

BLACKBUSHE AIRPORT CONSULTATIVE COMMITTEE
MINUTES OF THE MEETING HELD AT 14:00 ON TUESDAY 23rd MARCH 2021 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]
Cllr Terry Hunt	Blackwater & Hawley Town Council [TH]
Cllr Richard Quarterman	Hart District Council [RQ]
Peter Brown	Member of the Public
Di Gardner	Member of the Public
Clare Silcock	Secretary [CS]

		Action required by
1	APOLOGIES FOR ABSENCE Cliff Hawkins John Cowley (contacted me after)	
2	MINUTES OF THE MEETING HELD ON 15th September 2020 The minutes of the meeting held on 15 th September 2020 were agreed as a true record. This was proposed by TH and seconded by DS.	
3	MATTERS ARISING FROM THE MINUTES After the meeting of the 15 th September Mike Pearson spoke to Cliff Hawkins and he said that he did not wish to continue as Vice Chair of the Committee for the next year. CS to add to the Agenda next time the nomination of Chair and Vice Chair and the Committee will be approached before that meeting for any volunteers for the Vice Chair position. RQ gave an update on the Yateley Neighbourhood Plan – this is very close to be finalised and has one further public consultation to go through in May. It will then be available to inspect towards the end of the year. The Committee have been in contact with CG to agree on a policy with the Airport and are very supportive of the Airport remaining as such within the community.	CS

4	<p>AIRPORT MANAGERS REPORT (please also see presentation attached)</p> <p>4.1 The Airport saw a lot of pent-up demand in the second half of 2020 with September being recorded as the best on record in terms of movements. Unfortunately, the yearly total of movements was the lowest on record although similar to 2012 when London held the Olympics and there was a lot of restrictions on movements.</p> <p>Fuel sales were better than expected as we bought at a lower price in early summer and then were able to sell at a low price, attracting customers to fly in specifically to refuel. Given the year that the UK has had the performance could have been a lot worse and our figures ended up fairing well.</p> <p>The 30-day average daily movement chart showed the effects of the lockdowns but also the peak of September. During lockdown 2 we have been able to remain open for commercial pilot training and engine flights, whereas lockdown 1 saw very few flights allowed to happen. The worst months were April – June and then November.</p> <p>4.2 The Judicial review was held in February and the decision has now been received, which was to dismiss our appeal. We have requested a further appeal to go to the Supreme Court, but we are still considering our likelihood of success and other options.</p> <p>4.3 We have tried to take a proactive approach on noise issues by introducing some new mapping for pilots so that they understand the noise abatement areas and approaching pilots when they do go into the wrong areas. There have been no repeat offenders as a result. CG thanked DS for tagging him in a Facebook feed about noise issues at Blackbushe and the comments on the feed were very positive. Of the 117 comments only 2 were negative and it is clear that the local community enjoy the Airport in general.</p> <p>4.4 Twilight Runway Challenge – has been delayed from 2020 to Sept 2021. Blackbushe Airport is providing staff and venue free of charge and other sponsors will be there too. The £10 entry fee goes to CMPP who organise charitable events like these. The runners can choose which charity they want to support. We know that there are groups running for both Aerobility and Frimley Park Hospital. Please do encourage anyone to take part.</p> <p>4.5 NHS Drive Flu finished in December. 19,500 were vaccinated over three months including the over 50s. We would have liked to advertise the fact that we were doing this, but Hart did not want us to as the vaccinations were actually organised by Surrey Heath and it would have caused issues with complaints from members of the Hart Community who could not get vaccinated here.</p> <p>COVID vaccinations are not operating on a drive through basis yet, but we are very happy to run the flu vaccination or any covid programme going forward.</p>	
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	<p>DS suggested that CG contact the local Yateley group of surgeries (Oakley) to see if they would like to use the facilities next winter. CG said that he would do so later in the year and confirmed that he had not been approached by them in the past.</p> <p>4.6 Blackbushe Café – we have received some quite negative comments on social media with the previous tenants moving out. We are keeping the menus very similar but aim for a higher quality and have extended the outside space by three times the area to allow more outside seating. We are still getting a lot of passers by asking for takeaway coffees, which unfortunately we can't provide at the moment due to the complete renovation of the whole building.</p>	CG
5	<p>MATTERS ARISING FROM THE PUBLIC & COMMITTEE</p> <p>This item was added to today's agenda as we had a few members of the public attend. However, there were no questions from the public for Chris.</p> <p>There were no questions from the Committee either.</p>	
6	<p>ANY OTHER BUSINESS</p> <p>6.1 - DS announced that this would be his last Committee meeting as he was not standing for re-election at the next election this May. RQ is one of the possible candidates to take his place. MP thanked DS for all his input into the Committee over several years and his experience has been invaluable.</p> <p>6.2 – The next meeting date was discussed, and CS confirmed it would be in September and would put out a date with these minutes. It was agreed that if possible, the meeting would be held in person rather than on Teams and would be hosted in the new Blackbushe Café.</p>	
10	<p>FUTURE MEETING</p> <p>The date is therefore Tuesday 14th September at 7pm. However please let CS know if this creates a clash with other local events.</p>	CS

