

BLACKBUSHE AIRPORT CONSULTATIVE COMMITTEE
MINUTES OF THE MEETING HELD AT 19:00 ON TUESDAY 15th MARCH 2022
Present:

Chris Gazzard	Blackbushe Airport [CG]
Mike Pearson	Chair [MP]
Cllr Tim Davies	Hampshire County Council [TD]
Cllr Steve Thomas	Sandhurst Town Council [ST]
Cllr Sheila Davenport	Sandhurst Town Council [SD]
Cllr Diana Harvey	Hartley Whitney Parish Council [DH]
Cllr Terry Hunt	Blackwater & Hawley Town Council [TH]
Cllr Peter Cullum	Rushmoor Borough Council [PC]
Cllr Richard Quarterman	Hart District Council [RQ]
Clare Silcock	Secretary [CS]
Members of the Public	D Gardner, P Brown, K Bond, R Belcher, T Crockett, M Elms, A Forey

		Action required by
1	APOLOGIES FOR ABSENCE None	
2	MINUTES OF THE MEETING HELD ON 14th September 2021 The minutes of the meeting held on 14 th September 2021 were agreed as a true record. This was proposed by TH and seconded by SD.	
3	MATTERS ARISING FROM THE MINUTES There was one follow up action required last September by CG. He confirmed that he had followed up with the Twilight Run organisers CMPP and that they had advertised in some of the local magazines, but they will ensure they take this offer up of advertising in the local area magazines for the 2022 event.	
4	AIRPORT MANAGER'S UPDATE These minutes are in addition to the Airport Managers detailed presentation which should be referred to in conjunction with these minutes. 4.1 In the Business Performance figures compare 2021 with 2019 as 2020 was such an anomaly with the effects of Covid. The business did not close in 2021, but there were significantly less movements Jan – March as limited flying was allowed to certain groups such as single pilots and commercial flight training. Executive travel remained low due to	

travel restrictions, but more larger jets did come in at times and we charge them more to land and they uplift larger quantities of fuel.

Overall financial performance was very positive. When Chris took over as Airport Manager in September 2017 the airport was making a loss of £400k. In 2021 we made a loss of £40k. In 2022 the Airport does not expect to need any money from shareholders as it should sustain itself and have a positive EBITDA figure at the end of the year. January 2022 has been our busiest January month since records began. The fantastic weather helped. The numbers in February however were below average due to storms, March is about average for this time of year.

We are waiting to hear from a single helicopter operator who may want an office and operate his training from here. Jet travel over February half term was good, helped by the two-week half term period and ski season.

The 30-day average daily movement chart over the year shows the typical increase in movements over Summer compared to winter, but also shows the strong January we have just had. The annual movement graph shows we are back to where we expect to be pre-Covid which is good news.

Staffing at Blackbushe has more than doubled since taking on the café as we now have 42 staff across the Fire crew, Tower, Admin and Café. 40 employees live within a 10-mile radius. We also use many local suppliers such as butchers, bakers, plumbers, electricians, and other trades people.

4.2 Supreme Court – we are still waiting for a decision from the Supreme Court, so no different information from our last meeting. The Court are still considering cases from 2019 and 2020 so we don't expect any news soon! Ultimately, if the case gets heard by the Supreme Court but denied, or denied at this stage, the case then goes back to the Planning Inspector who decides what the curtilage should be.

4.3 Noise complaints – there have been 14 complaints since our last meeting. Details are all in the presentation. When someone complains we are often able to refer to the ADSB trace to see which plane is causing the issue and speak to the pilot immediately. However, not all aircraft are equipped with ADSB. Many of the problems come from aeroplanes descending from the Farnborough area and getting it wrong over Yateley, and sometimes the pilots just get their circuits wrong. Some are visitors who don't know the airspace very well although we do refer them to the guidelines when they are booked in. We always contact the pilots where necessary to help educate them. The complaint by Ms Lentz was an interesting one – she lives in Farnham. This area is controlled by Farnborough, and they often get planes to circle over that way when they need to clear a path for jets coming into them. We did suggest the lady complained to Farnborough about this issue as it happens more than once, and they should realise that their prioritising of their jet traffic has negative impacts on

	<p>residents caused by other aircraft trying to use the airspace. For interest Farnborough had 570 noise complaints in the last 4 months.</p> <p>4.4 Electric Aircraft – We have the first electric aircraft in the UK based at Blackbushe operated by Semet Aviation. It has an average flying time of 37 minutes, which means it is good for circuit training, but not for getting too much further afield. It could get to Popham, and probably Goodwood and Lee & Solent, but would have to be charged at those airports before returning. It is noticeable that they always turn the engines off at the hold until they are told to go, which saves power. Sometimes other aircraft hold there with their engines on (because they have to) for 10 minutes, so fuel is being used up. The electric engine is very quiet like an electric car. March’s programme is fairly full with bookings. They have the added benefit of having a simulator available in the offices, which is cheaper for pilots to use rather than fly all the time. The simulator is available for electric or the more conventional training. The advantage of a simulator is that you can practice many different manoeuvres compared to what you can do in an aircraft, so the whole package that Semet offer is very interesting. The Netherlands and Belgium are also keen to pursue the electric aircraft model. And in May at Farnborough there is a planned exhibition of all electric vehicles.</p> <p>4.5 80th Anniversary Open Day & Fly In</p> <p>75 aircraft have already been booked for a static display, but of course they will all have to fly in and fly out at the end of the day.</p> <p>There will be a classic car show, kids entertainment, live music. Entry is by ticket only as we need to know numbers and parking is restricted and has to be booked. Sold 20% of the tickets so far. We do apologise that this has clashed with the Hartley Wintney annual fete!</p> <p>4.4 Twilight Runway Challenge Saturday 17th September</p> <p>We are targeting 1,000 runners. We are providing the venue and staff free of charge. Last year £38k was raised for CMPP (CMPP funds an organisation which organises people to work in the community from large corporates who send their staff out to help in the community). The runners themselves also raised sponsorship for their own charities.</p>	
5	<p>MATTERS ARISING FROM THE PUBLIC & COMMITTEE</p> <p>There were no matters arising from the committee, so the floor was opened to the public for questions.</p> <ol style="list-style-type: none"> 1. Are there any flyers for the AirDay to give out? We will be sending these out soon and also delivering some to the local community. 2. Are Semet Aviation holding an open day to see their simulators? They did run a competition recently in aid of Aerobility where people were challenged to land a 737 at Blackbushe to £5, and raised £2,000, but nothing else planned. They will be 	

