

BLACKBUSHE AIRPORT CONSULTATIVE COMMITTEE

MINUTES OF THE MEETING HELD AT 19:00 ON TUESDAY 12th March 2024

Present:

| | |
|-------------------------|-----------------------------|
| Chris Gazzard | Blackbushe Airport [CG] |
| Michael Bagshaw | Chair [MB] |
| Cllr Nick Allen | Sandhurst Town Council [NA] |
| Cllr Peter Cullum | Rushmoor BC [PC] |
| Cllr Richard Quarterman | Hart District Council [RQ] |
| Mary Ferris | Yateley Society [MF] |
| Di Gardner | Yateley Society {DG} |
| Clare Silcock | Secretary [CS] |

| | | Action required by |
|---|--|--------------------|
| 1 | APOLOGIES FOR ABSENCE Adrian Collett (HCC), Stuart Elborn (Hartley Whitney), Alison Hewitt (Yateley Soc) | |
| 2 | MINUTES OF THE MEETING HELD ON 21st September 2023 Nick Allen pointed out that he was present at the last meeting and this fact had been missed on the minutes. Otherwise, the minutes of the meeting held on 21 st Sept 2023 were agreed as a true record. This was proposed by RQ and seconded by PC. | |
| 3 | MATTERS ARISING FROM THE MINUTES There were no matters arising from the previous minutes | |
| 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 Business Performance – 2023 – GA Fixed Wing movements were higher than 2022 and on average. However, there were a lot of training circuit movements in this number, which means that the revenue is not as high compared when we get a lot of visitors who pay landing fees, park and take fuel. Furthermore, we lost the Blackbushe Flying group last year, who went into administration, and they used to buy a lot of fuel as they went for longer trips. In 2022 the airport had a positive EBITDA of £150k. In 2023 we had a positive EBITDA of £20k. 2024 – So much rain this year has had a real impact on revenue. The figures show that movements are down by 17% and fuel sales are down by 39%. The café is still popular, but numbers are restricted at this time of year due to the low inside capacity. The monthly movements were OK in January, but lower in February. Generally, Q1 has been good in the past two years, but the weather has impacted massively this year. 4.2 – Noise Complaints – Just 5 complaints since the last meeting (one was added on Friday last week from Peter Hall). 2023 finished with 59 noise complaints in total, which was about average for the last few years. The details of the noise complaints were in the presentation. Chris noted that Peter Hall's complaints were always logged and always taken action on, but he no longer gets into a | |

dialogue with him. In addition to the formal noise complaints the team sometimes sees other discrepancies happening and action will be taken internally.

4.3 Aerodrome Lighting – Following a lightning strike last year, the project to replace the whole runway lighting system has now started. This was last replaced in 1989, and so much of the old cabling just crumbles. The new system is costing £1.6m and should last for the next 30 years. There will be a 2-week runway closure from 8th – 19th April, as workers will be alongside the runway. The airport will still be open for helicopter movements, as will the Pathfinder Cafe. The wooden fence at the end of 25 will be replaced at the same time as the wood is rotten.

4.4 Trees – In 2022 a student pilot under instruction clipped one of the trees on approach to runway 25, which led to an investigation. The land was surveyed and it was agreed with Nicki Paton from Hampshire Countryside Services on certain trees that needed to be reduced in height. Some of this work fell within the normal scrub clearance plan (the area closest to the runway end). A dense group of more mature trees further back were selectively reduced at the airport's expense. The work is complete, the trees will be re-surveyed in the summer and we will work with Nicki on any additional trees that need attention in the Winter 2024 works period.

4.4 – RSPB Work – The RSPB have started a 10 year management plan on the disused runways, starting with cutting back around the old perimeter track area as it is very overgrown. There will be regular volunteering parties on Thursdays to work on taking the scrub down.

RQ asked if the tarmac was going to be dug up and returned to Heathland – CG said there was no plans to do this as the disused runways were a popular place for walkers and cyclists. In addition the concrete is good for the reptiles habitat and it provides definitive places to walk on for the public rather than trampling down other areas.

4.5 Blackbushe Air Day – Saturday 15th June, coinciding with Trooping the Colour, so we have approached the various military personnel to see if some will do a fly past Blackbushe! NA pointed out that the date clashed with the Sandhurst Freedom March, which happens every few years.

Aerobility are running a zone where a big screen will feature pre-recorded aerial demonstrations and live commentary from pilots, which will be rolling all day.

There are already a lot of exhibitors booked and quite a number of tickets have been sold.

4.6 – Climate Net Zero – Hope to have some solar panels on the Terminal Building later this year. Chris has attempted to work out the carbon values of electricity used etc which is shown in a table in the presentation. Kerosene is used in the Terminal Building, LPG gas in Aerobility and the Café. Chris and Becky from the Airport are looking at some carbon literacy qualifications to help them become more knowledgeable on the subject.

RQ asked if Chris was happy to share the information on the PowerPoint with the climate change team at Hart and CG confirmed he was. RQ also explained that Hart want to be in a position to start including other businesses in an external engagement group on the subject so would be in touch about this in due course.

Questions on the above

DG: Will the café still be open when the runways are closed? YES

Some flying schools will be taking their aircraft to other airports for the two weeks such as Fairoaks, White Waltham and Lasham.

| | | |
|-----------------|--|--|
| | <p>We do expect that the airport will be very busy (weather permitting) the weekends before and after the closure)</p> | |
| <p>5</p> | <p>COMMON LAND UPDATE</p> <p>The Schedule 2 application has all been completed now and the Terminal Building and Pathfinder Café building have been de-registered from the common land.</p> <p>The section 16 land exchange consultation has now been completed and all the information is with PINs who are collating the responses. We have seen most of the responses, a lot of which are positive, some have remained neutral and a few objections. The total number of responses was 483, 449 were supporting the land exchange, 5 remained neutral and 29 were against the proposal. Historic England, Natural England, Open Spaces Society, Yateley Society and Yateley Town Council remained neutral, whilst Bramshill Parish Council have objected. Yateley Society's response was the longest document. Hampshire County Council did not respond and nor did Hart District Council. Bramshill Parish's objection included the issue of the Welsh Drive, which the Airport is keen to resolve, but can't until BCA engage in the process. A member of the public did recently walk the Welsh Drive and took a lot of photos to take the issue up with BCA.</p> <p>There were various observations from the consultation as noted in Chris's presentation.</p> <p>Brandy Bottom sits under the flight path of Runway 25 and they were concerned with increased air traffic. Some asked that the Cottage Farm land be managed by HCC. We know however that HCC do not want any more land to manage and Chris would rather control all the works there to ensure it is being done and the money is being spent where it should be. He understands the trust issue but would like to assure everyone that it will be properly managed. Some asked that if the airport did not is sold at some point in the future, that the airport land be returned to common. However this is not possible if there has already been some land exchanged at Cottage Farm as the Common has accepted the swap.</p> <p>There were various representations as to the use of Cottage Farm going forward – Chris stated that he is very open to all suggestions and will take into account the suggestions and advice. He understands the heritage of the area and that people want to retain this.</p> <p>Others put forward ideas as to the future vision of the airport and this will be relevant when it comes to planning.</p> <p>Blackbushe have until 28th March to respond to the submissions, so we do have a working draft of this. PINS will then decide whether it will go to a public inquiry or if they can decide on the paper documents they have. If it is a paper decision we expect to hear in 3-6 months, if a public enquiry then expect a decision early 2025.</p> <p>The Planning Inspector will visit the airfield with the Stakeholders at some point while considering the submissions, which will include the six commoners - Peter Tipton, Mike Mann, Richard Dodd and Follyfoot Farm owners.</p> <p>Mary Ferris asked who Blackbushe Airport respond to – is it the objector or PINS?</p> <p>BAL has to respond to PINs directly, but Chris said that he would check whether PINs would then write out to the objector.</p> | |

