

BLACKBUSHE AIRPORT CONSULTATIVE COMMITTEE
MINUTES OF THE MEETING HELD AT 14:00 ON TUESDAY 15th SEPTEMBER 2020 REMOTELY VIA TEAMS
Present:

Chris Gazzard	Blackbushe Airport [CG]
Mike Pearson	Chair [MP]
Cllr David Simpson	Hampshire County Council [DS]
Cllr Sheila Davenport	Sandhurst Town Council [SD]
Cllr Peter Cullum	Rushmoor Borough Council [PC]
Cllr Diana Harvey	Hartley Whitney Parish Council [DH]
Clare Silcock	Secretary [CS]

		Action required by
1	APOLOGIES FOR ABSENCE Cliff Hawkins (Vice Chair), Colin Edge (Eversley Parish Council)	
2	ELECTION OF OFFICERS Each year the Committee nominates a Chair and Vice-Chair, and Mike Pearson said that he was happy to stand again, and as far as we know so was Cliff Hawkins as Vice, but CS was going to check with Cliff if he was happy to stand again. The Committee was asked if there were any other nominations for Chair. There were none. DS nominated MP and this was seconded by PC. All voted in favour.	CS
3	MINUTES OF THE MEETING HELD ON 10th October 2019 The minutes of the meeting held on 10 th October 2019 were discussed and agreed as a true record. This was proposed by PC and seconded by DS.	
4	MATTERS ARISING FROM MEETING HELD ON 10th October 2019 MP thanked CG for his very comprehensive reports each meeting as they are very informative and useful. CG updated the committee on his following of the Yateley Neighbourhood Plan since last October. His understanding is that they are seeking funding and require consultation. He is not sure whether a working group has been elected yet. The Airport will remain engaged. DS said that the neighbourhood plan is very central to Government Plans going forward. PC said that there are 2 consultations going on at the moment – one is the broad-brush proposal and the other is the relevant bill. He suggested that CG speak to Farnborough to see what they are doing as local plans have to include airfields surrounding any local development. On the point of planning at Blackbushe DS	CG

	<p>asked CG to send him his comments to the draft planning as he will look to incorporate them.</p> <p>Note: CG sent these to DS on 29th September.</p>	
5	<p>AIRPORT MANAGER'S REPORT (please also see presentation attached)</p> <p>5.1 The Airport had a very positive start to 2020, but obviously closed on 24th March, due to COVID restrictions, reopening on a part time basis initially, 8 weeks later on 19th May. Flying school activity was very restricted unless they were privately hiring out their aircraft to a single pilot (no instructing was allowed). Once the 4th July changes came into place the Airport bounced back to normal flying levels. Prior to 2020 the flying schools had had problems with recruiting Instructors. This has not been the case this year as pilots have had to come out of the airlines and are now instructing again. Visitor numbers were not bad as the airfield kept its fuel price low as we had bought it at a low price, which encouraged people to refuel at Blackbushe. Surprisingly enough there are still a lot of pilots wanting to learn to fly. Overall a promising year apart from COVID.</p> <p>5.2 The Airport had a few movements during April due to an "engine health day" as aircraft need to be flown to maintain them. We did have a few noise complaints that day, but the CAA had approved planes to stay in a 10-mile radius. Also, survey aircraft took opportunities with the airways being very quiet. There were also a few Air Ambulance movements. The prediction is that the Airport will see about 27,000 movements by the end of the year, which is a similar year to 2012 when the airport was affected quite negatively by the London Olympics and restricted air movements. Business travel movements have not really recovered in 2020, although there is an occasional flurry of returns when quarantine measures have come into place and some domestic holiday makers flying within the UK.</p> <p>5.3 Security – the airport has been spending more money on security this year and thankfully crime has been low.</p> <p>5.4 The Judicial Review was held in Feb 2020. The Judge rejected all grounds raised by all parties but decided on a new ground where he reinterpreted the part and parcel curtilage argument and asked Hampshire County Council to change their statement of case to reflect this. The Airport is appealing as this argument had not been brought up at any time during the Appeal. A 2-day Court date is expected in February 2021. (Now confirmed as 23/24 Feb)</p> <p>5.4 The Noise Complaints section has been updated due to another 8 complaints from our serial complainant which have being added since the presentation went out last week.. 2 main complainants – Mr Hall lives within 600m to the North of the airfield near the BBS Business Park towards Yateley. The Farnborough Airspace changes are causing some difficulties for pilots, making the re-join to the BBS circuit difficult. Moving Maps also causing difficulties for pilots as the noise abatement area for Yateley on Sky-Demon was shown as a lot further north! Chris has contacted the CEO of the Company and they are sorting their end, but CG will also be sending out an email to all the Users this week highlighting the</p>	

issues and ensuring they know the noise abatement areas. MP sits on the CAA committee and knows that pilots are very much encouraged to use these electronic maps, so the companies involved in this have a very big responsibility to get them right. He also commented that the Farnborough airspace is very very complicated, so it is certainly difficult for pilots to get it right. Chris displayed the London Control Zone map which showed that the change in the Farnborough airspace has pushed a lot of traffic North of Blackbushe. The airfield has seen a lot more go-arounds since the change. CG is in discussions with Farnborough to slightly change their airspace and delegate a bit of their airspace to BBS. The CAA are supportive of this as they have seen the problem first-hand. This has to then be approved so will take some time. The Tower does now have an ADSB tracker that is picking up some issues and we are pro-actively contacting the pilots before they go into the wrong area.

PC asked a question on the circuit pattern and asked if BBS could extend up-wind rather than downwind. Out to the west may be better? CG - Yes this is better for runway 25 rather than 07. Flying schools are starting to teach their students the base leg go-around which is a good start. CG has noticed that more complaints happen at around 5pm. He wonders if this is returning aircraft who are coming back from day trips rather than the flying schools, but not completely sure. 20,000 movements this year and so far only 75 complaints so not bad at all in the whole scheme of things. SD asked how long Mr Hall has lived at the property. CG responded he thought it was since the 1980s, so obviously the airport has been in the same place before he moved there. Prior to that Mr Hall lived locally in Tudor Drive. Mr Dunn is another serial complainer who lives where helicopters fly over fairly regularly but this is in uncontrolled airspace. CG has spoken to some Phoenix helicopter pilots to make them aware to try to avoid where he lives so doing their best to avoid. MP praised the way CG had handled the noise complaints he has and his very detailed explanations to the complainants as to how things have happened.

5.5 The Twilight Runway Charity Challenge has unfortunately now been cancelled due to further Govt restrictions. The Airport hopes to hold it next year instead. MP stated that this was a good example of what airports can be used for.

5.6 NHS Drive-Flu – We did offer BBS as a possible Covid testing centre, but the Airport was not needed as an area in Farnborough were doing it. However, the airport is setting themselves up as a flu vaccination centre. This is by appointment only via the person's Surrey Heath's GP centres. FAQs have gone on the BBS website and CG will engage with Yateley Community pages to clarify this as there has been some comments already that people are going to just turn up for their flu jabs not thinking they need an appointment. Marshals will be at the airport coordinating traffic and 2 cars should be able to complete their jabs in 1 minute. The NHS are giving a small contribution to the Airport's electricity bills as there are fridges and lighting set up.

CG

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6	<p>MATTERS ARISING</p> <p>Unfortunately, there were no members of the public in attendance, and no questions had been sent to the Councillors on their behalf.</p>	
7	<p>ANY OTHER BUSINESS</p> <p>Frequency of the meetings – The Constitution says meetings should be held twice a year, but CAA guidance suggests they should be three times a year unless the committee feels this is not necessary. Chris is very happy to do these three times a year. PC suggested leave it at two. DS suggested the same unless there is an exceptional need raised by CG for an extraordinary meeting. CG doesn't think the next stage of the legal case requires any input from the Committee as so much has already been discussed and it is now down to very much legal terms and definitions. There may be a potential requirement if the court's decision goes in favour of the Airport and then the airport has some development plans that it will put forward for discussion and information and this can certainly go via the Consultative Committee.</p> <p>Format of the Meeting? Daytime/ Evening?</p> <p>CG asked is it better to be in the evening or during the day? And does the online format work or is better to be face to face? After some discussion, it was decided that the face to face format was better due to encouraging members of the public to attend and also an evening slot for now as they will find it easier at that time too. DS suggest that we keep this as a rolling agenda item for the next two times which was agreed. CS to check with the clerks of the councils when meetings are and work out the best date. Also check if there is a decent wifi connection at the Tythings so we could combine the two formats if necessary.</p>	CS
10	<p>FUTURE MEETING</p> <p>CS to look for a date in March in 2021</p>	CS

The logo for Blackbushe Airport, featuring three stylized, overlapping swooshes in red, white, and blue that curve upwards and to the right.

Blackbushe
Airport

Consultative Committee Update

15th September 2020

2020 Business Performance (Jan-Aug)

- ▶ In Jan and Feb we performed better than the 10 year average across all Key Performance Indicators
- ▶ We closed from 24th March to the majority of traffic and started a phased reopening on 19th May (8 weeks)
- ▶ The DfT relaxed restrictions allowing multiple households on the same aircraft from 4th July onwards which enabled us to return to average levels in July and August
- ▶ Visitors are down 49% as there are less opportunities for travelling, and staying overnight is quite difficult

Movements	10Y AVG	2019	2020
GA Fixed Wing	Data Split Unavailable	20,852	15,033 (-28%)
GA Rotary		2,769	1,380 (-50%)
Executive Fixed Wing		614	380 (-38%)
Executive Rotary		379	247 (-35%)
Total	22,060	24,614	17,040 (-31%)

Fuel Sales	10Y AVG	2019	2020
AVGAS Fuel Sales	194,099	262,741	192,162 (-37%)
JET-A1 Fuel Sales	156,677	136,895	123,871 (-10%)
Total	353,183	399,636	316,033 (-21%)

Annual Movements

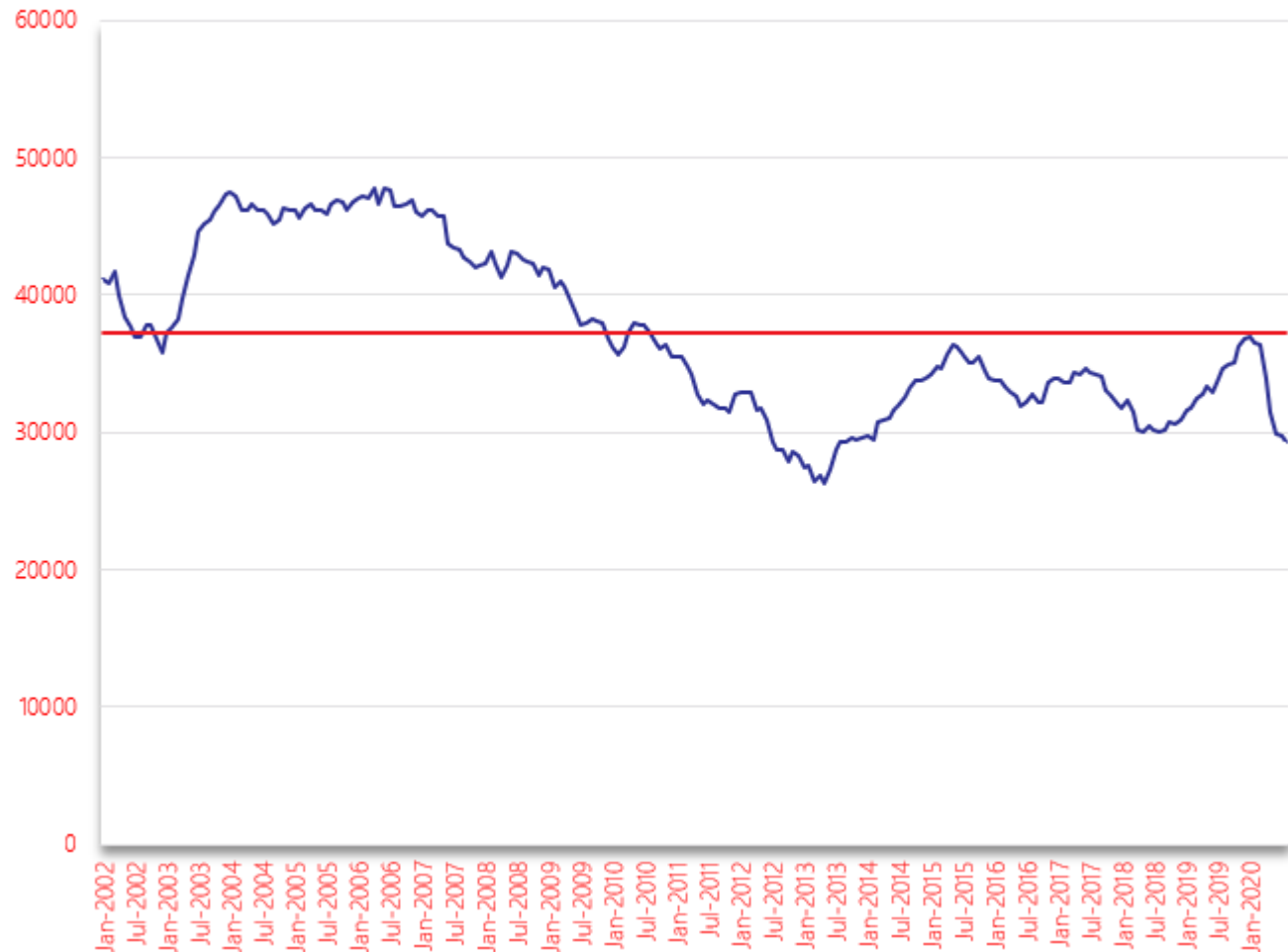
- ▶ We have electronic records back to 2001 for airport movements. Before this time, records were kept on paper, but haven't survived.

