

BLACKBUSHE AIRPORT CONSULTATIVE COMMITTEE
MINUTES OF THE MEETING HELD AT 19:00 ON TUESDAY 21st MARCH 2023
Present:

Chris Gazzard	Blackbushe Airport [CG]
Michael Bagshaw	Chair [MB]
Cllr Sheila Davenport	Sandhurst Town Council [SD]
Cllr Diana Harvey	Hartley Whitney Parish Council [DH]
Cllr Richard Quarterman	Hart District Council [RQ]
Mary Ferris	Yateley Society
Clare Silcock	Secretary [CS]

		Action required by
1	APOLOGIES FOR ABSENCE Cllr Terry Hunt Blackwater & Hawley Town Council, Cllr Peter Cullum Rushmoor Borough Council, Cllr Steve Thomas Sandhurst Town Council, Di Gardner Yateley Society, Pam Phelps Yateley Town Council	
2	MINUTES OF THE MEETING HELD ON 20th October 2022 The minutes of the meeting held on 20 th October 2022 were agreed as a true record. This was proposed by RQ and seconded by SD.	
3	MATTERS ARISING FROM THE MINUTES CG raised one point from the previous meeting concerning the management of the disused runway. At the time of the last meeting he had been in discussion with the RSPB who expressed an interest in managing the area in a lease agreement. Since that time we have come across some legal complications surrounding the lease term requirements and the Countryside Stewardship Funding, which has delayed things, but we still hope this will go ahead in time for January 2024.	CG
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 – The growth in the airport numbers is mainly due increased flying school flights. There are currently 91 based aircraft, which is the highest there has ever been, but most of the additions have been from private owners who only fly a couple of times per month. In addition, Helicopter Services are now filling the void left Phoenix Helicopters. They are based in White Waltham but have a satellite office at BBS now. The numbers of business jets using Blackbushe has decreased in Q1 which maybe	

because more are going back into Farnborough because they have lifted their restrictions on aircraft of less than 7.5 tonnes.

No additional shareholder funds were needed in 2022. The airport has seen a very good start to 2023, especially the piston engine traffic. Although business jet traffic is down, turbo props have increased. With the increase in based aircraft each paying £2,500 - £3,000 pa for tarmac standing and not flying a lot, it is good business for the airport. One of the fleet operators at Blackbushe has decreased in their number, but the airport is regaining numbers with individual owners.

Average daily movements have been very good this year apart from this last week when the weather has taken a turn for the worse. The monthly movement graph is a bit flatter than it used to be which is useful as we don't see so many peaks and troughs which is more difficult to cope with.

4.2 Common Land Deregistration – The Airport is in a similar position to last year in that we are still awaiting a decision from the Planning Inspectorate (PINs). We have just heard that a new inspector has been assigned to the case and they want to read all the submissions again. The lawyers have responded requesting that Alan Beckett still reviews the BBS case as it should be a quick decision given that HCC, OSS and we all agree on the land that can be deregistered which is the Terminal Building, the Café and potentially the café patio.

DH asked CG to remind the committee of exactly what was requested in the first place and how it has come to where we are now. CG explained that originally, we had asked that the active aerodrome be released from the common land as the terminal building, café building and airfield had been there before the land was registered as common land. The process started in 2016, when our shareholders bought the land and the business. We wanted it all deregistered so that we could build hangars and grow the airport business. BBS originally was granted the request by PINs but after an appeal, this was subsequently denied. Six months ago the Supreme Court referred the application back to PINs. The airport requested just the Terminal Building, Café and patio be considered for de-registration and this is still with PINs as the planning inspector has now moved on and it will be reviewed by a different person. Thankfully the local council and OSS are broadly in agreement of this so we are hoping that this gets approved. The second option for the airport was an exchange of land, but back in 2016 we did not own any other parcel of land close to Yateley Common, so it wasn't an option. However in 2021, Cottage Farm became available and one of our shareholders bought an equestrian centre with 35.3 acres of paddock land adjacent to the common. The farm is currently being rented by a business but they know that ultimately we want to exchange 35.3 acres of land to enable some of the airfield land to be swapped with it. BBS have already pre-consulted with local councillors so they are aware of the plan.

Currently we are getting a report put together by a land exchange specialist. We are planning to submit this report in the next two months for a s16 land exchange. We would be

CG

CG

	<p>happy to send this out to the local councillors. DH and SD expressed a definite interest for this.</p> <p>The original vision document is currently on the website, but this is currently being updated as we speak. We will most likely hold an Exceptional Meeting at The Tythings to consult with the local people about our plans whilst we are out to public consultation.</p> <p>4.3 – Noise Complaints</p> <p>There have been 10 complaints since the last meeting, 4 of which were from the same complainant. The airport investigates all complaints and deals with it as it sees fit. The most common infringement is when Runway 07 is used, and some pilots might clip the noise abatement area as they turn. RQ asked to see where the noise abatement area was, and CG brought this up on screen and also explained that this can be found on the BBS website.</p> <p>4.4 Blackbushe Events 2023</p> <p>The BBS Air Day is happening on Saturday 3rd June due to popularity of the 80th anniversary celebrations last year. We have purposely avoided the Hartley Wintney Fair this year. However, we have learned that there are planned weekend works on the M3 throughout June which will mean that the A30 is busier than usual. We are in discussions with the Highways agency about this.</p> <p>The Twilight Runway Challenge is planned for Saturday 16th September, and this raised nearly £40,000 for charity last year.</p>	CG
5	<p>MATTERS ARISING FROM THE PUBLIC & COMMITTEE</p> <p>RQ asked for an update on the Heritage Trust. The Trust has managed to secure a donation from BA for £20,000 and in addition some of the BA staff have elected to pass on some of their charity allocation to the Trust. The Trust now have raised enough money to start the transportation process of the Viking, which we are hopeful will start in April/May with it being based at BBS by the Air Day in June. The airport is going to fund some shipping containers to be at BBS, and there are a lot of volunteers ready to start to restore the plane. The intention is to have it looking the part, not to fly it. Ultimately it will be the centre piece to a museum we want at the Airfield. A few volunteers were present at the meeting and offered to share any history that people might be interested in after the meeting. Peter Brown a member of the audience explained that we were interested in bringing a Viking to BBS because in the 1960s there were about 30 Vikings based here.</p> <p>SD asked how long it would be before the airport could build any permanent structures. CG explained that a s16 would most likely take a year, and then we would have to go through the whole planning process, so it is likely to be 2-3 years before we see any buildings erected.</p>	