| | | |
|----------|--|--|
| | <p><i>[Subsequent to this meeting Chris has spoken to the lawyers and has confirmed that the airport just responds directly to the Planning Inspector and not directly to the person. PINs will be in control all of the communication from the 28th March. However in the interests of transparency the airport will share its response on the Blackbushe Airport website once it has been submitted to PINs.]</i></p> <p>If this goes to public inquiry PINs will be asking the relevant parties if they will be attending.</p> | |
| 6 | <p>MATTERS ARISING FROM THE PUBLIC & COMMITTEE</p> <p>Mary Ferris asked whether the airport would consider animals grazing on the Cottage Farm land to help control the scrub as the Yateley Society volunteers are struggling to control the area around Brandy Bottom and any natural help with control the land could be seen as a good thing?</p> <p>Chris responded that he is very open on the plan for the land at Cottage Farm and will take advice from the people that are contracted to manage it for him. Each year a report will be prepared and plans will be tailored along the way depending on what is needed to support the ecological development of the land.</p> <p>Mary Ferris suggested that a good example of a wildflower meadow is Hawley Meadow as it incorporates all of the local natural species of the area.</p> <p>Mike Bagshaw asked if the two people who came to the daytime public meeting, and said that they had rights of common, but had not received any notification from the airport about the meeting, had been proven right?</p> <p>Chris explained that one of them who thought they had rights of common were actually mistaken as their deed gives them right of access over a track to their property but this isn't the same as having rights of common. The second person had bought her property 18 months ago, but the land registry had not been updated so the previous owner had been notified of the section 16 application, but she hadn't!</p> <p>Mary Ferris asked about the application from the British Horse Society that had been put in for an old bridleway to be reinstated, which crossed the active runway. Chris explained that he had become aware of the application two months after it had been submitted and the BHS refused to provide a copy of the application materials to BAL.</p> <p>At a meeting with HCC, BAL raised the issue, and HCC provided copy of the application and evidence, but at present there is nothing to do until HCC start looking at the application, which is a lower priority than other things. HCC suggested that BHS's true objective was connecting the PRoW network from Yateley Common to Kits Croft, rather than putting another bridleway across the airport. BAL will wait for information from HCC on how and when they intend to assess the application, and will object to the creation of any new rights of way over the active aerodrome.</p> | |
| 7 | <p>ANY OTHER BUSINESS –</p> <p>The meeting concluded with MB thanking Chris and his team for all of their hard work at the Airport.</p> | |
| 8 | <p>FUTURE MEETING - The next meeting date will be Tuesday 17th September 2024 at 7pm at the Pathfinder Café.</p> | |



Blackbushe
Airport

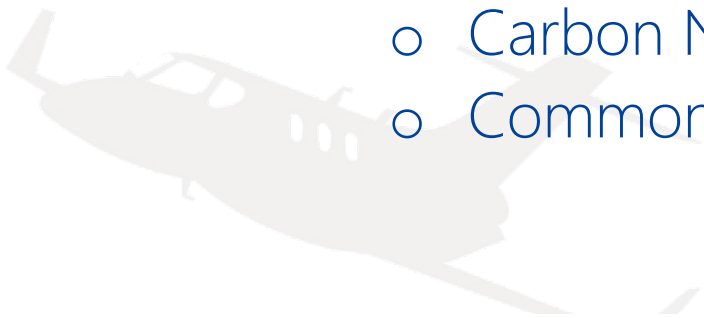
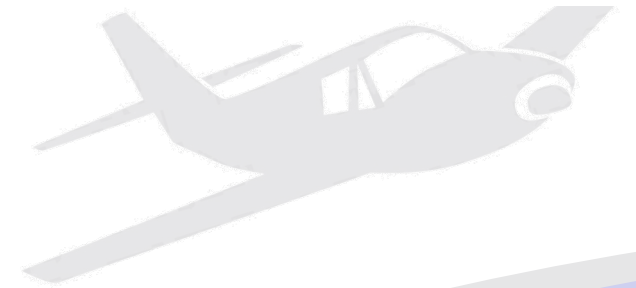


**CONSULTATIVE
COMMITTEE
MEETING**

Tuesday 12th March 2024

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- 2024 So far...
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2023 BUSINESS PERFORMANCE

- Despite having a strong year in terms of movements, this was mainly due to an increase in training circuits, by based schools rather than longer flights or visitors.
- This knocked onto fuel sales as well as landing revenue which were down in 2023 compared to 2022.
- The airport broke even last year with a margin of less than 1%.

| Movements | 23Y AVG | 2022 | 2023 |
|----------------------|---------------|---------------|---------------------|
| GA Fixed Wing | 30,529 | 36,563 | 38,062 (+4%) |
| GA Rotary | 3,147 | 1,953 | 2,279 (+17%) |
| Executive Fixed Wing | 1,090 | 1,449 | 925 (-36%) |
| Executive Rotary | 3,229 | 880 | 749 (-15%) |
| Total | 37,996 | 40,845 | 42,015 (+3%) |

| Fuel Sales | 13Y AVG | 2022 | 2023 |
|------------------------|----------------|----------------|-----------------------|
| AVGAS 100LL Fuel Sales | 280,279 | 329,283 | 284,403 (-14%) |
| AVGAS UL91 Fuel Sales | 43,693 5Y) | 52,110 | 59,333 (+14%) |
| JET-A1 Fuel Sales | 251,723 | 435,622 | 318,054 (-27%) |
| Total | 547,607 | 817,016 | 661,790 (-19%) |

23Y Average: Our movement data goes back to 2001 in electronic means, before this records were paper-based.

13Y Average: Likewise, fuelling data goes back to 2011 in electronic means,

2024 SO FAR...

- We can sum up the start of the year in one word, rain!
- Movements are down 17% on last year, but still better than the average.

- The Pathfinder Café remains popular, but is capacity constrained at this time of year due to the cold & wet weather.