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
2020(E)	27,334

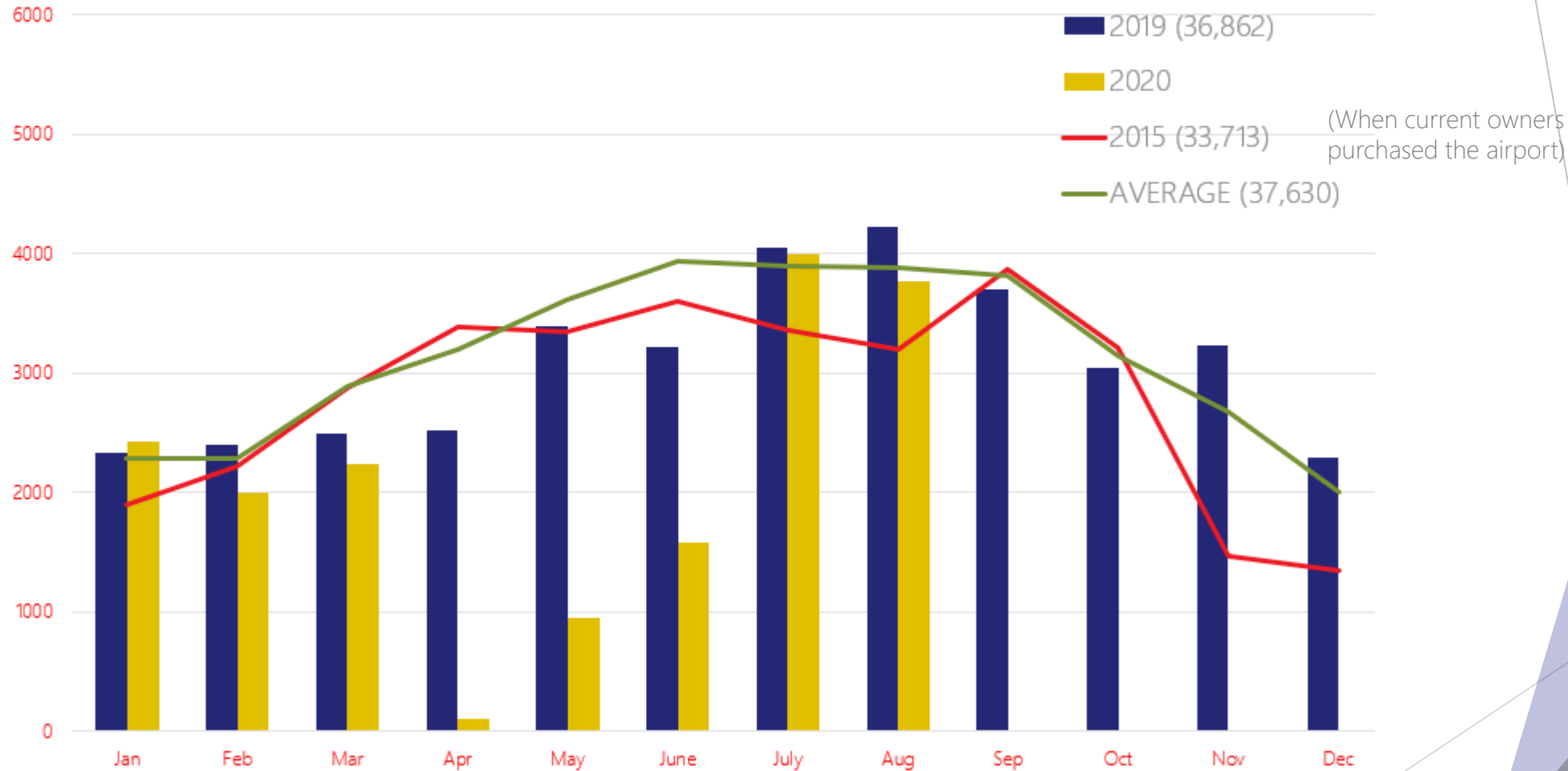
2001	42,986
2002	36,584
2003	47,407
2004	46,311
2005	46,907
2006	46,066
2007	42,229
2008	41,973
2009	36,828

Annual Movements (Rolling 12 Months)



Monthly Movements

Monthly Movements



Adapting to COVID-19

- ▶ We closed from Tuesday 24th March 2020 to most traffic.
- ▶ During the closure, we serviced essential flights for Air Ambulance / Utility Survey aircraft
- ▶ As more guidance was released by DfT / CAA we opened for engine ground runs, and then for engine health flights on 25th April (see noise complaints!)
- ▶ We supported based businesses by being flexible with payment terms. This required our shareholders to input over £100k of additional funding into the business.
- ▶ We reopened 5 days a week from the 19th May. At the time, restrictions required any aircraft occupants to be from the same household. Movements returned to approx. 50% of average levels. As demand returned we moved to reopening 7 days a week.
- ▶ Since 4th July when Flight Training was permitted to resume, movements have returned to average levels. Flying Schools have adapted with ground school done remotely, and lessons organised to be longer to reduce the number of students onsite at one time. This in addition to social distancing, PPE, and sanitising measures.

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 2020 our spend on security will increase by £35k, in part due to additional security required during lockdown.
 - ▶ 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.
- ▶ During lockdown we had very few breaches, but these were detected by cameras and security responded immediately.

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
 - ▶ Cllrs David Simpson & Adrian Collett (did not participate)
- ▶ Mr Justice Holgate published his decision on 23rd April 2020. He rejected all of the grounds raised by the claimants and interested parties and decided upon a new ground which was not raised in court. He instructed HCC to amend their statement of case to include this ground retrospectively. He gave us permission to appeal.
- ▶ We maintain the decision was flawed and have submitted to the Court of Appeal. All parties have now submitted their legal arguments on paper, and we wait on a listing for a 2-day court date. The earliest will be December 2020, but likely Q1 2021.

Noise Complaints

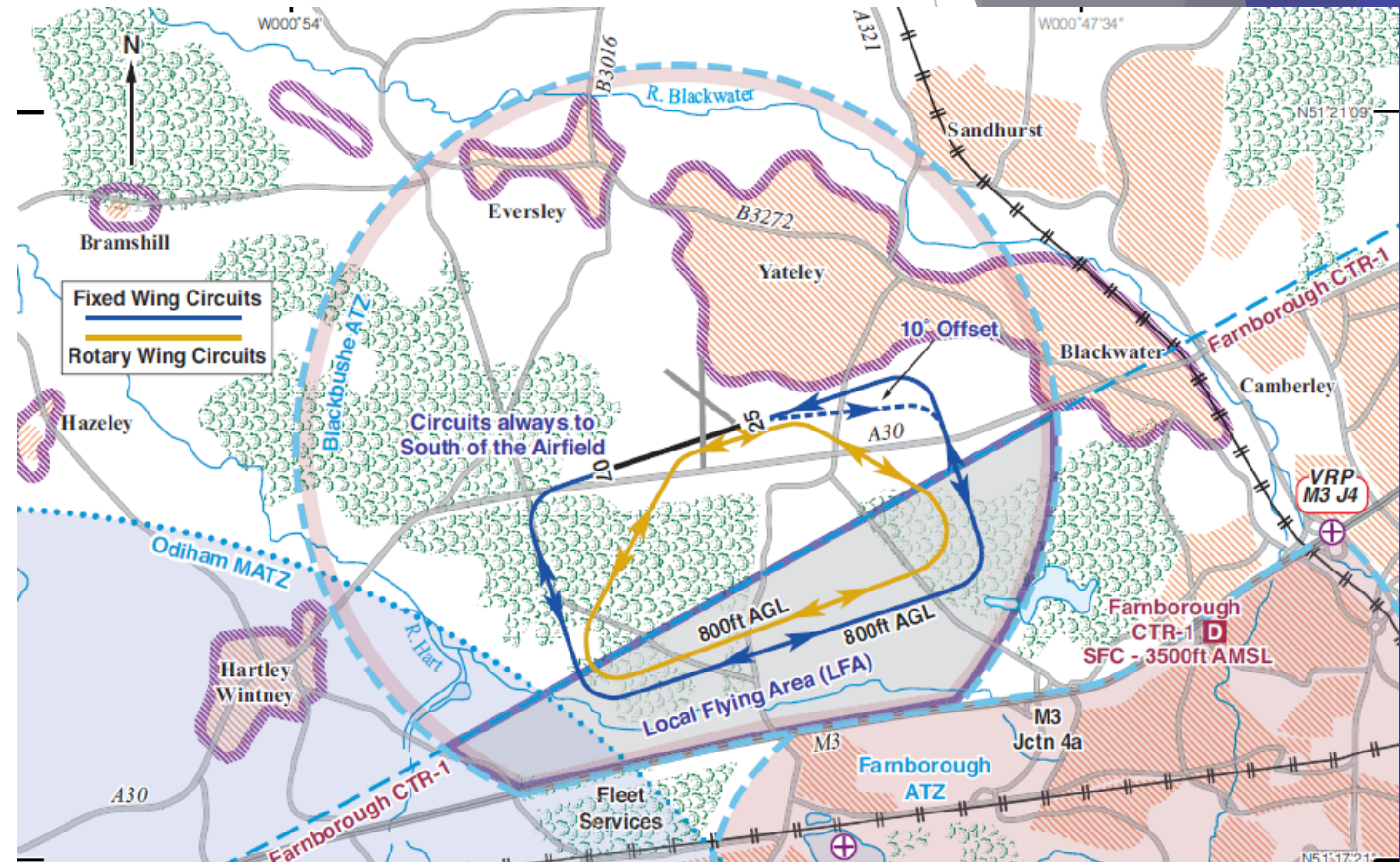
- ▶ We have received 75 complaints to date in 2020.
 - ▶ 16 of these were queries surrounding the unexpected flights on the Engine Health Flight Day (EHF) – they were not complaints of overflying noise sensitive areas. (21%)
 - ▶ 6 of them related to a survey aircraft capturing data over London (8%)
 - ▶ 3 related to Police Helicopters (4%)
 - ▶ 40 (53%) were raised by complainants who have contacted us more than once.
 - ▶ 23 complaints were raised by a single complainant (31%).

Complaints (1 Jan – 6 th Sep)	2019	2020
Complaints	62	75
Unique Events	53	57
Individual Complainants	30	42
Complaints involving confirmed Blackbushe aircraft	41	54
Complaints involving aircraft within the ATZ	24	38

Category	#	%
Aerobatics	2	3%
Approach / Climbout	3	4%
EHF Day	16	21%
General Noise	6	8%
Helicopters	2	3%
Infringing Noise Abatement Area	25	33%
Not Infringing Noise Abatement	3	12%
NPAS	3	4%
Survey Aircraft	6	4%
Not Blackbushe (Other)	9	8%

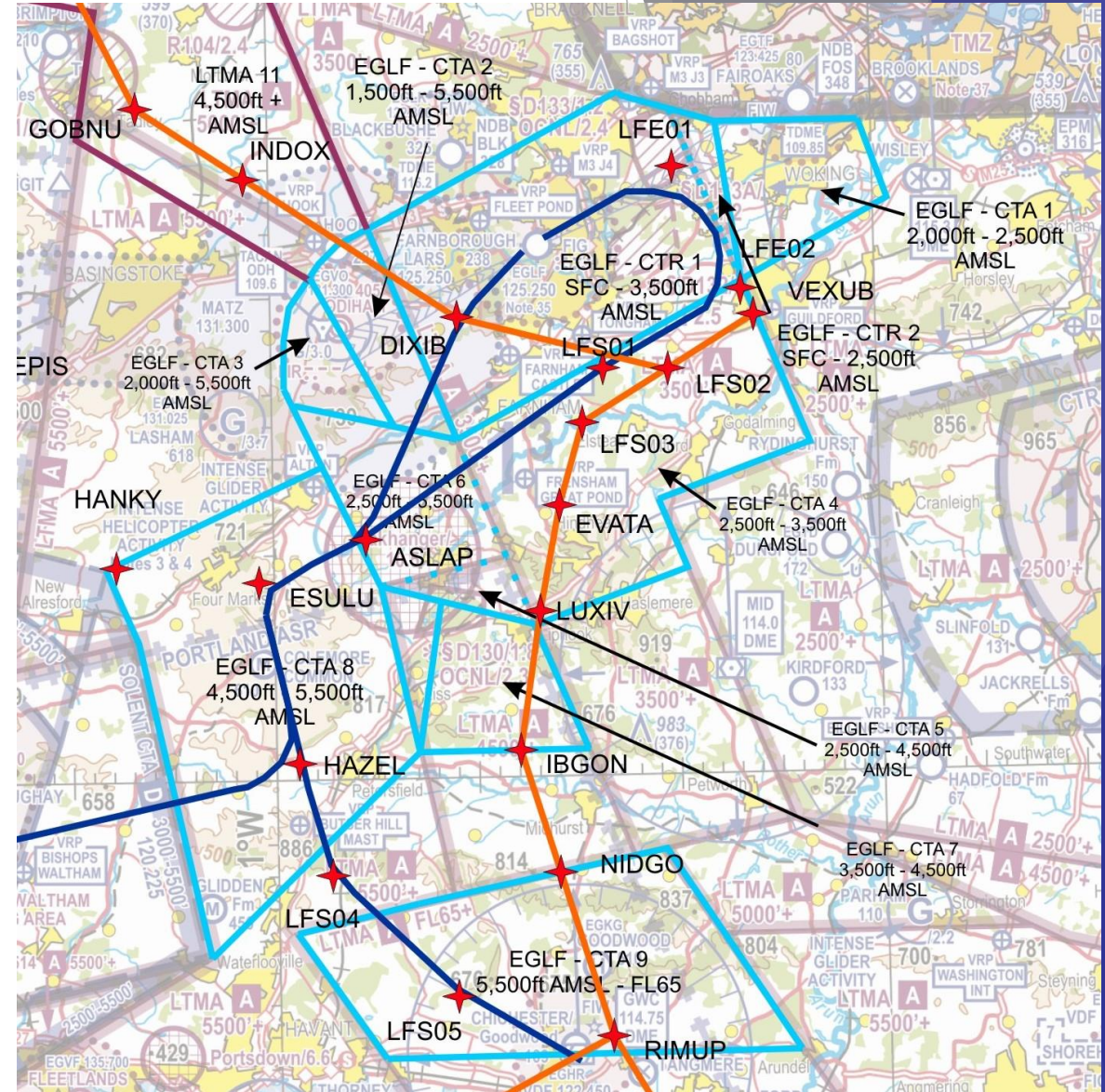
Pro-Active Noise Measures

- ▶ New mapping has been produced to complement the introduction of controlled airspace at Farnborough. This 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 started logging these measures.
 - ▶ So far in 2020 we have logged 23 of these, and spoken with the pilots involved.
 - ▶ We continue to investigate every complaint from the public and speak with pilots
- ▶ We have not seen any “repeat offenders”.