6	<p>ANY OTHER BUSINESS – DH asked if BBS has any customs based at the airfield. CG explained that BBS has a Certificate of Agreement where operators have to file flight plans with details of all passengers. Border Force always receive a copy of this and then they choose whether to meet and inspect the flight or not. About 30% of passengers are from the EU and Border Force tend not to come out to those very often. However, flights from the Chanel Islands, Ireland and non-EU countries get inspected a lot of the time. Since Brexit no goods can be accepted via BBS.</p> <p>There was no other business to report and MB thanked everyone for attending and said that CS would be notifying everyone of the next meeting planned for September/ October.</p>	CS
10	<p>FUTURE MEETING - The next meeting date will be Thursday 21st September 2023 at 7pm at the Pathfinder Café again. However please let CS know if this creates a clash with other local events.</p>	

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

21st March 2023

2022 Business Performance (Full Year)

- ▶ We would usually compare year-on-year, but as 2020/21 featured lockdown periods, we are benchmarking 2022 against 2019.
- ▶ In December we had 91 based aircraft vs 61 when current management started.
- ▶ Rotary is recovering, Helicopter Services from White Waltham are filling the void left by Phoenix.
- ▶ We saw an exceptional performance from business jets. This was driven partly by a capacity restriction at Farnborough which pushed smaller aircraft over to us.

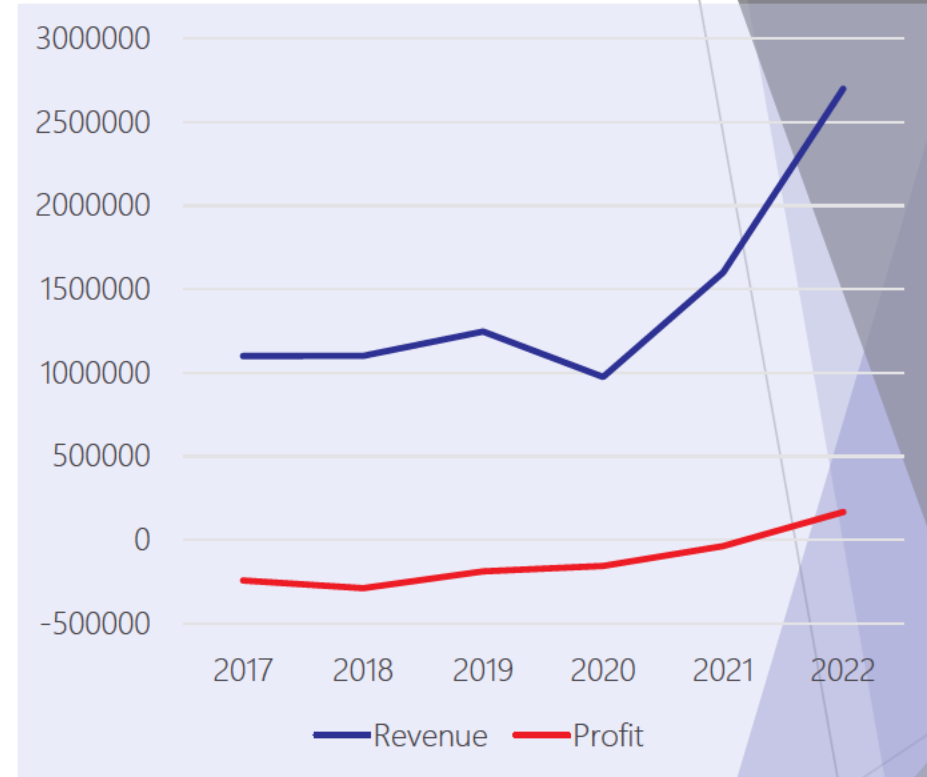
Movements	20Y AVG	2019	2021	2022
GA Fixed Wing	Data Split Unavailable	31,029	31,060	36,560 (+18%)
GA Rotary		4,309	890	1,953 (-45%)
Executive Fixed Wing		927	876	1,449 (+56%)
Executive Rotary		596	595	880 (+47%)
Total	36,960	36,861	33,421	40,842 (+11%)

Fuel Sales	10Y AVG	2019	2021	2022
AVGAS Fuel Sales	288,710	372,595	352,060	381,394 (+2.4%)
JET-A1 Fuel Sales	232,724	224,056	304,552	435,622 (+94%)
Total	521,534	596,651	656,582	817,016 (+37%)

- ▶ % comparisons are 2019 vs 2022

2022 in Summary

- ▶ 2022 was the first year since 2013 in which the airport had a positive EBITDA (Earnings before Interest, Tax, Depreciation, Amortisation).
- ▶ The airport still made a small net loss, but the investments made by the shareholders over the past 7 years are now showing results.
- ▶ We had 91 aircraft based with us in December, 26 of these being affiliated to one of the based schools.
- ▶ We celebrated 80 years of operations with the Open Day & Fly-In in June which was attended by 3,000 people.
- ▶ The Blackbushe Heritage Trust was launched with the aim of returning a Vickers Viking aircraft to Blackbushe and restoring it as the centre point of a museum.

