



BLACKBUSHE AIRPORT CONSULTATIVE COMMITTEE

c/o Clare Silcock (Secretary)
Blackbushe Airport Ltd
Terminal Building
Blackbushe Airport
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Surrey
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8th September 2020

Dear Sir/Madam

BLACKBUSHE AIRPORT CONSULTATIVE COMMITTEE Tuesday 15th September 2020 14:00 via TEAMS

The next meeting of the committee will be held via TEAMS on Tuesday 15th September 2020 at 2pm, when the presence of members is requested. Just copy the whole link into your internet browser and Join the meeting.

The agenda for the meeting is enclosed, along with the minutes of the previous meeting which was held on 10th October 2019 due to COVID 19 shut down. (An update report was sent out to members on the 24th March 2020 but no meeting was held.)

I should be grateful if any member who cannot attend the meeting would kindly let me know in advance, by e-mail. Deputies are welcome to attend as are members of the public as this is a public meeting.

The Airport have a section of their website dedicated to this committee <https://www.blackbusheairport.co.uk/consultative-committee/> where as previously agreed it would be appreciated if you could publicise it on your website to increase the awareness of this committee.

Yours sincerely

Clare Silcock
Secretary of the Blackbushe Airport Consultative Committee

BLACKBUSHE AIRPORT CONSULTATIVE COMMITTEE

Meeting to be held at 14:00 on 15th September 2020 via TEAMS (link provided to members by email)

AGENDA

1. **Apologies for Absence**
2. **Confirmation of Chairman and Vice-Chairman for the forthcoming year**
3. **Minutes of the previous meeting (Appendix 1)**
To approve the draft minutes of the meeting held on 10th October 2019, attached
4. **Report by Airport Manager including monitoring of complaints and Update on Deregistration of Common Land**
(see attached report and Noise Complaint log)
5. **Matters Arising**
6. **Questions** (submitted by members of the public in advance for a period not exceeding 15 minutes)
7. **AOB to include**
Meeting frequency 2/3 times per year?
Daytime/evening?
Online/ Face to Face
8. **Confirmation of date and venue of the next meeting**

Clare Silcock
Secretary of the Blackbushe Airport Consultative Committee
8th September 2020

APPENDIX 1**BLACKBUSHE AIRPORT CONSULTATIVE COMMITTEE****MINUTES OF THE MEETING HELD AT 19:30 ON THURSDAY 10th October 2019 AT THE TYTHINGS, YATELEY****Present:**

Chris Gazzard	Blackbushe Airport [CG]
Cllr Terry Hunt	Blackwater and Hawley Town Council [TH]
Cllr David Simpson	Hampshire County Council [DS]
Tony Hocking	Yateley Society [TH]
Cllr Sheila Davenport	Sandhurst Town Council [SD]
Cllr Richard Quarterman	Hart District Council [RQ]
Cllr Gerry Crisp	Hart District Council & Yateley Town [GC]
Cllr Peter Cullum	Rushmoor Borough Council [PC]
Clare Silcock	Secretary [CS]

		Action required by
1	APOLOGIES FOR ABSENCE 1.1 Mike Pearson (Chair), Cliff Hawkins (Vice Chair), John Cowley (Yateley Society), Diane Harvey (Hartley Wintney) 1.2 In the absence of the Chair and Vice Chair there was a brief discussion on the most appropriate person to Chair the meeting and it was agreed that the Secretary [CS] take the responsibility for this meeting.	
2	ELECTION OF OFFICERS Each year the Committee nominates a Chair and Vice-Chair, and the Secretary reported that both Mike Pearson and Cliff Hawkins are happy to stand again. There was a brief explanation to the members of who they are, ie: Mike is the current Airfield Manager at Popham and sits on a number of aviation committees. Cliff has a pilot's license, so is very familiar with Airports. The Committee was asked if there were any other nominations for Chair and Vice Chair. There was none. DS nominated both and this was seconded by TH. All voted in favour.	
3	MINUTES OF THE MEETING HELD ON 21st MARCH 2019 The minutes of the meeting held on 21 st March 2019 were agreed as a true record. This was proposed by TH and seconded by DS.	
4	MATTERS ARISING FROM MEETING HELD ON 21st March 2019 There were no matters arising.	

