

BLACKBUSHE AIRPORT CONSULTATIVE COMMITTEE
MINUTES OF THE MEETING HELD AT 19:00 ON THURSDAY 20th OCTOBER 2022
Present:

Chris Gazzard	Blackbushe Airport [CG]
Michael Bagshaw	Chair [MB]
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]
Cllr Adrian Collett	Hampshire County Council [AC]
Cllr Tony Spencer	Yateley Town Council [TS]
Cllr Jules Crossley	Rushmoor Borough Council [JC]
Clare Silcock	Secretary [CS]

		Action required by
1	APOLOGIES FOR ABSENCE Cllr Colin Edge (Eversley), Nicky Lyle (Yateley Society), and Bramshill Parish Council	
2	NEW CHAIRPERSON APPOINTMENT CS opened the meeting welcoming everyone and passed to the first item on the agenda which was to appoint a new chairman. A letter had gone to all the members of the consultative committee outlining the background of Michael Bagshaw who had been suggested by CG as someone who has a lot of aviation knowledge, a background at Blackbushe, but someone who could remain a neutral party. The committee was asked if they had any objections, there were none, and Michael Bagshaw was duly appointed.	
3	MINUTES OF THE MEETING HELD ON 15th March 2022 The minutes of the meeting held on 15 th March 2022 were agreed as a true record. This was proposed by ST and seconded by DH.	
3	MATTERS ARISING FROM THE MINUTES There were no matters arising.	

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 2022 with 2019, as 2020/21 were such anomalies with the effects of Covid. Notable points are that GA rotary (smaller helicopter) traffic was down by 58% in 2022 mainly due to the loss of Phoenix Helicopters in 2020. However, the executive helicopters have been up to 2011 levels. AVGas fuel sales have been affected by higher fuel price. Unfortunately, when BBS purchased the fuel, it was at a higher price than when other airfields did, so some planes went elsewhere for their fuel. But Jet A1 is up to 2011 levels. We expect a positive EBITDA for the first time since 2011. Jet traffic is much higher in 2022, with a lot of King Airs and other turbo props as well as larger private jets coming in and out. This is partly due to Farnborough limiting their weekend traffic to anything greater than 7.5 tonnes, and also the uncertainty at Fair Oaks. AC asked how close Farnborough is to its limits during the week. CG was uncertain but JC said that they are at 2/3 of their capacity.

Executive Aviation accounts for just 5.7% of the movements at BBS (it was 4% when CG joined back in 2017). The average small plane is charged about £14 for landing (residents only £2), whereas a business jet is charged an average of £150, so a lot more revenue is generated. However, CG acknowledged that BBS is never going to be the same as Farnborough and Biggin Hill in terms of business traffic.

The cafe is a £3/4 million business on its own. SD asked if the café was now profitable, and CG stated that it has been within two months of opening.

No funds have been taken from the Shareholders since April 2021. BBS has taken £2 million of shareholder funds since they bought the airport in 2016. The airport doesn't expect to take any more funds for next year.

4.2 Noise Complaints – CG has categorised the 2022 data – There were 8 complaints about approach or climb outs from aircraft and these were mainly over Hartley Wintney. CG has asked Farnborough, who control that airspace, to try to get the aircraft to straighten up over Hook as that would be better as the aircraft would be higher at that point, so each time this happens the Tower contact Farnborough. There have been a few complaints from the Frimley area, which is East and north of Farnborough, and these are mainly due to the change in Farnborough airspace. Farnham are also experiencing a few issues now because of this change too. JC said that to ensure that we address as many issues as possible next March with Farnborough as that is the time that they will register and analyse most of their complaints. AC asked if the airport has many complaints due to police helicopter flights, but CG confirmed that there has not been any this year. There is usually 1 or 2 received a year. Mr Hall continues to be the most prolific complainant with 31 complaints registered over the last 6 months. CG said that due to the position of his house, which is right on the edge of

the noise abatement area, it isn't surprising that he experiences more noise than others. A plane only has to get it slightly wrong, and they will go over his house. Any emails that are received from Mr Hall are forwarded automatically to the Tower in-box now so they can immediately try to trace which aircraft has caused the problem and why, and then address the issue.

RQ asked if CG checks the Yateley Community pages for any issues and he confirmed he does a couple of times a week. CG confirmed that the airport gets a lot of positive feedback from Yateley Community. SD mentioned that she tends to get a lot of helicopters flying over Sandhurst and others mentioned that Crowthorne also experiences that, but it is likely that this is due to being close to the M4 corridor and the trainline as helicopters use these as guidelines for location.

CG went through some typical examples of some mistakes that pilots make and said that the team are constantly educating pilots on the noise abatement areas and using the Farnborough airspace.

4.3 Common Land Deregistration – CG summarised the process that the airport had been through with the courts to try to get some of the land deregistered and stated that the airport was surprised that the case got rejected before it actually got to the Supreme Court, but suspect it is due to so many delays in the court system after Covid, and Blackbushe's case was not as important as others. Now the case has gone back to the Planning Inspector, and he has written to the airport to say that he would reject the entire application. However, this should not be the case as at the very least all parties had agreed that at least the footprint of both the café and the Terminal Building should be de-registered. The airport has to respond by 31st October. PC asked if the airport was to ask for the car park area as the curtilage how would that work. CG explained that he had looked at a few previous cases and there were examples such as a golf course in Norfolk where the car park had been agreed as the curtilage of the clubhouse. Some objections were made to that, but the land was given as curtilage. The Airport is hoping to get the whole car park as it serves both buildings and gives access to the A30.

4.4 Common Land Exchange – Back in 2016 the new owners considered two routes for the airport's development – either schedule 2 which was the deregistration process, or schedule 16, using the exchange of land. Unfortunately, at that time there was no land around Blackbushe available for purchase, but CG has always been looking out for some. One of the Shareholders of Blackbushe purchased Cottage Farm last year, which is adjacent to the Common. This has 35 acres of land that the Airport could potentially use to exchange for some of the common land that Airport is on. This would give a good portion of land to the airport all the way along the A30 where hangars could be built. CG has had a very productive meeting with the Open Spaces Society (OSS) to discuss this idea to see if they might be open to this. They acknowledged that they could certainly see the benefit of the new piece of land compared to the airport land, as there is no right to roam for the public

on the airfield, except for the 27 local commoners, whereas Cottage Farm land would be available for all to access. The OSS also gave CG some suggestions as to what the airport needed to do with the Cottage Farm land such as the general upkeep and access points. CG has also approached the Hampshire County Council legal team but they were not interested in pre-consulting. However, some of the local Hampshire councillors are meeting with CG next month to discuss the proposal.

The Airport expect to put in a s16 application by the end of the year and then it will take 12 months to go through as there will have to be a public consultation and then it is very likely to go to public inquiry (unless none of the commoners' object).

JC commented that Farnborough Airport is actually built on common land, which CG was not aware of.

4.5 Blackbushe Events 2022

The **BBS 80th anniversary** was this year so an open day and fly in was held in the Summer. The event was limited to 3,000 tickets which were sold out a week before the day. Due to its success and positive feedback from the local community the airport is considering whether to host it annually. The possible date for next year could be Saturday 3rd June 2023.

The **Twilight Runway Challenge** used to be held at Farnborough Airport but moved in 2021 to Blackbushe. This year the runners raised nearly £40,000 for a variety of charities. CMPP (the organisers), work closely with local businesses and their workers to join up with the local community to work on projects in schools and charities. The event is already been booked in for 16th September 2023, with a discount for those who book themselves on early!

4.6 Management of Disused Runway – There have been two complaints about how overgrown the disused runway area has become and the airport has already completed some tidying of the areas as there was certainly a risk of fire spread. Some areas have been cut back to help maintain fire breaks. However, there was some complaints by Natural England and the airport have also had some filming enquiries turned down due to objections from Natural England. The airport is now in conversation with the RSPB who would like to lease some of the land from the airport for the next 11 years in order to maintain the area. The airport would like to continue to consider filming opportunities and hope to have some more next year. A scene from Kraven The Hunter, one of the Marvel films was filmed over there this year and it is a useful income to the airport and actually helps to pay the costs of maintaining the area. RQ commented that there did seem to be a lot of weeds on some parts of the runway whereas other parts are clearer. CG confirmed that some clearing is done in conjunction with some filming events. AC asked if the RSPB's intention was to improve the habitats for birds, but it is more to turn it back to heathland.

4.7 The Blackbushe Heritage Trust is a charitable organisation who are trying to bring back a Vickers Viking aircraft to BBS, as about 30 of these aircraft used to be based there in the 60's. These are very rare aircraft nowadays, so the Heritage Trust is trying to obtain an

	<p>aircraft from an airfield in Austria, refurbish it and base it at BBS. Peter Brown, a member of the public and Heritage Trust, explained that the Trust has recruited about 25 volunteers who could help restore the plane once it comes to Blackbushe but that they need to raise money to pay the very high transport costs (£30,000) to get it here and then also have some money available for the refurbishment. They have held a number of events and have a trailer that they take to other airfield events where they inform the public and ask for donations. They will apply for lottery funding and there is a willingness from the BBS shareholders to help, but the group need to gather some donations first. There is another refurbished Viking at the Brooklands Museum. It is likely that the plane at BBS will be in the colours of Eagle Airways who were based at BBS in the 60s. There is also a history hub in the Terminal Building at BBS which highlights the Viking's history at the airfield amongst other things. MB commented that there is also a Varsity aircraft down in Cornwall, which is very similar to the Viking, and may be useful for some parts when the time comes.</p>	
5	<p>MATTERS ARISING FROM THE PUBLIC & COMMITTEE</p> <p>RQ gave an update on the Yateley Neighbourhood Plan which has now finally been approved.</p> <p>JC asked about the type of fuel that BBS sells and whether it has lead in it. CG explained that the AvGas 100LL is a leaded fuel and it is used in quite a number of the small training planes. However, in 2019 the airfield installed a UL91 pump (unleaded) and some aircraft are able to switch to this, and some of the flying schools have bought aircraft specifically to use the unleaded fuel. £40k fuel sales have been due to UL fuel purchases, out of £300k this year so far. However, there is in fact a worldwide shortage of 100LL and the US has produced a 100UL variant of fuel which is hoped will be available soon in the UK. Two American states have actually banned the use of leaded fuel for aircraft, so the change is happening. UL91 is a more expensive fuel, but BBS price matches it to 100LL to encourage users where possible to buy it. PC asked if there were any power implications when aircraft change to the unleaded version and CG and MB said that some planes are slightly affected with perhaps a 5% reduction in power.</p> <p>PC also asked if there was still some electric aircraft at BBS. CG explained that Semet Aviation had had to let go of its electric aircraft after there was a problem with Russian ownership which meant they didn't fly them, which then meant that the owner took them back. They did experience other problems with them however as the recharge of them takes about 2 hours and they only have a range of about 37 minutes of flying, so circuits work, but other flying is very restricted. MB explained that the RAF had a similar problem with some aircraft they bought so at the moment going electric is limited due to cost, recharging and range of flight. BBS does have an electric charging point here so if other aircraft do come, they can be recharged.</p>	

6	ANY OTHER BUSINESS - There was no other business to report except MB thanked everyone for attending and thanked Chris and the management team at BBS for their positive approach and changes implemented at Blackbushe over the last few years.	
10	FUTURE MEETING - It was suggested to avoid Mondays and Thursdays for the councillors so the next meeting date will be Tuesday 21 st March 2023 at 7pm at the Pathfinder Café again. However please let CS know if this creates a clash with other local events.	