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

Blackbushe
Airport

Consultative Committee Update

23rd March 2020

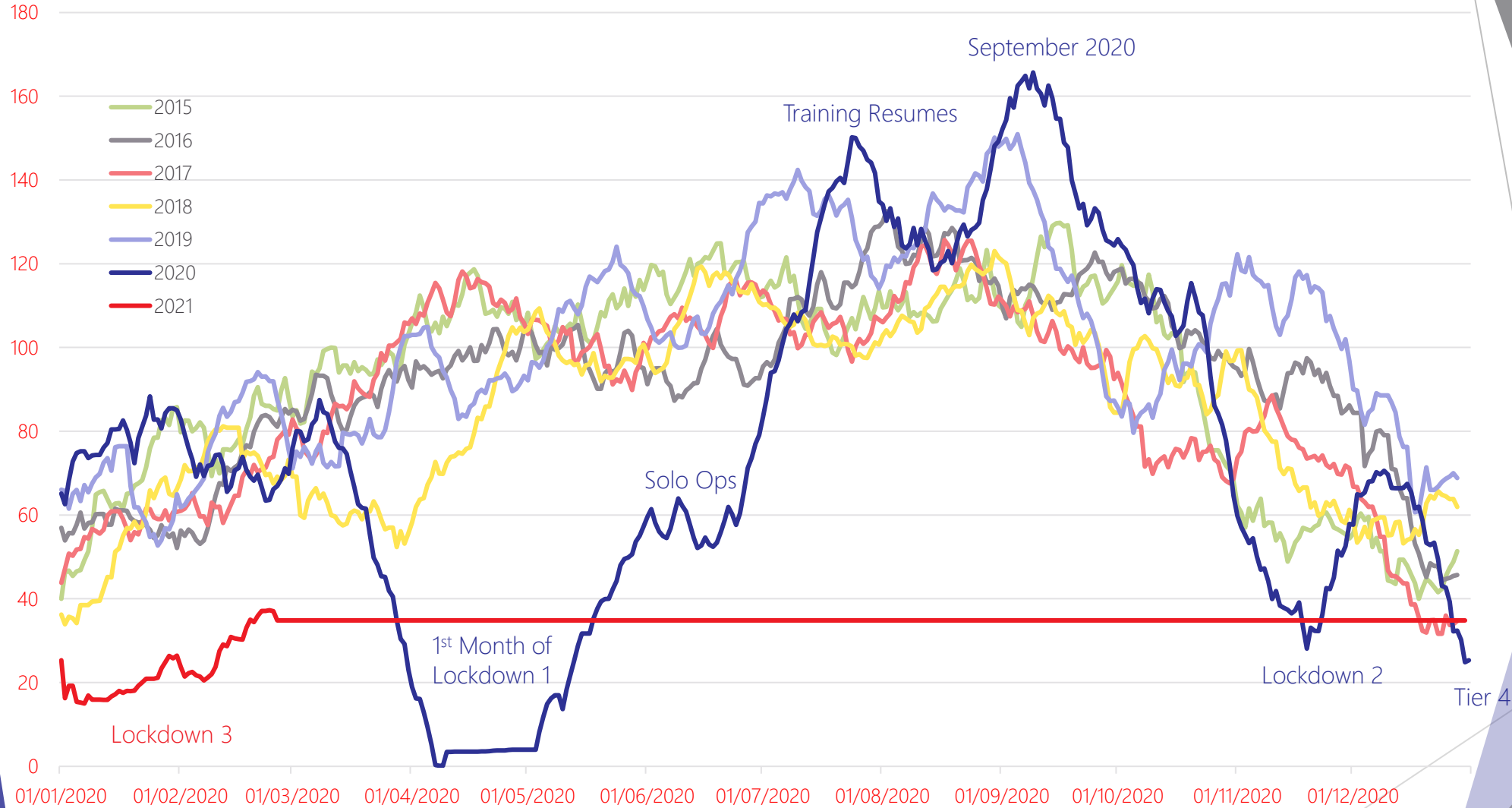
2020 Business Performance (Jan-Dec)

- ▶ Unsurprisingly all metrics were down in 2020.
 - ▶ Annual movements were lowest on record, and down 24% YOY.
 - ▶ Fuel sales (litres) were down 16% YOY.
- ▶ 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 through to October
- ▶ November brought "Lockdown 2" and December the "Tier" system which both brought lower traffic volumes

Movements	10Y AVG	2019	2020
GA Fixed Wing	Data Split Unavailable	31,029	24,585 (-21%)
GA Rotary		4,309	2,294 (-47%)
Executive Fixed Wing		928	647 (-30%)
Executive Rotary		596	518 (-13%)
Total	32,759	36,862	28,044 (-31%)

Fuel Sales	10Y AVG	2019	2020
AVGAS Fuel Sales	276,406	372,595	303,896 (-18%)
JET-A1 Fuel Sales	228,597	224,056	198,068 (-12%)
Total	508,703	596,651	501,964 (-16%)