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 the 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/>



NHS Blackbushe 'Drive-Flu'

- ▶ From 21st September we will be hosting a drive-through flu vaccination programme.
- ▶ It is organised by Surrey Heath Community Providers, a collection of 7 GP surgeries in Frimley and Camberley
- ▶ They will be running for a minimum of 8 weeks, potentially longer depending on uptake.
- ▶ The drive-through will be in the Blackbushe car park. Access will continue to be available for those wanting to access Yateley Common Country Park.
- ▶ Please note – it is not available to everybody, only to those registered patients from the 7 GP surgeries and who are eligible for a free vaccine under government guidelines.



Blackbushe Airport Noise Complaints - 1 January - 7 September 2020



Submitted	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 it's 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 an 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 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		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 appropriate. 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 - 1 January - 7 September 2020



Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
09/02/2020	Mr Craven-Bar	08/02/2020	13:00	<p>someone working a private job and that noise lasts for over 2 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>	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>	
				<p>Thank you Chris for your helpful and considered response to my concerns. 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>			
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 response to Ranil Jayawardena MP in March 2020 pack.

Blackbushe Airport Noise Complaints - 1 January - 7 September 2020



Submitted	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. 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! 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. For future reference, you can log any noise complaints online on our website also: www.blackbusheairport.co.uk/noise 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 . 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 Fortunately the aircraft is fitted with ADS-B which allows us to see the track he took very accurately: As you can see, not directly overflown 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. Apologies for the inconvenience. Thanks, Chris</p>	
22/03/2020	Mr Hall	22/03/2020	19:41:00	<p>Good Evening Chris, No ,no one has flown over my house today. There were due to be 20 of us attending the Airport action group this coming week but I would think this has been cancelled now due to the present social distancing policy. I have been inundated by members of the public in Yateley West today due to the high numbers of Aircraft and the noise . I went to the Airfield by car today and counted over 50 cars . Chris all the people are worried about is the constant noise today and what seems to be a lack of social distancing . Now the children are home or most of them and parents there garden is going to be there go to place as today. The questions I have had today are . 1/ Noise 2/ Social Distancing 3/ Pollution 4/ A few people spoiling it for the many that live here. Sooner or later Blackbush will have to close for a period of time due to Covid 19. Chris do the right thing close the airport now make new friends for when you reopen. The Airport in the present crisis does not contribute anything but stress to the people of Yateley that are frightened for themselves and their family members. I am at present not going to put this on the media but rely on Blackbush doing the right thing for the people of Yateley and close the Airport to Allow Residents to have time in the gardens with their families at this truly awful time. Please inform me of your decision . Regards Mr Hall</p>		<p>2020/005</p> <p>No response provided.</p>	

Blackbushe Airport Noise Complaints - 1 January - 7 September 2020



Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
23/03/2020	Mr Hall	23/03/2020	15:35:00	<p>Chris now all of us are truly angry no response to a polite email . Plane flew over my house at 3.35 please don't say it didn't it did. Even my friend XXXXX is unhappy with Blackbush and he flies from there.</p> <p>The Government stated essential travel only and social distancing 2mtres .</p> <p>Is it essential to fly round and round is it essential in this awful time to have noisy polluting aircraft above our heads while our children and family are outside with no where else to go but there gardens.</p> <p>Are you flying planes with more than one person !</p> <p>We truly thought better of you and the Airport it seems we are wrong .</p> <p>The sooner the Government shuts down all non essential services the better.</p> <p>As a group of very concerned Residents we were convinced that you would have done the right thing for the good of the people at this terrible time. One resident told us his wife who works at Frimley park Hospital as a nurse could not sleep yesterday after doing a 14 hr shift because of the noise of the planes never have I seen a more angry man.</p> <p>Sort this out for the good of us all.</p> <p>Mr Hall</p>	2020/006	<p>Mr Hall,</p> <p>You'll appreciate that it has been an extremely busy day today. I was on a planned day off today, so you'll appreciate that replying to your emails was not my highest priority.</p> <p>The rapidly changing advice from central government has been a challenge for businesses of all sizes to deal with, and to ensure the best outcome for all of their stakeholders, including their local communities. You'll see from our social media and website that the airport will be closed for the foreseeable future.</p> <p>Thanks,</p> <p>Chris</p>	
31/03/2020	Mr Rason	31/03/2020	02:45:01	<p>Hello,</p> <p>My sleep was yet again disturbed by the noise of a standing aircraft that was running at least 30 minutes,probably longer. This night time noise is a frequent occurrence, now even more noticeable thanks to the Covid -19 restriction general quietness. The bass notes of this noise seem to vibrate through the walls. If planes/helicopters have to fly in the depth of the night (why?), why are the engines kept running so long before take off? I imagine nothing will change, but I have to get this off my chest.</p> <p>Yours, Mr Rason</p> <p>Hi Chris,</p> <p>Thank you for your reply.</p> <p>I can assure you that I am of sound mind and I have not imagined the noise . My wife hears it too, but it bothers her less than me. I have not gone out in the middle night to track it down, but it is certainly the noise of a powerful engine running. I could think of no other possible source than the airfield as it is unlike a car or motorbike. It could be some kind of generator, but again I cannot think who would have one within earshot.</p> <p>When the covid restrictions are over, I may well have to go out and try to trace it - if I'm not arrested first for suspicious behaviour.</p> <p>Regards, Mr Rason</p> <p>Thanks for the follow up, Chris. That could well be it! I'd better not go creeping around with a torch at 3am then.</p> <p>Regards, Mr Rason</p>	2020/007	<p>Dear Mr Rason,</p> <p>Thank you for your email. The noise you describe was certainly not from us.</p> <p>Blackbushe Airport has been entirely closed since Tuesday 24th March. With the exception of a departure on 26th, nothing has been running and access is strictly controlled and monitored.</p> <p>In any event, we are prohibited by a planning agreement from operating between 22:00 and 07:00 local daily. So again, this noise has never been from us.</p> <p>We will be permitting aircraft owners to attend their aircraft and to do necessary engine runs during the closure in accordance with their maintenance requirements, but we will be most certainly doing these during the day, and taking measures to ensure social distancing rules can be adhered to.</p> <p>Without knowing your location, I'm afraid I cannot help with suggesting an alternative source for this noise.</p> <p>Thanks,</p> <p>Chris</p> <p>Hi Mr Rason,</p> <p>I actually stumbled across this on Facebook earlier <attached screen grab> . I believe it was the Police Helicopter. They are up fairly regularly, and we often get complaints of helicopters hovering over people's houses in the night (which it always is). I didn't put your description of ground running together with it, but I assume this was the case. Obviously this is nothing to do with us, they don't land at Blackbushe either.</p>	

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10/04/2020	Mr Eckett	10/04/2020	01:24:00	<p>Mr Eckett called the airport main number, and woke up the airport manager to complain about a helicopter which was flying over Yateley. He also sent a message on Facebook Messenger which woke up the Business Manager. The airport manager informed him on the phone that the airport was closed, and the helicopter most likely belonged to the National Police Air Service and was on a call. Nothing to do with Blackbushe. Nevertheless, Mr Eckett sent an email, and a further Facebook message at 01:33 asking when it would be stopping.</p> <p>Reply: Chris Many thanks for your reply and the info. My sincere apologies. It did seem a bit strange all the activity last night. I hope it didn't cause you any issue with me asking the question. I wasn't expecting anyone to answer at that time of the night. Regards, Mr Eckett</p>	2020/008	<p>Dear Mr Eckett, I am assuming you were also the caller that I spoke to at 01:24 this morning. To be completely clear, at present Blackbushe is closed due to COVID-19 and will remain so for the foreseeable. We will of course support any official or medical flights, but have received no requests. There should be no noise coming from Blackbushe. In normal times, we are limited in opening hours of 07:00-22:00. There will be absolutely no flights outside of these times. The helicopter activity last night was the National Police Air Service on a police callout. They are authorised by the CAA to operate whenever and wherever they like, and the noise they create is in the pursuit of criminal activity, and in the wider public interest. They do not need any permission from Blackbushe to operate over Yateley or any other noise abatement area. This activity in the middle of the night is not uncommon, but please do not contact us about it as it is not related to us at all. Thanks, Chris</p>	
25/04/2020	Mr Swalwell	25/04/2020	10:19:00	<p>the government message is still very clear and yet there are planes up there this morning flying. essential travel? That's your post from March 23rd so whilst still in lockdown should they be up there?</p>	2020/009	<p>Good Morning Mr Swalwell, Today we are accomodating Engine Health Flights in accordance with CAA rules. You can see more information on this here https://www.blackbusheairport.co.uk/news</p>	
25/04/2020	Mr Hall	25/04/2020	10:49:00	<p>Chris why is one of your aircraft doing circuits when the Country is in Lockdown. Sat 25th April at 10.30 . Is this essential travel !</p> <p>Reply: How many people on the planes Chris ? One or Two ? Sent from my iPhone</p>	2020/010	<p>Good Morning Mr Hall, Today we are accommodating Engine Health Flights in accordance with CAA rules. Once these flights have been completed there will be no need for further Engine Health Flights for another 4 weeks. You can find further information about this on our website https://www.blackbusheairport.co.uk/news Pilots have been required to book slots with the airport between 09:00 and 18:00 local. Flights will be staggered throughout the day to enable social distancing measures to be observed. Best Regards, Rebecca Cornthwaite</p> <p>Reply: Strictly one person in an aircraft.</p>	
25/04/2020	Mr Anderson	25/04/2020	12:09:00	<p>Dear Sir As you are aware the country is in lockdown and only essential travel is allowed. Can you therefore explain why G-RUBB is carrying out circuits this morning over Chineham? I also note that G-FPSA and G-UCAN are also using Blackbush this morning for what looks like recreational activity. I look forward to your reply Kind regards Mr Anderson</p>	2020/011	<p>Dear Mr Anderson, Today we are accommodating Engine Health Flights in accordance with CAA rules. Once these flights have been completed there will be no need for further Engine Health Flights for another 4 weeks. You can find further information about this on our website https://www.blackbusheairport.co.uk/news Pilots have been required to book slots with the airport between 09:00 and 18:00 local. Flights will be staggered throughout the day to enable social distancing measures to be observed. Best Regards, Rebecca Cornthwaite</p>	

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25/04/2020	Mr Brown	25/04/2020	13:59:00	<p>Hello</p> <p>I was very disturbed today 25th April to hear and see planes flying around your airfield. I counted at least 3 planes and have just seen another one whilst writing this email.</p> <p>Can you please tell me by what authority they are flying as the government says we should all stay at home except for exercise, essential shopping or collecting medicine. If today's flights were not covered by the aforementioned reasons please accept this email as a formal complaint.</p> <p>Sincerely Mr Brown</p>	2020/012	<p>Apologies for the delayed response.</p> <p>Yesterday we were accommodating Engine Health Flights in accordance with CAA rules. These flights have now been completed there will be no need for further Engine Health Flights for another 4 weeks.</p> <p>You can find further information about this on our website https://www.blackbusheairport.co.uk/news</p> <p>Pilots were required to book slots with the airport between 09:00 and 18:00 local. Flights were staggered throughout the day to enable social distancing measures to be observed.</p> <p>Best Regards, Rebecca Cornthwaite</p>	
25/04/2020	Unknown Caller	25/04/2020	15:29:00	<p>A very angry caller who wasn't so much objecting to the flying, but that pilots would have driven to the airport, and that such car journeys would be non-essential</p>	2020/013	<p>Call logged, but the gentleman couldn't be reasoned with.</p>	
04/25/2020 20:20:46	Not Given	25/04/2020	16:06:00	<p>A man from Wellingtonia Avenue in Finchampstead called to ask why there was an aircraft flying over constantly in an arc over the area. He identified it as a Cessna with the registration GAWUJ. I explained this was an Engine Health Flight and was being conducted according to CAA rules. He was not calling to complain about the noise he just wanted to check nothing dodgy was going. He understood and was happy with our reassurance. He commented that it was a nice day to fly.</p>	2020/014	<p>Call logged and dealt with at the time.</p>	
25/04/2020	Unknown Caller	25/04/2020	16:34:00	<p>Wondering why we were flying, and replied he was happy for them to stay on the ground.</p>	2020/015	<p>Call logged and dealt with at the time.</p>	
25/04/2020	Mr Hallmey	25/04/2020	17:07:00	<p>Good afternoon. I have listened to a number of light aircraft flying overhead today. Rather unusual as I am told there is currently a lock down in place for non essential activity. Flight radar shows there are several light planes from Blackbushe that have been flying around, in circles, etc., today. Perhaps you would enlighten me as the the 'essential' nature of these flights.</p>	2020/016	<p>Dear Mr Hallmey,</p> <p>Thank you for contacting us.</p> <p>Today we are accommodating Engine Health Flights in accordance with CAA rules. Once these flights have been completed there will be no need for further Engine Health Flights for another 4 weeks.</p> <p>You can find further information about this on our website https://www.blackbusheairport.co.uk/news</p> <p>Pilots have been required to book slots with the airport between 09:00 and 18:00 local. Flights have been staggered throughout the day to enable social distancing measures to be observed.</p> <p>Best Regards, Rebecca Cornthwaite</p>	

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25/04/2020	Mr Harmer	25/04/2020	17:11:00	<p>Good afternoon. A significant number of private light aircraft are airborne from your airport currently. One has just circled over my house in Popley, Basingstoke at what felt like a very low altitude - obviously I have no means of telling but it felt like it was less than 1000 feet.</p> <p>Three different aircraft in the last few minutes.</p> <p>Can you advise what essential activities they are carrying out?</p>	2020/017	<p>Dear Mr Harmer, Thank you for contacting us.</p> <p>Today we are accommodating Engine Health Flights in accordance with CAA rules. Once these flights have been completed there will be no need for further Engine Health Flights for another 4 weeks.</p> <p>You can find further information about this on our website https://www.blackbusheairport.co.uk/news</p> <p>Pilots have been required to book slots with the airport between 09:00 and 18:00 local. Flights have been staggered throughout the day to enable social distancing measures to be observed.</p> <p>Best Regards, Blackbushe Airport</p>	
25/04/2020	Mr Williams	25/04/2020	17:21:00	<p>Wondering why we were flying, and accepted the explanation given.</p>	2020/018	<p>Call logged and dealt with at the time.</p>	
25/04/2020	Aircraft Owner	25/04/2020	17:30:00	<p>Somone enquiring if they could bring their aircraft to us to continue flying, explained we were open for one day only.</p>	2020/019	<p>Call logged and dealt with at the time.</p>	
25/04/2020	"Aircraft Enthusiast"	25/04/2020	17:38:00	<p>Wondering why we were flying, and accepted the explanation given.</p>	2020/020	<p>Call logged and dealt with at the time.</p>	
25/04/2020	Caller from Arborfield	25/04/2020	17:45:00	<p>Complaining about a low flying aircraft with black stripes on wings continually flying low over her house</p>	2020/021	<p>Call logged and dealt with at the time.</p>	
25/04/2020	Mr Dunn	25/04/2020	17:46:00	<p>Complaining about low flying aircraft targeting his premises and 3 fields and scaring his piglets and lambs.</p>	2020/022	<p>Call logged and dealt with at the time.</p>	