	<p>here at the AirDay and always have their doors open so anyone can go in and they sell vouchers for birthday presents ..etc..</p> <ol style="list-style-type: none"> 3. PC asked if SEMET would be willing to encourage schools students as part of the STEM learning initiative (science, technology, engineering and maths). Chris said he would pass this on to Semet. 4. Someone asked about whether the airfield helped with work experience for students and Chris responded that we had in the past, but COVID had put a pause on that for now. 5. A member of the public asked about progress on the GPS approach – When Chris first started working for the airport in 2017, the CAA were very negative. The Runway 25 approach is too close to the Heathrow zone so it would not be possible to do anything with this. <p>The GPS project was then paused with the introduction of the new Farnborough Airspace approval and now this makes it more plausible. However, the time limit on what we have worked on so far has now expired and the procedure will have to be re-designed, which will cost another £100k with consultant’s fees! Grant Schapps the Transport Secretary is keen to open GPS to everyone, but the practicalities of this aren’t always possible..</p> <p>The key for Blackbushe is getting the business jets in, as many at the moment will not attempt it (eg: GlobeAir Mustang Pilots) as they find it easier to go to Farnborough. They don’t worry about the difference in price.</p> <p>There are GNNS approaches available in remote airports, but these are not really appropriate for BBS. We can’t have precision lighting due to the Common.</p> <p>The EU EGNOS GPS system can’t be used by the UK since Brexit, so we are limited with the whole project.</p>	CG
6	<p>ANY OTHER BUSINESS</p> <p>The Viking Project – We are at the very early stages of this – There is a Vickers Viking currently in Austria and we are involved in a project run by the Blackbushe Heritage Trust to bring it back and then it be part of a potential museum here. We are not contributing to the cost of this but are happy to host it free of charge when it is brought back to the UK. It will need onward care and it will be static if it comes.</p> <p>Tim Davies raised a question about the issue of motor cycles at the end of the runway – Chris knows that there is an issue with bikes on the common generally. Unfortunately, we can’t stop them getting on the runway as we can’t put fences or bollards and barriers up.</p> <p>Yateley Neighbourhood Plan – RQ updated the committee on this – The plan has been submitted to the inspector back in Sept 2021, and they are expecting a public referendum around June 2022. So far, the feedback has been generally positive.</p>	

	Mike Pearson closed the meeting by saying that Chris is very open to answer questions at any time and happy to help with any concerns. He is always very forthcoming with information on Blackbushe.	
10	<p>FUTURE MEETING</p> <p>The next meeting date is Tuesday 20th September 2022 at 7pm at the Pathfinder Café again. 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 light blue, curving upwards and to the right.

Blackbushe
Airport

Consultative Committee Update

15th March 2022

2021 Business Performance (Full Year)

- ▶ We would usually compare year-on-year, but as 2020 was an anomaly, we are benchmarking 2021 against 2019.
- ▶ GA traffic all resumed in March 2021 and had very few restrictions since then.
- ▶ Executive traffic remained down as international travel restrictions resulted in lower demand.
- ▶ We lost Phoenix Helicopters as a result of COVID-19 which means helicopter training is very much reduced.
- ▶ We did fewer business jet movements but the ones we did were larger aircraft, which pay more and take more fuel.

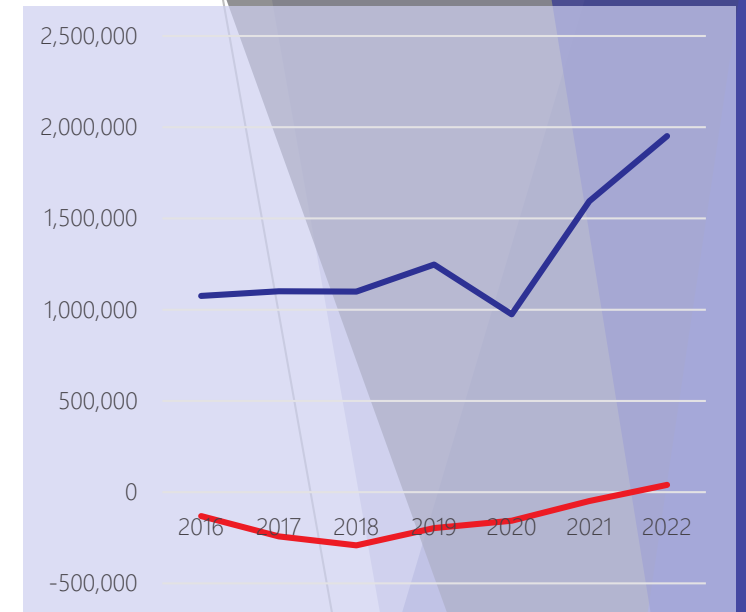
Movements	10Y AVG	2019	2020	2021
GA Fixed Wing	Data Split Unavailable	31,029	24,605	31,060 (+)
GA Rotary		4,309	2,294	890 (-46.7%)
Executive Fixed Wing		927	627	876 (-5.5%)
Executive Rotary		596	518	595 (+)
Total	32,759	36,861	28,044	33,421 (-9.3%)