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

20th October 2022

2022 Business Performance (Jan-Sep)

- ▶ We would usually compare year-on-year, but as Apr 2020 – March 2021 was an anomaly, we are benchmarking 2022 against 2019.
- ▶ 2022 has been a very good year, finally recovering to levels not seen before the financial crash in 2008.
- ▶ Helicopter movements remain low, but are recovering. We see training from White Waltham airfield coming here to use our facilities, and have a pleasure flight operator recently moved in.
- ▶ Executive movements are back to a level not seen since 2011.

Movements	20Y AVG	2019	2021	2022
GA Fixed Wing	23,221	24,025	23,842	28,668 (+19%)
GA Rotary	2,452	3,155	576	1,312 (-58%)
Executive Fixed Wing	825	704	668	1,162 (+65%)
Executive Rotary	2,459	426	454	658 (+55%)
Total	28,957	28,310	25,540	31,800 (+12%)

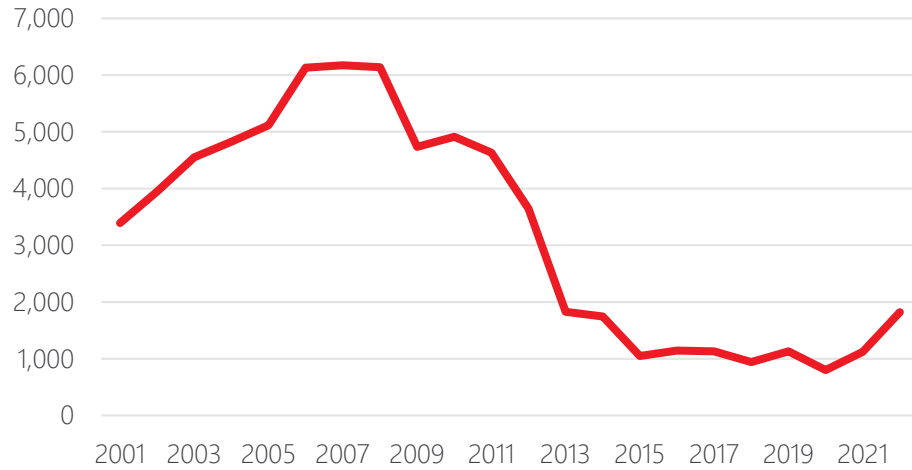
Fuel Sales	10Y AVG	2019	2021	2022
AVGAS Fuel Sales	233,871	301,132	281,454	307,079 (+2%)
JET-A1 Fuel Sales	183,404	160,371	244,237	369,082 (+232%)
Total	417,275	461,503	525,691	676,161 (+47%)

- ▶ % comparisons are 2019 vs 2022

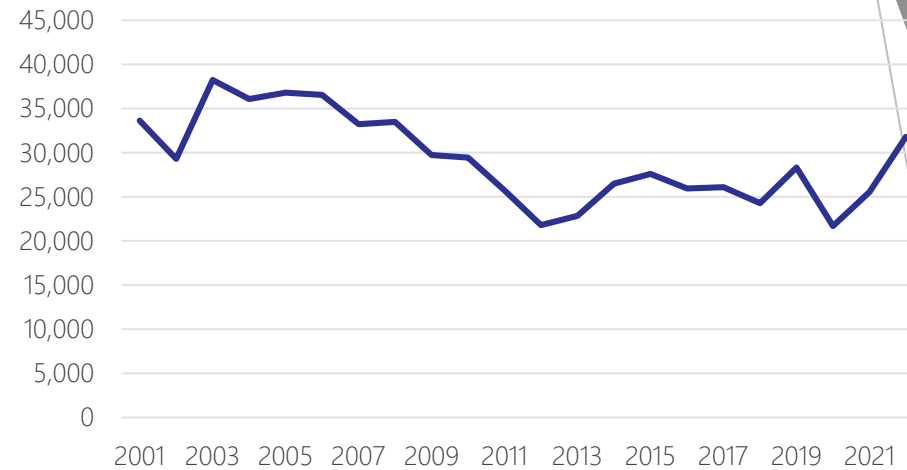
2022 So Far

- ▶ 2022 has been a very positive year with all types of traffic rebounding well from COVID.
- ▶ Our 2022 budget forecasts a positive EBITDA, the first time under current ownership. The airport will still make a small Net Loss due to depreciation of previous investments. But we have continued to operate in 2022 without requiring additional shareholder funding.
- ▶ Executive traffic has been strong which has been down to several factors:
 - ▶ The uncertainty of airline schedules and airport delays at commercial airports driving some customers to executive aircraft
 - ▶ Uncertainty and unreliability at neighbouring Fair Oaks airport
 - ▶ Farnborough have reached the number of aircraft they can possibly take in a day on the weekends leading them to exclude smaller executive aircraft, favouring larger ones.
 - ▶ Whilst this has been good for us in 2022, and we will work hard to retain the customers we have gained this year, we recognize that the instability in the economy is a major challenge over the next 12 months and beyond.
- ▶ Rotary traffic remain significantly lower than normal. Whilst we have some training helicopters coming from White Waltham, they are not to the level that were previously seen when we had a resident operator.

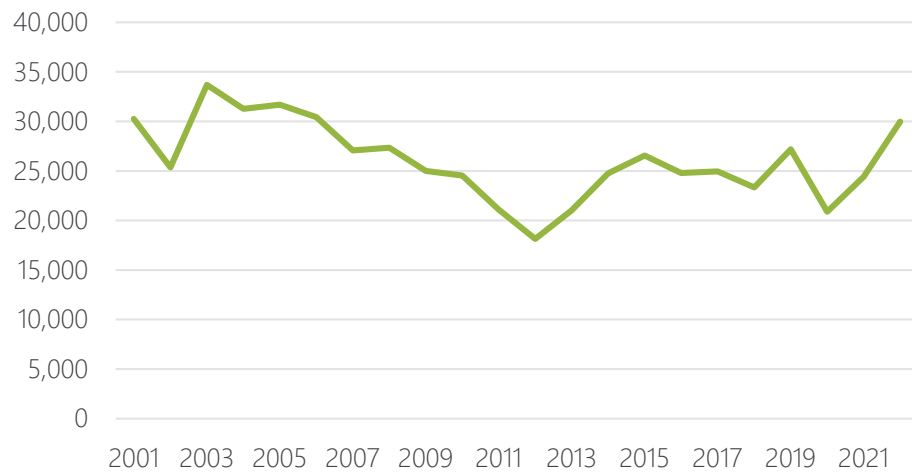
Executive Movements



Total Movements

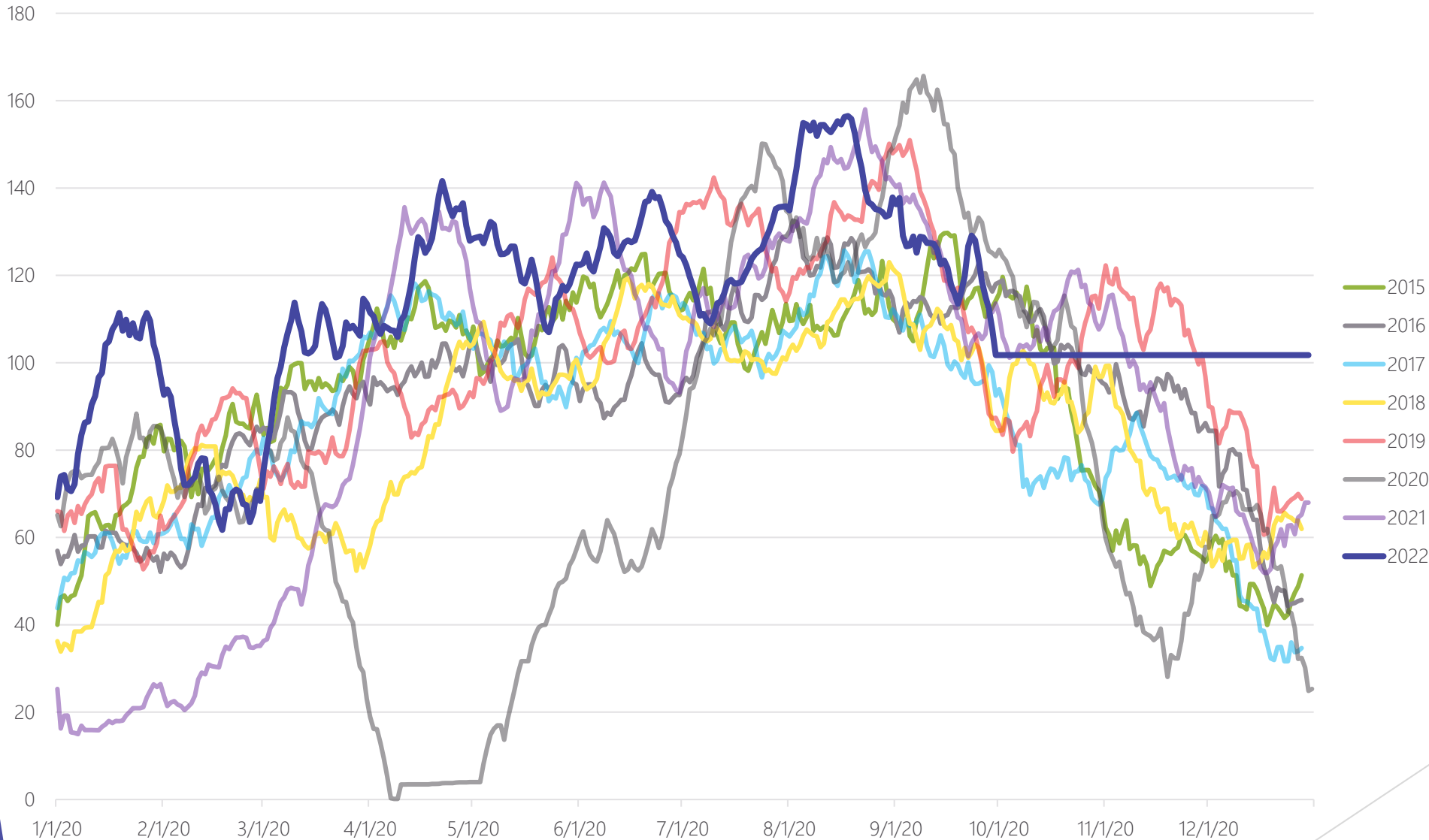


Piston Movements



- ▶ Here we see that executive movements have never recovered from losing the based Helicopter Maintenance from 2010 onwards.
- ▶ Executive aviation remains as just 5.7% of our total activity.