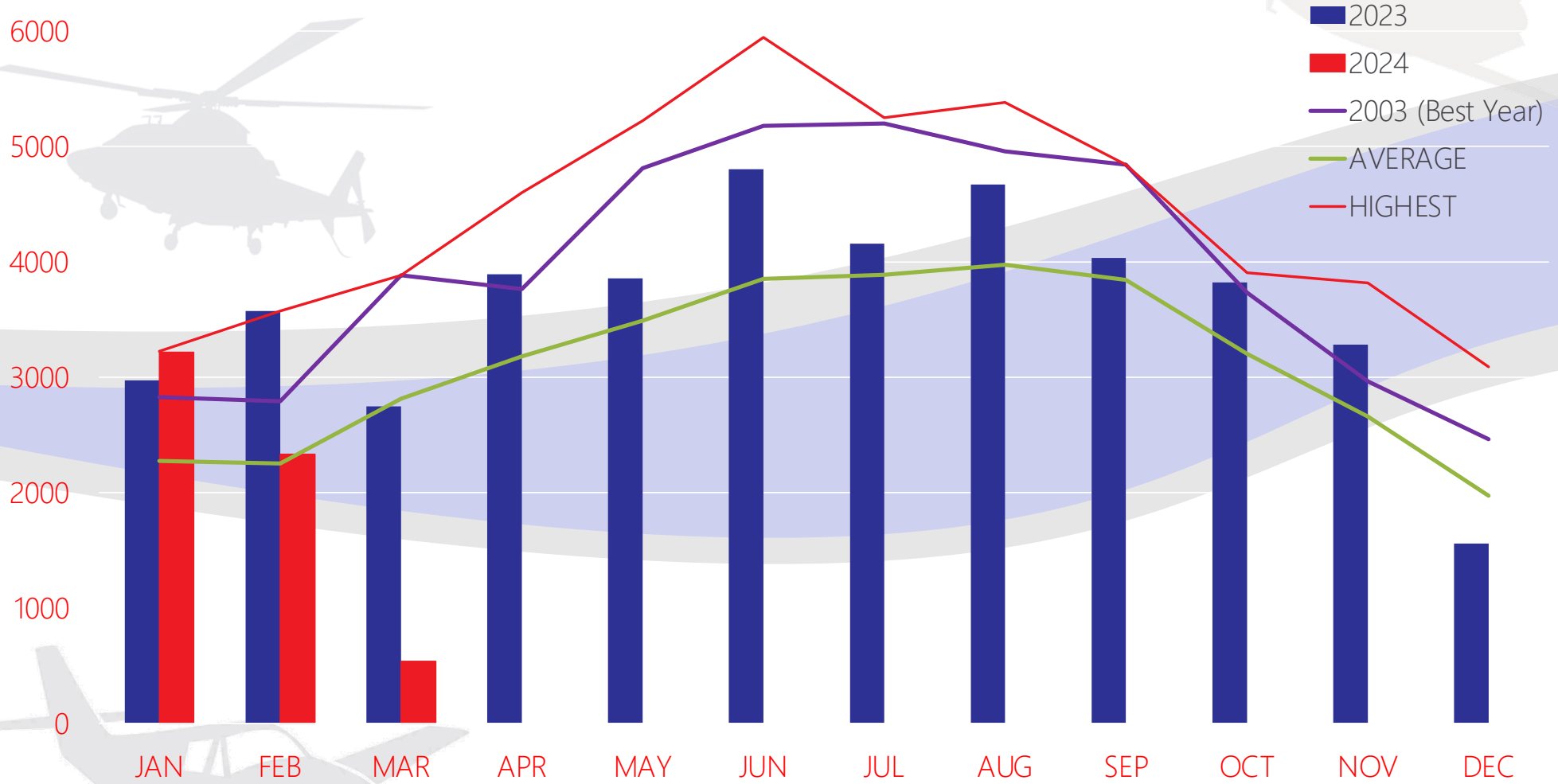
| Movements (Jan-Feb) | 23Y AVG | 2023 | 2024 |
|----------------------|--------------|--------------|---------------------|
| GA Fixed Wing | 3,760 | 5,900 | 5,196 (-12%) |
| GA Rotary | 363 | 497 | 195 (-61%) |
| Executive Fixed Wing | 124 | 150 | 68 (-55%) |
| Executive Rotary | 378 | 109 | 87 (-20%) |
| Total | 4,624 | 6,656 | 5,546 (-17%) |

| Fuel Sales (Jan-Feb) | 13Y AVG | 2023 | 2024 |
|------------------------|---------------|----------------|----------------------|
| AVGAS 100LL Fuel Sales | 30,439 | 44,933 | 28,495 (-37%) |
| AVGAS UL91 Fuel Sales | 4,157 (5Y) | 4,241 | 6,396 (+51%) |
| JET-A1 Fuel Sales | 32,361 | 52,174 | 27,091 (-48%) |
| Total | 64,079 | 101,348 | 61,982 (-39%) |

23Y Average: Our movement data goes back to 2001 in electronic means, before this records were paper-based.

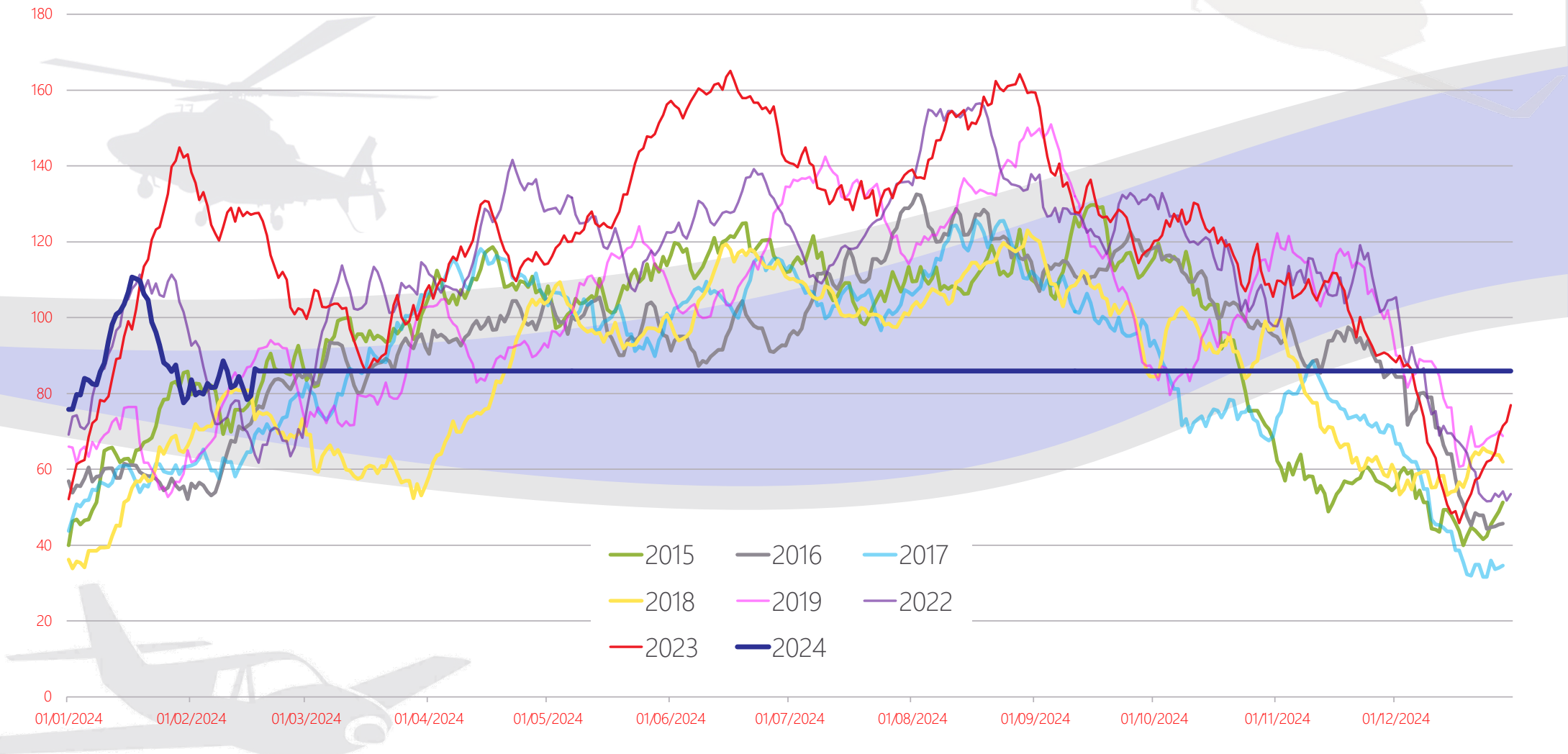
13Y Average: Likewise, fuelling data goes back to 2011 in electronic means,