Fuel Sales	10Y AVG	2019	2020	2021
AVGAS Fuel Sales	276,407	372,595	303,896	352,060 (-5.5%)
JET-A1 Fuel Sales	228,597	224,056	198,068	304,552 (+35%)
Total	505,004	596,651	501,964	656,582 (+10%)

- ▶ % comparisons are 2019 vs 2021

2021 Review

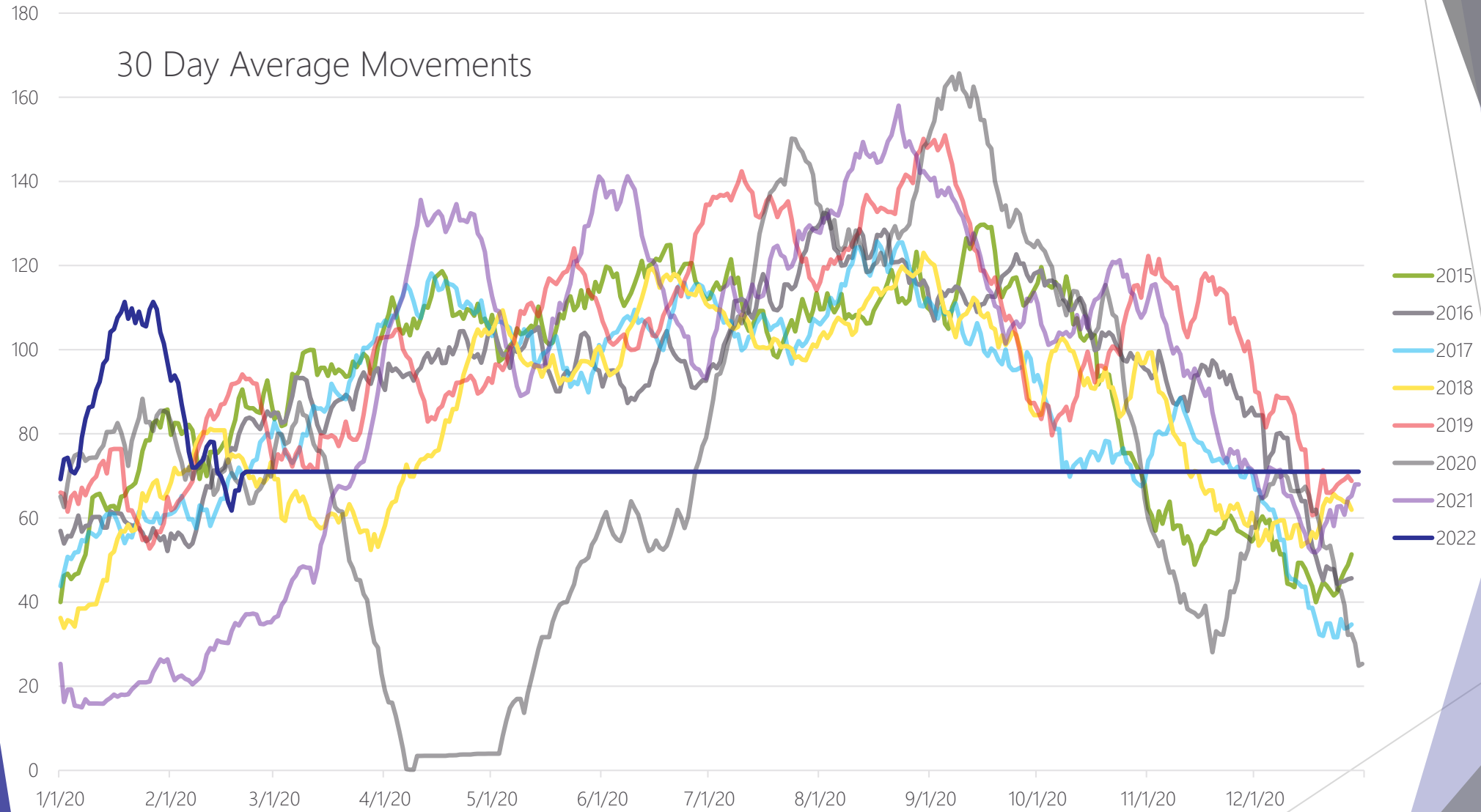
- ▶ 2021 was a positive year financially and on other performance indicators
- ▶ Based aircraft started the year at 73 and ended on 82.
- ▶ The Pathfinder Café has been a runaway success, massively exceeding our expectations.
- ▶ We invested in new fuel bowsers which has allowed us to reduce our leasing and maintenance costs.
- ▶ Despite losing Phoenix Helicopters, we have now agreed a lease on their offices with SEMET Aviation.
- ▶ All of this contributes to a much lower loss than in previous years.
- ▶ Our 2022 budget forecasts a positive EBITDA, the first time under current ownership. The airport will still make a substantial Net Loss due to depreciation of previous investments. But we should be able to operate in 2022 without requiring additional shareholder funding.