30 Day Average Daily Movements

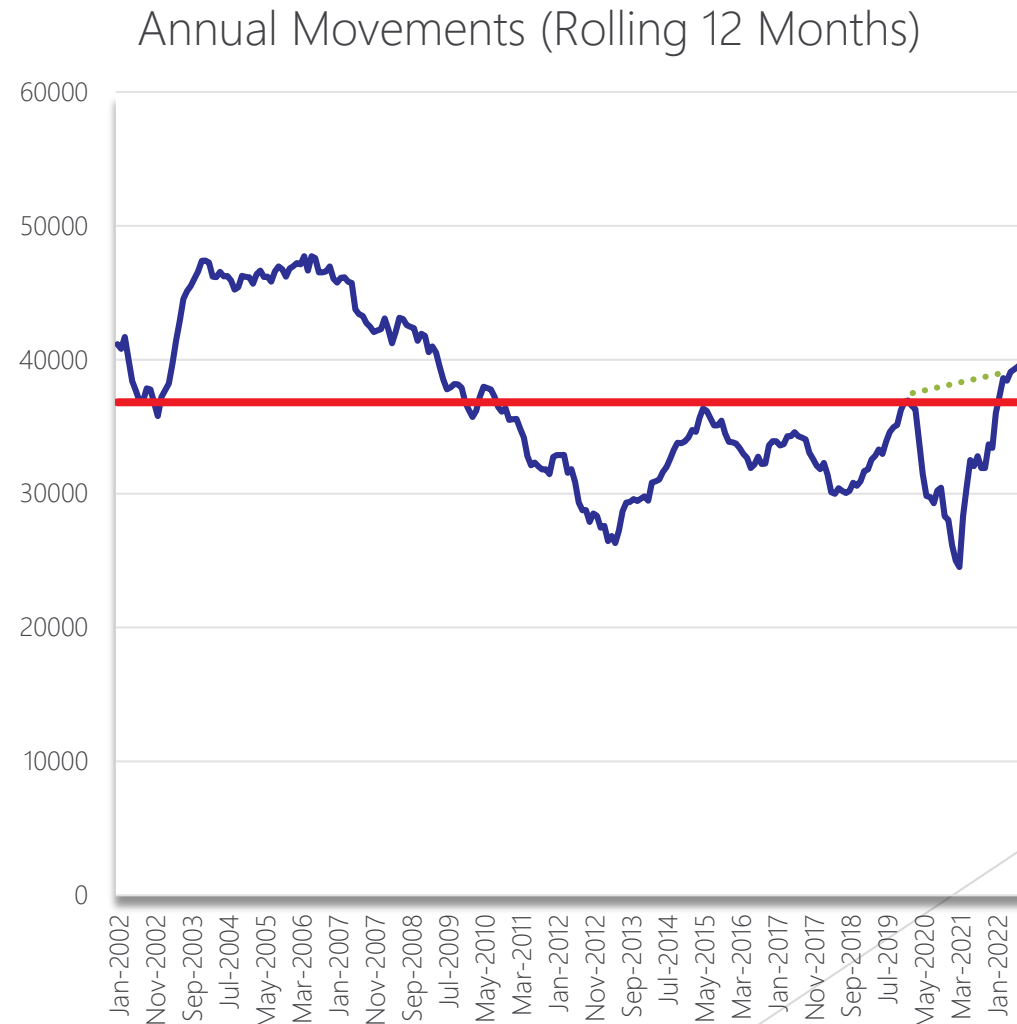


- ▶ We started the year strong in January where the graph shows much higher than usual activity, due to unusually mild weather.
- ▶ Despite a poorer February the good weather returned in March and May
- ▶ The summer peaks were a little higher, but still where we'd expect them for this time of year.

Annual Movements

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

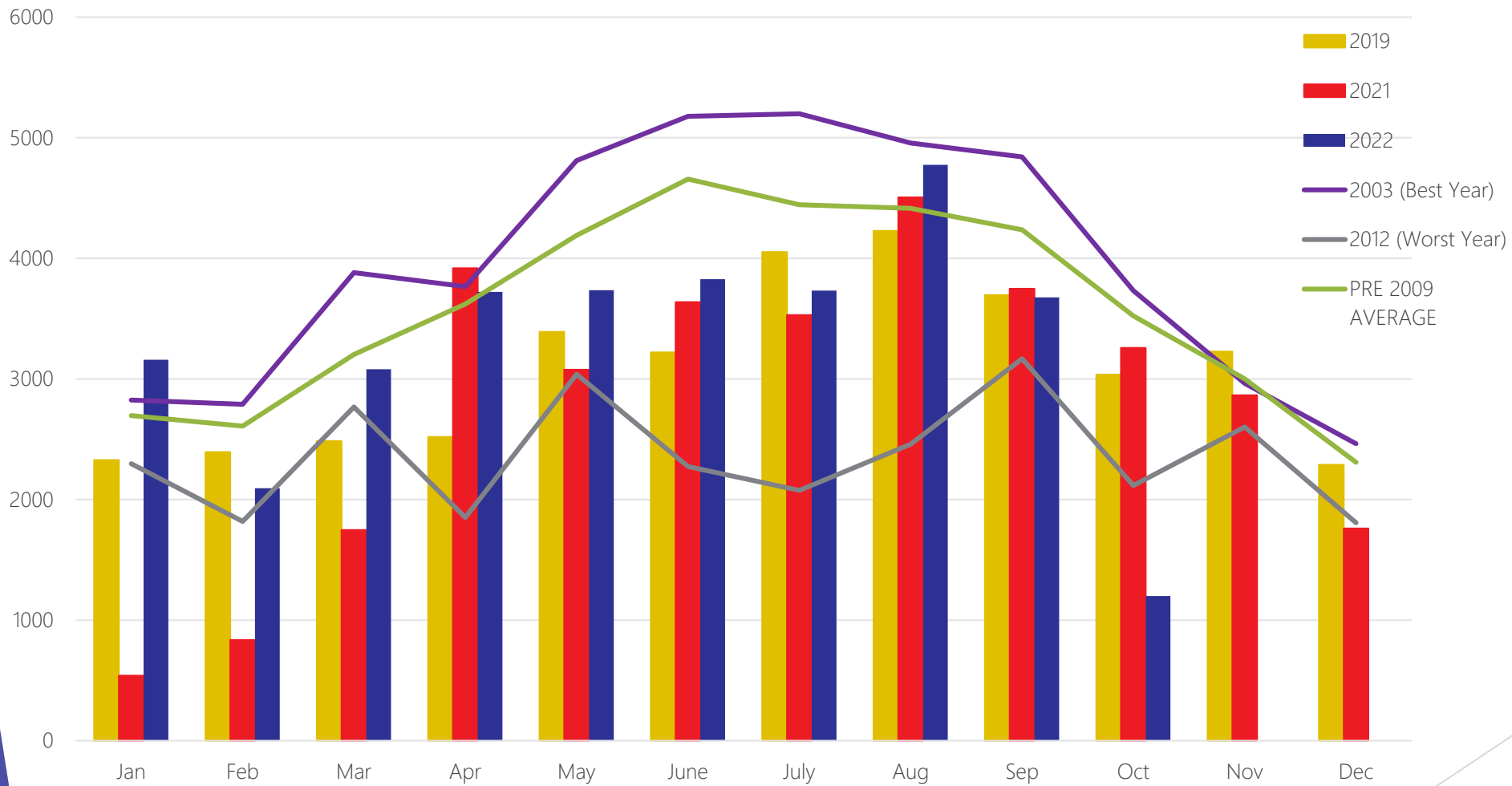
1985	46,434	2010	35,515
1986	54,307	2011	32,736
1987	66,837	2012	28,274
1988	75,933	2013	29,630
		2014	33,902
		2015	33,877
		2016	33,909
		2017	32,090
		2018	30,962
		2019	36,862
		2020	28,044
		2021	33,421
2001	42,986		
2002	36,584		
2003	47,407		
2004	46,311		
2005	46,907		
2006	46,066		
2007	42,229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



- ▶ This graph shows the clear drops related to the COVID lockdowns.
- ▶ Since then, we've rebounded and ended up slightly higher than our pre-covid levels
- ▶ The past few months we've stabilized at this level.
- ▶ The green dotted line shows where movements would likely have been without COVID.
- ▶ We anticipate being at 39-40,000 movements at year end.

Monthly Movements

Monthly Movements



Noise Complaints

- ▶ We received 47 complaints since the last meeting. 2022 stands at 53 to date, about average for this period in the year.
- ▶ 38 (72%) were from complainants who have contacted us more than once.
- ▶ 31 were from a single complainant (58%)
- ▶ We continue to proactively deal with overflights of noise abatement areas when we see them, 33 since the last meeting.

Category (2022 Data)	#	%
Aerobatics	2	4%
Approach / Climbout	8	15%
General Noise	2	4%
Helicopters	4	8%
Infringing Noise Abatement Area	24	45%
Not Infringing Noise Abatement	7	13%
Police or Air Ambulance	0	0%
Survey Aircraft	1	2%
Not Blackbushe (Other)	5	9%

Complaints	2019	2020	2021	2022
Complaints	62	67	60	53
Unique Events	53	49	60	53
Individual Complainants	30	42	34	20
Complaints involving confirmed Blackbushe aircraft	41	47	48	46
Complaints involving aircraft within the ATZ	24	30	31	37