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25/04/2020	Jim' from Basingstoke	25/04/2020	17:52:00	Caller rang regarding GXXXX PA32 and stated a few people on a local community group wanted to make a complaint against him. The caller was not complaining himself.	2020/023	Call logged and dealt with at the time.	
25/04/2020	Mr Mills	25/04/2020	18:53:00	: Sorry if this not the case But ... a little birdie informed me that possibly flying has resumed from Blackbushe? We have had quite a number of really low flying aircraft over our house in Sherborne St John. People are up in arms here as the whole country is still in lockdown so this cannot be essential travel so why breaking government instructions? Happy to discuss 👍	2020/024	Dear Mr Mills Thanks for getting in touch. Today we were accommodating Engine Health Flights in accordance with CAA rules. Now these flights have been completed there will be no need for further Engine Health Flights for another 4 weeks. You can find further information about this on our website https://www.blackbusheairport.co.uk/news Pilots have been required to book slots with the airport between 09:00 and 18:00local. Flights have been staggered throughout the day to enable social distancing measures to be observed. Best Regards, Rebecca Cornthwaite	
02/05/2020	Mr Parrott	02/05/2020	16:29:00	How is this flight essential??? Mr Parrott	2020/025	Dear Mr Parrott, We are closed today. This flight can be seen to be 2,100ft over the top of Blackbushe (it didn't actually come from us). It appears FlightRadar first detected it over Blackbushe (as we have a data receiver installed) so shows it as departing from us when it didn't. It seemed to end up at Wycombe Air Park (Booker) so perhaps address your question to them. Thanks, Chris	
5/2020	swalwell	5/2020	25:00	Hi there, Great to hear the planes flying again this morning. However I'd like to query their flight lines, as don't think they should be flying over the houses here? Looking at the plan online I can't quite zoom in enough to see the boundary. Regards, Mr Swalwell	2020/026	Hi Mr Swalwell, If you could provide us with your address, I can take a look for you.	
			We live in Woodlands. Beforehand they have flown more over the common and wooded area but (and it maybe that we haven't heard them for so long that it's more noticeable) they seem to be over the houses. Regards Mr Swalwell <Video Attached>	Hi Mr Swalwell, Woodlands isn't actually within the Noise Abatement, mainly because the noise agreement (which dates back to 1980) was based on a 1970s map, drawn before they were built, so they weren't there to be considered at the time. But you are pretty much directly underneath the flight path on approach for Runway 25, and there is no way they can avoid you. I can see in your video there that you're standing outside at the front looking back over the houses. They are behind the houses, and if you drew a line straight down, they would be directly over the common just behind you, but as you'll know, their engine noise doesn't just travel directly down, it travels outward also. We calculated previously when the metal yard was looking to put up a crane that aircraft would be at less than 200ft over the metal yard, so they will probably be less than 300ft directly adjacent to your house. There is an interactive Google map where you can see more information which is linked to on our website: https://drive.google.com/open?id=1rzlV4t9yu5GssX2IHD6JnLeZzVBJBxv&usp=sharing			

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19/0	Mr S	19/0	13:	<p>That's good to read. Thank You I see Woodlands sits outside the red line but can't quite work out what the red line actually means. Yes the video was from the front I'll try to get one from the back as they do seem almighty close to the last 2 houses on our street and rather than us all message to ask I was the designated Messenger. As I mention it's good to hear them up again but would just want to be sure on the rules of where they're flying on proximity to Woodlands. Regards Mr Swalwell</p> <p><Another Video Attached> That's from the back of the houses so I see your point. I will feed this back to the residents. As I say we're more just looking for clarification as personally I'm happy to hear them back up, breaks up the silence a bit and having lived near Heathrow before this is nothing compared to that. Thanks</p>		<p>Sorry, the Purple line is the Noise Abatement area. Houses within it are shaded. The red line is the circuit they fly, so the track they normally follow. They will be closer to the last two houses, because the last two houses are closer to the flight path!</p>	
22/05/2020	Mr Colman	22/05/2020	12:28:00	<p>Hi, I've just seen B-JAG flying over my house in Preston, Kent at under 300 feet, which would put it around 200 feet or so above ground level (under the 500' legal minimum.) I was a little concerned, as if the engine failed at that point, there's a possibility that there wouldn't be enough time for it to glide clear of any buildings etc. I've attached proof from flight radar. I know it's not 100% accurate, but I could see how low it was with my own eyes. Thanks, Mr Colman</p> <p>Ah yes, I can see that now, no worries! Cheers, Mr Colman</p>	2020/027	<p>Dear Mr Colman, This aircraft is nothing to do with us. It did not visit us today, and indeed the last time it came here was June 2015. FlightRadar24 often shows erroneous data for light aircraft as they do have a flight number (compared to Commercial Jets which have one and can be referenced to find their routing). If you look at the actual map trace for it, it was contained around Kent and seemed to come to/from an airfield in the Rochester area. Thanks, Chris</p>	
28/05/2020	Mr Hall	28/05/2020	15:43:00	<p>So it starts again straight over our house at 3-43 pm . Sort yourselfes out</p>	2020/028	<p>Hi Mr Hall, Sorry to hear from you again. Prior to reopening we re-iterated the need to observe the noise abatement areas in our guidance to pilots: https://www.blackbusheairport.co.uk/news/phase1-reopening I've been quite pleased actually with the number who've been strictly following them, as I expected an increased number of complaints given more people are at home, and making the most of the fine weather in their gardens. Yours is the first and we've had over 700 movements since we reopened. I can see from the FR24 trace that this one very clearly did not comply, and flew right over most of Yateley and so I will be addressing this with the pilot immediately. Logged under 2020/028. Thanks, Chris</p>	

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02/06/2020	Mr Smith	02/06/2020	02:00:00	<p>I'm using the contact form as your link to a 'noise complaint form' does not send me to a page with a noise complaint form, which is not very helpful.</p> <p>Could you please tell me if the helicopter circling around Wrecclsham for half an hour at 2am this morning was from your airport, and if so, what were they doing that required them to wake up the entire neighbourhood.</p>	2020/029	<p>Hi Mr Smith, Thank you for your email. Blackbushe airport is closed overnight. The latest we ever open is 22:00 and earliest we ever reopen is 07:00. The vast majority of helicopters are VFR Daylight only approved, so this means they only ever operate during the daytime. If there was one at 2am over your house I am 99% sure it would be from the National Police Air Service and they would have been on an assignment. I imagine whatever they were doing, they were prioritising the health and safety of the public at large rather than being concerned with waking people. Thanks, Chris</p>	
02/06/2020	Mr Hall	02/06/2020	14:30:00	<p>Chris 2.30 today yet again myself and 5 neighbours all saw it going over our houses. Please get a grip and sort it out</p>	2020/030	<p>Hi Mr Hall, This one is logged under 2020/030. I've spoken with the pilot on this one, and whilst I would have preferred that he was a little more to the west so I didn't have to spend my time answering emails to you, quite simply, he did nothing wrong. Looking at the radar traces, he flew the below (see track in green): As you can see he came from Farnborough (following a route as directed by Farnborough Air Traffic Control). They positioned him to arrive from the east, and as a based pilot, who is very conscientious of the Noise Abatement areas, he made sure to remain well to the south of the A30 until overhead the aerodrome. Farnborough sent him in at a height of 1,600ft (Green Plane symbol) which was far too high to continue straight ahead and join the circuit (pink), so he does something called a Standard Overhead Join (common at nearly every airfield) and used the area to the north (the deadside) to descend to circuit height of 800ft. As you can see he came very close to the outside of the Noise Abatement area but did not directly overfly it, nor your house. Whilst I've fed back to him that he could have been a little further west, I also need to feed back to you, that you cannot reasonable have the expectation that you will never see or hear a plane from your property. Regularly, aircraft will fly close to the noise abatement area. Sometimes, they will overfly it, and I will address it with the pilots concerned. I've not yet had a "repeat offender" which demonstrates that such action is effective. But quite often, aircraft joining to land at Blackbushe will fly a track which comes close to the noise abatement area and will be both visible and audible from your property. This is simply the reality of living so proximate to a working aerodrome. Thanks, Chris</p>	
				<p>He flew straight over our heads all of us 6 people would you like them to write to you individually or shall I tell them you're going to deal with it.</p>		<p>Hi Peter, I am always happy to answer the concerns of any residents, but likewise you are also welcome to forward my response to any of them if you would prefer. Thanks, Chris</p>	
07/06/2020	Mr Simpson	07/06/2020	11:51:00	<p>Hi Chris, Further flight over Yateley this morning . <screengrab of FR24 showing a projected route for G-CSBM> Best regards Mr Simpson</p>	2020/031	<p>Hi Mr Simpson, Thank you for your email which has been logged under reference 2020/031. The "grey" line does not indicate it flew over Yateley, it is a projection based on its last position. I can actually see the last reported position on the FR24 history was the end of the yellow line. If it flew over Yateley I apologise. Aircraft arriving from the south often arrive over the aerodrome at approx. 2000ft as he is indicating, and then should make a turn to the west to descend and join the circuit. It's likely in this instance that the pilot was late making the turn. Thanks, Chris</p>	

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09/06/2020	Mr James	09/06/2020	13:45:00	He was complaining about two departures directly overhead in the last 5 minutes – could not give me any a/c details. Obviously anyone departing 07 in that direction would be very high, but our recent departures were N / NW.	2020/032	I called Mr James back and reassured him pilots would be spoken to. We discussed Farnborough CTR, PFL, and Out arrival / departure procedures. The call ended positively. Recording in file.	
09/06/2020	Katie (Assistant)	09/06/2020	17:18:00	An assistant called on behalf of her employer to ask whether recreational flying was allowed again. I explained that it was for solo pilots or flying with those from the same household. I spoke at length with the employer who complained about GXXXX flying circles over his house this afternoon and causing a disturbance.	2020/033	<p>Prior to returning the call, I spoke with the pilot who as apologetic. He does aeros on average once a month and limits himself to 30 minutes. He tries to vary the areas he flies to avoid causing a noise nuisance to the same people over and over.</p> <p>I called the employer back and we had a ~20 minute discussion. His views were best summarised as:</p> <ul style="list-style-type: none"> - General Aviation is a rich persons pursuit and it is selfish to create noise on the ground for the enjoyment of 1 person over thousands on the ground. - Aviation is not environmentally friendly and it will likely be outlawed in the future. - Pilots should not be flying over countryside where people want peace and quiet. (I tried to explain that flying over built up areas aggravated many more). - Aerobatics should only be done over the sea, and it was selfish of pilots not to fly to the coast to do them (despite my point that this would burn more fuel and be less environmentally friendly). <p>The call was very civil and he understood our position, we agreed to disagree. Call recording in file.</p>	
17/06/2020	Mr James	17/06/2020	11:24:00	Telephoned tower, asking to pass a message to Chris. Complaining of aircraft o/head.	2020/034	<p>Likely to be G-XXXX inbound - joining from the West directly onto the downwind leg for 25.</p> <p>I emailed the pilot and got the following response. Hi Chris OOPS!!! SORRY!! Was at 1800 feet MATZ transit direct from EGHH onto long down wind Thought was ok and missed all but obviously not Again SORRY!!! Must try harder next time to avoid locals Kindest Regards, XXXX</p>	
17/06/2020	Mr James	17/06/2020	15:05	Complaint about one straight over the village	2020/035	Received the call from Stuart and spoke to him about this one and the previous one. I explained that if he saw only two aircraft in a whole day, that was a lot fewer than he might see in Hook which doesn't benefit from a noise abatement agreement.	