2022 So Far

- ▶ January was our busiest January since 2001 with 3,159 movements.
 - ▶ This was made up from a 50% jump in light fixed wing movements over 2020.
- ▶ February was below average, the impact of successive storms and poor weather.
- ▶ March to date is about average for the time of year.
- ▶ Helicopters are still down of course, with the loss of Phoenix.
 - ▶ Helicopter Services are doing a bit of training at Blackbushe but usually on larger more “executive” types, not the small piston types.
 - ▶ We are talking to an operator planning to bring in a single piston helicopter for training from April.
 - ▶ We get regular calls about heli training or experience flights, so it will be good to be able to service these once again.
- ▶ Jets and Turbo-Props are up, executive travel seems to be rebounding.
- ▶ The number of based aircraft has increased, mostly from private owners now at 82.
 - ▶ These additions are great, as they contribute significantly financially, but fly infrequently.
 - ▶ We have more planned to join in the coming months.

30 Day Average Daily Movements

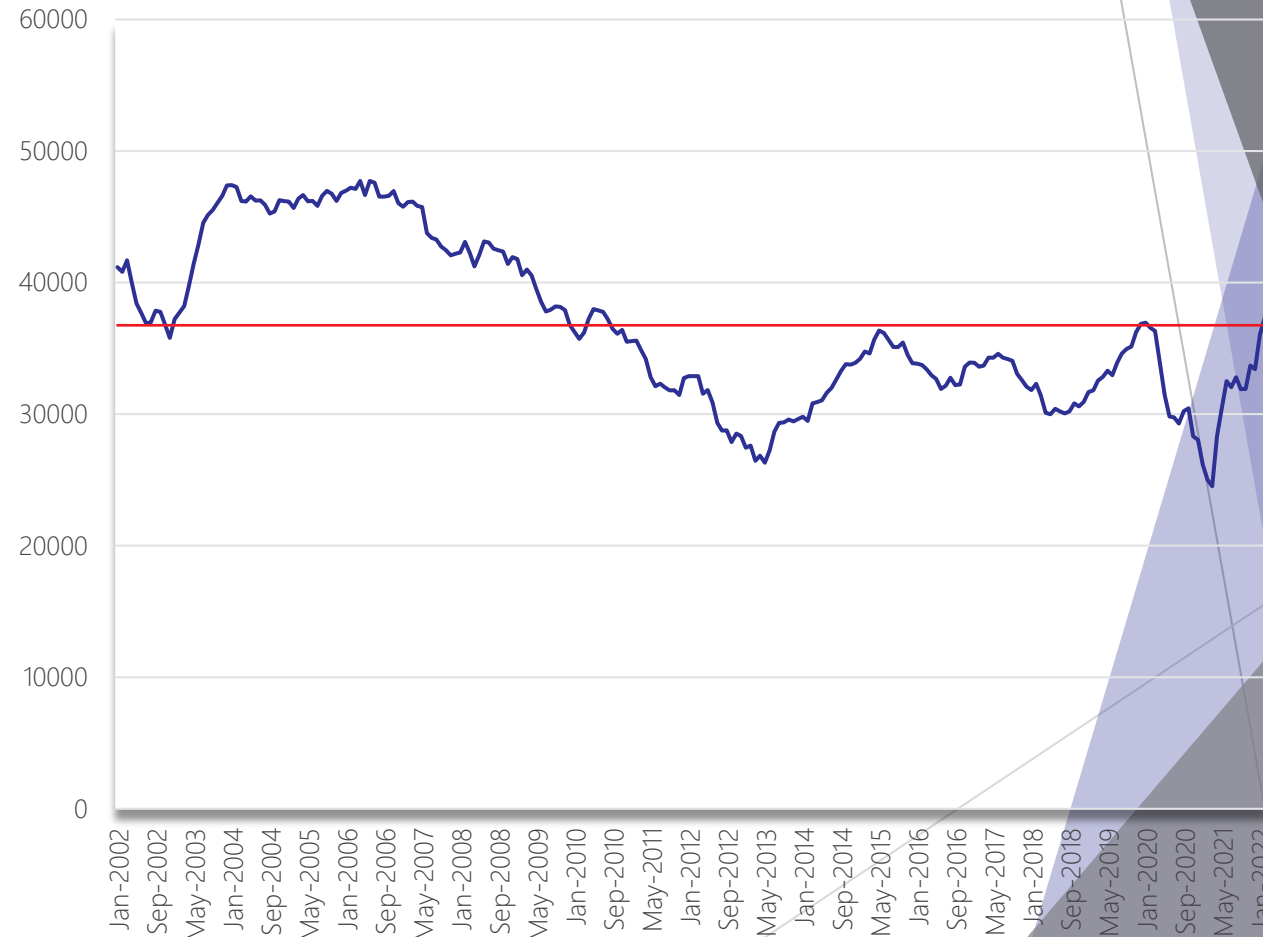


Annual Movements

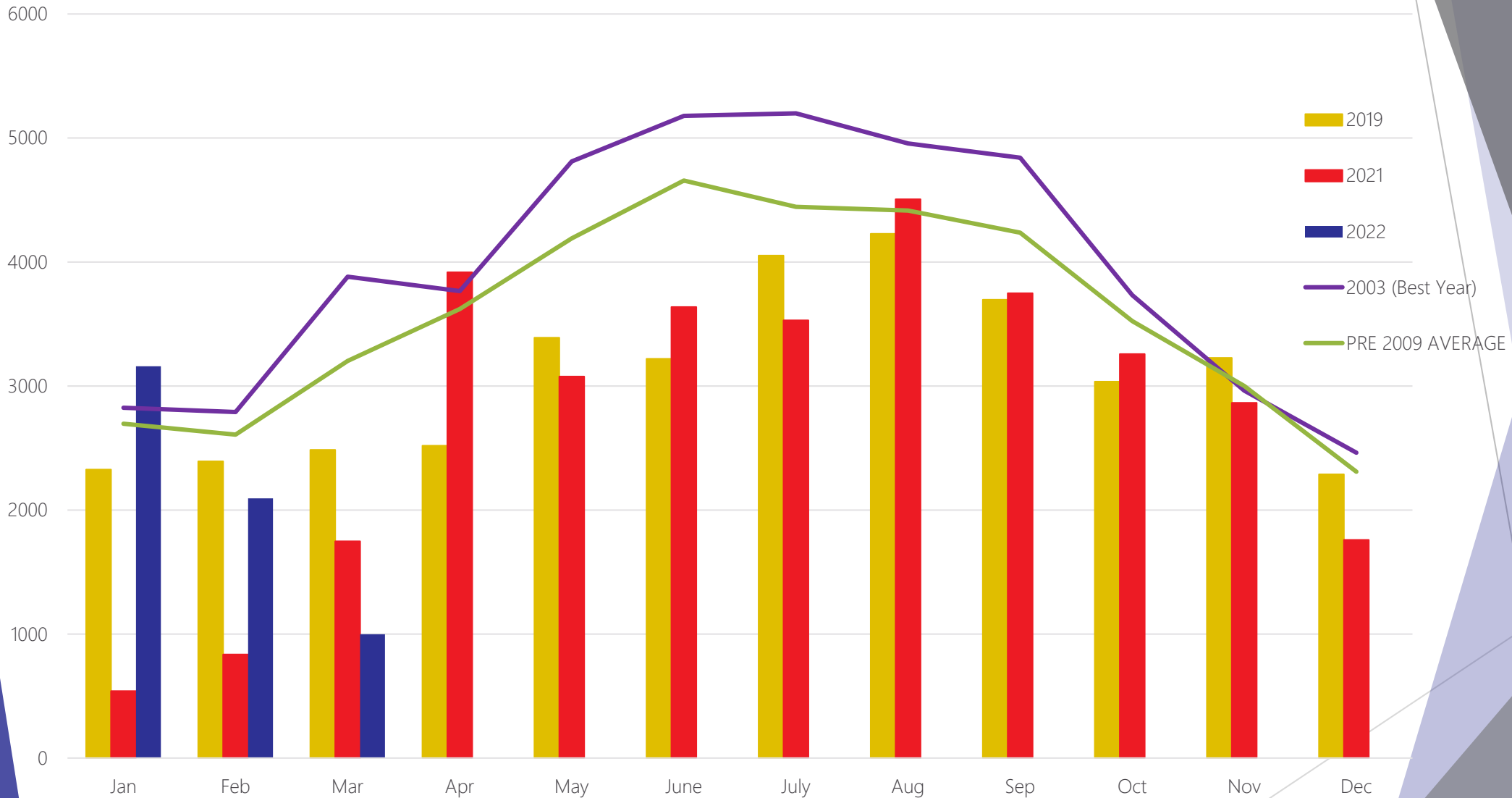
- ▶ We have electronic records back to 2001 for airport movements. Before this time, records were kept on paper, but haven't survived.

1985	46,434	2010	35,515
1986	54,307	2011	32,736
1987	66,837	2012	28,274
1988	75,933	2013	29,630
		2014	33,902
2001	42,986	2015	33,877
2002	36,584	2016	33,909
2003	47,407	2017	32,090
2004	46,311	2018	30,962
2005	46,907	2019	36,862
2006	46,066	2020	28,044
2007	42,229	2021	33,421
2008	41,973		
2009	36,828		

Annual Movements (Rolling 12 Months)