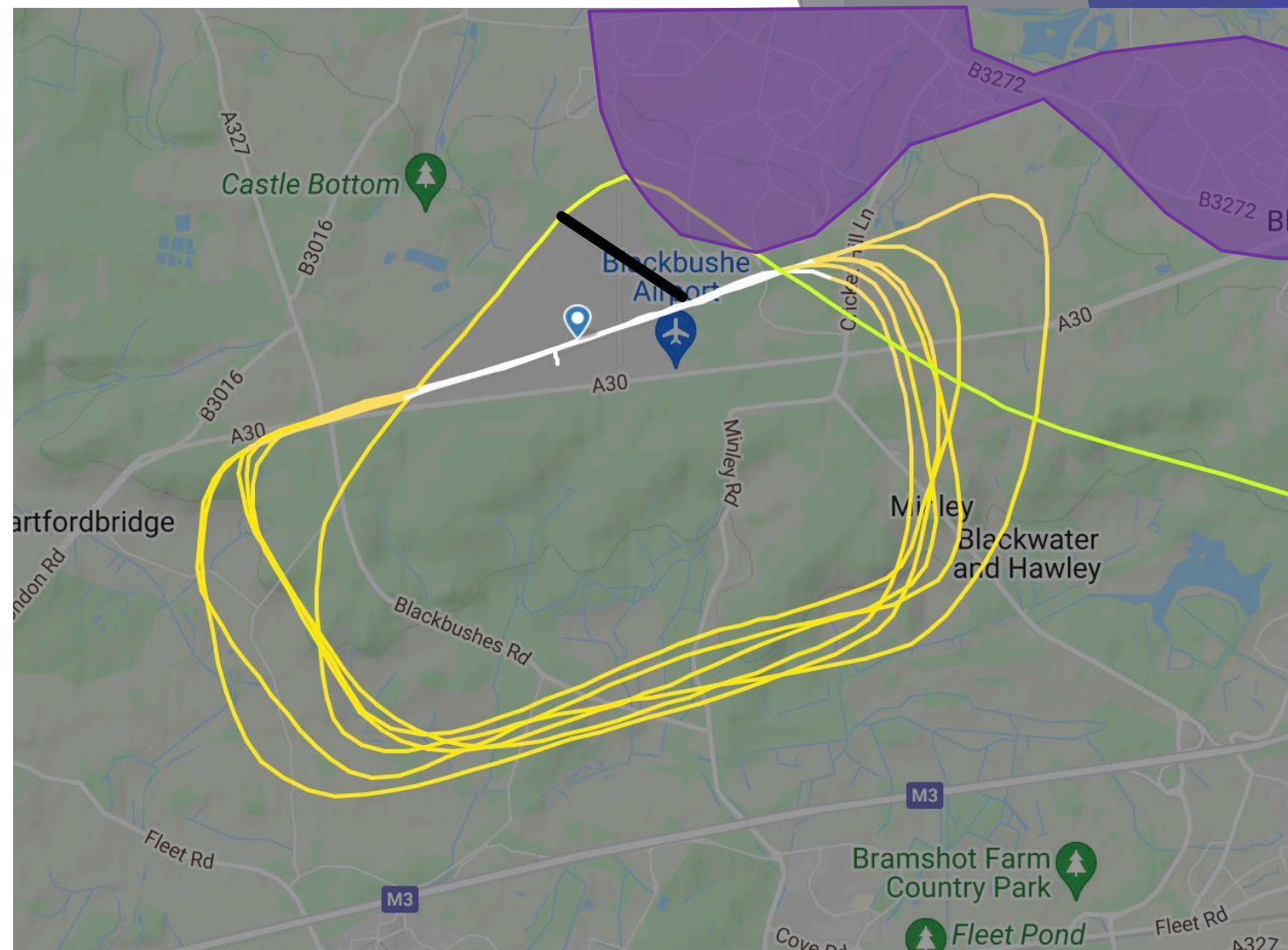
Noise Complaints

How do we analyse them and deal with them?

- ▶ In the airport tower we usually have open ADSB flight tracker software. This can aid in situational awareness, but at present we're not allowed to rely on the information it provides to manage the air traffic. (Regulation is coming to allow this).
- ▶ The software is useful though:
 - ▶ Determining whether an aircraft has infringed or not
 - ▶ Demonstrating to a pilot where they went wrong and how they can avoid it in the future.
- ▶ Not only do we deal with the pilot directly, but we also use some examples as case studies at one of our Quarterly Safety Action Groups (SAG) or User Meetings
- ▶ The following slides are copies of those discussed at a recent SAG and are good examples of why overflights of the Yateley Noise Abatement Area occur, and how we educate pilots to avoid them.

Example 1

- ▶ The most common time to see a noise abatement overflight is when rejoining from the EGLF Zone.
- ▶ In this example, the aircraft rejoined for circuits from M3 J4 Visual Reference Point (VRP)
- ▶ Here the pilot flew NE of the disused runway 14/32 (marked in black) clipping the noise abatement area, and generating a complaint from a local resident.
- ▶ Remember – the 14/32 runway is a very good ground feature, stay SW of it and you shouldn't trouble the residents.



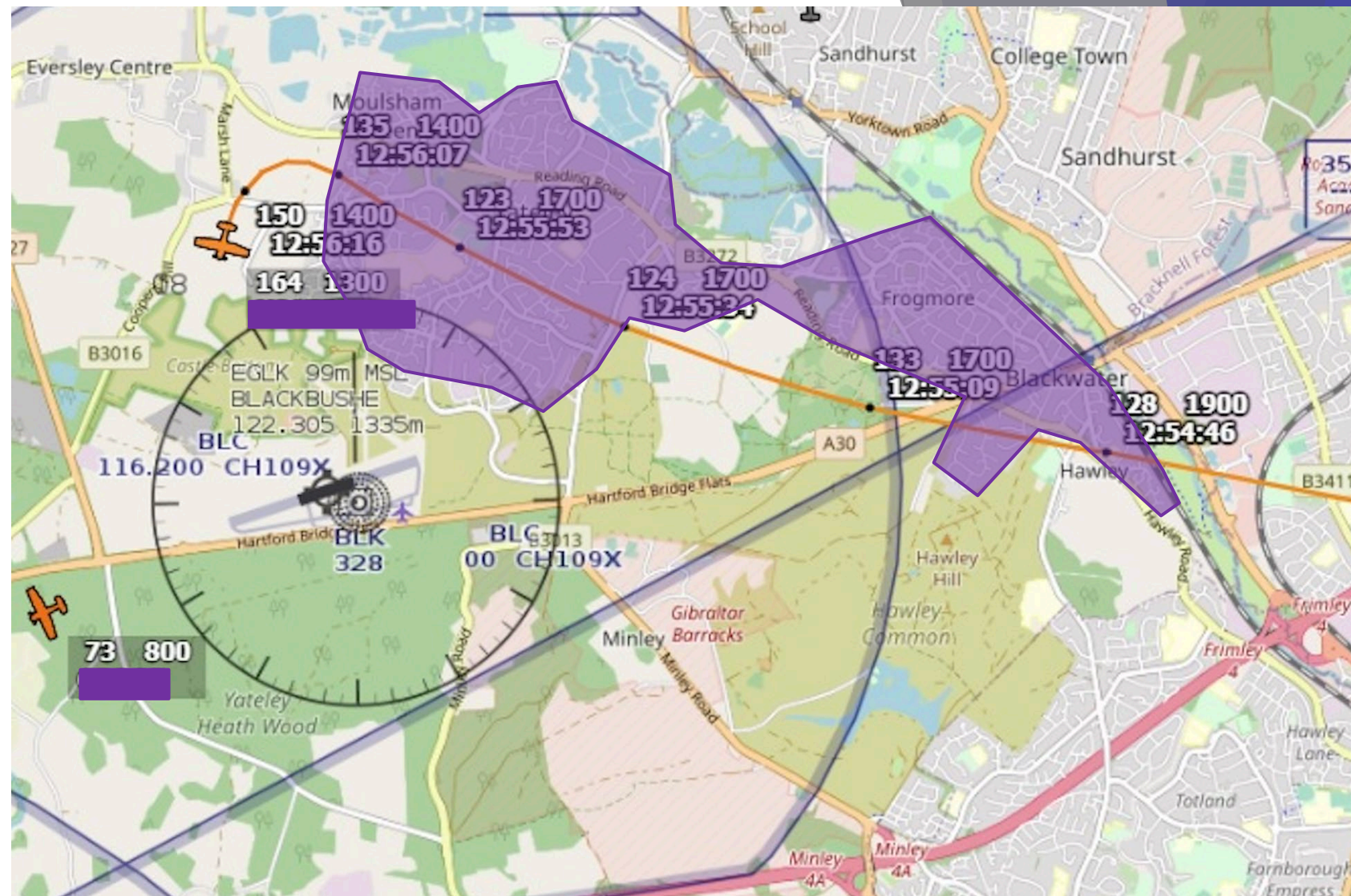
Example 2

- ▶ Another example involving a pilot returning from the Farnborough Zone.
- ▶ In this example, coming straight up from the middle of the EGLF Zone (and we see this coming from Fleet Pond VRP too).
- ▶ Here the pilot joined overhead the east end of the aerodrome, however the correct aim should be the Aerodrome Reference Point, over the centre of the runway, this will keep you sufficiently west before descending on the dead side.



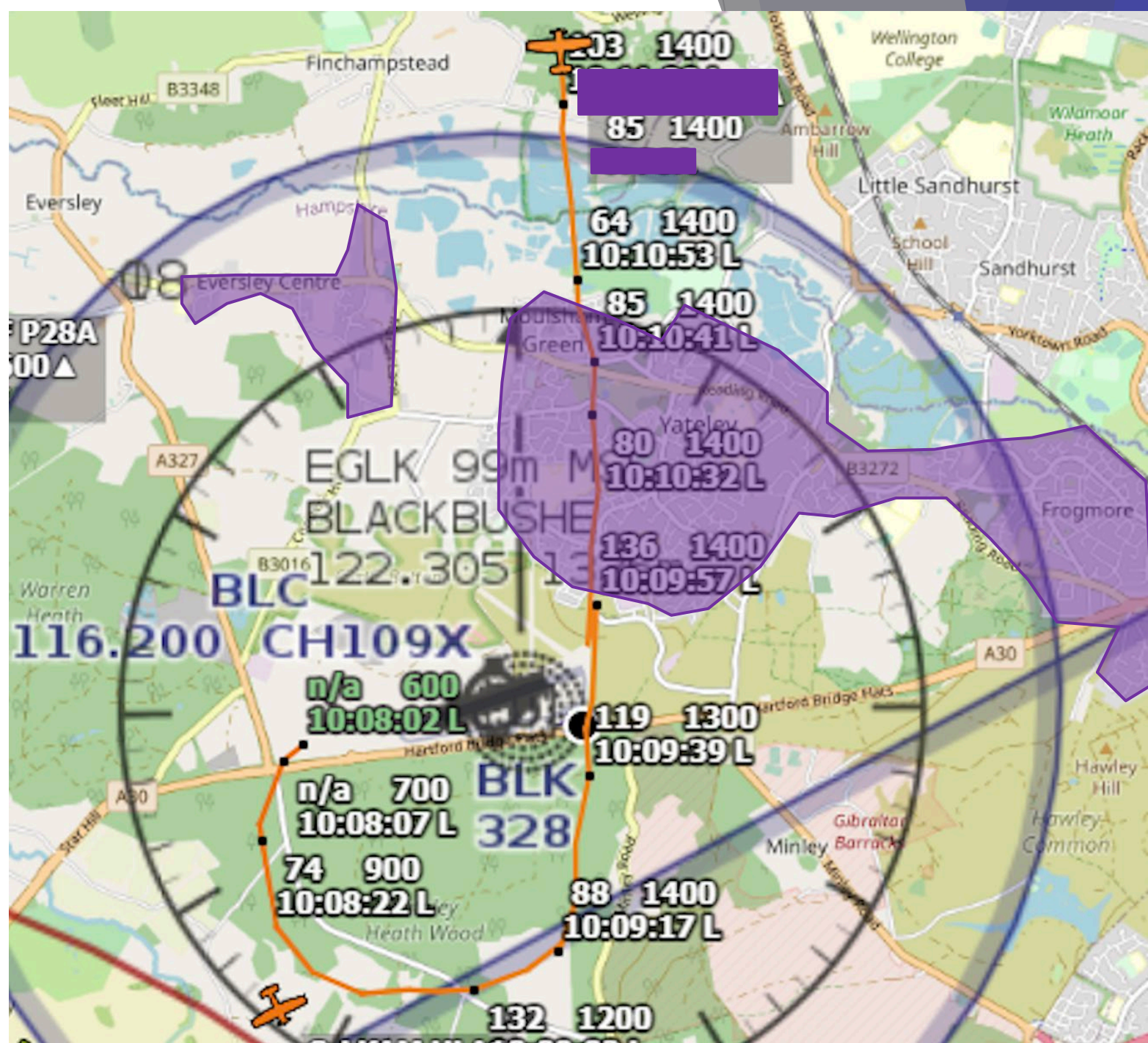
Example 3

- ▶ This is an example of someone who had planned and briefed for straight in approach to RWY 25, which is not standard practice for piston aircraft. By doing this, he set himself up for failure.
- ▶ Due to the circuit traffic (pictured now on climb-out), he made a last-minute change to join overhead / deadside but overflowed a large chunk of Yateley in the process.
- ▶ Always plan to join overhead with the standard join. If a shortcut becomes available, great, but if it's not possible, you've not left yourself in a difficult situation.