MONTHLY MOVEMENTS



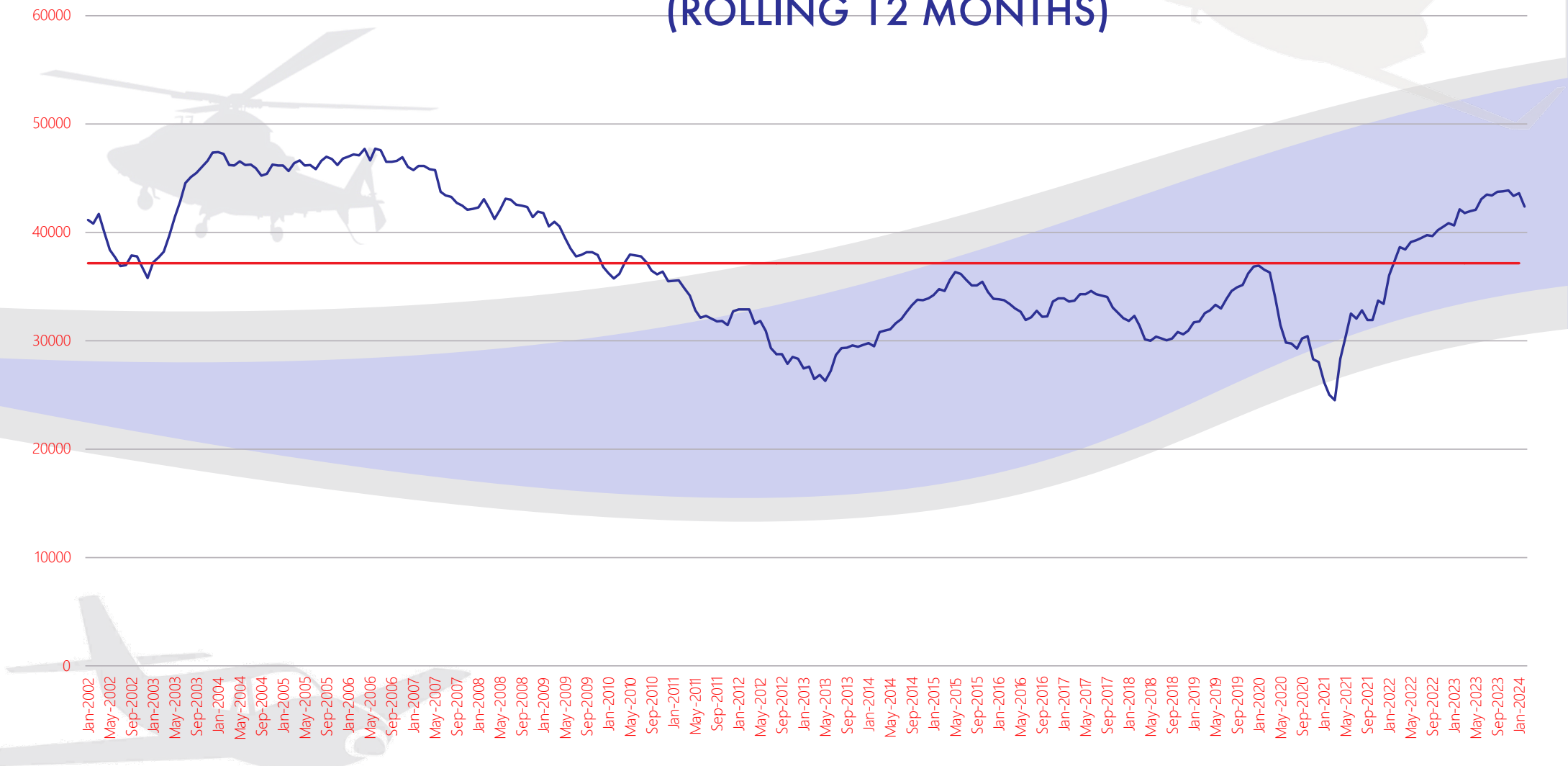


30 DAY AVERAGE MOVEMENTS





ANNUAL MOVEMENTS (ROLLING 12 MONTHS)

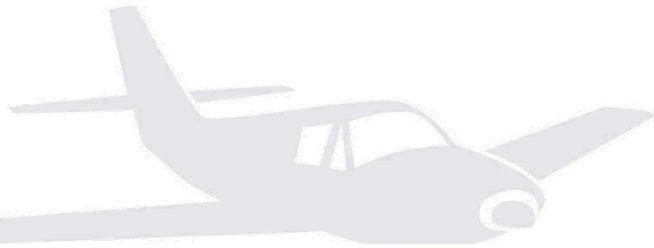




NOISE COMPLAINTS

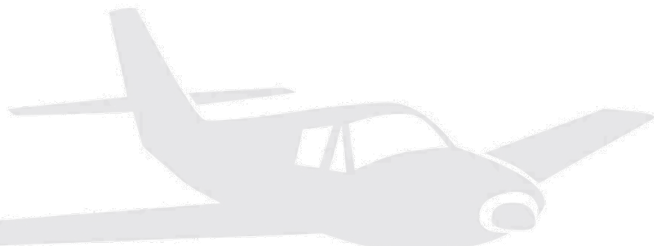
- We received 5 complaints since the last meeting. 2023 finished at 59, once again consistent with previous years.

| Complaints | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | Category (2023 Data) | # | % |
|--|------|------|------|------|------|------|---------------------------------|----|-----|
| Complaints | 62 | 67 | 60 | 55 | 59 | 3 | Aerobatics (not Blackbushe) | 5 | 8% |
| Unique Events | 53 | 49 | 60 | 55 | 58 | 3 | Approach / Climbout | 3 | 5% |
| Individual Complainants | 30 | 42 | 34 | 21 | 31 | 2 | General Noise | 9 | 15% |
| Complaints involving confirmed Blackbushe aircraft | 41 | 47 | 48 | 46 | 42 | 3 | Helicopters | 2 | 3% |
| Complaints involving aircraft within the ATZ | 24 | 30 | 31 | 38 | 34 | 2 | Infringing Noise Abatement Area | 14 | 24% |
| | | | | | | | Not Infringing Noise Abatement | 16 | 27% |
| | | | | | | | NPAS | 0 | 0% |
| | | | | | | | Serious Breach | 0 | 0% |
| | | | | | | | Survey Aircraft | 3 | 5% |
| | | | | | | | Not Blackbushe (Other) | 7 | 12% |



AERODROME LIGHTING

- Our runway lighting system took a direct hit from an electrical storm that passed overhead the aerodrome in May 2023. Despite our best endeavours with engineers to repair the ageing system, the current installation has been deemed beyond economical repair (Due to the age of the installed system, availability of parts and ongoing costs to support its operation).
- A replacement system is now being installed, and will take 3-4 months.
- The new system costs over £1.6m and should last for at least another 30 years.
- There will be a two-week closure in April. Rotary operations will continue throughout.