5	<p>AIRPORT MANAGER'S REPORT (presentation attached)</p> <p>5.1 Overall a very positive year with total movements up by 17% and visitor aircraft increased by 24%. The executive rotary & fixed wing movements have increased (even with the demise of WiJet in mid-2018), although GA rotary is down. Revenue is up by 10% (Jan – Sept) on 2018 to date. The estimate is 35,000 + movements by year-end.</p> <p>Operating loss is down by 26% so far this year, with a target of 32% by year end.</p> <p>The good weather this summer has certainly helped, but the airport also reduced landing fees for the smaller GA planes, whilst increasing executive prices, lowering fuel prices, increased marketing at industry events and introductory special offers, as well as attracting a lot of old customers back. However, the airport does not expect as much growth next year all being equal as this much of the GA community has been reached.</p> <p>5.2 Looking at the monthly movements the best recorded year for the airport was 2003, which touched 5,000 movements in the summer months. This year it has been as high as 4,000 in July and August</p> <p>5.3 TH asked where the revenue from the café comes in. CG explained that all the airport receives from the café is a fixed monthly rent as they are a tenant.</p> <p>The Airport revenue is split into four categories – rent, landing fees, parking fees and fuel sales (which has low margins).</p> <p>5.4 SD asked CG to clarify why it had been a good positive year for the airport despite the large loss. He explained that in comparison to other local aerodromes, for example Fair Oaks, the airport makes a similar loss to Blackbushe taking out the rental from hangars. Denham make a £1.2m profit, but they have a lot of hangars and helicopter maintenance hangars. Heathrow gets over 50% of its revenue from rental. The airport business is so weather dependent, but rental is a constant revenue stream. With hangars the business would be a lot more lucrative, but there is a definite improvement on revenue this year.</p> <p>5.4 RQ asked if a lot of the GA business was from people flying for leisure purposes. CG explained that 70% of the flying comes from the flying schools at the airport, so trainee pilots and some leisure fliers. The executive flights are a mix of leisure and business.</p> <p>5.5 Security: The airport has coordinated its security with BCA over the summer and there has been very little crime to report. There has been a mix of dogs and guards coming onto the site throughout the night. Unfortunately, BCA are now scaling back their security from the airport as they have now taken steps to improve their boundary protection. The Airport has now put in extra security cameras and employed another security company who will come on site during the night to make up for this shortfall. Unfortunately, winter will pose a greater threat because it gets darker earlier and for longer.</p>	

	<p>DS commented that it may be worth approaching Hampshire County Council (HCC) as they provide cameras in areas where fly tipping is prevalent for £200 each.</p> <p>CG explained that those are good for post-event, but the cameras being used are monitored continuously for movement and security is then notified to respond before criminal activity is completed. A single on-site guard costs £60k pa.</p>	
6	<p>BLACKBUSHE AIRPORT UPDATE ON COMMON LAND DEREGISTRATION</p> <p>The public inquiry took place in April 2019 and on 12th June the application was given in the Airport's favour meaning that the land which was subject to the application could be de-registered as common land. At the time of the original enquiry HCC had remained neutral in the process, and the case was fought by the Open Spaces Society (OSS) and Peter Tipton (PT), a local Commoner. There was a 3-month appeal window, during which time HCC lodged an appeal against the Secretary of State. Although the OSS and PT stated their intention to seek a Judicial Review, they have both decided not to proceed, but instead support HCC in their application. The summary of grounds is going before a judge in the coming weeks, who will decide by 3rd November if permission is given for Judicial Review. If permission is granted the approximate timescale for this is Spring 2020.</p>	
7	<p>NOISE COMPLAINTS</p> <p>7.1 CG explained that there always tends to be more noise complaints during the summer months due to the longer daylight hours and more people are outside. He talked through the figures detailed in the presentation and explained that all complaints that come through the website are logged, as are the phone calls. There were 61 complaints over the last 6 months, but it should be noted that 16 of these were from 1 resident who lives 600m from the disused runway, so in very close proximity to the airport. CG explained that whenever the airport uses Runway 07 there tends to be more complaints as the approach into the circuit takes the aircraft close to Yateley. He went on to explain how aircraft joining the circuit works and the route they take (as shown in the last slide in the presentation). The airport does try to use Runway 25 whenever possible, but it is weather and wind dependant and in 2019 Runway 07 has been used more than in 2018.</p> <p>Various actions are taken by CG and the Tower team, eg: calling up the Controllers at NATS when some of their jets go too close to Hartley Wintney - they issued guidance to their NATS controllers based at Farnborough. The Farnborough Controllers are not so aware of the Hartley Wintney noise abatement area.</p> <p>7.2 DS asked if the airport has considered inviting the complaining residents to the Tower to see how it all works. CG explained that he had spoken to all the complainants personally and explained how the airspace and circuit works and he would be happy to invite them to the airport if that would be useful to them. He assured the committee that the guidance map is up in all the flying schools and he has regular conversations with them, and also</p>	