Example 4

- ▶ This was a student heading off cross-country test. Part of the test requires a departure from the overhead. At Blackbushe, our standard practice when departing RWY 25 is to continue straight to the west and then turn right (north) once clear of BCA, to avoid Eversley.
- ▶ Because the examiner wanted the overhead departure, the student was unprepared for it.
- ▶ If examiners are going to require this technique, Instructors need to teach students how to make the overhead departure without infringing on the noise abatement areas.



Common Land Deregistration

The appeal to the Supreme Court was rejected to the surprise of both ourselves and the Open Spaces Society (OSS). We both felt the case was arguable, and it's likely it was rejected due to court workload rather than there being a case worthy of consideration.

- ▶ The case has now been referred back to the Planning Inspectorate (PINS).
- ▶ PINS wrote to the parties on 3rd October stating the inspector was minded to reject the entire application. As we understand it, this is not the case, at the very least, the two footprints of the Terminal and Café buildings should be deregistered as this was not in dispute.
- ▶ We have informally consulted with the OSS as neither side wishes to see the matter prolonged or incur significant additional cost. They too are surprised by the Inspector's letter.
- ▶ We have until 31st October to respond, and we will be doing so, putting together a brief statement that we believe the buildings should be deregistered, and inviting the inspector to decide on an appropriate (much smaller) curtilage for each building.
- ▶ We will also re-submit some of the photographs and maps used at the original inquiry to aid the inspector in this decision.

Common Land Exchange (S16 of Commons Act)

- ▶ Whilst we still firmly believe it was wrong to register the airport as common in the first place, we accept the court's decision. The current legislative framework doesn't enable us to right this wrong.
- ▶ Before commencing the Schedule 2(6) route of deregistration in 2016, we did carry out an exercise to identify and try to acquire parcels of land to provide in exchange. The result at that time was there weren't sufficient amounts to be useful.
- ▶ This effort hasn't ceased, we always knew the Schedule 2(6) route would meet resistance, and we have continued to contact and negotiate with landowners. The problem is, we are often up against house builders who have deeper pockets than us. An area of 80 acres to the NW of the aerodrome was sold in 2020 for example.
- ▶ However, in 2021 we were able to secure a livery yard with approximately 35.5 acres of paddocks that look promising as suitable exchange land.
- ▶ Once the Schedule 2(6) matter has been resolved, we anticipate submitting an application under Section 16 for a land exchange of part of the airport site to enable the development we've been seeking for years.
- ▶ At the moment we are informally pre-consulting with OSS, and have a meeting scheduled with local councillors in November. HCC so far have declined our invitation to pre-consult.

Blackbushe 80th Anniversary Open Day & Fly-In

- ▶ Blackbushe first started operating in 1942. This year, to celebrate 80 years of flying, we held an open-day and fly-in.
- ▶ We sold out our 3,000 tickets a week before the event.
- ▶ The event had 88 aircraft, dozens of classic cars, and lots of entertainment around the site.
- ▶ The weather was great for us.
- ▶ We also made a modest profit (much better than the 75th did!)
- ▶ Feedback from those who attended was really positive, with the majority wanting to see a similar event on an annual basis



Twilight Runway Challenge

- ▶ Twilight Runway Challenge, organised by the Community Matters Partnership Project (CMPP) was held for the 11th year in September. This was the second year running at Blackbushe.
- ▶ They had 803 entries, and raised £39,452 for local causes.
- ▶ The airport closes early, and gives the venue and staffing free of charge.



**TWILIGHT
RUNWAY
CHALLENGE**

"The Twilight Runway Challenge is such a brilliant event as it caters for all ages and abilities and encourages the community to get active, whilst also helping to raise funds for fantastic local causes.

We really appreciate the continued support of Blackbushe Airport, enabling this unique fundraising event to take place and we look forward to working with the team for a third year"

Emma Russ, CMPP

Blackbushe Airport Noise Complaints - 12th March 2022 - 18th October 2022

Submi	Name	Date	Time	Message	Reference Number	Response
14/03/2022	Mr Hall	14/03/2022	14:00	<p>Today.at 3.5 straight over the middle of the house. Please send me a full report this time and what action you're taking. Regards Peter Sort it please Mr Hall</p> <p>Sent from my iPhone</p>	2022/007	<p>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</p>
18/03/2022	Mr Hall	18/03/2022	13:50	<p>Straight over house at 1.50 even frightened the plumber on site. Sort it out Chris</p>	2022/008	<p>Mr Hall, Noted, logged as 2022/008. Pilot spoken with. Thanks, Chris</p>
04/02/2022	Reporter to remain anonymous.	04/01/2022	20:42:0 PM	<p>At approximately 20:30 on 1st April I was aware of an aircraft very low overhead and my wife called out drawing it to attention. There was a second pass overhead and this time I observed from a north facing upstairs window, the aircraft passed directly over my house very low. There was no engine perceivable noise so I assume the engine was at idle. I watched as the aircraft banked to the right. Convinced that the pilot was in trouble I watch as the aircraft flew over Little Sandhurst without, apparently, gaining height. It passed behind the hill to my right and out of my view I was waiting for plume of smoke. When this did not happen I opened adsb.exchange on my computer and identified the aircraft as XXXXX and watched the track as it flew over Crowthorne, Owlsmore and Frogmore. Then turned north again and flew round Yateley and then into the Blackbushe circuit to land at 20:42. I have the track saved as a screen shot.</p>	2022/009	<p>This complaint actually tied into a night landing which was in breach of the Air Navigation Order. The matter was referred to the CAA, who have subsequently escalated it to the CAA Investigations & Prosecutions team. We've not had feedback on the matter, although we've provided witness statements and evidence to the CAA at their request. The pilot in question continues to operate from the airport, but we have removed his OOH (Out of Hours) privileges whilst the CAA investigation runs its course.</p>
11/04/2022	Mr Hall	11/04/2022	14:25	<p>Lost Plane over house at 2.22 are you going to sort this Chris. Mr Hall</p> <p>Supplementary: The bloody plane keeps going round over our house</p>	2022/010	<p>Hi Mr Hall Logged as 2022/010. This one is a survey aircraft taking pictures of the roofs of schools in Yateley, contracted by the Department for Education. He will be done in a few minutes, but as it's a government contract, not something I can really say no to. Thanks, Chris</p>
29/03/2022	Ms. Lentz	25/03/2022	13:30	<p>Dear Sir/Madam, Further to the email trail below, please be aware that this plane caused significant disturbance on 25th March at around 13:30 as it circled over Farnham 3 - 4 times. I understand from Blackbushe Airport that the route general aircraft are able to take through the Farnborough Control Zone is determined by the Air Traffic Controllers at Farnborough so I'm forwarding this complaint to you. As I mention below, the noise from the plane was so loud that conversation had to stop. If Air Traffic Controllers were responsible for causing the plane to circle above us, please let them know that it was very inconsiderate of them, similarly if it was the pilot's choice. Until Farnborough Airport increased its flights and concentrated them in corridors above us, we enjoyed a peaceful environment but this has now been lost with a hugely negative impact on our quality of life. Regards, Ms. Lentz</p>	2022/011	<p>Not responded to as was directed to Farnborough.</p>
17/04/2022	Mr Hall	17/04/2022	16:21	<p>Straight over our house At 4-15 3 Councillors with us for lunch were they impressed Not? They have asked for other detail and log numbers I do not want any bad feeling but Chris you need to do more. Mr Hall</p>	22/012	<p>Aircraft identified not carrying out a 10deg offset on departure. Pilot was emailed and reminded.</p>

Blackbushe Airport Noise Complaints - 12th March 2022 - 18th October 2022

Submi	Name	Date	Time	Message	Reference Number	Response
09/05/2022	Mr. Dunn	09/05/2022	18:26	Called to complain about a yellow and silver biplane doing aerobatics	22/013	I explained that the airport was closed and also that we had no aircraft matching that description based at Blackbushe. I live less than 1 mile from Mr Dunn and could hear and see the aircraft at the time. I did not find the noise intrusive and the aircraft was operating quite high, as is necessary for aerobatics
13/05/2022	Mr Lancaster	13/05/2022	11:25	Called to complain about G-BBRC flying over their village (Elsted, Midhurst) at very low level.	22/014	Upon inspection of the address, it appears there is a farm strip within close proximity (less than 1nm E of the address) with runways E-W. Likely they approached this farmstrip and climbed out overhead this address.
13/05/2022	Mr Hall	13/05/2022	12:40	Straight over my house at 12.40 loud noisy old plane. Sort it out Chris now. Mr Hall	22/015	Mr Hall, One on the 13th logged as 22/015 One on the 22nd logged as 22/016 As I understand it, the one on the 13th was by a very rusty pilot who made some other mistakes and has voluntarily booked himself in with an instructor for some refresher training.
22/05/2022	Mr Hall	22/05/2022	17:05	5.05 Sort it Chris fed up with flyovers 3rd today Mr Hall	22/016	The one on the 22nd was caused by several aircraft rejoining at the same time, one pilot made the decision to get out of the way and overflow noise abatement in doing so. Thanks, Chris
02/06/2022	Mr Hall	02/06/2022	17:03	Sorry Chris you're the airport Manager 5.03 over my house . What's the excuse for this one? Rusty Flyer if he's not fit to fly you should ground him. Sorry but we are all fed up this situation. Mr Hall	22/017	Logged as 22/017 and pilot contacted
09/06/2022	Mr Hall	09/06/2022	12:20	12.20 over my house . Sort it out Chris	22/018	Mr Hall, Logged as 22/018
12/06/2022	Mr Hall	12/06/2022	15:49	Chris another at 3.49 sort it out	22/019	Mr Hall, Logged as 22/019
13/06/2022	Ms. Watson	13/06/2022	5:16	Why are there so many aircraft going over. I live at Hound Green it's like living near Heathrow Airport. I moved here for peace and quiet. But there are days when I can't even sit in my garden there are so many aircraft.	22/020	Hi Ms. Watson, Hound Green is in an area of 'Class G' airspace, which is essentially airspace available to all users for any purpose. Aircraft departing Blackbushe and heading west will often fly over. You'll see from the diagram below the Odiham airspace in the large circle which many will avoid, and you are just outside of this. It is not possible to instruct pilots to avoid Hound Green or any other area outside our ATZ. In addition to aircraft from Blackbushe I imagine you see and hear a lot of Chinook activity from Odiham, arriving jets into Farnborough at about 5,000ft, as well as other light aircraft from White Waltham and Popham who often use the area for aerobatic work.