TREE HEIGHTS ON APPROACH

- We had an incident in 2022 where an aircraft undercarriage clipped the top of the tree canopy on approach for Runway 25. Following an investigation, it was found that tree heights under the approach were now penetrating the protected buffer zone which sits underneath the approach.
- We undertook surveys to identify which trees, or areas of trees were doing so.
- We engaged with Nicki Paton from Hampshire Countryside Service to identify what could be done to reduce those heights whilst being sensitive to the SSSI and SPA areas of Yateley Common.
- Nicki had already planned a large area of scrub / birch clearance immediately east of the runway, which we welcomed.
- Some of the trees further out were not included within this winter's plan but identified for future years. We therefore worked with Nicki to agree and provide funds for a package of works to selectively remove or reduce the height of the tallest trees from areas further east, using contractors that HCS regularly use.
- We will further survey in the summer and identify any further trees, and engage with HCS with respect to the Winter 24/25 plan.



RSPB WORK

- RSPB Countryside Stewardship Plan took effect from 1st January and lasts for 10 years.
- Over the next 10 years the RSPB staff and volunteers will be delivering a scheme of land management which will see a lot of the overgrown areas brought back to heathland, along with important access and safety measures by cutting wider paths and firebreaks. This will improve habitats for wildlife.
- Mark and Talli from the RSPB and their team started on Wednesday 14th February on the old perimeter track to the east of the area. Important first steps are turning this into a proper firebreak, and improving access for emergency vehicles.
- The RSPB plan to encourage volunteer groups to participate, and we'll be sure to share that information when available.



BLACKBUSHE AIR DAY 2024

- This year will be bigger than ever, increasing capacity from 3,000 to 3,500.
- Aerobility Live! Zone, will feature a big screen showing specially pre-recorded aerial demonstrations, including live commentary from pilots, providing a fascinating insight into the skills required to perform these flying feats.
- Lots more exhibitors this year.
- Saturday June 15th 2024
- www.blackbusheairday.com



CARBON NEUTRALITY

- Last time we explained some of the measures we'd already been taking, but that we still were in an early stage of tackling our contributions to this issue.
- The first step is a benchmark, and we can now share data from 2019 onwards. We're certainly lower than in 2019, and 2022. We must remember 2020 & 2021 had significant closures due to COVID, so data is not representative.
- We are currently investigating Carbon Literacy Qualifications / Accreditations in order that we are better educated in assessing our contributions and acting to reduce them.

| Fuel Type | 2019 | 2020 | 2021 | 2022 | 2023 | YOY | 2024 (to date) |
|----------------------------|---------|---------|---------|---------|---------|-------|-------------------|
| Electricity (KWh) | 248,583 | 164,551 | 199,907 | 222,613 | 208,765 | -6% | 43,697 |
| Kerosene Heating Oil (Ltr) | 6,167 | 5,083 | 4,731 | 5,943 | 4,170 | -30% | 1,782 |
| LPG Gas (Ltr) | 7,042 | 4,601 | 5,825 | 4,096 | 4,093 | -0.1% | 601 |
| Road Diesel (Ltr) | 8,100 | 6,417 | 8,997 | 9,502 | 8,503 | -11% | 2,000 |
| Carbon Emissions (kg) | 63,193 | 43,443 | 52,710 | 57,532 | 52,640 | -9% | 11,783 |

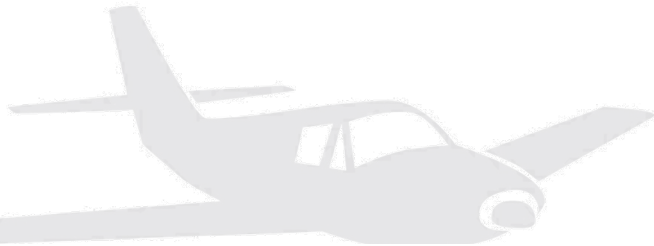
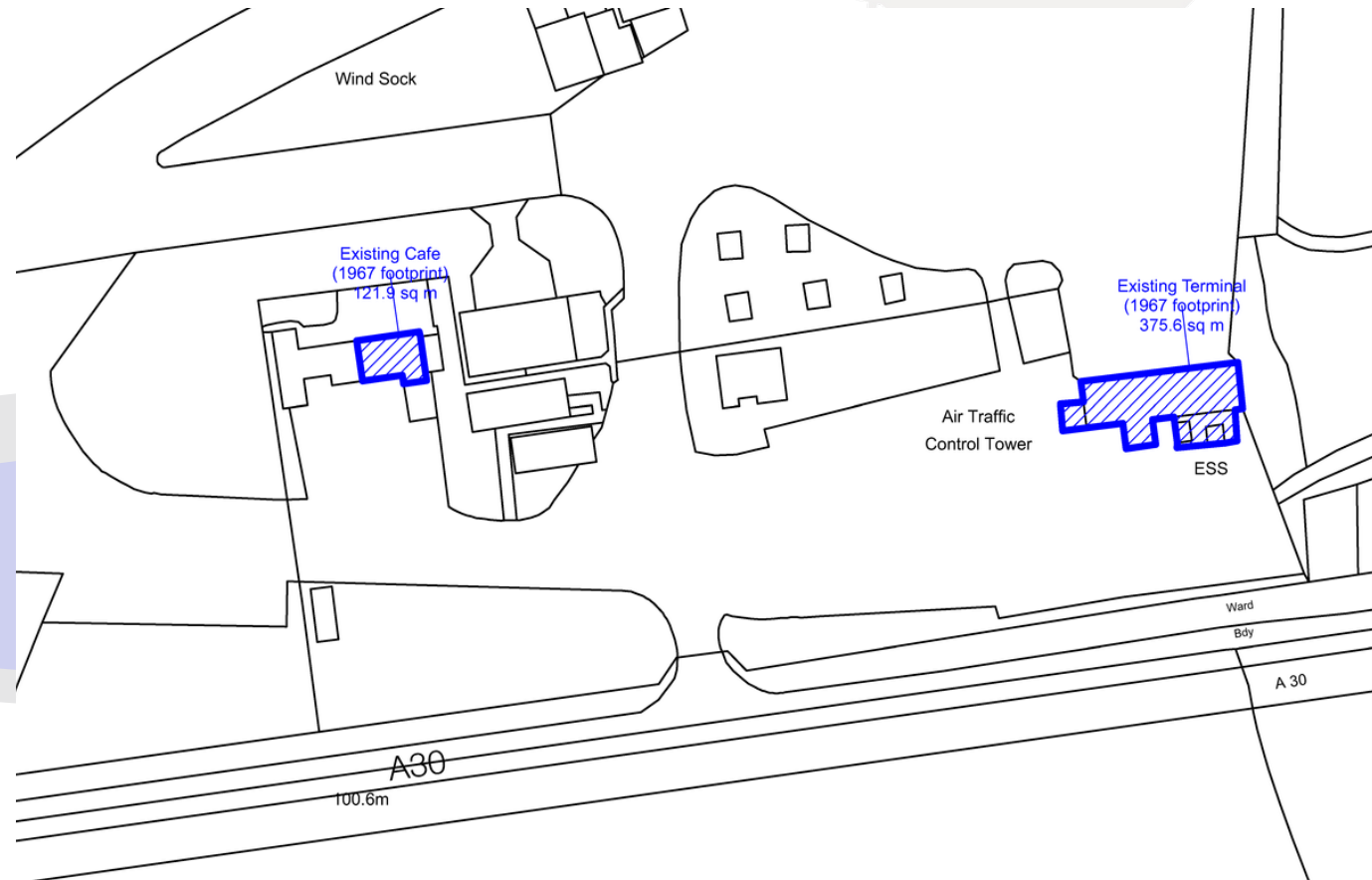
Carbon values derived from: https://cdn.cdp.net/cdp-production/cms/guidance_docs/pdfs/000/000/477/original/CDP-Conversion-of-fuel-data-to-MWh.pdf (Table 2)