30 Day Average Daily Movements



Annual Movements

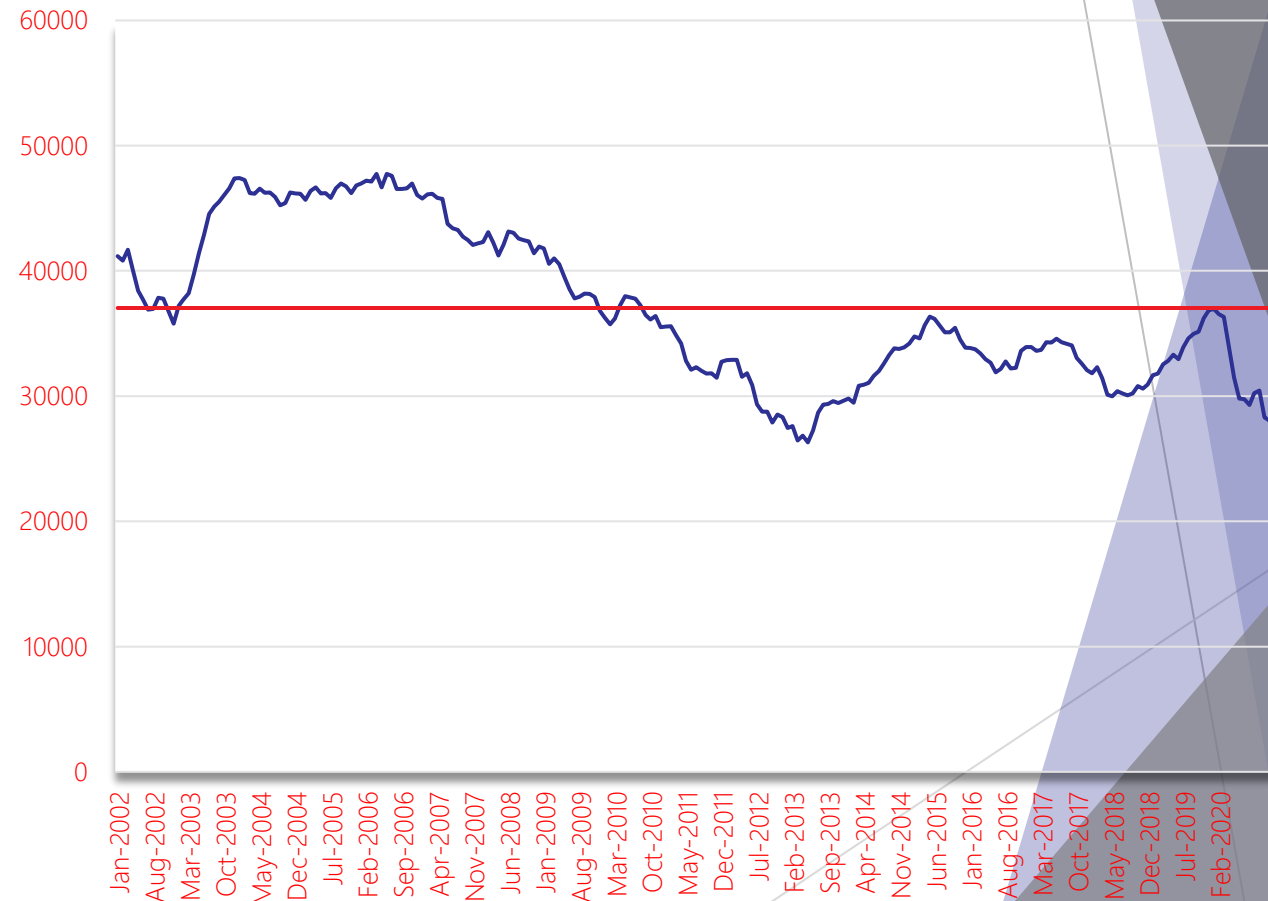
- ▶ We have electronic records back to 2001 for airport movements. Before this time, records were kept on paper, but haven't survived.

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

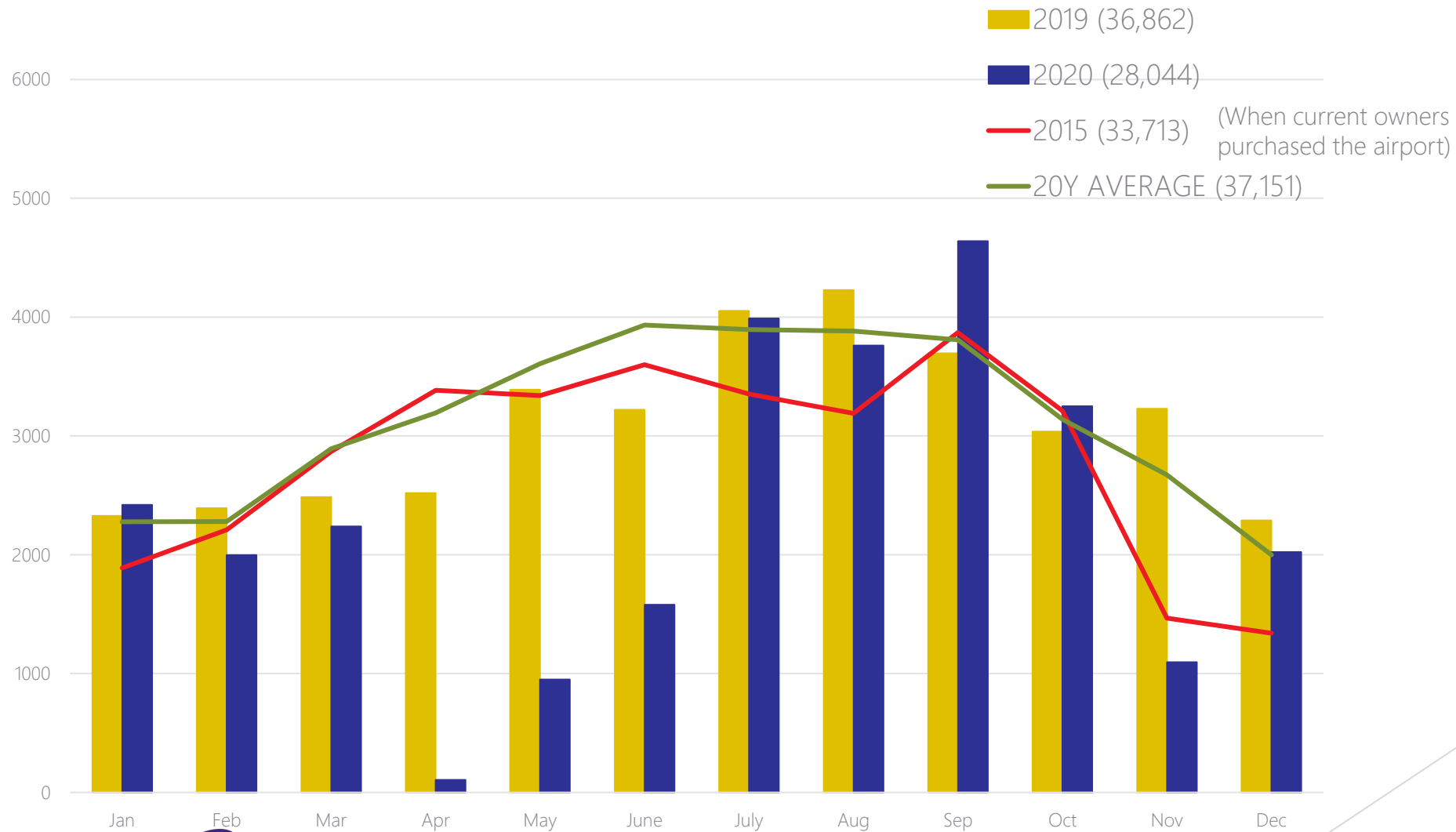
2010	35,515
2011	32,736
2012	28,274
2013	29,630
2014	33,902
2015	33,877
2016	33,909
2017	32,090
2018	30,962
2019	36,862
2020	28,044