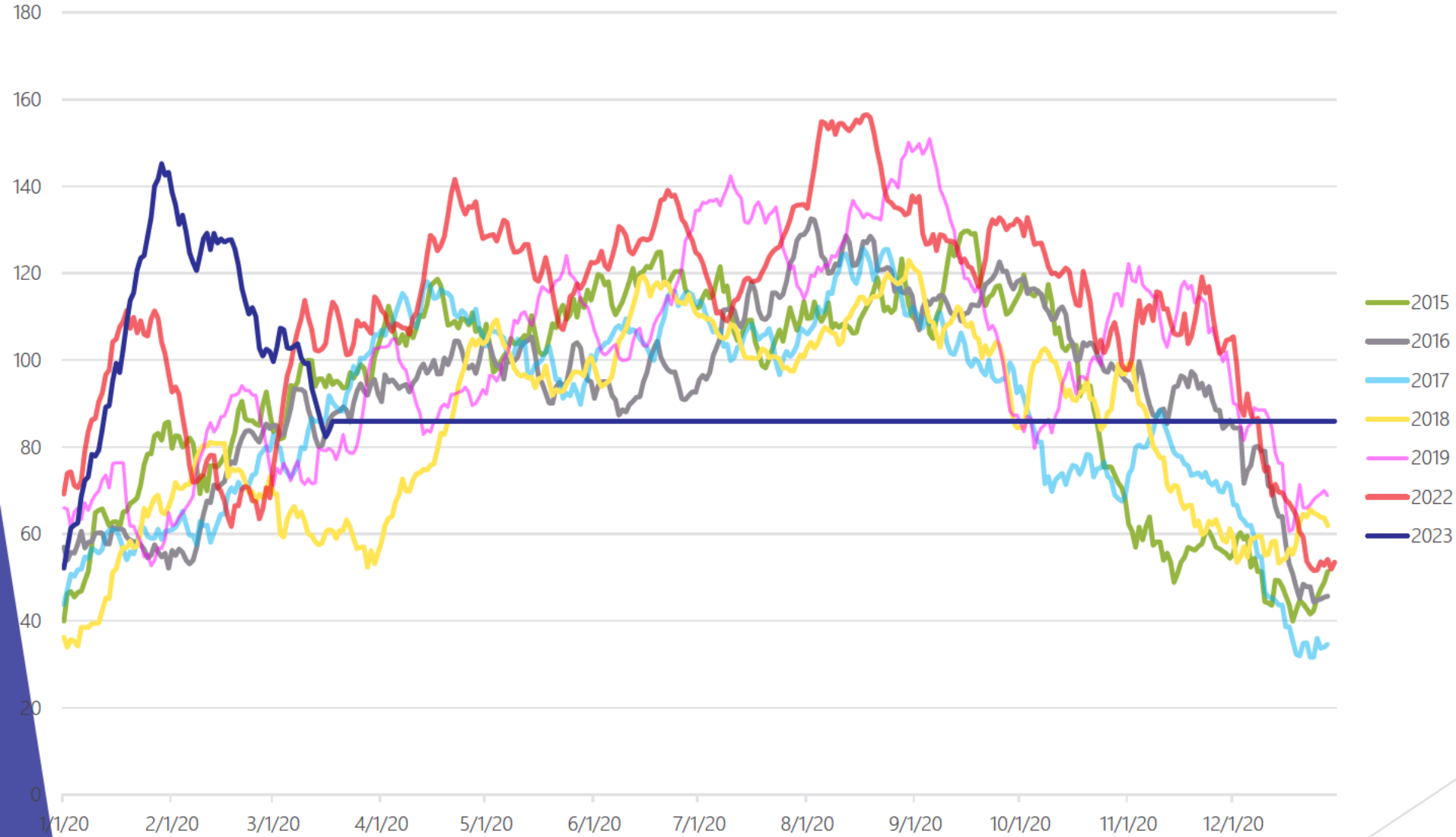


2023 so far...

- ▶ Another bumper start to the year
- ▶ January was slightly down on last year, but still better than any other year since 2001.
- ▶ February was our best February since digital records began.
- ▶ March continues in this trend.
- ▶ Helicopter activity is returning to Blackbushe, with Helicopter Services now operating a similar number of movements to Phoenix.
- ▶ Business Jet traffic is down 4% on 2022, and there is a shift away from jets and multi-engine turbo props, to single engine turbo-props such as the Pilatus PC12
- ▶ Private owners of light GA aircraft continue to flock to Blackbushe, we've had to create new parking stands by re-marking out some areas.
 - ▶ These additions are great, as they contribute significantly financially, but fly infrequently.
 - ▶ One of our larger fleet operators has seen their numbers fall in the past year, which balances this out, so we are currently at 89 aircraft.