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20/06/2020	Mr Mason	20/06/2020	10:38:00	Man called advising of an aircraft flying overhead their house several times. FR24 app checked by person and aircraft I-GAUS was flying. Man was advised the aircraft is a survey aircraft and this is one of their areas of surveying. Man advised wanted to call incase anything was to happen after the events of 911 with low flying aircraft. Man was reassured the aircraft was carrying out a specific task. Man advised this was the aircrafts 18th time flying over the house. No specific location given other than 'kensington'.	2020/036	<p>Tower advised the man the aircraft was on a surveying mission. The man would be much appreciated if a follow up was taken.</p> <p>Hi Mr Mason, Thank you for your call on Saturday regarding I-GAUS. I understand your primary concern was if there was anything untoward about the flight in question and I believe Harvey alleviated that concern for you. As Harvey said, the aircraft was conducting aerial survey work. Whilst we aren't normally privy to the client for whom they are working, typically these flights are either for mapping projects (Google Maps / Apple Maps) or for specific scientific surveys -such as environmental (pollution, air quality etc). Occasionally they are speculative, in that the company will gather the photos / data and then sell it as part of a portfolio, but I don't believe that was the case for this aircraft. They typically base themselves from a nearby airport for a few weeks while they gather their data, and then move on to another area. They fly long straight paths, going backwards and forwards. Of course, the lower they are, the better the images they gather, but it means more overflights to cover the same area. You may notice more of these aircraft at the moment. Something that has been a bit of a regular feature since we entered "Lockdown" is the availability of otherwise restricted airspace. The aerial mapping companies have often been the only ones in the skies, and they've been flying lots of sorties. In a year or so I imagine most of the country will have some very accurate imagery on their smart phones! Please also be assured that as you live within the London CTR (Control Zone), any aircraft operating there are under the strict control and supervision of ATC. They will file a flight plan outlining what they will be doing, and any deviation from this will be immediately obvious to ATC. I hope that helps. Thanks, Chris</p>	
23/06/2020	Mr Dunn	23/06/2020	21:30:00	Voicemail: An aircraft, a light aircraft, that I believe is from Blackbushe, has just flown over our house at 200ft.	2020/037	<p>Dear Andrew, We picked up your voicemail this morning. As you may have gathered, the airport was closed at the time you called. Whilst during the summer we do permit some Out of Hours Flying whereby based aircraft can take-off and land without staff present by following specific procedures, I don't believe the aircraft you are referring to was from Blackbushe. At the time of your call we only had one aircraft airborne, and on radar this flew from the Isle of Wight up to Blackbushe and arrived to us from the direction of Fleet at around 1,000ft. It was at least 4 miles away from your house, so definitely wasn't the one you observed. I'm afraid the radar data I have access to doesn't show any other aircraft, and our own CCTV etc shows no other arrivals into Blackbushe so I'm afraid I can't give you any further information to direct your complaint. Thanks, Chris</p>	

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Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
24/06/2020	Mr Cowdrey	24/06/2020	11:14:00	<p>Hi there, just curious, been flying the same pattern many times, over a few days now: https://www.flightradar24.com/data/aircraft/i-gaus https://www.flightradar24.com/I GAUS/24c52a4d http://archive.is/NVxkl/image Getting famous now: https://www.pprune.org/biz-jets-ag-flying-ga-etc/633284-i-gaus.html Can you shed any light on the reason for these repetitive flights? cheers, Mr Cowdrey.</p>	2020/038	<p>Dear Pete, Thank you for your email. This aircraft isn't strictly anything to do with us, other than it is currently getting it's fuel from here in between flights. It is conducting aerial survey work. Whilst we aren't normally privy to the client for whom they are working, typically these flights are either for mapping projects (Google Maps / Apple Maps) or for specific scientific surveys -such as environmental (pollution, air quality etc). Occasionally they are speculative, in that the company will gather the photos / data and then sell it as part of a portfolio, but I don't believe that was the case for this aircraft. They typically base themselves from a nearby airport for a few weeks while they gather their data, and then move on to another area. They fly long straight paths, going backwards and forwards. Of course, the lower they are, the better the images they gather, but it means more overflights to cover the same area. You may notice more of these aircraft at the moment. Something that has been a bit of a regular feature since we entered "Lockdown" is the availability of otherwise restricted airspace. The aerial mapping companies have often been the only ones in the skies, and they've been flying lots of sorties capturing data that in normal times would either be impossible or extremely difficult to capture. In a year or so I imagine most of the country will have some very accurate imagery on their smart phones! I hope that helps. Thanks, Chris</p>	
24/06/2020	Mr Evans	24/06/2020	13:05:00	<p>A call from Mr Evans asking about an aeroplane that has been going around and around and on talking to Heathrow and Northolt, they are saying they are not responsible and it seems no one is claiming responsibility for it. He wishes to complain about the noise and the nuisance it is causing to the residents of Uxbridge as it's nice weather and they're trying to sit out in their gardens. Heathrow apparently told him it was supposed to be landing with them(?) EGLK ATSU told him the aircraft is not based at Blackbushe and is carrying out survey work, for the past three weeks. Explained EGLK not responsible for aircraft outside of our ATZ but he's now more concerned an aircraft is flying around close to Heathrow and no one is claiming responsibility. He wants to know who to complain to. ATSU did not want to get involved in any further discussion and was advised this would be logged and contact would be made with him about the aircraft.</p>	2020/039	<p>I called Mr Evans back and spent 17 minutes discussing the aircraft and what it was doing. The content was broadly in line with the response to 2020/038 and he was concerned there was no redress to anyone on the ground for noise in the air.</p>	

Blackbushe Airport Noise Complaints - 1 January - 7 September 2020



Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
24/06/2020	Mr Simpson	24/06/2020	13:30:00	<p>A screengrab of FR24 showing G-XXXX track over Yateley</p> <p>Hi Chris,</p> <p>We are in Badgers Holt, which I am aware is outside current restricted airspace. But visually noticing more of these flight paths further into Yateley restricted space as confirmed on Flightradar, below 2000ft.</p> <p>Several other seen visually, the past few days with no transponders, so not showing on Flight radar24</p> <p>Best regards Mr Simpson</p>	2020/040	<p>Hi Mr Simpson, Thank you, I will look into these. I notice we've never recorded your location, could you advise your address please? Are you observing these overflying your property, or are you just looking at FR24? Thanks, Chris</p> <p>Hi Mr Simpson, I've had responses from the two you reported. G-XXXX</p> <p>This was a Commercial student and Instructor (which bizarrely is still permitted, but Private training is not). The aircraft was heading north, to remain to the west of Yateley. You can see by its rather odd spoon shaped track that something went awry. The student pressed the wrong button on the nav system which instructed the aircraft to head directly for their destination (Norwich) rather than fly the heading they had programmed to avoid the noise abatement. (purple path marked below). Whilst only a momentary blip, such is the proximity of Yateley that by the time corrected, it resulted in the overflight of the noise abatement area. Unfortunately these things happen and the student will learn from it, and the instructor will also use it as an example to teach other pilots of 'what not to do'.</p>	
24/06/2020	Mr Simpson	23/06/2020	16:25:00	<p>A screengrab of FR24 showing G-YYYY track over Yateley</p> <p>Reply: Hi Chris, Many thanks for your feedback Best regards Mr Simpson</p>	2020/041	<p>G-YYYY</p> <p>This was a recreational flight. The pilot was joining to land from the south. Because of the controlled airspace south of us, he is released by Farnborough at approx. 1,600ft and needs to lose some height to join the circuit, so he descends on the "deadside" (ie the side of the runway not part of the active circuit). This is all exactly as he is supposed to do, and we have a joining procedure which shows them how to descend without going over the noise abatement.</p> <p>In this case, he came in and was made aware of other traffic, one aircraft on final (blue), one in the downwind leg (purple) and another aircraft on the radio joining from the west (red) which he couldn't see due to the glare of the sun. He elected to remain high and continue straight trying to remain west of Yateley whilst he couldn't see it and didn't want to descend on top of it. He clipped the edge of the noise abatement but felt it was the safest course of action in the circumstances. He also noted he is familiar with our noise abatement areas, and takes care to remain high as long as possible, and to set idle power to descend which reduces the noise to those below. Whilst I can't fault his judgement in this moment, he fully accepts responsibility and will take care to ensure he is slightly further out to avoid noise abatement, although he avoided the bulk of the town.</p> <p>As for the ones you mention "without transponder". Most aircraft have a transponder, I don't know of any of our based ones that don't. But at low levels their accuracy drops out, and so FR24 won't show all of them. Under GDPR regulations, operators can also ask that their information is not shown on such platforms.</p> <p>If you see an overflight, please still report it, with the time and rough description of its path (N/S etc.) and any other details you have and we will try to look into them.</p> <p>I follow each complaint up with the pilot and I've not yet had a "repeat offender". Aircraft are often flown by many pilots, we have over 700 based pilots but only ~65 based aircraft.</p> <p>Thanks, Chris</p>	

Blackbushe Airport Noise Complaints - 1 January - 7 September 2020



Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
24/06/2020	No Name	24/06/2020	17:23:00	Another call regarding I-GAUS surveying the area near Staines	2020/042	I-GAUS carrying out a surveying mission over central london as flight planned.	Caller was ok and explained to that the aircraft was expected to be complete in the next few days.
25/06/2020	Mr Matthews	24/06/2020	N/A	<p>As its most unusual, just interested to know what a Partenavia P68 was doing flying round and round in the Egham and Richmond & Twickenham areas yesterday. Many thanks</p> <p>Reply: Dear Chris many thanks for your helpful and interesting reply. I thought it might be aerial survey work. Flightradar24 certainly showed very regular patterns especially in the Richmond area. Thanks again Chris</p>	2020/043	<p>Dear Mr Matthews, Thank you for your email.</p> <p>This aircraft isn't strictly anything to do with us, other than it is currently getting it's fuel from here in between flights. It is conducting aerial survey work. Whilst we aren't normally privy to the client for whom they are working, typically these flights are either for mapping projects (Google Maps / Apple Maps) or for specific scientific surveys -such as environmental (pollution, air quality etc). Occasionally they are speculative, in that the company will gather the photos / data and then sell it as part of a portfolio, but I don't believe that was the case for this aircraft.</p> <p>They typically base themselves from a nearby airport for a few weeks while they gather their data, and then move on to another area. They fly long straight paths, going backwards and forwards. Of course, the lower they are, the better the images they gather, but it means more overflights to cover the same area. You may notice more of these aircraft at the moment. Something that has been a bit of a regular feature since we entered "Lockdown" is the availability of otherwise restricted airspace. The aerial mapping companies have often been the only ones in the skies, and they've been flying lots of sorties capturing data that in normal times would either be impossible or extremely difficult to capture. In a year or so I imagine most of the country will have some very accurate imagery on their smart phones!</p> <p>I hope that helps. Thanks, Chris</p>	

Blackbushe Airport Noise Complaints - 1 January - 7 September 2020



Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
28/06/2020	Mr Whitcomb	28/06/2020	15:25:00	<p>Hello, I would like to make a complaint re aircraft registration I-GAUS which according to public records took off from your airport this morning and has been constantly flying over my house at 1,500 feet all morning and now into the afternoon flying up and down causing disturbance to me and other residents. We live in Ashford, Surrey TW15 1UR. No idea what it is doing but whatever it is, could residents have not been warned by leaflet or otherwise. We have enough during the week with LHR flights let alone flights from your airport causing residents more noise pollution on a Sunday. Can you please look into this complaint? Many thanks.</p>	2020/044	<p>Dear Mr Whitcomb, Thank you for your email.</p> <p>This aircraft isn't strictly anything to do with us, other than it is currently getting it's fuel from here in between flights. It is conducting aerial survey work. Whilst we aren't normally privy to the client for whom they are working, typically these flights are either for mapping projects (Google Maps / Apple Maps) or for specific scientific surveys -such as environmental (pollution, air quality etc). Occasionally they are speculative, in that the company will gather the photos / data and then sell it as part of a portfolio, but I don't believe that was the case for this aircraft.</p> <p>They typically base themselves from a nearby airport for a few weeks while they gather their data, and then move on to another area. They fly long straight paths, going backwards and forwards. Of course, the lower they are, the better the images they gather, but it means more overflights to cover the same area. You may notice more of these aircraft at the moment. Something that has been a bit of a regular feature since we entered "Lockdown" is the availability of otherwise restricted airspace. The aerial mapping companies have often been the only ones in the skies, and they've been flying lots of sorties capturing data that in normal times would either be impossible or extremely difficult to capture. In a year or so I imagine most of the country will have some very accurate imagery on their smart phones!</p> <p>We have received a few emails from residents such as yourselves. We do not have any authority or influence over such flights once they have left our aerodrome. Most of the contact has come from those who live under where the aircraft is turning. I understand that because it's particular survey pattern has taken it across Heathrow Airport itself (or its approach and departure tracks), each time it makes a pass, it has to get clearance from Heathrow ATC, and sometimes it has to wait for a landing commercial flight.</p> <p>With regards to your comments about leaflets etc, we as an airport aren't privy to where it will operate on any given day. This is decided by the pilots on the day, depending on weather and other factors. They file a flight plan with NATS, and this is either approved or declined. It would not be practicable for them to leaflet drop the entire of west London.</p> <p>It has now left Blackbushe and headed to mainland European for it's next job, so I am not anticipating seeing it back again soon, although there are many survey operators who operate to their own job schedules.</p> <p>I hope that helps.</p> <p>Thanks, Chris</p>	

Blackbushe Airport Noise Complaints - 1 January - 7 September 2020



Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
04/07/2020	Mr Fortune	04/07/2020	15:15:00	Gentleman called to complain about a helicopter over his area and shouldn't be there. The helicopter R22 had only just departed from EGLK and was seen to head north over eastern edge of BCA car parking, Phoenix contacted and informed them of complaint from Yateley.	2020/045	<p>Dear Mr Fortune,</p> <p>Thank you for your call on Saturday which was passed to me. It has been logged under ref 2020/045.</p> <p>I understand that our tower supervisor, whom you spoke to, followed your call up with the helicopter pilot. I understand in this case, there was one helicopter departing to the North, and another arriving. The arriving helicopter was holding position in order to establish visual contact with the departing one.</p> <p>Saturday 4th July was the first day that recreational flight instruction was permitted to resume following "lockdown" measures. Our resident helicopter operator hasn't flown since late March and as you can imagine there has been some strong demand. Certainly, there may have been some rustiness in avoiding the Noise Abatement areas. All I can do is apologise and say the pilot was spoken to and asked to give more room to the Eversley village and Yateley town.</p> <p>Up Green</p> <p>Below is an extract from our noise abatement map which was published in 1985. As I understand it, "Up Green" is the two forked roads that connect Chequers Lane with Cooper's Hill. These are not included in the noise abatement areas, and so may be overflowed. Usually, if aircraft are heading North they will try to strike the gap in between Yateley and Eversley. They will almost certainly be visible and audible from properties on the edges of both areas.</p> <p>I hope this helps answer your concerns.</p> <p>Thanks, Chris</p>	
09/07/2020	Mr Seurre	09/07/2020	17:40:00 PM	<p>A helicopter travelling to your airport made enough noise to make the house shake. Registration of the helicopter was G-FRRN.</p> <p>Further to my previous complaint about helicopter G-FRRN I'd just like to add that my home address where I experienced the noise is XXXXXXXXX, Bracknell, XXXX XXX</p>	2020/046	<p>G-FFRN was seen on ADSB exchange to have departed EGKB and flew to the North of us, then routed NW. Likely to be EGLF worked or Heathrow Special.</p>	<p>Dear Mr Seurre,</p> <p>This aircraft is nothing to do with Blackbushe. The last time it visited us was in September 2017.</p> <p>I assume you are using FlightRadar24 or similar on which to base your accusation. You should be aware of the accuracy of it before making such claims. In this case it has selected Blackbushe as the closest airport to the aircrafts eventual landing site. From looking at the map trace it departed from Biggin Hill Airport, made a stop at Battersea Heliport and has landed somewhere near Aldermaston Wharf. It presently seems to be on its way back to Biggin Hill.</p> <p>At no point has it landed at Blackbushe, nor entered our Air Traffic Zone (ATZ) or communicated with us at all. At it's closest it was 2.5 miles north of us.</p> <p>Thanks, Chris</p>

Blackbushe Airport Noise Complaints - 1 January - 7 September 2020

Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
12/07/2020	Mr Dunn	12/07/2020	16:52:00	Phone call received in tower - general noise complaint about low flying, livestock and targeting his house.	2020/047		

Dear Mr Dunn,

Your call from yesterday has been brought to my attention. It has been logged under reference 2020/047. I tried returning your call earlier, but you were driving.