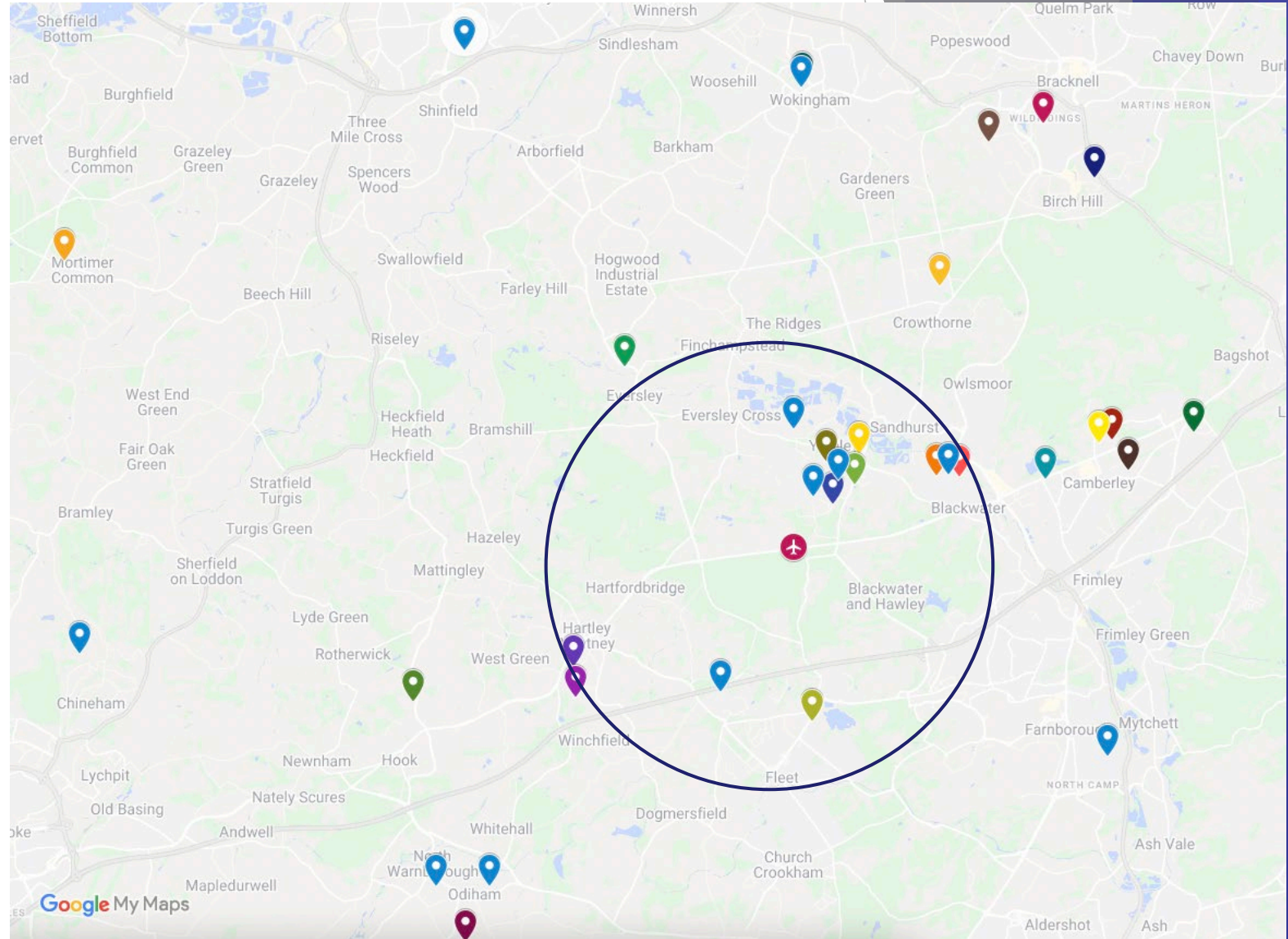


Monthly Movements



How Blackbushe Sits Locally

- ▶ The airport directly employs 42 people across Fire, Tower, Admin and Café
- ▶ 11 live in Yateley Parish
- ▶ 15 live within a 3-mile radius
- ▶ 20 live in Hart District
- ▶ 40 live within a 10-mile radius
- ▶ Our annual salary bill will exceed £850k in 2022
- ▶ In addition, where possible we source locally, using local butchers, bakers, plumbers, electricians, builders, locksmiths, all who live locally to the airport.



Common Land Deregistration

As you know, the decision went against us in the Court of Appeal (CA) in March 2021.

This was anticipated, our legal team had said from the outset that the CA would have a tough task trying to reconcile multiple conflicting binding precedents from earlier cases.

The Supreme Court (SC) is not bound by precedent, and so free to decide the case on the facts of Blackbushe, which is a very unique case.

The first step is to obtain "Permission to Appeal" (PTA) from the SC. To do this, you have to submit all your legal arguments to the PTA Panel, which we did in April 2021. The SC's own rules state that PTA is normally decided in 8 sitting weeks. This would have been end of July 2021. We are still waiting, some 8 months later.

Outcomes:

- ▶ If permission is refused, the case is passed back to the Planning Inspector who will, in light of the decision of the CA, have to determine what the curtilage of the Terminal Building is. This could be nothing, or could include areas for parking cars and aircraft etc.
- ▶ If permission is granted, we would then have to wait to be scheduled a hearing date.

Noise Complaints

- ▶ We received 14 complaints since the last meeting. 2022 stands at 6 to date, about average for this period in the year.
- ▶ Our most prolific noise complainant did not contact us between 27th July and 14th January.
 - ▶ 6 (43%) were from complainants who have contacted us more than once.
 - ▶ 4 were from a single complainant (28%)
- ▶ We continue to proactively deal with overflights of noise abatement areas when we see them, 15 since the last meeting.

Category (2021 Data)	#	%
Aerobatics	4	7%
Approach / Climbout	7	12%
General Noise	0	0%
Helicopters	1	2%
Infringing Noise Abatement Area	26	43%
Not Infringing Noise Abatement	11	18%
NPAS	2	3%
Survey Aircraft	2	3%
Not Blackbushe (Other)	7	12%

Complaints	2019	2020	2021	2022
Complaints	62	67	60	6
Unique Events	53	49	60	6
Individual Complainants	30	42	34	3
Complaints involving confirmed Blackbushe aircraft	41	47	48	6
Complaints involving aircraft within the ATZ	24	30	31	4

Electric Aircraft

- ▶ You'll remember last time that we were proud to have accommodated one of the first electrically powered point-to-point flights in the UK.
- ▶ We now have a new flying school, SEMET Aviation who have taken delivery of an electric aircraft. It is the first (and so far only) to be operated for flight training in the UK.
- ▶ It is paired with a conventional ROTAX engine equivalent for longer duration flights, and they also have a full fuselage simulator in their offices.