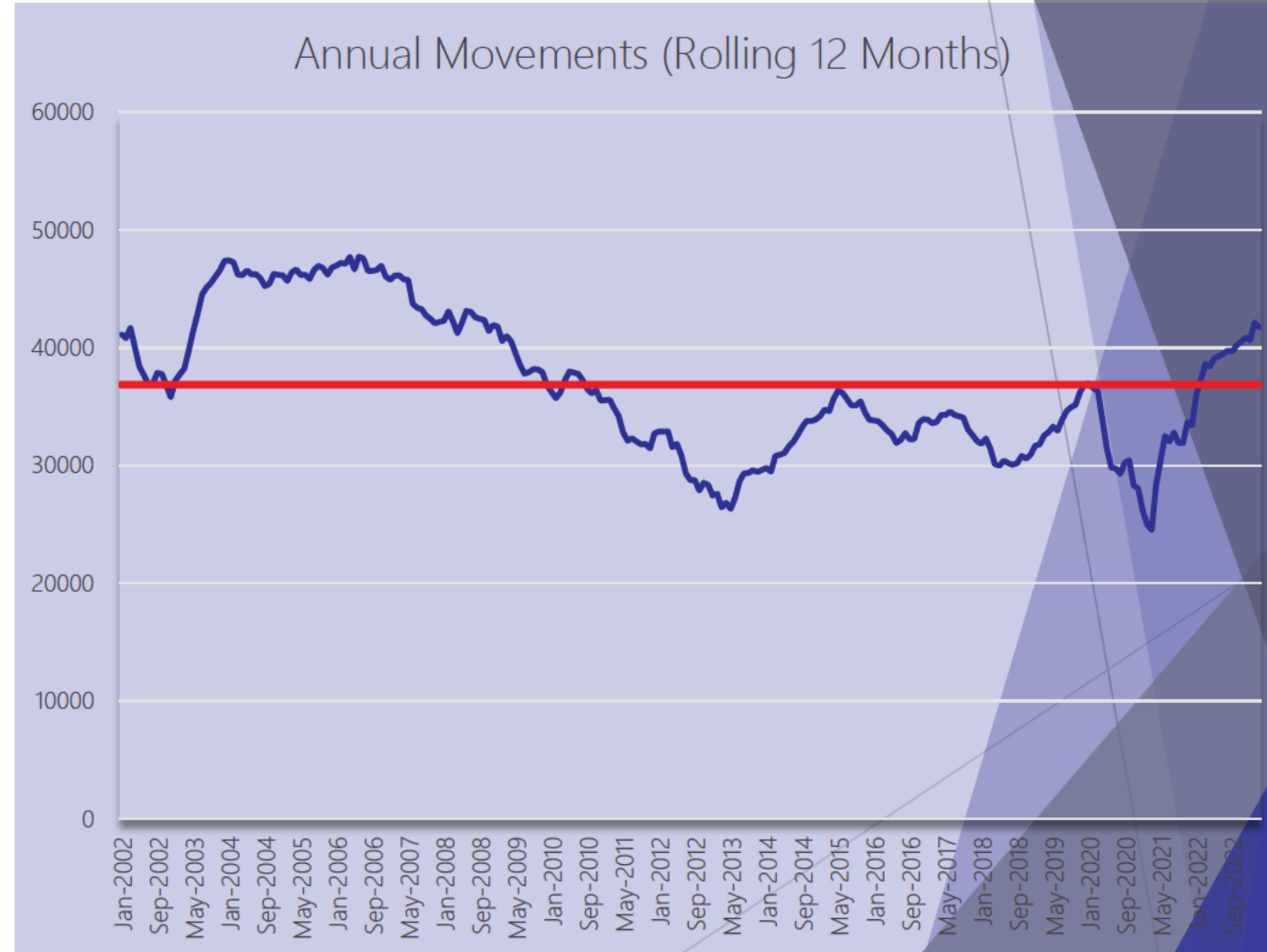
30 Day Average Daily Movements



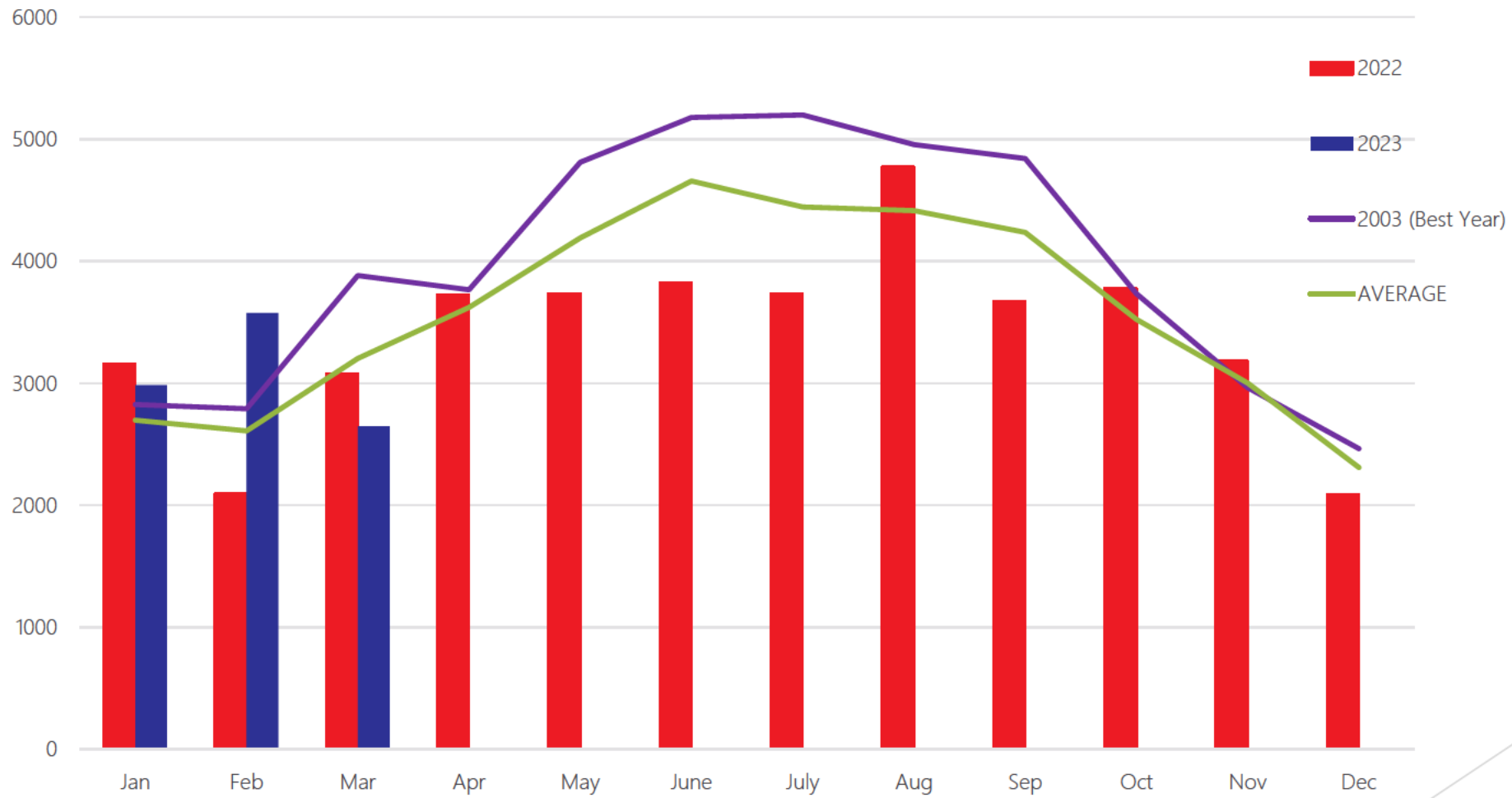
Annual Movements

- ▶ 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	2022	40,842
2009	36,828		



Monthly Movements



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.
- ▶ There have been several rounds of submissions by all parties on the matter. It is not in dispute by HCC, OSS, and BAL that the footprint of the terminal and café should be deregistered. We thought the curtilage ought to extend to the car park, but following the representations have conceded this point, and so both ourselves and HCC are in agreement for the buildings + the café patio. OSS do not intend to make any further representations.
- ▶ We now all await the inspector's decision on this matter to close it off.

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 35.3 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.

Noise Complaints

- ▶ We received 10 complaints since the last meeting. 2023 stands at 8 to date, about average for this period in the year.
 - ▶ 4 (40%) were from complainants who have contacted us more than once.
 - ▶ 4 were from a single complainant (40%), 3 of which were on the same day and were regarding aircraft not infringing the noise abatement area.

- ▶ We continue to proactively deal with overflights of noise abatement areas when we see them, 2 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	25	47%
Not Infringing Noise Abatement	7	13%
NPAS	0	0%
Serious Breach	1	2%
Serious Breach	1	2%
Survey Aircraft	1	2%

Complaints	2019	2020	2021	2022	2023
Complaints	62	67	60	55	8
Unique Events	53	49	60	55	8
Individual Complainants	30	42	34	21	6
Complaints involving confirmed Blackbushe aircraft	41	47	48	46	5
Complaints involving aircraft within the ATZ	24	30	31	38	4





Blackbushe Air Day 2023

In the success of the 80th anniversary celebrations, we're planning an Air Day on Saturday 3rd June 2023.

- ▶ The event will be similar in size to last year's with a static aircraft display of around 50 aircraft, another 50 flying in to join the party, and around 100 classic cars.
- ▶ There will be food, a makers market, and an inflatable zone for the kids!
- ▶ Tickets are on sale now at www.blackbusheairday.com



Twilight Runway Challenge

- ▶ Twilight Runway Challenge, organised by the Community Matters Partnership Project (CMPP) returns for it's 12th year and 3rd at Blackbushe on Sat 16th September.
- ▶ Last year had 803 entries, and raised £39,452 for local causes.
- ▶ The airport closes early, and gives the venue and staffing free of charge.
- ▶ <https://www.twilightchallenge.co.uk/>



"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 - 19th October 2022 - 13th March 2023