Q&A

ON THE AIRPORT UPDATE
(COMMON LAND UPDATE TO FOLLOW)

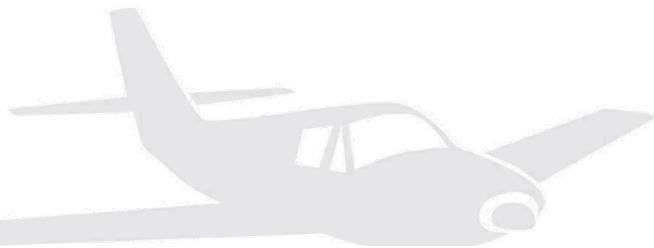
SCHEDULE 2 APPLICATION

- This was the application submitted in 2017 to deregister the entire active aerodrome.
- This has finally been decided by an Inspector, the Café footprint and the Terminal Building are now removed from the common land register.
- This has enabled us now to progress our Section 16 Land Exchange application






SECTION 16 APPLICATION

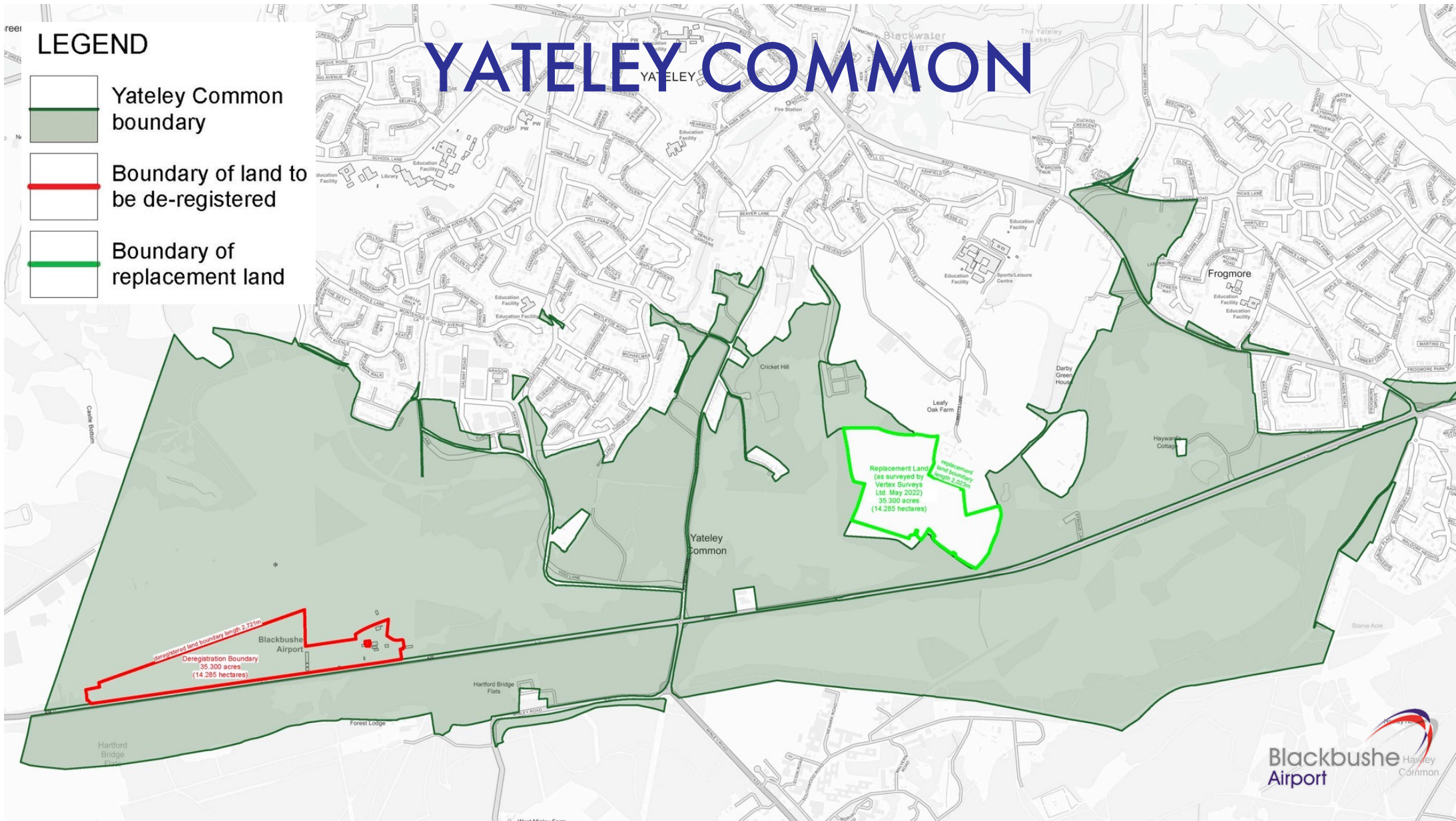
- Land Exchange application seeks to exchange 35.3 acres of land at Blackbushe Airport with an equal size area at Cottage Farm
- Secures irrevocable access for the public by way of a S193 Law of Property Act 1923 Deed
- Provides for a minimum initial 15 year management plan enforceable by a S106 agreement, with a continued commitment we will manage the land on an ongoing basis
- Application was submitted 2nd January, consultation ran to 16th February
- We held two public meetings, as well as a presentation to Yateley Society members
- Was advertised on social media, in the press, by email to over 4,500 people registered with us (including over 1,000 local households)



LEGEND





-  Yateley Common boundary
-  Boundary of land to be de-registered
-  Boundary of replacement land