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



Judicial Review

The Court of Appeal hearing was held via MS Teams on 23/24 February

- ▶ The Appellant: Blackbushe Airport Ltd - Represented by Douglas Edwards QC
- ▶ The First Respondent: Hampshire County Council (HCC) - Represented by George Lawrence QC
- ▶ Interested Parties:
 - ▶ 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)
- ▶ On Thursday 18th March 2021 the decision was handed down to dismiss the appeal.
- ▶ We are currently consulting with our legal team with respect to the next steps.

Noise Complaints

- ▶ We received 88 complaints in total during 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%), an anomaly created by COVID-19.
 - ▶ 6 of them related to a survey aircraft capturing data over London (8%), again an anomaly as survey aircraft flew lots during the lockdown.

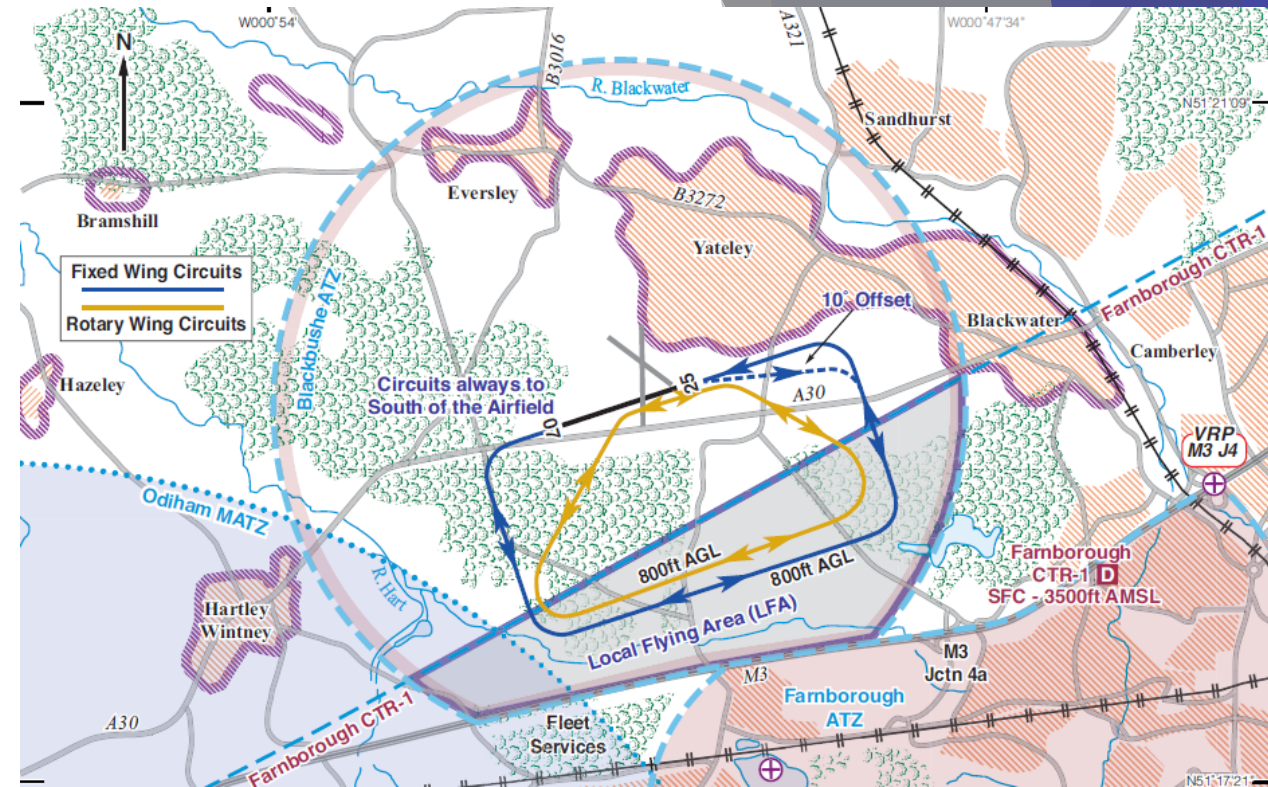
- ▶ We therefore received 66 “normal” complaints compared to 67 in 2019.
 - ▶ 48 (55% of the total or 73% of the “normal” complaints) were raised by complainants who have contacted us more than once.
 - ▶ 26 complaints (30% of the total or 39% of the “normal” complaints) were raised by a single complainant (30%).

