

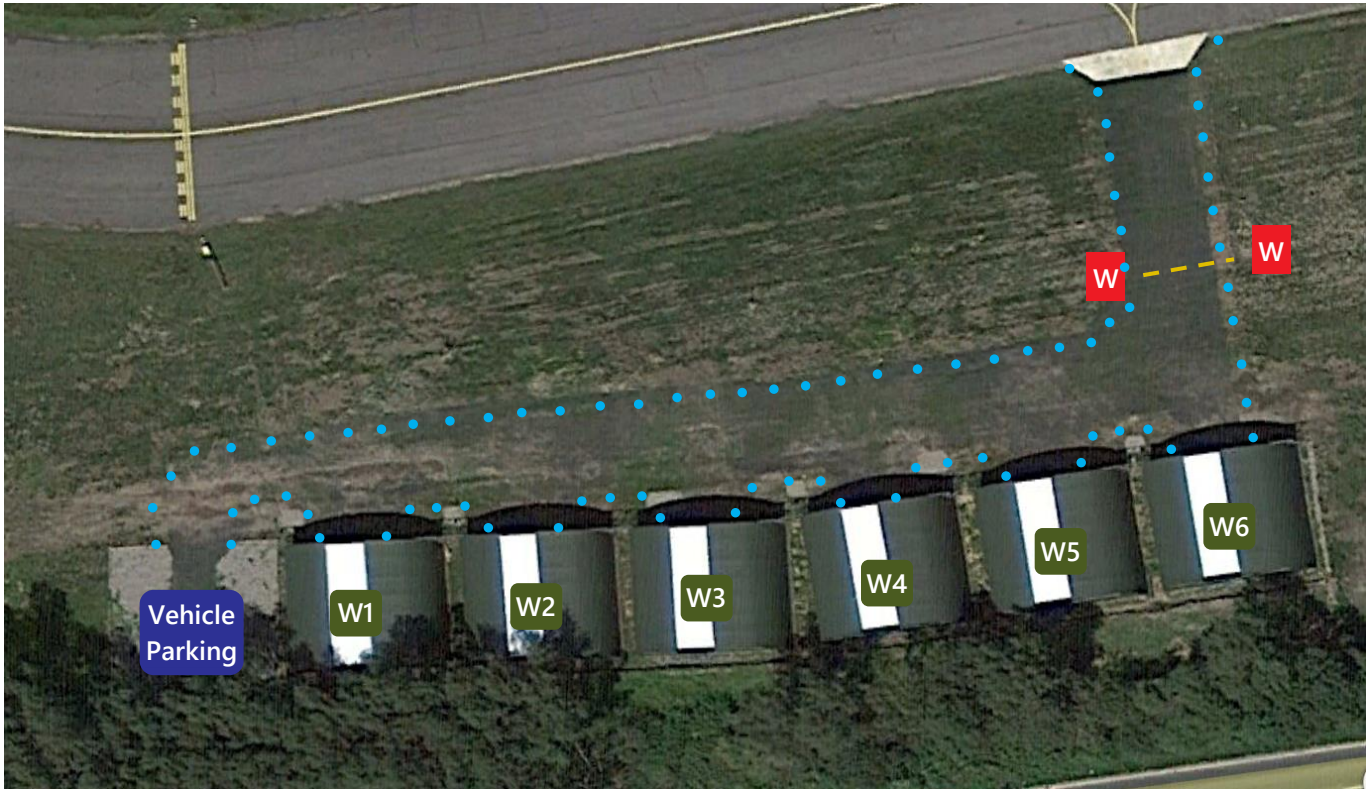
Blackbushe 'W' Hangarage

1. INTRODUCTION

Blackbushe has recently installed 6 new McGregor Pioneer Hangars. These are a solution for those requiring their aircraft to be sheltered from the elements, but are not moisture-proof and so unsuitable for wooden or fabric aircraft, or anyone else concerned with the effect of moisture on their aircraft.

2. LOCATION

The hangars are located alongside Taxiway E towards the western end of the airport. Blackbushe Airport is currently working through planning issues to install more permanent hangarage, and so this location has been selected as it is unsuitable for larger permanent hangars, and will allow these hangars to remain during and after construction.