Blackbushe Airport Noise Complaints - 12th March 2022 - 18th October 2022

Submi	Name	Date	Time	Message	Reference Number	Response
13/06/2022	Mr Hall	13/06/2022	12:00	Another fly over 19.50pm	22/021	Mr. Hall, Logged as 22/021. Not us. The airport was closed. Looks like Farnborough routed one of their arrivals through our ATZ. Overflights like that would be commonplace if Blackbushe wasn't there.
17/06/2022	Damian Harvey	17/06/2022	19:55	Chemtrails Kill https://worldtruthvideos.website/watch/17-6-22-g-awuj-g-nhad-overhead-unsafe-fly-ground-level-prohibited-air-space-reports-25030-31_etNwSUBxdi7QrjN.html 17/06/2022 G-AWUJ OVERHEAD GROUND LEVEL THE TOON , PROHIBITED AIRSPACE UNSAFE FLY REPORTED CAA	22/022	Have not responded to these as they are auto-generated by a bot, not withstanding they relate to an aircraft over Newcastle which whilst previously based here, isn't any longer!
17/06/2022	Damian Harvey	17/06/2022	Perp buzzed me overhead ground level civic center the toon. 20m alt unsafe fly report caa 25031 https://worldtruthvideos.website/watch/17-6-22-g-awuj-g-nhad-overhead-unsafe-fly-ground-level-prohibited-air-space-reports-25030-31_etNwSUBxdi7QrjN.html			
17/06/2022	Damian Harvey	17/06/2022	Chemtrails Kill https://worldtruthvideos.website/watch/17-6-22-g-awuj-g-nhad-overhead-unsafe-fly-ground-level-prohibited-air-space-reports-25030-31_etNwSUBxdi7QrjN.html 17/06/2022 G-AWUJ OVERHEAD GROUND LEVEL THE TOON , PROHIBITED AIRSPACE UNSAFE FLY REPORTED CAA			
20/06/2022	Mr Hall	20/06/2022	15:32	What's the excuse this time 3.32pm	22/023	Dear Mr Hall, Logged as 22/023. Thanks, Blackbushe Airport
22/06/2022	Mr James	22/06/2022	9:28	Transcript of Phone Call: Hello, can I make a very serious complaint to you about the jet that's just come over my house in Hartley Wintney please? It's probably touching down around now. I know you don't direct it, but if I'd been able to turn my head I would have seen the registration number, he was that low, directly overhead and I'm getting thoroughly thoroughly fed up with it. I've spoken to you before, but my irritation with the traffic control over Hartley Wintney is growing by the week. I only talk to you about the very irritating low level ones. He looked like he was going to land in the village he was that low. I believe Farnborough control jets, but unless I moan to you, nothing is ever going to get done, will it? If it's an emergency I might understand, but even then I don't understand why he can't be outside the village exclusion area. Thanks for your help but I'm really seriously thinking of starting an active group over this to be a pressure group on the airport, I don't want to, I've got better things to do, but it really is irritating living here now. I'll leave it with you. The FISO took his details.	22/024	Email to Farnborough from 22/07/2022 (about a month later): We had two noise complaints over the weekend regarding arrivals of jets into Blackbushe for Runway 07. In one case (XXXXXon Friday Evening about 18:11z), the aircraft was arriving from the north, and then descended in a clockwise 270 turn to the south of the M3, before being pointed north at Hartley Wintney. This resulted in the below track over the Hartley Wintney noise abatement: On the other, XXXXX arriving about 1300z on Saturday 17th. It came from the south, and again went right over the village. I mentioned to XXXX previously of our desire to keep all traffic to the west of Hartley Wintney because it is one of our noise abatement areas from our S52 Planning agreement. Some of this is down to pilots who can do more to avoid it, and I've also contacted the operators, but could you remind your ATCOs of our desire to keep jets clear of the village and get them in for a 3 or 4 mile final please? Thanks, Chris
22/06/2022	Mr. Mann	22/06/2022	12:35	I'm a resident of Tudor Drive and have been for the last 48 years. An aeroplane has just taken off and flown directly over my back garden. It did it yesterday too.	22/025	Pilot was identified as doing circuits and reminded of the need to turn right off Runway 07 asap to avoid noise abatement.

Blackbushe Airport Noise Complaints - 12th March 2022 - 18th October 2022

Submi	Name	Date	Time	Message	Reference Number	Response
24/06/2022	Mrs Wright			<p>Good Morning Matt</p> <p>I hope your Open Day went well. Unfortunately we were unable to attend as we were at the Hartley Wintney Festival. A shame both events were on the same day.</p> <p>In the last few of minutes a couple of light aircraft have flown over Cricket Green Lane, an probably the Cricket Green, I think having just taken off from you. Another was 21.10 last night. Should this be the case ?</p> <p>Kind regards Joanna Wright</p>	22/026	email sent (Mp) explaining airfield closed at the time of noise complaint. OOH bookings could have triggered the complaint. Reminder email sent to pilots involved in OOH flying.
25/06/2022	Mr Hall	25/06/2022	17:40	5.40 again what does it take for you to act	22/027	Logged as 22/027
25/06/2022	Unknown caller	25/06/2022	21:40	Calling complaining of an aircraft doing aerobatics over Hazeley Heath at about 21:30 in the evening.	22/028	Spoke with on the phone and explained wouldnt be one of ours. Called him back and informed him that I had identified it from White Waltham and that he might like to direct his noise complaint there. Agreed the late timing of the flight was anti-social
26/06/2022	Mr Hall	26/06/2022	11:55	<p>What is it with your airport and pilots who are always breaking the noise abatement zones 12.45 pm.</p> <p>It's bad enough the noise has increased now pilots that are unaware of where they going.</p> <p>And another one 12.50 pm.</p> <p>3/4 of your planes sound like they are about to fall out of the Sky.there so noisy.</p> <p>This time SORT it out as most of us are fed up with the noise which has increased</p>	22/029	Good Afternoon, Logged under 22/026, Kind Regards Blackbushe
07/07/2022	Mr Hall	07/07/2022	17:36	<p>Yet again 5.30 over the house . Is your airport so inept at Controlling your Pilots.</p> <p>Doesn't Bode well for any Emergency at your Airport.</p> <p>Take some Action now against these Pilots.</p> <p>Regards avery fed up Taxpayer</p>	22/030	Logged as 22/030
10/07/2022	Mrs Shorey	10/07/2022	11:35	<p>Dear Sir/Madam, This morning we noticed what appeared to be a unusual routing and height of an aircraft arriving into Blackbushe Airport. The aircraft, an executive jet type, unusually came directly over our house/back garden, (College Town, Sandhurst), before turning left further along towards Blackbushe. Whist we have noticed an increase in aircraft traffic, none the less this has caused some concern. Please can you check your flight arrivals to identify the aircraft and routing and advise us accordingly. Thank you. Kind Regards, Mrs & Mr Shorey</p>	22/031	<p>Dear Mrs Shorey,</p> <p>Thank you for your email which I have logged under reference 22/031.</p> <p>The aircraft in question yesterday was a Pilatus PC24 which is a midsize business jet. Aircraft are usually are under the control of Farnborough ATC until positioned onto final approach at Blackbushe. This turn is normally done 3-4 miles to the east of Blackbushe, just to the west of Bagshot, which sets them up for a gentle final approach as pictured below from one of this morning's arrivals.</p> <p>It looks like from the trace below that yesterday Farnborough kept this aircraft tighter, possibly to deconflict it with other nearby aircraft. This resulted in it making it's final turn over the area in which you live. Whilst at the same height, this would no doubt have been noisier than you would expect usually as the aircraft would still have been using power during its turn, rather than having throttled back in its glide approach.</p> <p>I apologise for the inconvenience and I will feed back to our colleagues at Farnborough.</p> <p>Thanks, Chris</p>

Blackbushe Airport Noise Complaints - 12th March 2022 - 18th October 2022

Submi	Name	Date	Time	Message	Reference Number	Response
13/07/2022	Mr Hall	13/07/2022	16:29	<p>It's bad enough that every week Pilots Stray off Course and fly over my house and you do nothing . I live in a noise abatement area and yet I'm listening to Helicopters hovering WHY ?</p> <p>It's got to the point now that my wife can't work from home with any window open and going out in the garden is so noisy. I pay a lot of money on rates as do others that are fed up with the continual noise .</p> <p>Ever since you acquired the airport the noise has steadily increased at pace and you seem to have complete contempt for the local residents.</p> <p>I have asked you time and time again to put in place measures that will curtail Flyovers and the ever Increasing noise but to no avail.</p> <p>At your Annual Meeting you have no noise Complaints according to the Manager at Popham Airfield that I sat next to at a Dinner Party .</p> <p>How about the dozens of duly logged complaints that you have admitted and issued Log Numbers for. I trust I receive a constructive reply including measures to reduce flyovers and noise.</p> <p>I have lived here for 40 years and there was never a problem until you acquired Blackbush .</p> <p>Regards, Mr Hall</p> <p>REPLY:</p> <p>Chris ,</p> <p>When have you ever Disciplined any of the pilots that fly where they shouldn't Maybe never. As for Helicopter noise come round to our house and listen to it for yourself sometimes it lasts for over 30 mins at a time.</p> <p>Of course you were there at the Lunch I said to him the noise has increased which it has and he replied to his knowledge there were no complaints I replied that I had dozens of logged complaints .</p> <p>Your trouble Chris is you never really listen to peoples concerns on this matter .</p> <p>You never take on board the views and concerns of the local Residents if they oppose or differ from your own narrow narrative.</p> <p>I have often spoken to you about 3 or 4 planes which are more noisy than others . I have talked to you about planes flying over Schools and low over houses .</p> <p>How many times have we talked about noise abatement zones and over flights.</p> <p>The list goes on it was never a problem until your Company took over Blackbush Airport</p> <p>We have been here 40 years never had a problem before .</p> <p>Regards, Mr Hall</p>	22/032	<p>Mr Hall,</p> <p>Logged as ref 22/032.</p> <p>We have engaged many times over the past few years. Whilst I have offered constructive feedback and information on the reasons behind some of the overflights, and the measures we take to continually strive to reduce them, none of this information has been deemed acceptable by you.</p> <p>With regards to some of the points you raise below:</p> <p>Helicopter Noise</p> <p>Helicopter noise has fallen substantially since the March 2020 as our based helicopter flying school went out of business during the pandemic. 2022 helicopter movements are down 76% on the 2019 pre-pandemic benchmark. One of the unique features of helicopters is that they hover, and we have a helicopter training area within the aerodrome which has been used since the 1970s for this purpose. Depending on the wind direction and strength, sometimes helicopter noise will carry some distance, other times it won't.</p> <p>Noise Levels and Resident Views</p> <p>I disagree with your characterisation here. Movement levels are roughly average for the past 20 years of which we have accurate data. Noise complaint levels have remained at a consistent level since 2018 when we introduced our electronic recording format. Before this, the previous management were regularly criticised for the lack of comprehensive noise complaint data. Typically over half the noise complaints we receive are from you. In 2022 so far you're responsible for 18 of the 32. I am proud of our record on noise, with noise complaints having a ratio of 0.1% of our movements.</p> <p>Comments of the Popham Airfield Manager</p> <p>I will take you to task in misrepresenting this individual. I know him well, and he informed me of the interaction he had with you. He made no such remark. I believe he may have remarked that the volume of complaints received at Blackbushe are tiny compared to those issued to neighbouring Farnborough Airport which has a similar level of annual movements. For reference Farnborough's stood at 624 for the 4 month period February-May, compared to our 32 for 2022 to date.</p> <p>We don't have an Annual Meeting as you claim, but one twice annually, and the minutes, agendas, complaints and all other data are public record, and available on https://www.blackbusheairport.co.uk/consultative-committee for all to see, including all of the correspondence received from yourself. I have provided you with this information several times previously.</p> <p>We work hard to manage our traffic to reduce as far as practicable the noise impact on the wider community, and to comply with our planning requirements. I have come to the conclusion from our extensive correspondance that you have the opinion that despite living approximately 600m from the airport boundary that you should never have to see or hear an aeroplane. This, in my opinion is an unreasonable expectation, but one nonetheless I don't expect to be successful in changing.</p> <p>Regards, Chris</p>
16/07/2022	Mr Hall	16/07/2022	0:00	<p>Fancy that 5.55 over our house or was it a UFO 🤔</p> <p>Reply: So it was a UFO</p>	22/033	<p>Mr Hall,</p> <p>Logged as 22/033.</p> <p>Not anything to do with us, a Hebridean aircraft flying past at 2,600ft (over the top of our ATZ, not talking to us, and not required to comply with any of our procedures).</p> <p>Reply: No. The "U" in UFO stands for Unidentified. As you can see I have Identified it below.</p>