Complaints (1 Jan – 31 Dec)	2019	2020	2021
Complaints	67	88	5
Unique Events	59	72	5
Individual Complainants	36	48	4
Complaints involving confirmed Blackbushe aircraft	44	67	4
Complaints involving aircraft within the ATZ	25	45	5

Category	#	%
Aerobatics	1	1%
Approach / Climbout	3	4%
EHF Day	16	21%
General Noise	7	9%
Helicopters	1	1%
Infringing Noise Abatement Area	26	35%
Not Infringing Noise Abatement	10	13%
NPAS	4	5%
Survey Aircraft	6	4%
Not Blackbushe (Other)	10	13%

Pro-Active Noise Measures

- ▶ New mapping was introduced in 2020.
- ▶ Whilst we have always reminded pilots on the radio of noise abatement, we have started logging these measures.
 - ▶ We have logged 9 of these since the last meeting, 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”.
- ▶ New signage has been erected at both runway holding points to remind pilots to avoid noise abatement areas.
- ▶ We have also reiterated this information as we return to flying en masse from 29th March.



Positive Noise Feedback

- ▶ We have noted on Yateley Community Facebook page two recent posts from prospective residents asking for information on airport noise.
- ▶ Firstly, its great to see people actually researching their surroundings before buying property.
- ▶ On the first post, on 20th November 2020, the poster was concerned in particular with the Tudor Drive area. There were 117 comments in reply, of which two were negative.
- ▶ On the second post, from 1st February 2021 there were 86 comments and I didn't count a negative one.
- ▶ We are grateful for the continued support of the majority of local residents, and continue to work hard to ensure the impact from aircraft noise is minimised as much as is practicable.



Charlene
5 November at 21:52 · 🌐

We are looking at some properties in this area and wondering if black bush airport flight path is a problem?



Clare shared her first post.
👤 New member · 1 February at 06:39 · 🌐

Hi all, my husband and I are looking to buy and move to Yateley soon as we love the town and just wondered how busy Blackbushe airport is in general - and how many planes normally fly a day? Do people find it quite loud that live near it or is it generally not an issue noise wise?

Thank you all in advance!

👍 12 86 comments

- ▶ A full copy of the posts and responses has been provided to committee members but will not be published on our website in the interest of the contributors privacy.

Twilight Runway Challenge

- ▶ On Saturday 11th September we will be hosting the Twilight Runway Challenge, organised by the Community Matters Partnership Project (CMPP).
- ▶ In previous years this was hosted at Farnborough Airport, but their new owners have declined to run it going forward.
- ▶ It attracts hundreds of runners to run their 3K, 5K, and 10K routes in aid of their chosen charity and CMPP.
- ▶ Blackbushe Airport is providing the venue and staffing free of charge.
- ▶ <https://www.twilightchallenge.co.uk/>



**TWILIGHT
RUNWAY
CHALLENGE**



NHS Blackbushe 'Drive-Flu'

- ▶ From 21st September – 24th December we hosted a drive-through flu vaccination programme.
- ▶ It is organised by Surrey Heath Community Providers, a collection of 7 GP surgeries in Frimley and Camberley
- ▶ We engaged with the NHS regarding COVID vaccinations, but it could not be delivered as a drive-thru solution due to concerns around adverse reactions for drivers, with little data to assess.
- ▶ We remain available if the NHS believe data supports a safe delivery via the drive-thru model.



Airport Café

- ▶ The café closed on 5th March. It is now undergoing extensive refurbishment inside and out.
- ▶ We hope to reopen in mid April
- ▶ It will continue to be regular café food, all day breakfasts, burgers, sandwiches etc.
- ▶ We have also enlarged the outside space to three times the area to accommodate more outside seating for the public who enjoy coming up to watch the aircraft.



Blackbushe Airport Noise Complaints - 8 September 2020 - 15 March 2021



Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
20/09/2020	Mr. Marshall	20/09/2020	16:05	Call taken in Tower: G-DXTR apparently flew over Hartley Whitney at '200ft'. The gentleman said that they shouldn't be over their houses except in an emergency. Pool Road, HW.	2020/076	Message from Tower: Man wasn't overall helpful, seemed to have read his own version of the rules of the air, and would not accept my explanations. I initially thought the aircraft had departed 25 and was overhead at 200ft, appeared at the end of the discussion it was RWY07 in use. Aircraft shown on Flightradar24 to be 875ft calibrated alt, 1150ft gps alt very slightly N of Pool Rd. Did not require a callback.	
20/09/2020	Mr. Marshall	20/09/2020	16:10	Same gentleman saying GAC419E flew over again at '200ft' or '5 houses high'.	2020/077		
23/09/2020	Mr. Wardale	23/09/2020	17:08	Call taken in Tower, Gentleman called saying yesterday a SEP flew over Hounslow for 3 orbits at 600ft and then flew South. He said he was either coming from or going to Blackbushe. Wants the CAA to investigate.	2020/078	Aircraft was several miles from us, working London ATC. Aircraft was at 1000-1300ft the whole time. Looks like he might of been trying to get a transit through Heathrow and ATC instructed him to hold.	
11/10/2020	Mrs Blainey	11/10/2020	16:00	I live at billingbear Park golf course. This afternoon I was in my garden with my grandson when I witnessed a small aeroplane that flew silently over my house. The height was only about ten feet above the bungalows roof. The engine suddenly started up and it banked and flew up and away from the direction of your airfield. It was about four pm today Sunday 11th October. My family only just left my house and I told my husband about it. He recalls the loud noise and told me I should report the incident which I am now doing. The plane looked silver in colour. This was such a near miss I was terrified but did not want to mention it in front of my daughter for fear of frightening her. The plane came from the direction of Wokingham flying initially towards white Waltham then turning away and flying back towards Blackbushe Airport. This was so near to a terrible accident I feel that something needs to be done. From Mrs Blainey	2020/079	Dear Mrs Bailey, Thank you for your email which I've logged under reference 2020/079. By using FlightRadar24 I've been able to identify the aircraft you are referring to. It was G-BBKX undertaking a flight from Duxford to Farnborough. I believe the aircraft is owned by the Royal Aircraft Establishment Aero Club who are based at Farnborough. It was therefore nothing to do with either White Waltham or ourselves. Whilst I'm sure you will want to seek an explanation from the pilot, the FR24 trace shows the aircraft at a height of 699ft in the area you report. It looks as though the pilot may have been doing a practice forced landing (PFL) where they pull the throttles back, identify a suitable landing field, undertake a glide approach, and then reapply power at around 500ft to climb again. This simulates an engine failure and is an important part of keeping pilot skills sharp. Thanks, Chris	