Blackbushe 80th Anniversary Open Day & Fly-In

- ▶ Blackbushe first started operating in 1942. This year, to celebrate 80 years of flying, we are holding an open-day and fly-in.
- ▶ We hope to attract at least 80 aircraft, with a wide range in the static display.
- ▶ This is a one-day event, smaller in scale than the Blackbushe 75th.
- ▶ Other attractions will include a classic car show, inflatables, trade stalls, and live music.
- ▶ The event is ticket-only, and all car parking must be pre-booked.
- ▶ Tickets are at www.blackbusheairport.co.uk/80th



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BLACKBUSHE
AIRPORT



Twilight Runway Challenge

- ▶ Twilight Runway Challenge, organised by the Community Matters Partnership Project (CMPP) returns on 17th September 2022.
- ▶ This year they are targeting 1000 participants over 3K, 5K, and 10K routes.
- ▶ Again, Blackbushe Airport provides the venue and staffing free of charge.
- ▶ Last year it raised over £38,000 in support of CMPP & other over 38 other charities.



Blackbushe Airport Noise Complaints - 7th September 2021 - 11th March 2022



tted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
9/9/2021	Mr Shaikh	9/9/2021	12:13	A light aircraft at this time made a very low approach way off the normal flight route. This aircraft was barely higher than the oak trees at the end of Highwood Close. This was directly visible from the rear of my property. The plane looked very unsteady and was flying unpredictability.	2021/053	Good Morning Mr Sheikh, Thank you for your complaint which has been logged under reference 2021/053. Thanks to your email with specific timings, we have identified the aircraft you mention which was a visitor to the airfield and sadly unfamiliar with our noise abatement procedures. We have spoken to them to highlight our noise abatement areas and they assure us if they visit again they will ensure they remain clear. Apologies again for any inconvenience caused, With best regards, Matt	
10/10/2021	Mr Johnson	10/10/2021	15:10	At 15:07 on Sunday 10th October 2021 a small (private) jet landed at your airport. It flew way too low over residential areas of Hartley Wintney. This is unacceptable. You have had incidents with such planes at your airport and they should adopt a different flight path when landing and taking off.	2021/054	Hi Mr Johnson, Thank you for your email which has been logged under complaint reference 2021/054. The aircraft in question was following the published approach route for Blackbushe, which establishes aircraft onto a 4 mile final approach. This path ensures they keep to the north of Hartley Wintney and do not directly overfly the village. Whilst the aircraft did not overfly the village, it would most certainly have been visible and audible from some of the properties on the northern edge of the village. The height of the aircraft was 1,450ft, with Blackbushe being 325ft above sea level, it would have been at approximately 1,100ft and actually a little high on the approach into Blackbushe, purposefully to reduce the noise to residents below. With the location of Hartley Wintney being directly under the approach to our runway, it is not possible to alter flight paths, and any offset approach would lead to unstable approaches which would increase, rather than reduce the risk of an incident. Thanks, Chris	
10/18/2021 10:49:48	Mr Tetley	10/15/2021	16:00	I am the estate manager for the kitscroft whilst on the roof of the main house accessing repairs (Friday afternoon), a single engine high wing plane (Cessna type) flew over the kitscroft estate at an unacceptable altitude about 100 feet above the house then banked left over the lake and started to climb as he headed back to the airport. We have many planes that traverse the estate air space but I have never encountered one so low, in the 2 years I have been here. He was not on a landing approach am I am sure that he was under the minimum allowed altitude would you please investigate this for me, unfortunately I was unable to capture this on my phone as I dropped it whilst trying to film him and was not able to get any identifying numbers Yours sincerely, Mr Tetley	2021/055	The aircraft was visible from the tower and on Flight Radar and was at usual joining height - no action taken.	
10/27/2021 11:55	Mr. Morley			called to make an obsevation, not a complaint, that the aircraft overflew Tudor Drive, Yateley	2021/056	Tower: Pilot contacted tower at 13:41 local to apologise as he was confused with the procedures and control of the LFA. He essentially tried to avoid flying into the LFA after flying in to land directly from the north directly over Yateley. Noise complaint from local resident who only wanted to note the non-noise abatement by the aeroplane	
11/14/2021	Mr. Kurt	11/14/2021	16:30	Called to make a low flying complaint about G-CDYO overhead Bramley at/below 500ft. He mentioned that Bramley is seeing more aircraft overhead at lower levels than previously - very nice polite man!	2021/057	Tower: Dealt with on the phone, explained what aircraft are doing in this area, the impact of the Farnborough Airspace, and told him I would log it. He didn't want a written reply.	
11/25/2021	Edna	11/25/2021	12:00	Called to say there was a biplane doing stalls and dives above their house in Sherbourne St John.	2021/058	Said we don't have any biplanes at BBS so best to call Popham or WW	