###	Name	Date	Time	Message	Reference Number	Response
26/10/2022	Mr Morris	26/10/2022	N/A	<p>Hello last week I complained about the noise the Avaint aircraft makes when it takes a course over Frimley and suggested that it varies its flight path. I know for a fact that the aircraft was in again yesterday (Tuesday 25th Oct) but at the time of sending you this email I havent heard it. If you have spoken with the pilot and he has changed his route then thanks. Otherwise I guess it might have taken off in the opposite firection or is yet tleave. Theres been no reply from you guys re my message.</p> <p>REPLY 1 Hi Chris and many thanks for your reply. My original email was sent to you in exactly the same way as my follow up. Thanks for the clarification of the choice of routes available having to be influenced by Farnborough. Two points a, Is it possible for the aicraft in question to perform some form of noise abatement takeoff? and b, How about theyhave their movements purey at Farnborough (I know you guys are cheaper etc. There are occasionally some Avaint flights out of Franborough, maybe its even the same aircraft but the go out over Mytchett (we can still hear them in Frimley mind. Appreciate you taking the time to reply. regards Mr Morris</p> <p>REPLY 2 Okay Chris and at least Im looking on the brighter side in that we dont have (currently) the commercial helicopters that used to make our bungalow shudder. Just the occasional Chinook following the M3 oh and the air ambulance at Frimley Park. I guess my 39 years working at Heathrow for BOAC and BA has made me cynical. Ps I lived in Yateley from 72 until 78. Regards Mr Morris</p>	22/054	<p>Hi Mr Morris, I've not received anything from you previously. Can I ask, where did you send it? Thank you for the complaint, which has been logged as 22/054 Regarding arrivals and departures by IFR aircraft. We use the runway in either direction, depending on wind direction, and usually coordinate runway use with surrounding aerodromes. So obviously sometimes the aircraft will land at Blackbushe and approach from the west for runway 07, coming nowhere near Frimley. These aircraft will then depart, and this will bring them towards Frimley. The route they take is dictated by Farnborough airspace, and all of them will have an initial heading of a waypoint called OCK to keep them clear of Farnborough but also to stop them flying straight into the Heathrow zone. <Image> Once they have taken off, we try to pass them over to Farnborough asap, and Farnborough will revise their routing based on their final destination, turning them south, which will likely be over the Frimley Area. There is nothing we can do to influence this. Likewise, when we are landing from the east on Runway 25, aircraft will be brought in from the south by Farnborough and turned onto our final approach somewhere between Bagshot and Camberley. This will likely bring them over the Frimley area. Thanks, Chris</p> <p>REPLY 1 Hi Mr Morris, In answer They do perform a noise abatement takeoff. It avoids our noise abatement areas of Hartley Wintney and Yateley. These are the areas we have to consider in order to comply with our planning agreement and have been in place since 1980. There's no requirement for aircraft using Blackbushe to avoid other areas. Any such change would actually be a fairly hefty piece of airspace change regulation which would take years and many thousands to accommodate. It would also simply displace the traffic over other people. You'll appreciate we're a business. I'm not simply going to tell them to use a rival airport! Thanks, Chris</p>