Blackbushe Airport Noise Complaints - 8 September 2020 - 15 March 2021



Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
14/10/2020	Mr Marshall	14/10/2020	17:50	Call received in the tower. Man not happy with 2 aircraft flying over Hartley Wintney on approach. I was on my own trying to coordinate a night flying detail and runway inspections. It took 5 minutes to end the phone call with the gentleman.	2020/080	Dear Mr Marshall, Your call of last night has been brought to my attention. Firstly, can I ask if you have any noise complaints to make that you log them on our website using our noise complaint form: www.blackbusheairport.co.uk/noise . Last night the duty AFISO was on his own in the tower, and was trying to provide a service to aircraft. Your distracting phone call of 5 minutes in duration reduces his ability to provide this critical safety service. The staff in our tower are not the people to challenge with questions of aircraft tracks – particularly when much of this has already been explained to you. I understand you were logging two aircraft.	
14/10/2020	Mr Marshall	14/10/2020	19:20	Call received in the tower. Man not happy with 2 aircraft flying over Hartley Wintney on approach. I was on my own trying to coordinate a night flying detail and runway inspections. It took 5 minutes to end the phone call with the gentleman.	2020/081	The first was at approximately 17:50 local and has been logged under reference 2020/080. This was a small business jet. It was following the normal approach route for an aircraft of this type, and the data I have access to states it was at ~975ft over the ground. As you can see from its path, it navigated around the village and the noise abatement area and did not overfly it. The second one was at approximately 20:17 local and was logged under reference 2020/081. This was a turbo-propeller aircraft. As my colleague in the tower was speaking to you on the phone he was able to grab an additional source of data which is only available in real-time. This means I have two separate data sources for the track, both of which confirm the location to be north of Hartley Wintney and at approximately ~1,050-925ft over the ground. I am very happy for you to report these, and I will look into each one. If the data shows them to be flying through noise abatement areas, then I will address this with the operators of the aircraft. However, both of these flights were not directly overflying the noise abatement area. They would most certainly have been visible and audible from your property however. Thanks, Chris	
14/10/2020	Mr Marshall	Reply to 2020 080 & 081		Dear Mr Gazzard, Thank you for your mail, the contents of which I have read and understand. I can report to you that both aircraft came from a more direct route from the south and overflew Whinchat Close and Pool Road which clearly they would not have done if they had followed the routes shown in your graphics. Are you saying we are mis-guided by our own eyesight and senses? ..and are you saying we are apt to generate falsities? Something's amiss and whether it's your graphics or our senses will now be demonstrated. Yours faithfully, Mr Marshall	Reply to 2020 080 & 081	Dear Mr Marshall, I note your report, which was made by eye during night time conditions and when it was raining. The usual straight in approach for Runway 07 lies approximately 250m north of the noise abatement area. I don't know precisely where you live in Pool road, as some of the houses in Pool road are within the noise abatement area and some are not. Likewise some of the ones within Whinchat close are within the noise abatement area and some are not. However, I would fully expect that EVERY aircraft flying a straight in approach for runway 07 to be visible and audible from your house, and to appear as though they are overflying you, even though they are a little to the north. There are around 150 of these approaches each year. As I have said, I will look into each one, but to be blunt, yes, I trust the calibrated data of multiple highly sophisticated aircraft over the visual reports of a single resident. Thanks, Chris	

