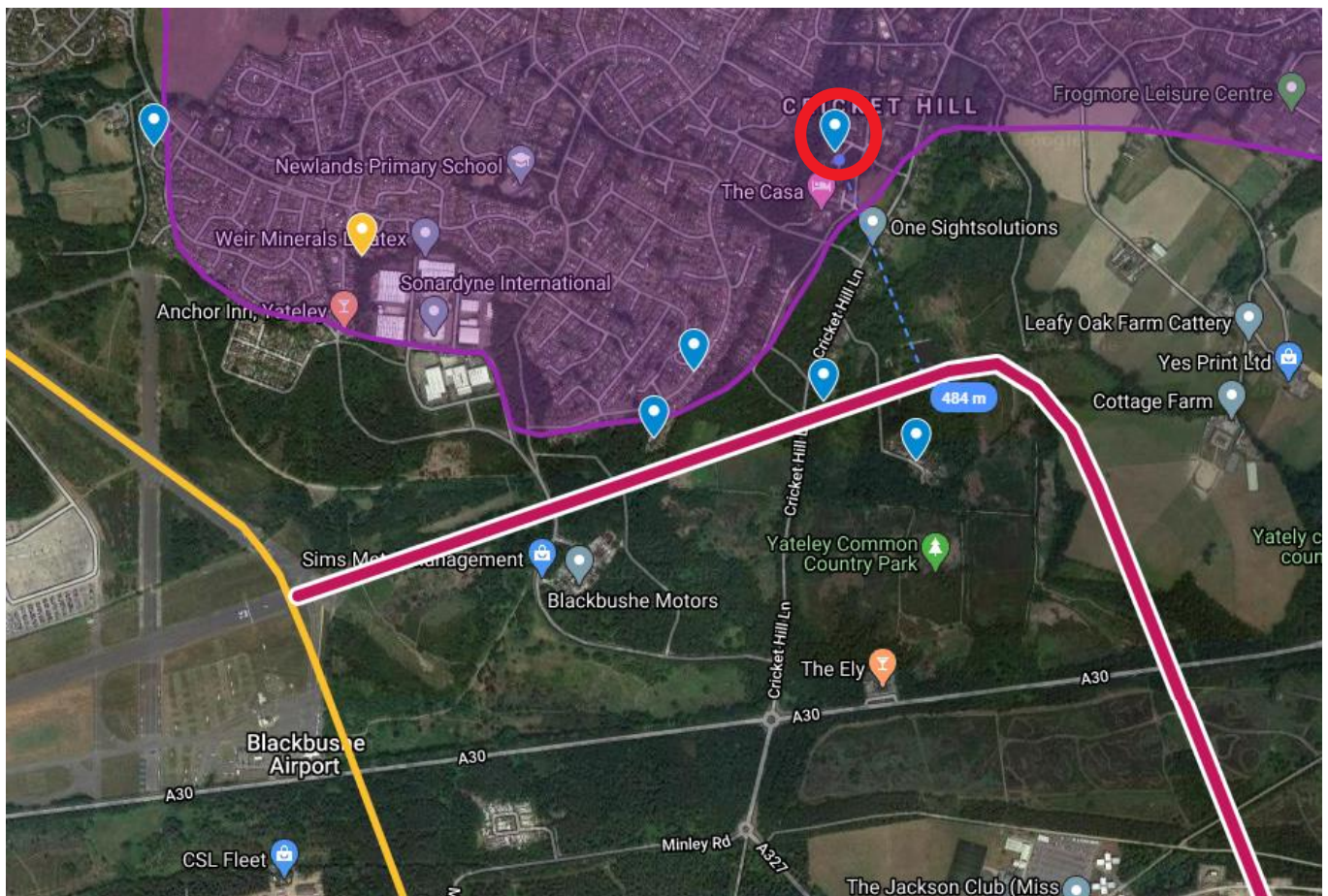
20th February 2020

Dear Mr Jayawardena,

Thank you for your correspondence dated 14th February 2020 (RJ19788-JT) with reference to a letter from your constituent, Mr Kevin Stone.

The airport has not received any noise complaints from this individual, and so have been unaware of his concerns. As I explained in my previous correspondence to you dated 5th February, we log all noise complaints and respond to all complainants who leave contact information. I would ask you to encourage your constituent to report all noise complaints to the airport, preferably using our webform at www.blackbusheairport.co.uk/noise with as much specific information as possible to enable us to investigate. Although not directly reported to us, we have logged this in our noise complaint register with reference 2020/002.

I have looked into the location of Mr Stone's property to better understand its location in relation to the airport. It is located to the north of Blackbushe, approximately 500 metres from the extended centreline of the runway. It can therefore be expected that any aircraft taking off or landing at the airport would most likely be audible from Mr Stone's property.



If aircraft are indeed directly overflying his property, then they should not be doing so, as he is in one of our noise abatement areas. However, given his proximity to the approach path, if aircraft were directly over his house, they would be in very close conflict with aircraft on final approach, and would most likely constitute an airprox incident, of which we've had none reported.

With regards to an increase in activity, I can see from online records that the property was last sold in August 2016, and subsequently relisted in December 2017. I am assuming therefore that Mr Stone has lived in this property for no more than 3½ years. I provided in my previous correspondence our annual movement levels. Movements have increased between 2016 and 2019 (by about 8.5%) but are still below the average of 37,630 we have seen over the past few decades.

With regards to his comments regarding the airport closing, we have no intention on doing so. The Common Land Deregistration we were granted in April 2019 has recently been before a Judicial Review. If the decision remains with us, the intention is to construct hangarage for aircraft, and modernise the facilities available to pilots and training schools based on the airport. There is no desire amongst our shareholders for the land to be sold for housing as Mr Stone believes.

I trust this answers your constituent's concerns.



Cameron Ogden
Managing Director
Blackbushe Airport