I note that you complain regularly about noise overflying your property. You make the observation that aircraft should not be overflying the village of Mattingley, and have stated this is where you live. You assert that you are being targeted.

I will try and deal with this to explain what you can expect from pilots and from Blackbushe Airport.

Aircraft Operator and Responsibility

Blackbushe Airport does not own or operate any aircraft. We are an airport, and so when you say that we are targeting you, this is not correct. There are currently 71 based aircraft here, and there are over 700 pilots registered with us. The pilots and operators are solely responsible for deciding where and when they will fly.

Mattingley Village Noise Abatement & Airspace

Mattingley Village benefits from a noise abatement area that was agreed under a Section 52 planning agreement in 1980. A zoomed in extract of the map is here:

When you compare to a contemporary google map on which I've highlighted XXXXXX Cottage, you can see your property is approximately $\frac{3}{4}$ of a mile away from the edge noise abatement area which covers the village of Mattingley.

The airspace your property sits in is Class G airspace. This is open to all users for any reason. There are no restrictions that the CAA, or anybody else puts on Class G airspace. All pilots are required to comply with the Air Navigation Order (ANO) and Standardised European Rules of the Air (SERA). These require pilots to be a minimum of 500ft from any person, vessel, vehicle or structure, and 1,000ft over congested areas such as towns & cities. With the area around Mattingley, 500ft would apply. Note, pilots can be lower than 500ft over the ground if they wish, provided they are 500ft from any person, vessel, vehicle or structure. However, most flights are flown well in excess of 1,000ft.

"Targeting"

The assertion that you are targeted I think is erroneous. It is extremely difficult to identify an individual building from the air. The reality is that General Aviation (GA) has historically been encouraged to keep away from built up areas to minimise the impact of noise. This means that they will often fly around towns, and over open countryside. Your property lies in a large pocket of open land with little development until Sherfield and Bramley to the west, Hook to the south, and Riseley to the north. I personally live 2 miles south of your location on the northern edge of Hook and see dozens of aircraft every day flying around the outside of Hook. I do not have any grounds to complain about this, and nor can I claim I'm targeted.

Practice Forced Landings

A factor that might be contributing to this is Practice Forced Landings (PFLs). An important part of the PPL syllabus is knowing what to do if you have some sort of issue that prevents you from continuing. To do this, aircraft will typically start at about 2,000ft. The instructor will pull the power back, and the student will be asked to look for a suitable landing site, and conduct an approach. I've spoken to all of the instructors at Blackbushe previously and they all agree they set themselves a "deck" to reapply power no lower than 750ft to allow them to climb safely away and resume their flight. They do typically do this in big open areas. It is noisier when they reapply power to climb. But they are 5 miles from Blackbushe, not talking to us, and we have no authority over what they can and can't do.

Blackbushe Action on Noise Abatement

Ultimately, there is very little I can do to influence aircraft behaviour over a single isolated property in the middle of the countryside. We do address with individual pilots when we receive a noise complaint and either (a) they can be seen to be directly overflying a published noise abatement area or (b) the activity they are doing is unusual and unreasonable. This of course requires determining the actual aircraft.

If you are going to continue to complain about noisy aircraft audible from your property, I will need you to identify them to me. I have found that one of the most accurate tracking services is ADSB Exchange. You can select an aircraft and view its track. If you can do this right away we can see what height it was at over your property, and if it was DIRECTLY over your property. However, they don't show historic data, only live. I have other trackers, which show historical but they seem to be less reliable, particularly with regards to height, but I can at least use them if you identify the registration. Essentially what I would be looking for here is any aircraft below 500ft. Otherwise, there is nothing I can really say to the pilot.

CAA Action on Noise Abatement

You might find the following links useful on aircraft noise in general. Some of it is directed towards commercial traffic, and when it talks about approach paths and agreed flight paths, this largely applies to the bigger airports. But on the whole it is a fairly good reference point. We have taken on all of what the CAA say aerodromes should be doing. We have established noise abatement areas and procedures etc.

<https://www.caa.co.uk/Consumers/Environment/Noise/Noise/>

<https://publicapps.caa.co.uk/docs/33/NoiseConsiderationsAtGAAerodromesFINAL.pdf>

I hope that helps answer your query, but you have my direct line below should you have any further questions or like to discuss it. I am out of the office on annual leave all day tomorrow.

Thanks, Chris

Blackbushe Airport Noise Complaints - 1 January - 7 September 2020



Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
12/07/2020	Mr Mackay	12/07/2020	15:56:00	At approx 1556 local Sunday 12/08/20 GCBZR made a low pass over Monteagle housing estate, SW-NE before turning back towards the airfield (in contravention to your noise abatement procedures). He appeared to climb back up when turning towards the airfield..	2020/048	Hi Mr Mackay, Thank you for the report on this one. I understand the aircraft in question found itself gaining on the aircraft in front on Downwind / Base Leg. As they can no longer extend their circuits to the west due to Farnborough Controlled Airspace, he repositioned to the deadside and in turn he may have clipped the edge of the noise abatement area. Thanks, Chris	
16/07/2020	Mr Hall	16/07/2020	14:45:00	<p>Hi Chris Another plane right over house at 2-45 and Loud as were the helicopters yesterday. I should have let you know about the others last week but as you said last time not everyone. XXXXX lives 150 metres from us and flies from Blackbush and he was livid the other day as over his house as well and he did tell me you have given strict instruction but they don't seem to take any notice do they. You said last time that you don't mind if I talk to you on behalf of other residents with concerns. That number has risen sharply into Three Figures and I am in the middle of collating the information and it seems to have taken on a life of its own . Regards Mr Hall</p> <p>Reply: Thankyou Chris another 5 households have joined up this Week so far . I have forwarded your comments to the group . Thank-you Chris Mr Hall</p>	2020/049	<p>Hi Mr Hall, This one is logged under 2020/049. I haven't identified the individual aircraft on this one as there are no accurate public radar traces. But I know that there were a few "go-arounds" around this time. This is where an pilot decides the landing is not possible and so reapplies power and climbs, to come around for another go. We had some strong gusty wind at this time, so it's likely as part of this the pilot ended up overflying for which I apologise. With regards to the loud helicopters, were they overflying, or was it just you could hear them from your property? As your friend XXXXX can testify, we have given strict instructions to pilots not to overfly the noise abatement areas. We reiterated this as part of our reopening. If we see people who are clearly flying through the noise abatement areas I also proactively contact them and remind them of the rules (even if no member of the public has complained). I sent two such emails last week, and I would say I've done a dozen or so of these "proactive" ones all year. We are doing all we can on this Mr Hall. To clarify: I did not say that you should become the point of coordination for all noise complaints. I believe if you look back at the email I sent to you on the 2nd June I said: "I am always happy to answer the concerns of any residents, but likewise you are also welcome to forward my response to any of them if you would prefer." If other residents have a complaint, they should make these themselves, and we have an easy webform for this purpose at www.blackbusheairport.co.uk/noise. If you start submitting complaints on behalf of others, they will all be tagged as you, which will not particularly help you when local councillors review the complaints, as they will see only one complainant, not many. Just to throw this all into context, you might be interested to see the below map which was generated by Planefinder.net during the month of June. Blue tracks are light aircraft, red are the airliners. You'll see the dark area to the North of Blackbushe, within the white circle. This shows how effective we are at keeping traffic out of Yateley. The residents of Yateley end up with substantially less aircraft noise than those who live in surrounding towns who don't benefit from noise abatement areas. For example, I live in Hook, and have a huge amount of overflights, whether this is Jets into Farnborough, Chinooks out of Odiham, or GA from Blackbushe or other places. The noise abatement area is designed to reduce the burden of noise on local residents, but I think you have to accept that with all the best intentions, aircraft will transgress, and that actually Yateley does pretty well for noise comparatively. Thanks, Chris</p>	

Blackbushe Airport Noise Complaints - 1 January - 7 September 2020



Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
16/07/2020	Mr Simpson	05/07/2020	Unknown	Mr Simpson sent a FR24 screengrab of XXXXX	2020/050	Hi Mr Simpson, Can you confirm when these actually were? XXXX is a visitor and has not operated here for some weeks. Thanks, Chris	
16/07/2020	Mr Simpson	16/07/2020	Unknown	<p>Mr Simpson sent a FR24 screengrab of YYYY</p> <p>Hi Chris, Yes, XXXXX was 5th July. Wasn't going to mention it as only one off, & not sure if helicopters included, but several in last few days, most with no transponders showing, therefore not trackable on Flight radar. The other one was just 15 mins ago Best regards, Mr Simpson</p> <p>Hi Chris, Many thanks for all your detailed feedback. I won't bother you anymore, unless it becomes a real problem. Have to keep a control on some of these pilots, as I well know from my BA engineering experience Best regards, Mr Simpson</p>	2020/051	<p>Hi Mr Simpson, OK with regards to XXXXX, it has been gone several weeks, very little I can do about that now, apart from note he was very high, probably trying to reduce his noise on the ground. I'll have a word with the pilot from the other one yesterday. Pretty much every aircraft that uses Blackbushe has a transponder. The reason they don't show on FR24 is because its coverage is patchy and not very accurate, particularly at low level. Simple screen grabs of FR24 aren't particularly useful on their own, because they've got no date or time. All I really need is: Aircraft Registration, Date, Time. If you haven't got the reg, I may be able to track them down with just Date/Time. Thanks, Chris</p>	
				<p>Dear Chris Thank you for your extensive email . I have purposely left it for a few days before I replied , just to witness further the flight patterns of your aircraft . They are crossing my house and farm holding livestock in a diagonal fashion whereas before have had the decency to fly north of our properties , they are also flying lower than usual which I find incredulous when you consider the fact that there is very little traffic from farborough at this juncture , There have been your aircraft performing stunts directly above my house today and considering the amount of free airspace this to be reckless and inconsiderate . I fail to understand why blackbushe is not taking onboard our comments and allowing the situation to become inflamed ! Yours sincerely Mr Dunn</p> <p>Dear Chris This is hardly satisfactory I fail to understand why you are responsible for an aircraft on take off and landing but have no jurisdiction after and before , I also fail to see why you are unable to encourage your clients to avoid, within reason areas of complaint when this is clearly causing stress !! I also fail to understand why your business ethos with the proposed expansion of your airport is going to work well with the inhabitants of an area that needs no added air traffic . Thank you</p>		<p>Hi Mr Dunn, As I explained. They are not "our" aircraft. We do not operate them. They are entitled to operate where they please in this area. They are 5 miles from the aerodrome. At these points we are not visual with them, we are not talking to them on the radio, they are pilots flying of their own volition as they are entitled to do. There is no practical or reasonable action I can take to prevent aircraft from overflying an isolated property in the countryside. Thanks, Chris</p> <p>Hi Mr Dunn, To be clear. We do not operate an air traffic control service. We are not responsible for aircraft (even when they are taking off and landing), the pilot is the only person responsible for the aircraft. However, within the immediate vicinity of the airport, we can see them, we are talking to them, and we can provide information and ask them to avoid noise sensitive areas. We can also provide them with this information as part of our rules & procedures for using the aerodrome which they review during their pre-flight briefings. The noise sensitive areas were agreed in 1980. This was after years if not decades of negotiations with lots of local councillors. Such noise sensitive areas are always designated as settlements as it is not practical for aircraft to try and avoid a single house from the sky. You purchased your house in 2011 when these agreements had been in place for 30 years, and the aerodrome operational for 69 years. If aircraft overfly noise abatement areas, we email / speak with pilots as appropriate. We proactively identify aircraft that do so over Yateley if we can observe them from the tower. We also regularly email our customers regarding noise abatement areas. I believe we do a good job of this, in 2019 we had 36,862 movements and 67 complaints. Only 25 of these involved overflights of noise abatement areas (less than 0.0001%).</p>	

Blackbushe Airport Noise Complaints - 1 January - 7 September 2020



Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
16/07/2020	Mr Dunn	16/07/2020	16:47:00	<p>Dear Chris</p> <p>I think you are missing the point</p> <p>Within the last two weeks , aircraft have taken it upon themselves to fly directly , lower than before and performing "stunts " above my property .</p> <p>Your analogy of "silverstone " is pointless as cars at silverstone are not driving closer to residents properties</p> <p>and are in actual fact , under the responsibility of the race circuit and affiliated racing bodies , yourselves at blackbushe appear to have no responsibility or disclaimer for your business practice .</p> <p>An interesting scenario which we will take further .</p> <p>Thank you</p>	2020/052	<p>Your expectation that we should somehow do something about aircraft overflying your property is analogous to asking Silverstone to ask drivers participating in track days not to drive past a single house 5 miles away on their way to and from the circuit. It is unreasonable and not practical. If we continually added new houses which pilots couldn't overfly based on individual noise complaints it would be impossible to navigate the sky safely, and I don't think there is a reasonable expectation that we should do so.</p> <p>On your final point your characterisation of the airport development plans as "expansion" is not accurate. We are not expanding outside our existing operational boundary. We are seeking to build hangars to protect aircraft already at Blackbushe and allow maintenance to be completed onsite, which should reduce flights to other aerodromes for this purpose. It is likely that this will also attract new aircraft to be based at Blackbushe, but typically aircraft which are hangered fly only a few times a month, and so we expect any increase in movements to be minimal, and certainly in line with average movement levels for the past 20 years.</p> <p>Thanks, Chris</p>	
						<p>Hi Mr Dunn,</p> <p>I believe you misinterpreted my point.</p> <p>Our "business practice" is an airport. We provide a safe and licensed area for aircraft to land, and provide an aerodrome information service to facilitate circuit training. This is the area that forms our ATZ, 2 nautical miles around the aerodrome. Absolutely Silverstone would share some responsibility for cars on their circuit, and we share some responsibility for aircraft operating within our aerodrome traffic circuit. However, you would not pursue Silverstone for the actions of track day participants on their way to/from the circuit itself. Likewise, I don't think reasonably you can hold us responsible for the actions of pilots when they are on their way to/from our aerodrome, particularly when they are operating entirely in accordance with the law regarding general aviation flying.</p> <p>Thanks,</p> <p>Chris</p>	