Blackbushe Airport Noise Complaints - 8 September 2020 - 15 March 2021

Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
16/10/2020	Mr Hall	16/10/2020	00:00	Looks like you lost another at 1057	2020/082	Hi Mr Hall, I observed this one from my office and anticipated your complaint. I've logged under reference 2020/082. This one was following the standard re-join procedure, when a large flock of birds was observed crossing the aerodrome. He therefore made a decision to turn away from them, rather than risk a bird strike. If you look at his trace, he was heading south, keeping west of the disused runways, well away from the noise abatement area. He then observed the birds and turned east to avoid them, circling anti-clockwise over the runways. Even with this unplanned manoeuvre, you'll see he did a very good job of avoiding the noise abatement area. Thanks, Chris	
27/10/2020	Mrs J Williams	27/10/2020	12:05	Low flying helicopter straight over our house then proceeded to your airport. We are close to the school and within the blue area. This is not the first time this has happened at various times of the day Reply 1: XXXXXXXX, Yateley. Just by way of confirmation it was just after 12 noon not night time. Reply 2: Dear Chris Thank you for your reply which is appreciated especially in a day and age when a lot of people do not "own" complaints. I will email you in future when other breaches happen. Up until now I have not bothered as everyone has enough on their plates at the moment. Thanks again. Keep safe Jacky Williams	2020/083	Dear Mrs Williams, Could you help me with your address so I can look into it please? Thanks, Chris Dear Mrs Williams, I've looked into this one which has been logged under reference 2020/083. Whilst I wasn't able to obtain a data trace of the route flown, the tower described that the pilot joined from the north east on a "right base" join – which is not permitted for this runway. They cautioned not to overfly the noise abatement area and the pilot acknowledged. I can confirm it was a helicopter visiting Blackbushe and I will be addressing with the pilot to follow our published joining procedures. I apologise for the inconvenience. You mention this has happened before. I would encourage you to report if it does. Not all helicopters in that area will be airport visitors, some will transit through our ATZ from east to west, and as they aren't landing at Blackbushe, are not required to avoid the noise abatement area. However, the presence of our ATZ means most non-Blackbushe traffic chooses to route much further to the north over Sandhurst / Crowthorne areas. Thanks, Chris	
04/11/2020	Mr Hall	04/11/2020	14:50	Another little plane over our house . Maybe it's Aliens or flying Frogs even ,whatever it is STOP IT Enjoy your lockdown. Peter	2020/084	Hi Mr Hall, Yep, picked this one up and logged under reference 2020/084. I apologise as this one did overfly the noise abatement area. The pilot was a first time infringer so I will make contact and explain to him the errors of his ways. I can't say I'm surprised to see one today – it is already our 3rd busiest day of 2020 and we still have a few hours to go. Everyone is trying to get their flying in before Lockdown, and when they all converge back on the airport at the same time, all we can do is give them lots of information and advice and hope they all integrate properly. Thanks, Chris	
12/11/2020	Mr Shearn	12/11/2020	10:30	Call to tower from Colin Shearn in Tilford near Farnham asking why aircraft LFSR was breaching lockdown rules. Stated he would be reporting aircraft for a breach of the rules.	2020/085	Advised him that certain flights were permitted unlike last time and to check DFT guidance. Seemed to understand once I had explained the rules and then asked what the difference is between flying schools and driving instructors. I advised it was a grey area but we are working to CAA/DFT guidelines	

Blackbushe Airport Noise Complaints - 8 September 2020 - 15 March 2021

Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
13/11/2020	Mrs Singer	13/11/2020	00:40	not sure what or who been circling above - don't think police (Vigo Lane) for quite some time now in the middle of the night	2020/086	Mrs Singer, Thank you for your complaint, as well as the phone call you made to us, which is the second time you have complained about helicopters in the middle of the night (the last time being June 2018). As I explained on that occasion, Blackbushe is only permitted to operate between 07:00-22:00 and we have no reason to operate in the middle of the night. Last night's flights was most likely the National Police Air Service (NPAS). This can be demonstrated by the myriad of posts about it on the Yateley Facebook page. The NPAS have a statement on their twitter account more generally about it.	
23/11/2020	Mr Craven-Bartle	11/23/2020	08:45	This morning for at least half an hour at around 8:45 when my wife and I went for a walk around the common there was a three engined executive jet on the tarmac with its engines running and with the steps down. When we arrived home after the walk we could still hear it. Why is it necessary for the aircraft to have its engines running for such a long time? Were some tests being carried out? Keeping the engines running like that causes unnecessary air and noise pollution to the surrounding area.	2020/087	Dear Mr Craven-Bartle Thank you for your complaint which has been logged under reference 2020/087. The aircraft in question was not running its engines, but rather its Auxiliary Power Unit. For larger aircraft, they often require this to be run, as it facilitates several activities. Firstly, is the fuel pump, when taking fuel onboard, which this aircraft did. But also, it is used for running all of the instrumentation when the aircraft isn't running to enable pilots to program the flight computers etc. Finally, it is also used for lighting and heating the cabin, which, as you can appreciate on a cold morning like this morning is necessary. Under our planning agreement, the running of engines is not permitted before 08:00 or after 22:00. This aircraft arrived at the airport at 08:33 this morning, and so was entirely within these rules. Thanks, Chris	
20/12/2020	Mr Hall	20/12/2020	11:00	Hi Chris, I have had 13 phone calls this morning asking me to ask you a couple of questions. 1/ What plane was flying at 11 this morning as they have all said it was very noisy. Was it Aeroability . 2/ They are also concerned that the Tier system is being enforced as we are for the present in Tier 2 but Surrey and Berkshire being Tier 4. Thanks Chris and have a nice Xmas or as much as is possible in these awful times. Regards Mr Hall	2020/088	Mr Hall, Looking at the records, I assume the aircraft you're referring to was a Beech Barron BE55. It is a twin engine aircraft and flew off to the west for about an hour, and then returned for 7 circuits at around 11:00 with a student undertaking a multi-engine training. It is not operated by Aerobility. I've taken a look at its trace and it flew textbook circuits and came nowhere near the noise abatement areas. Because it has two engines it is likely to generate more noise than some other aircraft, but taking a look at the noise certificate, we have plenty of single engine aircraft which generate more noise. I've logged this as 2020/088. With regards to the Tier 4, you can find our guidance on our website https://www.blackbusheairport.co.uk/news/2020/12/19/covid-update-tier4 . We do not "enforce" anything, its simply not practical to do so. Just the same as any other shop or business cannot check whether their customer lives in Tier 4 or Tier 2, neither can we. You'll note we request people do not visit us from those areas. Thanks. Chris	
25/02/2021	Mr Hall	25/02/2021	13:10	Two engined plane twice over our houses 1.10 and 1.20 if there training maybe a new A To Z is needed Chris. 🙄 Please sort out Mr Hall	2021/001	Hi Peter, Looking at this one it was a visiting aircraft from a large commercial training school based out of Bournemouth which came in to do some practice approaches. I can see from the trace that they did an overhead join and departed from our overhead, which is not our published procedure. It's not the first time I've had issues with instructors from this particular school. I will be in contact with their Chief Flying Instructor to ensure he brings to the attention of all of his instructors our procedures to avoid noise abatement area. Logged under reference 2021/001. Thanks, Chris	