Blackbushe Airport Noise Complaints - 19th October 2022 - 13th March 2023

###	Name	Date	Time	Message	Reference Number	Response
25/11/2022	Mr Hall	25/11/2022	12:00	<p>Good morning Chris,</p> <p>Yes another one of your Pilots that is dueless and really shouldn't flying at midday today over my head in my garden.</p> <p>While I'm here I'll bring you up to date with other items. As I said to you previously in the Summer my wife found it nearly impossible to work due to Aircraft and Helicopter noise and we are in a noise abatement Zone.</p> <p>The feed back was that the noise and flyovers</p> <p>Of your airport is unexceptionable also your aircraft are flying low over houses and 2 Schools.</p> <p>You told me there were no Helicopter Schools but there has been a marked increase in usage of Helicopters. Ranil has told me to raise a complaint with the CAA which we are in the process of completing with other Residents.'</p> <p>A formal complaint has already been lodged with HDC .</p> <p>We now have over 50 logged entries and there are maybe double that amount.</p> <p>The red e is now concern of Pollution with larger jets and increased Movements of all Aircraft.</p> <p>The two people compelling this noise report which I will forward to you when complete have asked me and I quote " Why are Helicopters flying when you told me there were none there since 1997 " That's what you told me Chris that there are no flying Schools for helicopters last time was 1997.</p> <p>The noise in the Summer is so bad you can't sit out in the garden and we pay a huge amount of Council Tax. Fly the other side of the A30</p> <p>Take Care Chris</p> <p>M Hall</p>	22/055	<p>Note from Tower Due to an earlier emergency callout, several aircraft had vacated the ATZ whilst the airport dealt with the incident. After the incident had ended, 3 aircraft rejoined for landing, and the final of these was unable to land on the first approach due to the aircraft in front not yet vacated the runway. He elected to go around, and stated on the radio his only choice was to clip the edge of the noise abatement for sufficient space.</p> <p>Response Sent to Mr Hall</p> <p>Dear Mr Hall</p> <p>Logged as 22/055</p> <p>Kind regards,</p>
17/01/2023	Mr Galloway	17/01/2023	12:10	<p>Hello,</p> <p>I have been working from home today and I am a local resident and some of the flight maneuvering / flight attitude twice today around the residential area of north Yateley today has looked a bit exuberant - the larger single propeller aircraft I have seen. (circa this morning at 8.30 am and about 12:10 just now)</p> <p>I'd like to have confidence that the pilots are in complete control of their aircraft and this morning I am not entirely convinced I am and I might try to capture mobile phone footage if it doesn't improve.</p> <p>Sorry to be a NIMBY, I am just not a very trust person when it comes to light commercial aircraft doing ~30 banking rolls just before landing.</p> <p>Best Regards</p> <p>Mr Galloway</p>	23/001	<p>Hi Mr Galloway,</p> <p>I'm trying to look into this one and coming up short. Firstly, we don't typically have traffic to the north of Yateley because of the noise abatement area. Can you confirm your address?</p> <p>We had an arrival by a Pilatus PC12 which arrived at 08:10 this morning, which operated an approach from the south before turning final, and there was nothing out of the ordinary with it. And at 12:10 we had some light pistons operating, but again conforming to the normal circuit. Are you able to elaborate?</p> <p>Thanks, Chris</p> <p><NO FURTHER INFORMATION RECEIVED></p>