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				<p>Dear Chris</p> <p>This is not the case.</p> <p>You brought up the silverstone analogy , not me !</p> <p>Aircraft from blackbushe have performed stunts over my property this morning and a silver helicopter has perpetually bothered us .</p> <p>I'm sure there must be something you can suggest to the pilots so as not to offend residents</p> <p>To be honest , it has become apparent that the more I complain then the more they act inappropriately ,</p> <p>How could this be ?</p> <p>I will report every incident from now on and include it with communications with Hampshire county council</p> <p>Reply:</p> <p>Chris</p> <p>Thank you again for your extensive reply</p> <p>As I have mentioned</p> <p>I will direct our communications through Hampshire county council .</p> <p>Regards</p> <p>Mr Dunn</p>		<p>Mr Dunn,</p> <p>I can see you and I are never going to agree on this point. Just as I cannot direct pilots to avoid overflying your house, nor can I direct them to target it.</p> <p>Not least because, from the air, your house is indistinguishable. There is a reason that the noise abatement areas are settlements. They are easily identifiable from the air. A single house is not. Visual flying is navigated using ground features and Visual Reference Points (VRPs). For example Hook is a VRP, as is M3 Junction 4, as is Bagshot Mast. Big, easily identifiable things from the air.</p> <p>You mention a silver helicopter. There are a fleet of these operated from the airport. We only had one operate today, so I've just been to speak with the pilot. He said, yes, he flew over that area on the way back, although he can't be sure exactly where. He was at approximately 1,500ft. You'll notice on the diagram below, the Odiham Military Air Traffic Zone (MATZ), a large red circle. Mattingley village (and the noise abatement area) is inside it, but your house, being ¾ of a mile away is not. Aircraft coming back from the west will usually want to avoid the MATZ as it is Military airspace. So they will fly around the outside, which will bring them through your general area, again as they are entitled to do.</p> <p>The pilot, now he is aware that you aren't actually in the village as we previously believed you to be, has said he will try and move further North if conditions permit.</p> <p>Below is a snapshot of the last hour of activity at Blackbushe. I think this demonstrates just how little traffic comes your way. You imply that we are actively trying to direct aircraft to your house. For the reasons I've set out above it is entirely impossible to do so, it is impossible to single out your house from the air. You will appreciate that the weather has been very good this last week, and our movement levels have now returned to average for the time of year.</p> <p>By all means contact HCC. We have councillors representing HCC on our consultative committee who ensure we are complying with our noise obligations, and they receive copies of all of our noise complaint correspondence at these meetings.</p> <p>Thanks,</p> <p>Chris</p>	
18/07/2020	Mr Hall	18/07/2020	16:21:00	Yet again 4-21 reported by 4 neighbours and myself are your pilots Blind !	2020/053	<p>Mr Hall,</p> <p>Noted, I've identified the aircraft and will speak with the pilot on Monday.</p> <p>Chris Gazzard</p>	

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22/07/2020	Mr Hall	22/07/2020	11:39:00	<p>1139 right over my house yet again. Chris get a grip On your Pilots or ground the ones that will not listen to your instruction.</p>	2020/054	<p>Hi Mr Hall, Logged as 2020/054. I've been able to pull some pretty accurate Radar data for this one as I'm at my desk right now. The aircraft was G-XXXX which had to go-around due to another aircraft conflicting on final. This is a very good example of an aircraft that is not flying over your house, nor the noise abatement areas, but which would be very much visible and audible from your house. Therefore there is no need to "get a grip" on this pilot who is very clearly listening to our instructions. Thanks, Chris</p>	
				<p>It flew direct over my house there were 4 of us outside in the garden which is 3 ft from the house. XXXXXXXXXXX one of your own Pilots and until recently a Air Traffic Controller does not understand why your aircraft fly over either. I should think you would want to mitigate over flies and noise but sadly that does not seem to be the case.</p>		<p>Mr Hall, I'm sorry, but the data on this one very clearly shows it was not overflying the noise abatement area. I've not received any concerns from your friend XXXXXXXXXXX, but he is more than welcome to get in touch if he would like to discuss his concerns. We do take all reasonable measures to avoid aircraft overflying. Unfortunately you have an expectation that you should never see nor hear an aircraft despite owning a house less than 600m from an airfield. What you can expect from me:</p> <ul style="list-style-type: none"> • I will continue to make noise abatement front and centre in our briefing materials to pilots. o You'll see from our pilot briefing page that before we even get to information on circuits and joining procedures, we bring their attention to the local area and noise abatement. o When pilots inform us of their flight, they are prompted about Noise Abatement too: https://www.blackbusheairport.co.uk/ppr o At each of the entrances to the runway, there is a sign (picture attached) which reminds them to avoid the noise abatement areas. o I will continue to remind our customers in regular news posts about this. You can see from our news page how this features. • I will log every noise complaint I receive from you or anyone else. These reports will be made available to local councillors on the Consultative Committee and on our report twice a year on the associated airport webpage. • I will look into every complaint to try and identify the aircraft / pilot, and to establish whether the pilot overflew a noise abatement area • I will apologise to any noise complainants when I find an aircraft has overflown a noise abatement area. • If a pilot does overfly a noise abatement area, I will educate them further on the areas and what measures they can take to avoid them. <p>I believe we take noise very seriously and I work very hard to keep noise complaints to an absolute minimum. When I compare against other aerodromes, I think we do very well. What I won't do is go chasing up every pilot you complain about when they've done nothing wrong. Thanks, Chris</p>	
22/07/2020	Mr Hall	22/07/2020	17:30:00	<p>5.30 straight over our house in the middle of the house once again get a grip we are fed up with your inaction. Thankyou but you need to take urgent action and if needs be ban them for a Time they don't seem to know where they are very worrying for the residents 😞</p>	2020/055	<p>Hi Mr Hall, I saw this one myself and have already spoken to him. That one was completely unacceptable and he didn't follow our published procedures. Thanks, Chris Gazzard</p>	

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31/07/2020	Mr Hall	31/07/2020	14:17:00	<p>Chris the noise levels from your Airport and Helicopters flying low over houses is Ridiculous. My wife can not work and my son also working from the house says it's crazy loud. The noise from the Helicopters along side the Aeroabilty planes is ridiculous. I just saw a helicopter slowly going over houses (no not police or NHS) . Other side of A30 where there are no houses.would seem far better.The noise levels have dramatically increased God knows what the Pollution rate is now with the increased Aircraft movements and the impact on the surrounding areas . I know that you will only give this lip service as you have done with dealing with flying over our houses issues. But I wanted to give every opportunity for you to deal with these issues. My next action alongside others will be to write a formal letter of complaint to the CAA Copy National Papers, Environment Groups and our MP. None of us want to do this but the noise is impacting badly on our life's IE Working from home , Pollution impact . As you well know Chris we have lived here for 30 years and another house off Tudor drive for 10 years never has it been like it is now Ref Noise and Flying where they should not. This is not just me and my family I have canvassed 215 houses and 175 agree the noise and overflights is impacting there life's in a negative way. Regards Mr Hall</p> <p>Just to make a point one just flew straight over the top of my house. Check for yourself</p>	2020/056	<p>Dear Mr Hall, Yes, I have picked up the one that has just arrived. A visitor not based here, and I will address with the pilot before it departs again. Logged under 2020/056. With regards to your other email, I will revert back shortly. Thanks, Chris</p> <p>Mr Hall, To update you, I've just located the pilot who overflew and have spoken to him. He was very apologetic, he said he had briefed on the noise abatement procedures, but thought he was sufficiently west to avoid overflying. He sends his apologies. With regards to your more general complaint. Today we're using Runway 07. This is not by choice, but the wind direction dictates that. This means aircraft are departing heading east, which you will no doubt experience all the noise of them in the climbout from Blackbushe. There's nothing I can do about this noise, they are taking off on full power from the runway, I cannot deviate their course. The wind is from the south, so not only are the aircraft at a noisier phase of their flight (taking off, whereas normally they are landing with power set to idle when they are nearer to you), but the wind is also carrying that noise toward you. The movement levels are typical for the time of year, there has been no dramatic increase, we are still below average based on recent historical performance. You've lived here for 30 years, you'll know that much longer ago, movement levels in the 1980s and 1990s were nearly double those we see today. We have a lot more modern aircraft which are quieter, and fewer old aircraft. I would hazard a guess that a contributory factor to your increased perception of noise is that you are spending more time at home, which is understandable. All of our circuits are to the south, ie over the A30 as you suggest. However, there is a big block of controlled airspace to our south, and so most of our visitors arrive from the North and West. We publish in our procedures that all of these should position sufficiently west to avoid overflying Yateley. Yesterday I took the time to actively monitor the flight profiles. This was only from aircraft equipped with ADSB, different aircraft use different technology, but over 90% show on ADSB trackers. You'll see just how effective our procedures are at keeping circuits to the south and avoiding Yateley. I said this in my last email to you. You absolutely have a right to complain about aircraft that are not following our noise abatement procedures. I am actively identifying those myself, for instance I spoke with someone 3 or 4 days ago that didn't generate a noise complaint. I've spoken with the person you reported today, and I will continue to deal with those pilots who don't follow the rules. But with respect to more general noise, where pilots are following the procedures that were agreed with the council, and where they are avoiding the noise abatement areas, there is nothing else I can do. We operate in a challenging and tightly confined space, and I think the staff here and the pilots to a very good job of minimising our impact on our neighbours. Unfortunately you live near an airport, and there will be noise. Some days will be noisier than others if the weather is good, the wind carries the noise north, and it's hot so you have your windows open. Likewise, there are days when it is very quiet. I personally work very hard to manage our noise abatement, and I think I can safely say I've done more in 3 years than my predecessor did in 15, including transparently reporting all the complaints we receive, which was a regular observation of local councillors as a failure in the previous management. Thanks, Chris</p>	

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31/07/2020	Mr Clinch	31/07/2020	14:57:00	<p>Can you tell me please why we have so many off the flight path on take off? Pls ask the control tower to deal with this issue.</p> <p>Mr Clinch</p> <p>We are at XXXX Tudor Drive</p> <p>Thank you for your help. The last 3 aircraft take offs have all been good.</p> <p>Regards Mr Clinch</p>	2020/057	<p>Dear Mr Clinch, Thank you for your email. Perhaps you could help me by providing specific examples. I assume you live locally, what is the address that aircraft are allegedly overflying? Thanks, Chris</p> <p>Dear Mr Clinch, I've logged this as complaint 2020/057 OK, so your property is right at the top of the hill, closest to the airport. You are approximately 150m on the ground from the climb out of aircraft. Aircraft procedures for climb out will be to climb straight ahead and to make a 10° turn south as soon as is possible. This is an effort to reduce the noise to Tudor Drive in particular. The ability to make this turn will be driven by factors including aircraft performance, pilot experience, and wind conditions. Today the wind dictates that we use Runway 07, which has aircraft departing to the east. The wind is actually a strong crosswind from the south. I am observing from my office, most aircraft are able to make the turn, but as they are turning into the wind, it will not have the same impact that it would do normally. In addition, the noise from all aircraft will be carried towards your property as you are north of the centreline. I apologise for any inconvenience, but we've not seen anyone make a left turn off the runway, all aircraft have made the right turn to the south, following our procedures. Thanks, Chris</p>	
31/07/2020	Gen. Gordon	31/07/2020	16:50:00	<p>Phone call complaining about aircraft not making the banked turn.</p>	2020/058	<p>CG: I took the call. I explained the prevailing wind conditions today (See 2020/057) He refused to accept that and said we were ruining his Tea Party, which I hope was in accordance with social distancing</p>	
31/07/2020	Mr Hall	31/07/2020	17:00:00	<p>5pm straight over our house . You seem powerless to act</p>	2020/059	<p>Thanks Mr Hall. This one happened after I left today. I've logged as 2020-059 but I notice that our tower team also reported it and the duty FISO spoke to the pilot on landing who was apologetic. Thanks, Chris</p>	
06/08/2020	Mr Hall	06/08/2020	16:10:00	<p>Again 4.10</p>	2020/060	<p>Hi Mr Hall, Noted and logged under 2020/060. This was a student pilot on their first solo cross-country navigation exercise. I have spoken with the flying school who will debrief him on his return. Thanks, Chris</p>	
07/08/2020	Mr Dunn	07/08/2020	13:20:00	<p>Chris Is there any particular reason why aircraft are flying over my property at a hugely lower height than usual ? Mr Dunn</p> <p>Hi Chris , Could be the case Thank you Mr Dunn</p>	2020/061	<p>Hi Mr Dunn, I've been monitoring a flight tracker today. Nothing from us has overflowed you. The closest aircraft from us passed by to the north of you at 1800 and 2200ft. There is today a survey aircraft operated by a Danish company called Bioflight. It is collecting aerial imagery and making passes from Camberley to Andover. For the bit of time they are in our ATZ they are talking to us to coordinate safe passage, but the rest of the time are working Farnborough LARS. They are operating at approx. 1800ft and flying long straight paths, in quite a noisy twin engine aircraft. They've made several passes you might have observed, but are nothing to do with us. But again, 1800ft is a normal height for any aircraft, I certainly wouldn't characterise it as low. Thanks, Chris</p>	