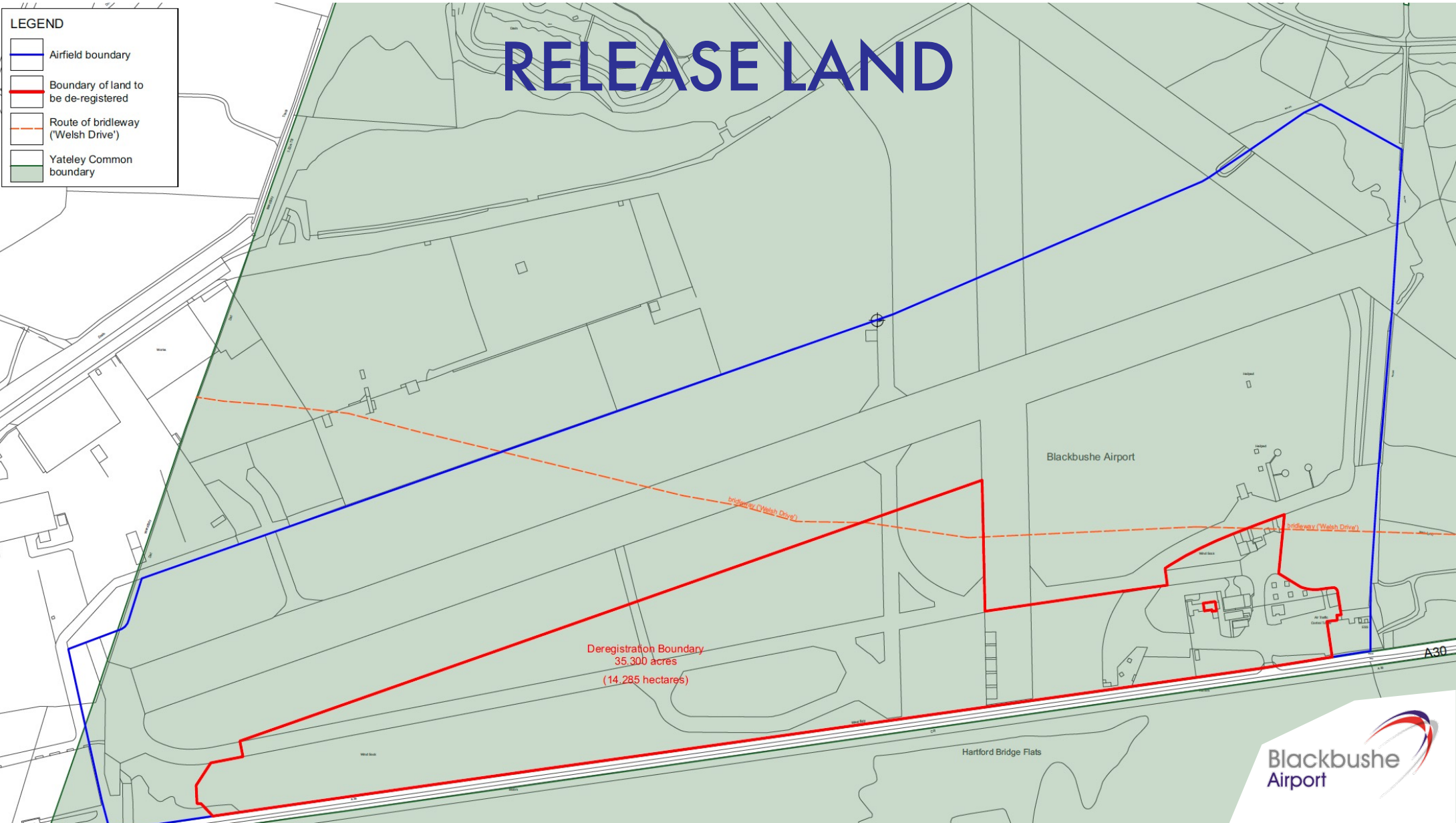
YATELEY COMMON

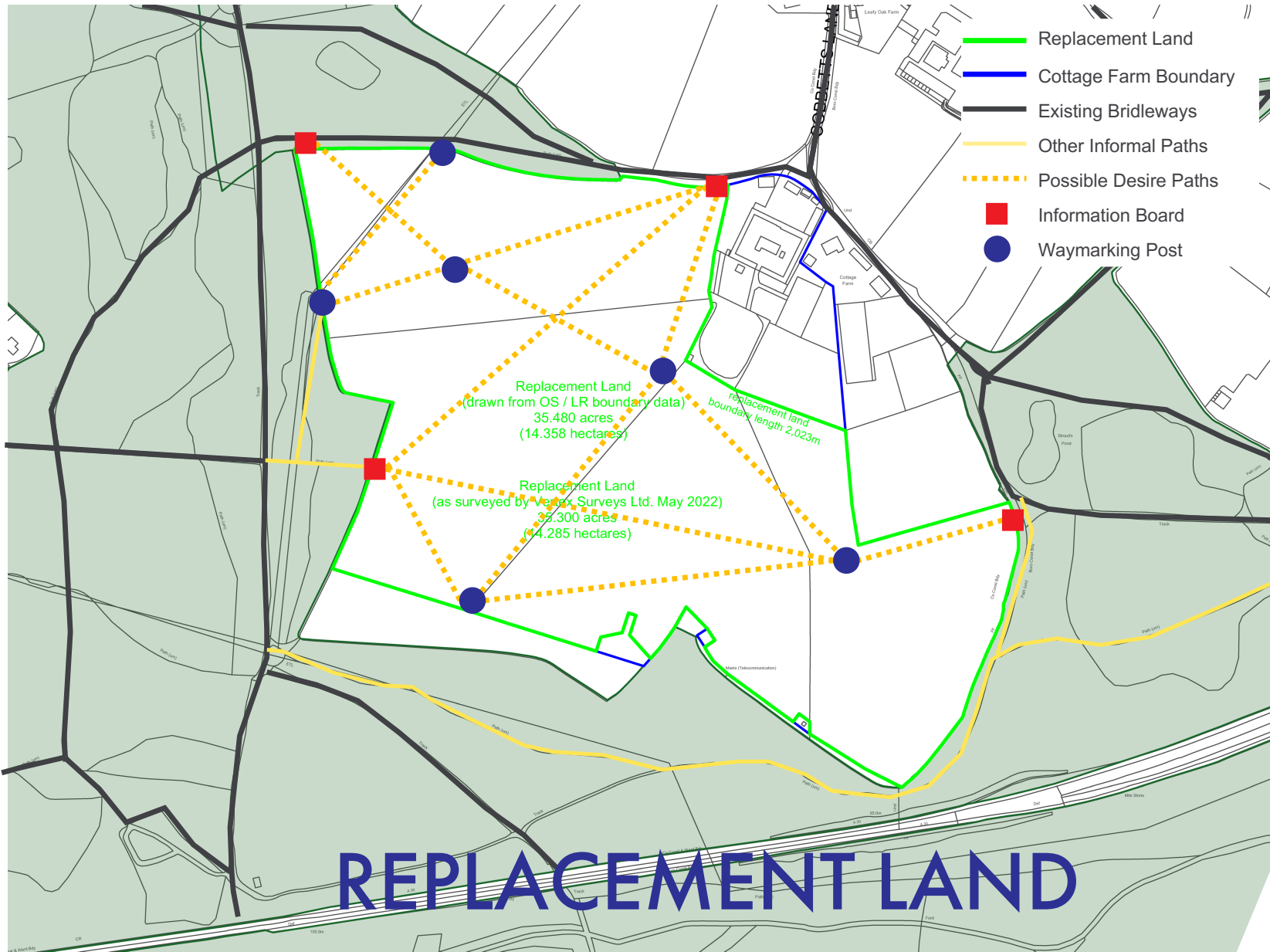


RELEASE LAND

LEGEND

-  Airfield boundary
-  Boundary of land to be de-registered
-  Route of bridleway ('Welsh Drive')
-  Yateley Common boundary