Blackbushe Airport Noise Complaints - 19th October 2022 - 13th March 2023

###	Name	Date	Time	Message	Reference Number	Response
23/01/2023	Mr Fleetwood	20/01/2022	All day	<p>Hi, It pains me to write this being a pilot and having learned to fly at Booker. However, the near constant aerobatics over our building and nearby fields are now starting to really damage our business. Every time there is a bit of clear weather – Here we go again - Doing a quick tally of cancelled Film shoots we are now into thousands. I also think it's unlikely this is from Booker – More like White Waltham or Blackbush – Let's be clear I'm not talking about the odd Cessna traversing us – And the Aerobatics are not a 152 or similar that they are consistently the same one or two aircraft.</p> <p>We are a TV studio RG7 - And we have told all the local clubs many times to please noise abate us .. In general, I have had very positive messages back and it stopped, because I know that no pilot want to go out there to create this problem</p> <p>But it's started up again. It's not for politeness it's a financial issue for us. Although sitting underneath it is damn irritating. We are soundproof BUT there are limits – One guy, the same guy was over our building three times on Friday. Either a Slingsby or an Extra - I didn't put a lens on them - But I will start doing it again and work out exactly where they are flying out of too. A bit of fun great (At the weekend we really don't care). Last summer we had one over our roof that was way too low (Being a Pilot I know) - We will start filming them all again - Rest assured we have some pretty big lenses and we can work out the altitude too. And to be clear this is not a Mr Angry email – This is a serious issue for our business. Also, if we see what we saw last summer with one guy using our roof to spot and way too low then we will film them and we will report them. The pilot doesn't want to be in front of the Chief Beak and I'm pretty certain they don't want to cause this issue on the ground either. So it would be just easier for everyone if the few people still doing it would just go slightly east over Wellington.</p> <p>Sorry to write this but its costing me serious cash now. Please can you remind people to just kindly avoid us. I know there is no law being broken (Unlike the few we had last year that were really too low and I know it was not within the law) but just the same distance away from all the airfields is Wellington Country Park – They are just as easy to get to.</p> <p>As a reminder. We are at RG7 – Anything doing aerobatics inside this circle pretty much shuts us down. Mainly because of the pitch of the noise. If you can put this map onto a notice board so that everyone sees it then that would be great.</p> <p>Regards, Mr Fleetwood</p>	23/002	<p>Hi Mr Fleetwood, Thanks for your email. As you correctly point out, aircraft in this area are operating in Class G airspace and there are no restrictions on where they can fly.</p> <p>I believe we have 3 aircraft capable of aerobatic flights based at Blackbushe. A C152 Aerobat, a Slingsby firefly, and a Bulldog. The Bulldog and Slingsby didn't operate on Friday 20th and the C152 did, but not on aerobatic details, and nowhere near the area. I see you have copied the schools here, and so I'm sure they will consider this in their planning for pilots.</p> <p>You might also want to consider contacting Popham airfield. I have family who live in Bramley and we regularly hear aerobatic noise (which we enjoy) from a resident of Bramley who has his aircraft in Popham.</p> <p>You may also appreciate that as aerodromes it is very difficult for us to instruct pilots to avoid certain areas. Partly because once outside of our ATZ, we have no jurisdiction, but also because any such change in procedure would by definition alter the tracks of aircraft over the ground. It would displace or concentrate the noise generated elsewhere, and any such changes have to go through a strict approval process with the CAA, and includes consulting other stakeholders and residents.</p> <p>There are numerous film studios popping up locally at Arborfield and Shinfield, as well as "locations" such as Bramshill and Minley Manor who all no doubt would have similar concerns and you'll appreciate that if each of them drew themselves a circle of radius 1.5miles around them, there would be little airspace left! All we can do is ask pilots to spread their activity round, not to revisit the same spot multiple times each day.</p> <p>Thanks, Chris</p>
06/02/2023	None Given	06/02/2022	15:00	<p>Aerobatic flight reported overhead Sherfield on Loddon. No aerobatic aircraft airborne at time of call. Advised likely from EGLM. Lady was concerned about horse safety</p>	23/003	Dealt with on the phone, was not a Blackbushe aircraft.

Blackbushe Airport Noise Complaints - 19th October 2022 - 13th March 2023

###	Name	Date	Time	Message	Reference Number	Response
06/02/2023	Mr Johnson	06/02/2022	15:10	Location Bramley RG26. Multiple aircraft reported overhead with a log dating back to 30th Jan of noisy aircraft. Resident aircraft included G-LKDM, G-DANL and GCBBC. Other aerobatic aircraft reported likely from EGLM. Resident was fed up of constant steep turns, engine revs and low flying. Advised we will ask pilots not to fly concurrent flights over village but as its Class G it is unrestricted.	23/004	Dealt with on the phone.
07/02/2023	Mr Hall	07/02/2023	14:02	Chris 2.02 can't hear yourself think.what is the plane making so much row . Push it the other side of A30 where very few houses are. Mr Hall	23/005	Note from Tower All aircraft checked against ADSB Exchange and verified to be flying in accordance with aerodrome procedures, not overflying his house. Dear Mr Hall Hall, Logged as 23/005 Kind regards,
13/02/2023	Mr Hall	13/02/2023	12:55	You need to stop this noise Chris Helicopters Loud planes 12 55 . It really is.very Loud Chris . A noise abatement should not be like this so the professionals have told us and all of us agree. Sort it please Mr Hall	23/006	Note from Tower RWY07 Ops, 1 helicopter operating in the circuit, GEGLK and GCMFF returned from the north and flew a textbook joins, avoiding the noise abatement. Dear Mr Hall Hall, Logged as 23/006 Kind regards,
13/02/2023	Mr Hall	13/02/2023	13:40	1.4/pm crazy Loud Sent from my iPhone	23/007	Note from Tower RWY 07 ops, GCLAC returning from north, did not overfly noise abatement. Dear Mr Hall, Logged as 23/007 Kind regards,
14/02/2023	Sarah Jones	10/31/2022	12:31	I am writing to you on behalf of Echinswell, Sydmonton & Bishops Green Parish Council regarding concern raised by several parishioners relating to noise caused by the aircraft manoeuvres in the area. Our residents have compiled a list of aircraft numbers and numerous times/dates and established that a number of them come from Blackbushe Airfield. They fully understand the need for these training exercises but would be grateful if the flight paths could be varied, so the noise disturbance is not always within the same area. The noise, particularly of these manoeuvres, can be very disruptive and numerous residents have described it as a nuisance. We very much appreciate your assistance in this matter and look forward to hearing from you before our next meeting which takes place on 8th March.	23/008	Comprehensive letter sent to the council, see attached.