Blackbushe Airport Noise Complaints - 12th March 2022 - 18th October 2022

Submi	Name	Date	Time	Message	Reference Number	Response
17/07/2022	Mr Hawkins	7/17/2022	17:39:0 PM	<p>Every time plane G-BPBM takes off and flies over our house in Brandy Bottom it's at 79db and is constantly doing loops all the time during the week and constantly at weekends from first thing in the morning to now nearly 6pm in the evening and is not acceptable !</p> <p>We would like to enjoy our garden !</p> <p>Just remember these houses in Brandy Bottom were here before the airport !</p>	22/053	<p>Dear Mr Hawkins,</p> <p>Thank you for the noise complaint which has been logged as 22/033.</p> <p>As you know, Brandy Bottom is located approximately 1,300m from the aerodrome boundary, directly under the circuit, and not within any noise abatement areas. Our Section 52 planning agreement permits us to operate from 07:00 – 22:00, 7 days per week, and also stipulates the circuit pattern. The aircraft was operating entirely within this.</p> <p>The aircraft you cite (GBPBM) did not actually take off for its first flight until 13:37 yesterday afternoon. It is an aircraft used by one of the flying schools, of which circuit flying is a major part of the syllabus.</p> <p>Whilst you may be correct in your view that some of the houses at Brandy Bottom pre-date the airport, I do note that you purchased yours in 2013. The airport had been in operation for some 71 years, and so I'm assuming you were aware of the presence of the airport, our circuit patterns as agreed in a planning agreement dating to 1980, and the impact this might have on your enjoyment of your property.</p> <p>Kind regards, Chris</p>
				<p>Reply 1:</p> <p>Chris</p> <p>Thank you for stating what I already knew and for taking the time to research when I bought my house. The point I am making is that particular aircraft used by a flying school is by far the loudest plane taking off in our direction at 79db and frequent and pronged exposure to that levels of noise is unacceptable- but you seem to have missed that point !</p> <p>Thanks</p> <p>Mr Hawkins</p> <p>Reply 2:</p> <p>Further to my note please can you also explain why according to your "Circuit" map no plane should be taking off or landing over the houses in Brandy Bottom (see attached) ?</p>		<p>Reply to both:</p> <p>Mr Hawkins,</p> <p>Every aircraft has to have a noise certificate to be issued with an airworthiness certificate, allowing it to fly. We have 85 piston aircraft based here, and they are measured by the CAA for an average of 74dB(A) for overflight, with the highest being 84.7, and the lowest 62.6. The factors that influence this include not only the engine type, but also the aerodynamic profile of the aircraft, including whether it has retractable landing gear. The aircraft you complained about is fairly average, we have several of the same type based here and they are measured to 73.7dB(A).</p> <p>Noise from overflying aircraft, whilst it might disturb you, is deemed "acceptable" by various regulation and legislation.</p> <p>With regards to your comments regarding the circuit, this is a diagram which shows the direction of travel for aircraft, and the typical area in which they cover. As you can see, Brandy Bottom is on the turn for final for Runway 25 for landing aircraft. Aircraft will turn according to their performance, some can make very tight turns, some make wider ones, and when simulating an engine failure, some will make glide approaches, all with different tracks over the ground. You can fully expect nearly every landing aircraft to overfly Brandy Bottom or the immediate adjacent area.</p> <p>On the day you raised your complaint, we were using Runway 07, which means aircraft were taking off in the direction of Brandy Bottom. We use Runway 07 only when the wind direction dictates its use, which is about 30% of the time. Aircraft taking off are asked to make a turn to the south as soon as it is safe to do so. This again is determined by aircraft performance and payload, as their first priority is to achieve a safe height before initiating any turn. Again, they won't all follow the same path, some are able to turn very quickly, long before they get as far as Brandy Bottom, others aren't. The same aircraft might be able to turn more quickly one day, but not the next. Aircraft taking off will be noisier for you because they will be at full power, whereas landing aircraft are typically at idle or very low power. But there is absolutely nothing I can do about noise from aircraft to your location given you proximity to the airport and your location underneath the circuit.</p> <p>Thanks, Chris</p>

Blackbushe Airport Noise Complaints - 12th March 2022 - 18th October 2022

Submi	Name	Date	Time	Message	Reference Number	Response
24/07/2022	Mr Parratt	7/24/2022	19:20 PM	<p>Hi. I spoke to the tower a few weeks back about the increase in low flights near the GU17 0DL area which is meant to be off the agreed flight path and was asked to report them to you. Quite a few have flown nearby since then but a low noisy one has just gone over. Call sign SLS5A from Cannes to Blackbushe.</p> <p>REPLY: Hi Chris, Thank you for your reply and explanation. Kind regards,David</p>	22/034	<p>Note: I located the call he referred to from 16th May at 15:19pm. In this call he stressed he didn't want to make a noise complaint, but wanted to better understand the traffic.</p> <p>Dear Mr Parratt, Thank you for your email which has been logged as 22/034. You are correct in that Darby Green is one of our noise abatement areas, and all of our circuit traffic etc is instructed not to overfly those areas. This makes up about 96% of the traffic using Blackbushe. However, Blackbushe also accepts business aircraft. These aircraft are typically under the control of ATC from an area unit, and are then passed over to Farnborough to be positioned onto final approach into Blackbushe. When we are using Runway 25 (which is about 70% of the time due to prevailing winds), aircraft will typically be turned onto this approach 3-4 miles out, between Camberley and Bagshot. This enables them to establish themselves on a straight in stable approach, and configure early for landing. It also usually enables them to throttle back to reduce their noise for those below. The straight in approach passes about 300m south of your house, but yes most aircraft flying this will be audible and visible from your property. The aircraft in question yesterday was a Piaggio Avanti. I sympathise with you on these, as they have an awful high pitch buzzy noise to them. Fortunately there aren't very many in operation. I live about 4 miles to the west of the airport under the approach, and do have a pitch which is very jarring. Our business traffic in general is now rebounding to the levels last seen in 2019, but movement levels are still about average from our data of the past 20 years, with less than 2 landings per day on average. Thanks, Chris</p>
27/07/2022	Mr Hall	27/07/2022	16:10	<p>So much noise most of this afternoon the at 4.10 straight over my house and othered. This time we are all pissed off with the noise and total disregard of residents. Sort it out Chris</p> <p>Reply: Is that all you're going to do "is log it" Sort your Pilots out before there is a major incident over Residents or Schools as they clearly can not take instruction and should not be flying.</p>	22/035	<p>Dear Mr Hall, Logged as 22/035. Email sent to Pilot.</p>
27/07/2022	Mr Hall	27/07/2022	17:17	<p>And again straight over the house 5.17 . It seems you've lost control of your airport.</p>	22/036	<p>Dear Mr Hall, Logged as 22/036. Email sent to Pilot.</p>
05/08/2022	Mr Hall	05/08/2022	17:05	<p>Lost plane. Another flyover 5.03</p>	22/037	<p>Mr Hall, Logged as 22/037 and 22/038.</p>
06/08/2022	Mr Hall	06/08/2022	13:25	<p>And again1319 don't your pilots know what there during</p>	22/038	<p>Mr Hall, Logged as 22/037 and 22/038.</p>

Blackbushe Airport Noise Complaints - 12th March 2022 - 18th October 2022

Submi	Name	Date	Time	Message	Reference Number	Response
09/08/2022	Mrs Palmer	09/08/2022	17:56	<p>August 9 th extreme traffic</p> <p>On August 9th we had a very heavy volume of aircraft including helicopters, one after another right above us , this time of the year we spend a lot of time in our gardens, but today we were unable to have a conversation without shouting at one another. And quite honestly it was how I imagine it would be living on a runway!!!</p> <p>We have not experienced it this bad before and I'm concerned that this will continue. Why is it nessesary to fly over residential areas.?</p> <p>Regards Mrs Palmer.</p> <p>REPLY 1:</p> <p>Hi Chris,</p> <p>Thank you for your reply, now I understand why there was more than the usual activity.</p> <p>But if this is going to happen again ,may I suggest that you change the route during the day, so that we at least have a break, and not a continuous disruption.</p> <p>Thank you for your understanding.</p> <p>Regards Mrs Palmer</p> <p>XXX Wordsworth Avenue.Yateley</p> <p>REPLY 2:</p> <p>Hi Chris</p> <p>Thank you for your comments.</p> <p>I just want t to say that we have lived here for 5 years and we have never had this amount of helicopter noise . Even before the pandemic. In fact this morning at around 1015 one flew directly above us. And it wasn't arriving in to the airport, but leaving. And it was preety much like that yesterday,</p> <p>Our house is situated just past the disused runways. Near the Red Cross.</p> <p>I agree that normal aircraft come in over the disused runways. They do not cause any problem .but this wasn't the case with the helicopters.</p> <p>I appreciate you logging this complaint in, but I doubt that anything will be done about it.</p> <p>Regards Mrs Palmer</p>	22/039	<p>Hi Mrs Palmer,</p> <p>We had a helicopter company onsite today running helicopter experience flights. I understood that they were confirming to the normal circuit, could you give me your address so I can understand where you are and whether they were on the prescribed route?</p> <p>Thanks, Chris</p> <p>Hi Mrs Palmer,</p> <p>I've logged your email within our noise complaint system under reference 22/039.</p> <p>The aircraft flying the experience flights was active from 14:00-17:45 and was for most of the time operating within the Blackbushe circuit, to the south of the airport, not over Wordsworth Avenue. A couple of the flights were longer local flights, but when it rejoined it came over the disused runways, south of Yateley and following our standard published routes. From your position however, when it rejoined the circuit to land it would most likely have been visible and audible from your property, as would any other aircraft.</p> <p>It's not possible to change the routes during the day, all of our arrivals and departures follow prescribed circuits and these have been approved both within our planning agreement and any change would take years of safety assessment, consultation and paperwork.</p> <p>The operator runs these flights every few weeks. Despite this, our helicopter activity is down about 50% on pre-pandemic levels.</p> <p>Thanks, Chris</p>
11/08/2022	Mr Hall	11/08/2022	9:31	<p>Whatever plane/ Planes are flying at10.20 are old and loud push them the other side of the A30 so residents are not disturbed as much.</p> <p>Same applies to the old helicopters that fly.</p>	22/040	Unsure of Aircraft. Perhaps just the General noise of helicopters
18/08/2022	Mr Simpson	18/08/2022	17:15	<p>Acrobatic over Sherborne st john</p> <p>1715pm 18th August for 10 minutes byplane very very loud right over the village doing acrobatics</p> <p>Very disturbing noise levels and dangerous! Over houses.</p> <p>This is not the first time we couldn't hear ourselves speak in the garden. Please can you let me know who this is do I can speak to him, no numbers were visible from the ground</p>	22/041	<p>Dear Mr Simpson,</p> <p>Blackbushe doesn't have any biplane aircraft, this one wasn't from us. It was likely from Popham or White Waltham. I know there is a resident farmer in Bramley who often does aerobatics over the village and who keeps his aircraft at Popham.</p> <p>The area is in Class G airspace which is open to all and has no restrictions on such activity.</p> <p>Thanks, Chris</p>