	<p>addresses issues at the regular User Safety Meetings. However sometimes students do make mistakes, but hopefully then learn from them.</p> <p>7.3 DS said he was surprised at the variation of the location of complainants in Hartley Wintney. CG explained that their complaints were mainly about the heavier jet traffic and some were on track for Farnborough. He also explained that the heli-lanes tend to follow motorways and rail lines and aren't using Blackbushe.</p> <p>7.4 GC asked whether things had been resolved with the multiple complainer in Yateley. CG said that the complaints had dropped off in the last 2 months, but that he had explained that the Blackbushe Tower can only pass aircraft information rather than instruct them. When the aircraft don't stick to their route the Tower will advise them and if the same person continues to make the same mistake then CG would personally speak to them to re-iterate. It is an on-going issue and the airport continues to educate pilots.</p> <p>7.5 DS pointed out that residents don't actually realise how noisy aircraft are until they actually move into a house, even though they know that they are moving close to the airport, for example the complainant living in Mattingley. CG explained that the area is attractive to GA traffic from a number of airfields. Unfortunately, it is in Class G airspace over there, which is uncontrolled so aircraft can fly when and where they like subject to the Air Navigation Order.</p>	
8	<p>USER GROUP REPORT</p> <p>Unfortunately, Dan Lassiter had a late change of plan and had to travel to Spain so was unable to attend. CG said that he hoped that Dan would be available next time as he is one of Blackbushe's biggest customers.</p>	
9	<p>YATELEY, DARBY GREEN & FROGMORE NEIGHBOURHOOD PLAN</p> <p>RQ gave a quick summary of the Plan, which sets out the policy for its own community. It is run by a group of volunteers and gives direct powers to the local community to develop a shared vision for their neighbourhood and shape the development and growth of their local area. It is about half-way through an approximate 4-year process and the Blackbushe Airport site is one of its areas of interest. They want to understand what Blackbushe is all about and what the plans are for development. A volunteer will contact CG to talk this through. DS added that the Neighbourhood Plan needs to be aware of the Blackbushe's plan for development.</p> <p>CG said that he was already aware of the neighbourhood plan as he had attended some of the meetings and is very happy to meet with one of the volunteers.</p>	
10	<p>QUESTION TIME FROM THE AUDIENCE</p> <p>10.1 Di Gardner, a Blackwater resident asked why there seems to be a lot of jets and helicopters flying over her house in Blackwater at what seems a low level. She said that it is</p>	

difficult to judge how low they actually are. She asked if tail numbers were essential in any correspondence with the airport.

CG said that if she can tell him the time of any incidents Blackbushe should be able to pinpoint who the plane/ helicopter belongs to and why it is over her house. He explained that the helicopters will follow the motorway and railway line, and won't normally be using Blackbushe. Jet aircraft approaching Blackbushe will use the Bagshot mast as their direction and then start turning towards Blackbushe if that is where they are heading. It is likely that their route will go over Blackwater at times. However, Blackbushe's movements of jets is very low, on average 2 movements per day throughout the year, so there should not be many jets approaching Blackbushe each day. He encouraged Di to call in when there is an issue and he or the Tower team will certainly look into it and if there is anything they can do about it they will. However, as Jet aircraft are provided instructions on where to fly by NATS, and a 3.1° glideslope will result in them being low over Blackwater.