3. SURFACE

The ground is naturally reasonably flat but has not previously been used for aircraft operations. We have installed Perfo grass reinforcement tiles which will prevent wheels sinking into the ground and provide a firm surface. The undulations and dips remain, and so we recommend all pilots approach the area as they would an unknown grass surface and taxi very slowly to avoid the risk of excursion or prop strikes.

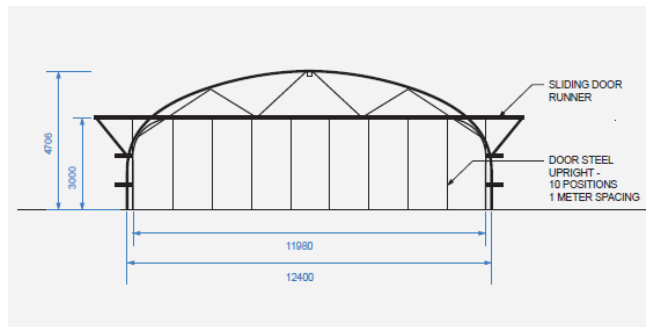
4. SECURITY

The main exterior boundary in this section is a well established tree and shrub line with the A30. In addition, there is a large drainage ditch along the back side of the hangars. The hangars are surrounded by 7 CCTV cameras with motion detection, as well as there being a camera inside each hangar. Each occupant will be provided with access to their internal camera. Each hangar also has signage on the rear warning of CCTV, dog patrols, and that equipment is not left inside of them. The airport site as a whole has randomised patrols throughout the night.

5. ACCESS

Access to the hangars will be by vehicle. This will be by escort from the Fire Crew initially, and we aim to introduce unescorted airside driving access to users with appropriate insurance during Spring 2022. A parking area is available to the west of the hangars. Vehicles may not be left here overnight and must either be removed to the main car park or parked inside the hangar.

6. PIONEER HANGARS



The structures will accommodate a single aircraft with a maximum wingspan of 12m, maximum height of 2.9m and are 10.5m deep from front to back. The internal environment is dramatically enhanced by a three-meter wide translucent window strip that fills the internal space with diffused natural light. The roof sheet is also fully insulated as standard – a high-performance insulated core allows the building to easily control temperatures and minimise any condensation, ensuring your aircraft is kept in top condition.

7. PRICE

To ensure we can achieve a return on investment over 5 years, we will be charging **£450 + VAT** per calendar month or part thereof for parking in one of these hangars, irrespective of the aircraft MTOW. This is instead of a monthly parking card. Landing fees will continue to be payable in the usual way, but each occupancy will benefit from 1 free landing per calendar month. The annual discount will not apply to hangarage, occupants are entitled to pay annually if they prefer, but this will be at 12 x the monthly cost.

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8. REFUELLING

As the bowser will not be able to be driven onto the grass, and parking on the taxiway to do so will block the flow of traffic, all aircraft will need to come to the pumps for refuelling.

9. POWER

There will be no power to the hangars themselves as there is no mains close by.

10. INTERIOR SURFACE

The interior will be grass with a 4m wide strip of PERFO to park your aircraft. Occupants are permitted to lay rubber matting or other materials if they wish.

11. INTERIOR STORAGE

Occupants are supplied with one small storage trunk for storing aircraft essentials, such as oil bottles, covers, tow bars etc. The hangars are not to be used for storage of other items, including tools, as this may attract thieves, and may also increase the rateable value of the airport when we go through a Business Rates review.

12. AIRCRAFT SUBSTITUTION / TRANSFER

As there will continue to be a waiting list for hangarage, we are keen to ensure that hangarage is offered fairly, and not on a "who you know" basis. It will be expected that the primary aircraft using the hangar will be the one allocated to it.

Where you own or have access to a replacement aircraft (for example when away on routine maintenance of up to two months), then this may be stored in the hangar with the approval of the airport. If that replacement aircraft is usually based here, then it will remain liable for its normal parking fees to reserve its space. If it is an aircraft usually based elsewhere, then it may take the place and will not be liable for ad-hoc parking fees provided both aircraft are not parked overnight at the same time.

For aircraft that are away for periods longer than two months, and occupants propose allowing access to another aircraft to the hangar, this will be reviewed by the airport management. It may be that we offer the space on a temporary basis to the next aircraft on the waiting list, rather than allowing those further down the list to "jump the queue". This will be decided on a case by case basis.