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19/08/2022	Mr Hall	19/08/2022	16:08	<p>Chris again flyover 4.08 today but now that's not the main Issue.</p> <p>My wife works as a senior Manager for XXXXXX and has complained that she can not work even with the windows shut as the noise from jets prop aircraft and Helicopters are over whelming. As I write this another aircraft has just flown over our house.</p> <p>XXXXXX have instructed her to put forward all her complaints and they will instruct their own team to look into this .</p> <p>Regards Mr Hall</p>	22/042	Logged as 22/042.
21/08/2022	Mr Hall	21/08/2022	14:33	<p>2 Flyovers within ten mins. Sort your Business out what is the matter with you all.</p>	22/043	<p>Good afternoon,</p> <p>Many thanks for your noise complaint. Logged under Ref 22-043</p> <p>Kind Regards Blackbushe Airport Ltd</p>
21/08/2022	Mr Derham	8/21/2022	13:30:0 PM	<p>Why has the approach into blackbushe recently changed for business jets descending over Heatherside from the southeast, this Sunday they have been more noticeably annoying</p> <p>Please explain why an aircraft approaching from the north has to circle Farnborough and over us instead of straight in from Wokingham direction? as we also have the Heathrow traffic early arriving and late departing over our area.</p> <p>Thanks Mr Derham</p> <p>Reply: GU15 XXX</p>	22/044	<p>Hi Mr Derham,</p> <p>Could you clarify where "Heatherside" is? Perhaps a post code?</p> <p>Thanks, Chris</p> <p>Dear Mr Derham,</p> <p>Thank you for clarifying. Apologies for the delay in responding, I've been on annual leave.</p> <p>To a certain extent the routes IFR aircraft such as business jets fly is dictated by NATS who manage the airspace and airways system. They have a system which regulates how aircraft approach each airport to ensure the safe separation of traffic. IFR aircraft joining Blackbushe will typically approach us from one of two way points. 1 is CPT which is just north of the M4 between Reading and Newbury, and the other is GWC which is Goodwood near Chichester. From these initial points, they then follow a STAR (Standard Arrival) which for Blackbushe traffic is to follow the Farnborough routes. These arrival routes for traffic landing onto Runway 25 is to come around the south of Farnborough over Farnham before turning north parallel with the A331. Then aircraft for Farnborough will turn onto their Runway 24, and our traffic will continue further north and cross the M3 before turning onto the final approach for Runway 25.</p> <p>This behaviour has always been the case. However, in 2020 Farnborough introduced new controlled airspace which requires the aircraft to follow a more precise route. Previously, the area in which you live was outside of Farnborough's ATC, and so aircraft coming into Blackbushe might have approached from a wide range of angles over the Camberley and Frimley area as they were not under direct air traffic control. Now, they are controlled by Farnborough ATC, and will all stick to the same route. There's not anything I can do about this, as the aircraft are under Farnborough's control, and Farnborough have their own set of planning restrictions, and aviation regulations with which they must comply.</p> <p>Thanks, Chris</p>
25/08/2022	Mr Hall	24/08/2022	12:23	<p>Again you're planes fly over a noise abatement Area ours.</p> <p>XXXXX people arrive tomorrow to carry out noise survey from your out of control airport.</p>	22/045	<p>Good afternoon,</p> <p>Many thanks for your email - noise complaint logged under Ref 22-045.</p> <p>Kind Regards Blackbushe Airport Ltd</p>

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29/08/2022	Mr Haygreen	29/08/2022	15:24	<p>Can you stop sending every single aircraft over our roof. We get Heathrow, Farnborough and Blackbush COMBINED. Not even 10 sec peace !!!!!!!!!</p> <p>It's become unliveable as it is, God knows What is going to be like with Heathrow having 3 (or even possibly 4 runways). Gatwick possibly using second runway. Farnborough increasing to 50,000 movements. Let along Blackbush expansion.</p>	22/046	<p>Dear Mr Haygreen, Thanks for your complaints which have been logged under references 22/046 and 22/047. IFR Departures from Blackbushe such as the one below receive an airways clearance from NATS. Because the Heathrow zone is directly ahead by about 4 miles, they have to be directed to turn left or right. A left turn would put them into conflict with Heathrow arrivals, so they are given a right turn in the direction of Woking. Once clear of Blackbushe they are handed over to Farnborough who will then give them further instructions, usually turning them south which will bring them over Frimley. These departures have always been the case from Blackbushe, but since the new Farnborough Airspace came in, they keep them to a prescribed track which means all aircraft overfly the same locations, rather than spreading around a bit. With regards to your second one, this was a VFR aircraft. Any VFR aircraft wanting to fly south have to cross the Farnborough airspace. They are told by Farnborough to report at M3 Junction 4 which is a Visual Reporting Point (VRP). This is very close to Frimley and so most of these will also overfly this area. Unfortunately this is just the layout of the airspace in this area, and something we have very little influence over. Thanks, Chris</p>
29/08/2022	Mr Haygreen	29/08/2022	15:26	<p>Again 1 minute later !!!!!!!</p> <p>Reply: Heaven knows how bad its going to get with a 3rd Heathrow runway (and possibly 4th) also the second Gatwick runway possibly coming into use. Also with Farnborough and Blackbushe increasing flight capacity.</p> <p>So much for the real world living environment.</p> <p>Regards Mr Haygreen MBCS, MIET.</p>	22/047	
30/08/2022	Mr Hall	30/08/2022	14:58	<p>Good Afternoon Chris, I have been asked to supply information relating to both noise and fly overs ref noise. Last time we talked you told me that the Helicopter Flying School closed a few years ago. People doing the noise assessment want to know why the noise from Helicopters is so pronounced if there are none flying . Also noise within the noise abatement area even if it's not generated within the area . Also very noisy planes / Jets/ Helicopters . I have supplied them with all the logged records over the last few years of noise flyovers and how it has increased. They were amazed by the noise at times in our back garden. and in the house with windows open and back door ajar. I have also Supplied them with the Airports plans which have been refused in the courts. I will when complete email you a copy but it will be a few months as we have monitoring equipment set up for a month in the house and garden Regards, Mr Hall</p>	22/048	<p>Hi Mr Hall, This correspondence has been logged as 22/048. I believe I have answered these questions to you on numerous times previously. If your third party has any questions or requires any data then I will be happy to assist. However it is best therefore if those questions are addressed formally and that they are specific about what data they require. Please provide them with my contact details and ask them to get in touch. Thanks, Chris</p>

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02/09/2022	Mr Shearn	02/09/2022	15:10:0 PM	<p>Noisy Piaggio plane</p> <p>Reply: Hi Chris. I run the Farnborough Noise group. Unfortunately this plane often flies into Farnborough. Along with the Bombardier Challenger 350, it is the noisiest plane.</p> <p>Rgds, Mr Shern</p>	22/049	<p>Dear Mr Shearn, Thank you for your noise complaint which has been logged under reference 22/049. Without knowing your location, I can't comment on the specifics of the noise you experienced. However, I have checked the inbound and outbound trace of the aircraft and can confirm it did not overfly any noise abatement areas, and conformed with the standard published approach and departure paths. I can sympathise that this type of aircraft does have quite an annoying pitch. Fortunately its movements into and out of Blackbushe are fairly infrequent. Thanks, Chris</p> <p>Address subsequently found to be near Tilford outside Farnham. Aircraft overflew the location at 4,600ft.</p>
04/09/2022	Mr Mercer	04/09/2022	14:15	<p>Dear sir, I would like to report what I regard as a very dangerous flying practice which I witnessed this afternoon. I did call the tower to report this at 14:15 when I got home. At approximately 13:45 today a grey helicopter took off from Blackbushe and proceeded to buzz a group of people including children at approx. 20 to 30 feet who were walking along the disused runway. He then flew the length of the disused runway which is not a designated runway for the airport slowly gaining altitude. In my opinion this was without doubt dangerous and should not be allowed. I trust you will take action in this matter. Yours sincerely Mr Mercer</p>	22/050	<p>Dear Simon, Thank you for your email which has been logged under reference 22/050. I have received reports from our duty team in the tower and reviewed the available data. The helicopter was operating short experience flights and was departing off to the North West. The routing over the disused runways is not unusual. Whilst the runways are not to be used for the take-off or landing of aircraft, they can be overflowed by any aircraft at any height. Having the helicopter depart this way makes for better separation from fixed wing aircraft and a safer overall operation. As I understand it, this was the first departure, and this was also the first time operating by the pilot onboard. The tower observed the first departure was lower than they would expect (although it was observed to be above 100ft). On the return, the tower team spoke with the pilot and asked him to climb over the aerodrome first. The pilot apologised and stated he hadn't realised the disused runways were open to the public and hadn't intended to cause any alarm. The remainder of the day's flights were operated without issue, and we've also passed information to the operator to include within their first-time briefing materials. Thanks, Chris</p>
06/10/2022	Mr Hall	06/10/2022	16:48	<p>Another idiot lost and over our house . God help us if there was a emergency as your pilots seem unable to know where they are 4.45 Regards Mr hall</p>	22/051	<p>Dear Mr Hall, Logged as 22/051 Thanks, Chris</p>
15/10/2022	Mr Hall	15/10/2022	10:42	<p>10.30 over again Sent from my iPhone</p>	22/052	<p>Dear Mr Hall, This has been logged as 22/052. Kind regards,</p>