Friday 17th February 2023

Ecchinswell, Sydmonton & Bishops Green Parish Council
Ecchinswell Village Hall,
Ecchinswell,
Newbury
RG20 4UB

Dear Sarah,

Thank you for your email of 14th February, which I have assigned noise complaint reference 23/008.

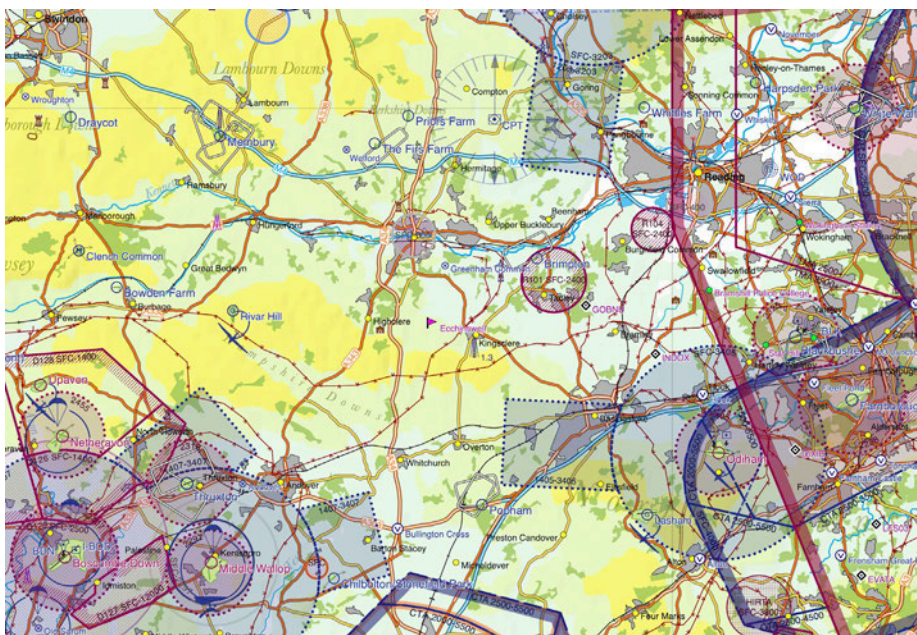
I am very sad to hear that your constituents have been adversely affected by private aircraft flying over the area. At Blackbushe Airport, we are very keen to remind all of our users to be responsible and respectful of the neighbours to the airport and the wider community in general.

Your parish lies within uncontrolled Class G airspace. All flying in this area is governed by the Air Navigation Order and associated Civil Aviation Regulations and guidance. These are the same across the UK (and much of Europe), and there are lots of rules concerning straightforward flying, as well as some of the more technical aspects surrounding aerobatic and display flying.

As an aerodrome, we have very little influence over the aircraft which fly from here once they leave the immediate vicinity of the aerodrome. Whilst we always make pilots aware of complaints received regarding one of their flights, where, when, and how they operate is entirely at their discretion.

With the parish being adjacent to the A34, it is commonly overflown by aircraft transiting North to South, as it is a useful visual navigation tool. These aircraft could be from any aerodrome, and are less likely to be from Blackbushe. Other aerodromes locally which may also be responsible for traffic include Popham, Membury, Brimpton, and White Waltham.

Unfortunately, in recent years there has been an introduction of new controlled airspace locally, which has squeezed General Aviation out. The map below illustrates this. The Farnborough Airport airspace was introduced in February 2020 and closed a corridor to the east of us. Aircraft from many airfields are now pushed west of Odiham and Basingstoke if they are heading to the south coast, which brings them closer to you. This was an airspace change which took 8 years and several rounds of public consultation to reach approval.



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AEROBATIC FLYING

Often we find complaints are directed at those undertaking aerobatic flying. Some aerobatic flying is a hobby, but other types include stall recovery and aircraft handling, which are important skills for professional pilots to master. At Blackbushe there are 3 aircraft capable of aerobatic manoeuvres. Two are operated by one of the resident schools who sells experience flights, and one by a group of individuals. However, aerobatic flights are quite infrequent from Blackbushe.

BLACKBUSHE AIRPORT ACTIONS

As a responsible aerodrome operator, we have had agreed for over 40 years, a set of noise abatement procedures and circuit procedures. These are designed to alleviate the burden of noise on our immediate neighbours, those who live within 2 miles of the aerodrome. This includes exclusion areas, procedure design, charts, signage, and proactive measures taken by staff to continually promote this.

Outside of this area, we have very little influence. Our continuing guidance to pilots is not to concentrate their flying in one area for too long, but aside from this there is very little we can do. Aside from the fact that we have no legal authority over aircraft in that area, if we were to prescribe additional areas to avoid, this would fall under the category of airspace change, this would require a huge amount of consultation within industry and the public and take years to achieve. It also would only alleviate Blackbushe traffic, not everything else. I suspect it would result in little to no difference in the perception of aircraft noise levels in the parish.

CAA continued guidance to operators is to avoid overflying built up areas, particularly by single engine piston aircraft. By extension this means more rural communities such as yourselves may experience a greater proportion of General Aviation activity overhead.

We continually engage with our local community at our [Consultative Committees](#), which involve local councillors from several district and parish councils in the area, as well as other interest groups. We are regularly praised on the proactive measures we take to reduce noise as far as practicable, and the low volume of complaints we receive. All of our noise data is published on the above link.

OTHER MATERIALS

You may find the below documents of interest:

The 2012 CAA paper on noise surrounding General Aviation aerodromes:


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

The 2021 General Aviation Roadmap as published by the DfT:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980399/general-aviation-roadmap-spring-2021.pdf

I hope this will help inform any discussions you have at your council meetings and assist you in advising your parishioners.

Kind regards,


Chris Gazzard
Managing Director

Blackbushe Airport Ltd