Blackbushe Airport Noise Complaints - 7th September 2021 - 11th March 2022



tted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
11/25/2021 16:16:12	Mr Jones	11/25/2021	16:00 PM	For most days the last week or so, a plane with white wings, dark body, has been doing aerobatics over the village of Bramley, Hampshire, multiple times throughout the day. The frequency is becoming rather intolerable.	2021/059	Dear Mr Jones, Thank you for your noise complaint which is logged under reference 2021/059. My family live in Bramley and I've been following your post today on social media with interest. We have three aircraft capable of aerobatic manoeuvres here. None match that description, and two of them haven't flown in a week. One was flying today, but not in your area. The area of Bramley lies outside of controlled airspace. This means any pilot, from any aerodrome can operate there without being under the control of any type of authority, provided they comply with the standard rules of the air. At Blackbushe (marked EGLK on the diagram below), we are surrounded by controlled airspace, so most of our aircraft depart out to the west and will overfly the Bramley area on their way to do local flights. I've approximated this area in shaded orange, but to be clear this is not somewhere we direct aircraft to, it's just somewhere we know that pilots choose to operate. They may also use this area to practice stalls and other aircraft handling techniques. However, you will also experience aircraft from Brimpton, Odiham, White Waltham, and Popham who use the similar area. I'm afraid there's nothing that Blackbushe or any other aerodrome can do to control the movement of aircraft in this area. Thanks, Chris	
12/2/2021	Unknown	12/2/2021	2:00	Noise complaint call received at 02:00 complaining of Helicopter noise coming from Blackbushe direction - waking up Blackbushe Airport Staff.	2021/060	I explained that the airport was closed, it would be police, and that the airport never operated at that time of the morning.	
4/1/2022 11:27	Mr James	1/4/2022	11:15	A twin-engined propeller-driven aircraft flew low across the rough centre of Hartley Wintney this morning as described above, from the SW turning east, creating noise and stress. This seems to be in clear contravention of the airport's noise and no-fly policy. Can you please assure me that the pilot will be advised of his/her transgression, and required not to repeat?	2022/001	Pilot spoken to on landing.	
1/14/2022	Mr Hall	1/14/2022	14:03	Straight over house.	2022/002	Suspect it was <Aircraft> joining from SE at same time as traffic from NW. Pilot busy looking for opposing traffic.	Hi Mr Hall, Happy new year to you. Yes the tower team had already brought this one to my attention. It is a new resident aircraft and we've had a number of issues with him today, so I intend to meet with him next week to discuss those. Logged as 2022/002. Thanks, Chris
1/28/2022	Mr Hall	1/28/2022	14:00	Chris here we go again straight over my house at 2 pm. Sort it please Mr Hall Sent from my iPhone	2022/003	Hi Mr Hall, Sorry for the delay in responding. I understand that the Tower team dealt with this on my behalf, it was a flying school aircraft and the instructor and owner of the flying school have been informed and debriefed, and send their apologies. Logged as 2021/003. Thanks, Chris	
1/28/2022	Mr Hall	2/27/2022	16:50	Chris 4.50 loud and over property sort it out and give me report number. Regards Mr Hall	2022/004	Hi Mr Hall, Logged as 2021/004. The pilot was made aware at the time and called the tower to apologise after he landed. Thanks, Chris	

Blackbushe Airport Noise Complaints - 7th September 2021 - 11th March 2022



tted	Name	Date	Time	Message	Reference Number	Further Information from Tower	Actions Taken
6/3/2022 18:56	Ms Lentz	3/6/2022	18:51	<p>Please could you avoid flying over Farnham, in particular Boundstone and Wrecclesham. We already have more than our fair share of planes flying to and from Farnborough, shattering our peace and tranquillity.</p> <p>Reply: Dear Chris, Many thanks for your email, I have tried complaining to Farnborough but they say it's not their issue I will try again. Kind regards, Ms Lentz</p>	2022/005	<p>Dear Ms Lentz, Thank you for your noise complaint which has been logged under reference 2022/005. I note you made similar complaints in April and May last year, and both times we responded to you explaining why the location you live in is likely to suffer from more noise than other areas. When aircraft are flying to/from Blackbushe from the south, the route they are able to take through the Farnborough Control Zone is entirely determined by the Air Traffic Controllers at Farnborough. On a day like today, when the wind is from the east, and so Farnborough aircraft are approaching from the west, traffic coming to and from Blackbushe will be routed by using visual reference points (VRPs) on the ground which are determined by the CAA. On a day like today, these are Frensham Pond, Farnham Castle, and Fleet Pond. Farnborough may also instruct aircraft to hold and circle these points if they need to ensure aircraft are separated from one another. I'm afraid there is nothing I can do to influence the areas aircraft fly over in this area. If you have concerns, I would encourage you to feed them back to the Farnborough Airport Consultative Committee. Particularly, as their main focus seems to be on where the jets fly, with less focus on the impact this has on the routes that light aircraft fly, and on the people who live below those. Thanks, Chris</p> <p>Reply: Hi Ms Lentz, Yes they will no doubt say that because the traffic isn't landing or taking off from their aerodrome that it's not their problem. But the reality is they now need to consider not just traffic landing at Farnborough, but the impact of the huge area of airspace they are now custodians of, and how their actions to prioritise their jets have negative impacts on residents caused by other aircraft trying to use the airspace. Thanks, Chris</p>	
1/28/2022	Mr Hall	3/7/2022	13:56	<p>Chris you've had a plane flying around 1.50 pm. Please keep it the other side of the A30 as it's so bloody noisy we can't work. Thank you Mr Hall</p> <p>Reply: It was crazy loud Chris both of us couldn't work . Just keep them other side of A30 and it did 6/7 circuits loudest we've heard apart from jets and they don't count as it's whoosh and gone. Thank you Chris Mr Hall</p>	2022/006	<p>Hi Mr Hall, Logged as 2022/006. I identified the aircraft doing circuits at this time, and it did one go-around from base leg, which took it North. It did not however overfly the noise abatement area, but came close to the edge: Thanks, Chris</p>	