



BLACKBUSHE AIRPORT CONSULTATIVE COMMITTEE

c/o Clare Silcock (Secretary)
 Blackbushe Airport Ltd
 Terminal Building
 Blackbushe Airport
 Camberley
 Surrey
 GU17 9LQ

bacc@blackbusheairport.co.uk

18 October 2022

Dear Sir/Madam

BLACKBUSHE AIRPORT CONSULTATIVE COMMITTEE Thursday 20th October 2022 19:00 PATHFINDER CAFÉ, BLACKBUSHE AIRPORT

The next meeting of the committee will be held at The Pathfinder Café at Blackbushe Airport on Thursday 20th October at 7pm, when the presence of members is requested.

The agenda for the meeting is enclosed, along with the minutes of the previous meeting which was held on 15th March 2022. You will see as an item on the agenda the appointment of a new Chairman to the Committee. Our long serving chairman, Mike Pearson has recently accepted a new role working for the Department for Transport as General Aviation advocate which is a ministerial appointment. In this role, he is required to relinquish positions that might pose a conflict of interest, one of them being as chair of our Consultative Committee.

We are therefore in search of a new chair, as we have for a while also not had a deputy chair.

We've referred to our constitution which states at paragraph 4:

The Chairman of the committee shall not be identified closely with any of the bodies or organisations named in Part II of the Schedule hereto. He or she shall, subject to the approval of the committee, be appointed by the airport management company, which shall determine any period of office and be responsible for terminating the appointment.

Those listed in Part II of the schedule include all the councils, residents associations, and the Airport itself.

We have historically re-elected the chair each year, however the constitution actually says this isn't necessary as the chair is appointed by the airport.

It is our proposal (and subject to approval by the committee) that Clare Silcock chairs the meeting of 20th October.



We have looked for another suitable candidate, and have approached Professor Michael Bagshaw (another Mike) who has indicated that he would be willing to serve as our chair for the foreseeable future.

For those of you who have not met Mike previously, below is a brief rundown of his illustrious career:

Mike is a Professor of Aviation Medicine at King's College London and visiting Professor of Medicine and Human Factors at Cranfield University. He is also Chairman of the UK General Aviation Safety Council. Mike has been a pilot since 1965, serving in the RAF for 16 years and as a test pilot at Farnborough from 1980 to 1986. He has served as Chief Flying Instructor of the Royal Aircraft Establishment (RAE) Aero Club. Since retiring from the RAF he has worked in the NHS as a GP in Crowthorne and a hospital consultant in London, and flew part-time as an instructor in the RAF Volunteer Reserve (VR).

Mike first visited Blackbushe in 1980, but became a more frequent visitor from 1985. He has instructed and been a flight examiner for Blackbushe based schools since 1988. In the 1990s Mike left the NHS to become Head of Medical Services for British Airways. He is also a Fellow of the Faculty of Occupational Medicine and serves as an Occupational Health Advisor, determining the fitness to work of the airport firefighters.

He has also had his own personal aircraft based at Blackbushe from 2013-2021 before taking up the offer of hangarage at Farnborough for it.

It is our proposal (and again subject to approval by the committee) that we appoint Mike Bagshaw as chair for the period of 1 year. Mike will attend the committee on 20th September.

We would understand if any members have concerns about whether Mike can serve in an impartial manner. We believe he will be able to do so, and aside from a small annual fee to conduct occupational health assessments, he does not collect any payment from the airport. However, members are welcome to propose alternative candidates, and we will act on the majority view of the committee.

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

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

Yours sincerely

Clare Silcock

Secretary of the Blackbushe Airport Consultative Committee

BLACKBUSHE AIRPORT CONSULTATIVE COMMITTEE

Meeting to be held at 7pm on 20th October 2022

AGENDA

1. **Apologies for Absence**
2. **Appointment of a new Chairman to the Committee**
3. **Minutes of the previous meeting (Appendix 1)**
To approve the draft minutes of the meeting held on 15th March 2022, attached.
4. **Report by Airport Manager including monitoring of complaints**
5. **Update on Deregistration of Common Land**
6. **Management of the disused runways**
7. **Blackbushe Heritage Trust**
8. **Matters Arising**
9. **Questions (members of the public may ask questions for a period not exceeding 15 minutes)**
10. **AOB**
11. **Confirmation of date and venue of the next meeting**

Clare Silcock
Secretary of the Blackbushe Airport Consultative Committee
18th October 2022

APPENDIX 1

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