10.2 Peter Brown a local resident asked the following question of David Simpson representing Hampshire County Council: "Why, when they are faced with huge cutbacks of some £80M over the next two years, shedding staff and cutting services, are HCC pursuing a Judicial Review to overturn the Planning Inspectorate's welcome decision to approve the de-registration of Blackbushe Airport's operational area, an area used for aviation for the past 77 years? A move that will damage the current Airport business, destroy prospects of increased employment and the increased contributions that would come to the local economy. Why is HCC intent on the loss of one of their county's finest assets and opportunities? I have written to the HCC CEO and legal team but to date have received no explanation other than their staff are on holiday."

DS answered on behalf of HCC – The decision has raised an important part of law – the definition of "curtilage" and HCC believe that the Inspector was wrong in his application of the law. There could be implications to many other areas of common land where HCC believe others such as golf clubs could use the argument to get the land they are on de-registered. The Council has an obligation to protect common land from development of housing and industrial sites. DS indicated HCC anticipate the case will probably go to the Supreme Court as it is such a big point of law. It has massive implications for the whole country with the ruling of such a large area of curtilage. HCC has a lot of Common Land within the county.

Peter Brown asked again about the cost implications for the council in pursuing this especially with the threat of job losses and cutbacks.

DS explained that there is a budget set aside each year for any legal matters – there is £580 million of reserves that can be used when expenses are not expected.

Peter asked whether DS saw the value in Blackbushe and whether he wanted to see the airport develop? DS says he always has supported the development of the airport and in

the past it was suggested by HCC that the owner was offered the option of retaining a ransom thin strip of common land surrounding the active airport in order to prevent development at a later date of housing or industrial areas. It was not taken up. CG pointed out that however, this wouldn't solve the legal issue of curtilage, and Blackbushe would still have had to apply under the same section of the Commons Act to seek the deregistration of the airport. DS said When the owners bought the land, they knew they needed hangars to make any money. DS believes that if the land is deregistered there is a strong possibility of industrial development.

CG commented that he had seen the golf club similarity in the papers sent for Judicial Review, but he said that Blackbushe Airport was a very unique case being a licensed airport. Such conditions of a licensed airport require the provision of infrastructure and control facilities which are in place at Blackbushe. Blackbushe could not function as an airport capable of accepting the traffic it does without all of those facilities. By contrast a golf club would find it very difficult to argue that the bar/ clubhouse was a legally required part of a golf course and everything on the course was in its curtilage.

DS commented that airfields or airstrips don't need the same facilities. CG replied that there is a big difference between an airport such as Blackbushe and airfields or airstrips.

10.3 Di Gardner commented that she understood that with the development of the Airport there would be more employment opportunities but asked how more revenue would be created. CG answered that the rental of hangars and office space will generate the bulk of the revenue. For example the old BCA hangar which used to be part of the airport would wipe out the current losses of the Airport immediately. Also, he sees opportunities for rental of meeting rooms and the holding of events in the hangars at the Airport in the future. Any revenue from this is likely to be small and ancillary to the core business.

There is an intention to set up a history hub at the airport given the huge amount of history associated with it. The Airport already accommodates a lot of local group requests from Scouts and Beavers and home-schooled children as it has hosted at least 8 groups of them this year to give them a flavour of what goes on at the Airport. Next year the Airport hopes to host the Twilight Runway Challenge, which in the past 8 years has been located at Farnborough Airport. It could also be a place for Car Clubs to meet, but at the moment there is limited space and facilities to host them, but the airport gets a lot of enquiries along these lines.

7	<p>ANY OTHER BUSINESS</p> <p>DS noted that it is the 75th anniversary of VE Day next year and the Yateley Lions are hosting an event next May, Friday 8th (Bank Holiday). He asked if CG would be happy for an approach from them to see how the Airport can perhaps be involved. CG said that he would be very happy with that and that they could talk after the meeting.</p>	
10	<p>FUTURE MEETING</p> <p>CS to look for a date in March in 2020 to avoid any date too close to the local elections in May. (try to avoid Mondays and Thursdays)</p> <p>Update from the meeting: Next Meeting set for Tuesday 24th March 2020 at 7pm</p>	CS