CONSULTATION RESPONSES

- We received copies of all responses sent to PINS on Friday 8th March.
- Some people submitted multiple responses, so those have been treated as one response.
- Our count of the responses is as follows:

| FORMAT | SUPPORT | NEUTRAL | OBJECT | TOTAL |
|--------------|------------------|---------------|----------------|------------|
| WEBFORM | 416 | 1 | 8 | 425 |
| EMAIL | 33 | 4 | 21 | 58 |
| TOTAL | 449 (93%) | 5 (1%) | 29 (6%) | 483 |

- We received supportive comments from: Aerobility, Blackbushe Aviation, BHT, GAAC, Popham Airfield.
- Neutral: Historic England, Natural England, Open Spaces Society, Yateley Society, Yateley Town Council
- Object: Bramshill Parish Council

CONSULTATION OBSERVATIONS

We received numerous observations from consultees which include:

- Objections to any increase in air traffic from residents of Brandy Bottom
- Concerns the airport land could become used for other development in the future
- The Cottage Farm land should be handed over to another body such as HCC for management
- Constructive comments on the legal wording, seeking minor changes to improve the provisions within
- The 35.3 acres deregistered should return to common in the future in the event the airport closes
- Representations as to the uses Cottage Farm could be put to (heathland, wildflower meadow, grazing etc)
- The Welsh Drive issue should be resolved as part of the application
- Representations regarding the size / scale / appearance of the buildings as described in the Vision

We now have until 28th March to make any submissions by way of response to points raised in the consultation

- In some cases, the observations raised can be addressed by modifying parts of the legal deeds etc.
- In other cases we will explain our counter-arguments.

Blackbushe Airport Noise Complaints - 19th September 2023 - 12th March 2024



| Name | Date | Time | Message | Reference Number | Response |
|----------------------|------------|-------|---|------------------|---|
| Major General Gordon | 29/09/2023 | | Call from Cricket hill complaining about a helicopter in the circuit. Helicopter disrupting a garden party | 23/058 | <p>Good afternoon General Gordon, I understand you called in earlier to make a 'formal complaint' about the helicopter conducting circuits earlier. This has been logged as 23/058. I would like to point out that we treat all complaints equally, in our view there is no such thing as an informal complaint, we log any communication regarding noise, and report on these at our Consultative Committee meetings.</p> <p>The helicopter in question usually uses the grass Helicopter Training area to the south of the main runway, and conducts offset approaches to these which keep it well to the south of you.</p> <p>Today, our HTA was undergoing some maintenance, repainting of markings etc, and so the helicopter utilised the main runway for its training. The circuit it flew was recorded as shown in the below diagram. This was the standard fixed-wing circuit, and so overflew your property in a manner that most fixed wing arrivals would do. Whilst I appreciate that a helicopter is noisier than a fixed wing which is typically throttled back at this phase of flight, it was operating entirely in accordance with procedures, and with the Air Navigation Order.</p> <p><Image></p> <p>I apologise for any inconvenience the aircraft may have caused to you, and I would like to reassure you that our preference is for such aircraft to use the grass helicopter training area as much as possible, whilst I hope you can recognise for various reasons this will not always be possible.</p> |
| | 29/09/2023 | 10:55 | <p>REPLY: Dear Mr Gazzard Thank you for your response to my complaint, but I have to say that I find it neither convincing nor acceptable. Anyone with only a passing understanding of the different flying characteristics between fixed wing and rotary wing aircraft will know that it is simply not necessary for a helicopter to follow the same straight-line low-level approach to landing as fixed wing, and as your diagram shows several of that aircraft's passes were to the South of my property and one was even wholly to the West of the A327. For you to claim that because the normal grass area for helicopter training was out of commission it was necessary for that aircraft to follow the normal flight path for fixed wing and overfly my property is incredible. It is quite clear to me that the pilot concerned made absolutely no effort to avoid my property and repeatedly overflew very low and very noisily. If your 'procedures' allow, or even encourage, such disregard for avoidance of gross noise nuisance to local inhabitants then perhaps they should be reviewed. I seek your assurance that steps will be taken to avoid any repetition of such annoying and wholly avoidable noise nuisance in the future. I request that my comments are referred to the Consultative Committee along with my earlier complaint. Sincerely Major General Gordon</p> | | |
| Mrs Simmons | 01/10/2023 | | Person arrived at the base of the tower and wanted to enquire about light aircraft. We asked about what in particular, and she said a plane circling her house. I (Chris) went down and spoke with her for approximately 10 minutes outside of the tower. She said two planes regularly circle her house. She knew who one of them was because the pilot lived in Tongham (her village) and operated from a private strip close to her house. She said he used to circle her stalking her but has now given up flying because he's 80. The other one she said was white, and she's adamant it is the same plane each time (because it had 3 wheels in the same configuration), very low, and she believes it to be singling out her house. She had no registration or other identifier. | 23/059 | <p>I explained that Tongham is a VRP used for VFR aircraft transiting N-S from a wide range of aerodromes, not just Blackbushe.</p> <p>I explained it is within the EGLF CTR, so any aircraft in this area are under the control of Farnborough who will instruct them to cross/hold according to traffic levels.</p> <p>I explained a circling aircraft is typically making turns of 500m or more, so cannot single out an individual house.</p> <p>I informed her of ADSB trackers and said it would be best to use one of those to identify what the aircraft was as this would then establish if it was actually the same aircraft (or a number of different aircraft), and establish whether it was one from Blackbushe.</p> |
| | 01/10/2023 | 13:20 | | | |
| Mr Hall | 01/02/2024 | 12:45 | <p>Subject: Fly over</p> <p>well that didn't take long did</p> <p>Regards Mr Hall</p> <p>Sort it our Please</p> | 24/001 | <p>Dear Mr Hall,</p> <p>Logged as 24/001.</p> <p>Kind Regards,</p> |

Blackbushe Airport Noise Complaints - 19th September 2023 - 12th March 2024



| Name | Date | Time | Message | Reference Number | Response |
|-----------|------------|-------|---|------------------|--|
| Ms Derham | 09/02/2024 | 14:54 | <p>A plane with the reg MMSVI HEX 43EA97 (Cessna 525B Squawk 5146 - info from ADS-B app) flew over our home very loudly. This is the second time in a few days one has flown over too loudly and low. I do not believe that it should be that low and loud over residential homes. Even if it was at an 'acceptable' altitude in your eyes it was extremely loud to hear in person.</p> <p><Location on eastern edge of Camberley redacted></p> | 24/002 | <p>Dear Ms Derham,</p> <p>Thank you for your noise complaint which has been logged under reference 24/002.</p> <p>The data I have shows the aircraft over your location at over 2,000 ft, which is well within the normal operating range for aircraft over built up areas.</p> <p>A map of a city</p> <p>Description automatically generated</p> <p>I'm sorry you feel inconvenienced by the noise, you live within an area of controlled airspace, so the aircraft, whilst on its way to Blackbushe, was under the control of NATS air traffic controllers who prescribe which route over the ground it takes, something we have no influence over.</p> <p>You'll also notice the bright pink line just to the north of the aircraft track, this is London Heathrow's airspace, and aircraft must remain clear of it, which is why I would expect any high performance aircraft to take a similar route to this aircraft.</p> <p>Kind regards,</p> |
| Mr Hall | 08/03/2024 | 12:56 | <p>1.56 pm today a bloody Helicopter over my house. Regards</p> | 24/003 | <p>Dear Mr Hall,</p> <p>Logged as 24/003.</p> <p>Kind Regards,</p> |