Blackbushe Airport Noise Complaints - 8 September 2020 - 15 March 2021



Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
25/02/2021	Mr Hall	25/02/2021	14:04	Single engine over our houses 2.04. Sort it out	2021/002	Hi Mr Hall, We're not sure which one this was. My FISO in the tower thinks he's identified a student pilot undertaking his final exam preparation who might have been in that area, but he was operating an aircraft without ADSB so I can't get the trace. I've asked the flying school to have a word. Logged as 2021/002. Thanks, Chris	
28/02/2021	Mrs Wright	28/02/2021	12:50	Remarked an aircraft was flying low over Hartley Wintney and thought it was coming into land. Identified aircraft with partial reg DW or JW. White with blue strips. Aircraft identified as G-BJDW and adsb trace found. Aircraft did appear to fly very low over the noise abatement zone of Harley Wintney and possible EGLF zone infringement, Lady also remarked about drones being flown which I answered about but Hartley Wintney lies outside of our ATZ. Post code of property RG27 XXX. Subsequent info returned within 20 mins. VOR with adsb trace 21-018	2021/003	Hi Mrs Wright, XXXX has brought your noise complaint to my attention. I understand he answered all of your questions, but I thought I would just follow up with you. Firstly regarding the aircraft today. It was one of our home-based aircraft and was piloted by a commercial pilot who was undertaking a flight to maintain their licence "currency". These flights are permitted under the current rules. As you observed, there is more going on at Blackbushe during "Lockdown 3" than in the first lockdown. This is because there are now lots of exemptions to the "Stay at Home" messaging. An exemption is for those who fly for professional purposes, they are allowed to continue training or maintain their licences, in order that they can either continue to do their jobs, or be ready to undertake them when restrictions are eased. So far in 2021 our movements have been at about 20% of our normal levels for the time of year. This particular aircraft did not follow our standard published procedures at all. It departed on Runway 07 (heading east) and joined our circuit. Aircraft are told to remain north of the village, but she flew over it directly. I have very little tolerance for this, as I've been very clear with our pilots that especially at the moment with so many residents at home that any transgression will almost certainly result in a noise complaint. I have informed her that she may not operate for the remainder of the Lockdown. You raised a point about transponders. It used to be the case that many light aircraft did not have them, but in recent years that has been a drive towards "Electronic Conspicuity" which means the cost of the equipment is getting cheaper, and more pilots are installing it. We expect it to be mandatory in a few years. What it does mean is that if you can call or email us when it happens, we can usually grab a trace from our system. Once the aircraft lands, the data available to us is lost. In this case we were able to grab a trace and I have used it to educate the pilot involved. Secondly, you asked a question regarding drones. There are various "Flight Restriction Zones" defined in law, these are around licenced aerodromes. Broadly speaking they extend around an aerodrome for 2-2.5 miles and also for 5km long strips on runway approaches. There is an interactive map on the DroneSafe website which shows them. For your house, you lie just outside of the FRZ for Blackbushe. Drone pilots who want to operate within the FRZ have to get our permission to do so (and we should not unreasonably deny it). But outside the FRZ there is no restriction. There are some rules on how close you can get to people or buildings, but these vary depending on the drone pilot's licence. I do know that this morning that the Police were operating their Drones in the area, as they had a number of sites they were looking at, some of which were inside our FRZ and which we gave them permission for. I hope that helps Thanks, Chris	
09/03/2021	Unknown	09/03/2021	23:59	A resident of Up Green called our emergency out of hours number at midnight (waking up a member of staff) to complain about two fixed wing aircraft overflying his house in the past 30 minutes. He was adamant that it was not Police aircraft, and demanded to know why we were operating. It took several minutes to get him off the phone as he wasn't satisfied it was nothing to do with us.	2021/004	I responded that the airport closed at 18:00 and nothing was permitted after 22:00. I asked if it was likely to be the police helicopter, and he said no. He wanted details of who he could complain to if it wasn't to do with us. He said it happens all the time in the middle of the night.	

Blackbushe Airport Noise Complaints - 8 September 2020 - 15 March 2021



Submitted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
14/03/2021	Mr James	14/03/2021	11:15	A resident of Hartley Wintney phoned to complain about the twin aircraft flying over just now. Identified as N418WS inbound from Wycombe for circuits. Beech Baron is relatively loud and the wind on the day (270/18Kts) was causing people to fly just within the limits of the ATZ as the downwind leg was very fast. I sadly could not grab a trace as the aircraft had landed once phone call was taken. RG27 XXX.	2021/005		I advised the resident I would ask the aircraft to tighten the circuit if more were to be flown. Update - spoken to pilot via landline and explained the noise abatement areas in the circuit - pilot apologetic and advised they would fly tighter circuits