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18/06/2020	Mr Hall	18/06/2020	17:30:00	<p>Chris can your pilots not take instruction in Verbal or written formats. 5.30pm today Tuesday right over our house yet again what do you the Airport Manager have to do to make your pilots follow the rules which it seems they are incapable of doing. Not only me but a large gathering of people including David Pullman who as a ex Air traffic controller and a current Pilot from your Airfield hit the roof a couple of weeks ago as you know. It seems you have no control over your Airfield and pilots and is more than a little worrying if things went badly wrong there ,which has happened before. We as a large resident group are indeed worried by the lack of following rules which you say you have informed the pilots to abide by. Time for you to take a far more robust stand with the above. Regards, Mr Hall</p> <p>Reply: If there are no consequences to there actions what's the point! It's a simple enough point and the World turns on cause and effect . You are failing to implement any consequences On these Pilots that refuse to follow your instruction and rules. So be it Chris I've tried to be reasonable and have gone to great lengths to keep it local. I have agreed to meet you at the house (your idea) but that has not happened your own instructions have been clearly not acted on repeatedly. You leave me no choice Chris Regards, Mr Hall</p>	2020/062	<p>Mr Hall, Noted, and logged under 2020/062. I've identified the aircraft and the pilot who I believe was delivering it back from maintenance and is not a normal user of the aerodrome, so I suspect has not properly briefed on the noise abatement areas. I will speak with him tomorrow. With regards to your other points, I have addressed these many times before and see no point in going back and forth further. We will just have to disagree as to the obligations of the airport and as to whether the measures we already take are reasonable. Thanks, Chris</p>	
30/08/2020	Mr Krycler	30/08/2020	13:24:00	<p>Called to complain about continuous aircraft flying over Up Green RG27 XXX. He said it is not just today, but said it is every few minutes and doesn't stop until it is dark. Also was concerned about their height, and pointed out today is a Sunday! Telephone call taken in tower.</p>	2020/063	<p>Dear Mr Krycler, Your noise complaint of 30th August 2020 has been passed on to me and logged under reference 2020/063. As I understand it you are concerned about continuous overflights of your property at XXXXXXXXXX, Up Green Most of the aircraft joining Blackbushe join from the north. To the south of us is a large block of controlled airspace which restricts what pilots can do and where they can go. There are noise abatement areas for Blackbushe (shown red below) which cover many of the local villages. The presence of the Yateley one in particular drives aircraft to the North West. I've shown our typical joining routes on the diagram below and how they are constructed to avoid overflying the noise abatement areas and work with the controlled airspace. Up Green Below is an extract from our noise abatement map which was published in 1985. As I understand it, "Up Green" is the two forked roads that connect Chequers Lane with Cooper's Hill. These are not included in the noise abatement areas, and so may be overflow. Usually, if aircraft are heading North they will try to strike the gap in between Yateley and Eversley. They will almost certainly be visible and audible from properties on the edges of both areas. In addition, aircraft joining will descend on the north side of the airport (away from circuit traffic) in order to join safely. Its likely that many of these aircraft will be visible and audible from your property. I'm afraid there's very little I can do to reduce the noise from aircraft in this area. We already have quite restrictive airspace around us, and the aircraft need to descend somewhere to land at the aerodrome. They are conforming with the joining procedures that have been prescribed for approximately 40 years. I'm sorry on this occasion that I cannot be of more help to you. Thanks, Chris</p>	

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30/08/2020	Mr Bromhead	30/08/2020	13:59:00	Black Squirrel helicopter flying over farm (RG26 XXX) and public footpath, pheasants and cattle. Plus they are trying to enjoy Sunday lunch with the family! Telephone call taken in tower.	2020/064	Dear Mr Bromhead, Your noise complaint regarding a "Black Squirrel" helicopter hovering over your land / a footpath on Sunday 30th August was brought to my attention. I've been out of the office over the weekend and so have investigated today. It has been logged under reference 2020/064. On Sunday we only had two helicopters operating in/out of Blackbushe. Both were R22 aircraft, considerably smaller than a Squirrel, and one was painted silver, and one red. The silver one was actually on the ground between 13:35 and 14:33 (your call came in at 13:59). The red one was operating in the area of Chichester at the time. I've had a look at FlightRadar24 playback but am unable to find a helicopter operating in this area at the time (although it does not capture every aircraft). But in any case, I don't believe this aircraft to be one that has originated from us. Thanks, Chris	
31/08/2020	Mr Candlish	31/08/2020	09:32:00	Man called regarding an aerobatic aircraft flying over Pangbourne. Also asked about procedures for aerobatic aircraft from EGLK.	2020/065	HB: Very reasonable man, the situation was discussed on the phone that we do not have any based aerobatic aircraft from here, nothing been in or departed for that intention. I checked ADSB Exchange and nothing was found. I did ask to see if the man had contacted EGLM ref this - he had and they 'had nothing like that depart'. I did advise calling places like Brimpton, Membury, Firs Farm, Booker to potentially find out. I also explained due to the LTMA that we aren't a particularly attractive location for aerobatics and the gentleman agreed. He was happy not for a follow up of any form and was satisfied by the phone call.	
01/09/2020	Mr O'Hara	30/08/2020		Man calling about a Silver WWII (Spitfire / Mustang) doing dangerously low manoeuvres over his house in Crazies Hill, near Henley. He is used to aircraft from Wycombe or Booker, but this one was "taking the piss".	2020/066	Believed to be GIRTY (Silver Spitfire) from Boulton at Goodwood - not from here.	RG took phone call, and followed up by email confirming not from us.
05/09/2020	Mr Hall	05/09/2020	17:16	Yet again more overflights what's the excuse this time ! 5.10 pm over our house . Yet again we have the same issue which you as the airport manager are failing to address. Mr Hall Ranil Jayawardena MP copied on email.	2020/067	Hi Mr Hall, I've looked into this email with the tower team this morning. I have logged this under reference 2020/067 As I understand it there were two overflights of the Noise Abatement Area in quick succession. They came late in the day as many aircraft were returning to us before we closed. The tower reported the circuit was busy. In this case, we had one aircraft returning from Bramshill direction which will typically descend to 800ft once established with us on the radio and able to receive information on all the other traffic. In this case, there was quite a lot, and the pilot was struggling to see where all of the aircraft was, so he remained higher whilst he did so. This brought him over the top of the aerodrome, where he then descended on the "deadside" to the North. In the process, he clipped the western edge of the Noise Abatement area where you live. At the same time we had another aircraft joining from the south. He could see the first aircraft which hadn't descended, and could see the traffic situation so made an early decision to climb and get out of the way. In doing so, he flew directly North over the noise abatement as the traffic was complicated. I will be speaking with both pilots concerned this week and showing them other actions they could have taken to avoid the overflight. In addition, several of our pilots have highlighted difficulties in complying with noise abatement areas when returning to us from the south, due to new complex airspace introduced at Farnborough in February. I have some ideas on how to resolve this to make it easier for pilots to avoid, and have a video call scheduled with my counterparts at Farnborough next week to discuss those. I apologise for the inconvenience. Thanks, Chris	

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08/09/2020	Mr Hall	08/09/2020	16:09	<p>Yet again 4.09 over my house and the next excuse will be 🙄🙄🙄🙄 I must have asked Dozens of times sort your pilots out or ground them. God help us all if there is a accident there as the systems in place seem to be Not taken seriously by some of your pilots . Mr Hall Ranil Jayawardena MP copied on email.</p>	2020/068	<p>Mr Hall, Logged under reference 2020/068. I've managed to grab the trace for this one. The pilot was a student pilot undertaking his first solo cross-country navigation. I haven't spoken to him yet as he has only just landed, but I do know that he was returning from within the Farnborough control Zone, and they pushed him out due North which would have made life more difficult. I think to be honest he was momentarily distracted in a high-workload time which resulted in him clipping the southern edge of the noise abatement area. I will ensure he is suitably debriefed by the flying school. As I've said previously, banning pilots is not practical. We are not required to keep manifests of domestic flights, so we would have no way of identifying if someone we had "banned" was getting onboard an aircraft with another pilot, and then flying it. In addition, as I've said, we have not yet had a repeat offender. When we highlight peoples errors, they learn from them. I am sure you wouldn't want to receive a ban based on a single mistake. Thanks, Chris</p>	
08/09/2020	Mr Hall	08/09/2020	17:58	<p>So Chris how many times does this have to happen with the greatest respect you seem to have no control over who flies where. Very worrying indeed Chris for all concerned that there are no clear Consequences . By the way another one just flew over .5.58 pm . Another excuse let's face it Chris there is no control over the pilots at Blackbush . Mr Hall Ranil Jayawardena MP copied on email.</p>	2020/069	<p>Mr Hall, Logged under 2020/069. In this case, it did not overfly the noise abatement areas as the below trace shows. It was close to the edge, and it was a bit further east than we provide for in our joining information, but there was nothing wrong with it. I don't claim to have "control" over pilots at Blackbushe. We are an Aerodrome Flight Information Service. We are not Air Traffic Control. I've explained this to you previously, we cannot instruct aircraft when they're in the air. I will repeat what I have said previously on this topic: We do take all reasonable measures to avoid aircraft overflying. Unfortunately you have an expectation that you should never see nor hear an aircraft despite owning a house less than 600m from an airfield. What you can expect from me:</p> <ul style="list-style-type: none"> • I will continue to make noise abatement front and centre in our briefing materials to pilots. <ul style="list-style-type: none"> o You'll see from our pilot briefing page that before we even get to information on circuits and joining procedures, we bring their attention to the local area and noise abatement. o When pilots inform us of their flight, they are prompted about Noise Abatement too: https://www.blackbusheairport.co.uk/ppr o At each of the entrances to the runway, there is a sign which reminds them to avoid the noise abatement areas. o I will continue to remind our customers in regular news posts about this. You can see from our news page how this features. • I will log every noise complaint I receive from you or anyone else. These reports will be made available to local councillors on the Consultative Committee and on our report twice a year on the associated airport webpage. • I will look into every complaint to try and identify the aircraft / pilot, and to establish whether the pilot overflew a noise abatement area • I will apologise to any noise complainants when I find an aircraft has overflown a noise abatement area. • If a pilot does overfly a noise abatement area, I will educate them further on the areas and what measures they can take to avoid them. <p>I believe we take noise very seriously and I work very hard to keep noise complaints to an absolute minimum. When I compare against other aerodromes, I think we do very well. What I won't do is go chasing up every pilot you complain about when they've done nothing wrong. Thanks, Chris</p>	

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Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
10/09/2020	Mr Hall	10/09/2020	12:03	<p>And another 12.3 pm straight over the centre of the house. More numbers and more excuses.</p> <p>Regards Mr Hall Ranil Jayawardena MP copied on email.</p>	2020/070	<p>Hi Mr Hall, Logged under reference 2020/070.</p> <p>This one is nothing to do with us. An aircraft N478AM flying South – North transited over the top of our ATZ at 2,150ft (our ATZ is surface to 2,000ft). He didn't land at us, and wasn't talking to us at all. He's perfectly entitled to be there, it is Class G airspace open for all. Noise abatement areas apply to aircraft landing or taking off at Blackbushe, not to all aircraft more generally.</p> <p>You won't see many of these type of overflights because most pilots not using Blackbushe fly around the outside of our ATZ, not over the top of it. This is the kind of protection you have from aircraft noise by living so close to an airport and benefitting from a noise abatement area. I'm on a day off today at home in Hook, and have seen dozens of aircraft overflying my house which they're entitled to do. If Blackbushe ceased to exist you could expect overflights every few minutes by aircraft coming to and from the south coast. The presence of Blackbushe pushes these aircraft east over Camberley, or West over Hook.</p> <p>Thanks, Chris</p>	
10/09/2020	Mr Hall	10/09/2020	17:00	<p>2 more this afternoon last one at 5pm Ranil Jayawardena MP copied on email.</p> <p>Sorry Chris I do not as I was chairing a residents meeting in my back garden at the time .</p> <p>Regards Mr Hall</p>	2020/071	<p>Dear Mr Hall, I've found the one from 17:00 and logged as 2020/071. On first glance it looks like another case of someone joining from within the Farnborough controlled airspace and getting the join wrong. I'll speak with the pilot when I'm back in the office next week, and as I said I have a meeting with Farnborough to discuss these and how we can work to avoid them next week anyway.</p> <p>Do you have a time or any other information for the earlier one?</p> <p>Thanks, Chris</p> <p>OK, I can't do anything further with that then. Have a good evening. Thanks, Chris</p> <p>Hi Mr Hall, Just to follow up on this one, I received the following from the pilot of 2020/071 which he wanted passed your way.</p> <p><i>Dear Chris, Sorry to read your email and my sincere apologies! I had transited Farnborough returning to Blackbushe and was hoping for a straight in join on Final for runway 25, however due to circuit traffic I elected to join Deadside to avoid the circuit traffic and was further north than planned. Please accept my apologies as I am fully aware of the Yateley noise abatement area and have successfully avoided it for the past 20 years of flying from Blackbushe until now. I shall ensure I aim for the centre of the aerodrome in future rather than the disused runways to ensure additional clearance from the Yateley noise abatement area. Please forward my apologies to your complainant to reassure them that it won't happen again. Thank you for bringing this to my attention.</i></p> <p>Thanks, Chris</p>	

Blackbushe Airport Noise Complaints - 1 January - 7 September 2020



Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
11/09/2020	Mr Hall	11/09/2020	15:50	3.50 today right over the house and garden. Are your pilots blind (Very Worrying) Regards Mr Hall Ranil Jayawardena MP copied on email.	2020/072	Hi Mr Hall, Logged under 2020/072. Again, I'm on annual leave today, but this happened at the same time as we had an aircraft suffer a puncture shortly after landing, leaving the runway blocked for a period. I believe this aircraft was on final when it happened, and was forced to go around and hold whilst the punctured aircraft was towed clear. He didn't do a very good job of avoiding the noise abatement, and I will raise with the individual. Apologies. Thanks, Chris	
11/09/2020	Mr Hall	11/09/2020	16:10	Chris and again 4.10 are you in control there or not it's your airport . Ranil Jayawardena MP copied on email.	2020/073	Hi Mr Hall, Logged under 2020/073. Looking at it, it looks like another re-join from the south, similar to 2020/072, and as I said I've now got two meetings in to discuss these as a matter of urgency next week. Thanks, Chris	
12/09/2020	Mr Hall	12/09/2020	11:50	And again 11.50	2020/074	Mr Hall, Noted, logged under reference 2020/074. I have emailed the student pilot and his flying school. The pilot of yesterday's one came back to me last night with his apologies. He has pointed out that SkyDemon (a popular app used by pilots to help with navigation) is showing the noise abatement area incorrectly. Whilst he thought he was flying correctly and avoiding the noise abatement area, when he looked back at it after the flight, he noticed the area is showing too far north. We supply our data to SkyDemon, and when I last looked at it a few months ago, it was showing correctly, so I believe a recent update has corrupted their data. I've emailed their MD and support team urgently to fix it, and will be issuing a bulletin to all of our resident pilots to make them aware of the discrepancy.	
12/09/2020	Mr Hall	12/09/2020	17:12	What is the matter with your Airport and Pilots are you all blind. 5-12 pm slow low and over my bloody house SORT IT OUT	2020/075	Hi Mr Hall, Logged under reference 2020/075. This was an aircraft operated by resident charity Aerobility and the pilot has cerebral palsy. I have contacted him and he is very apologetic. It was similar to the last few coming from the Farnborough control zone, and as I've already said, I've got this in hand next week. Thanks, Chris	