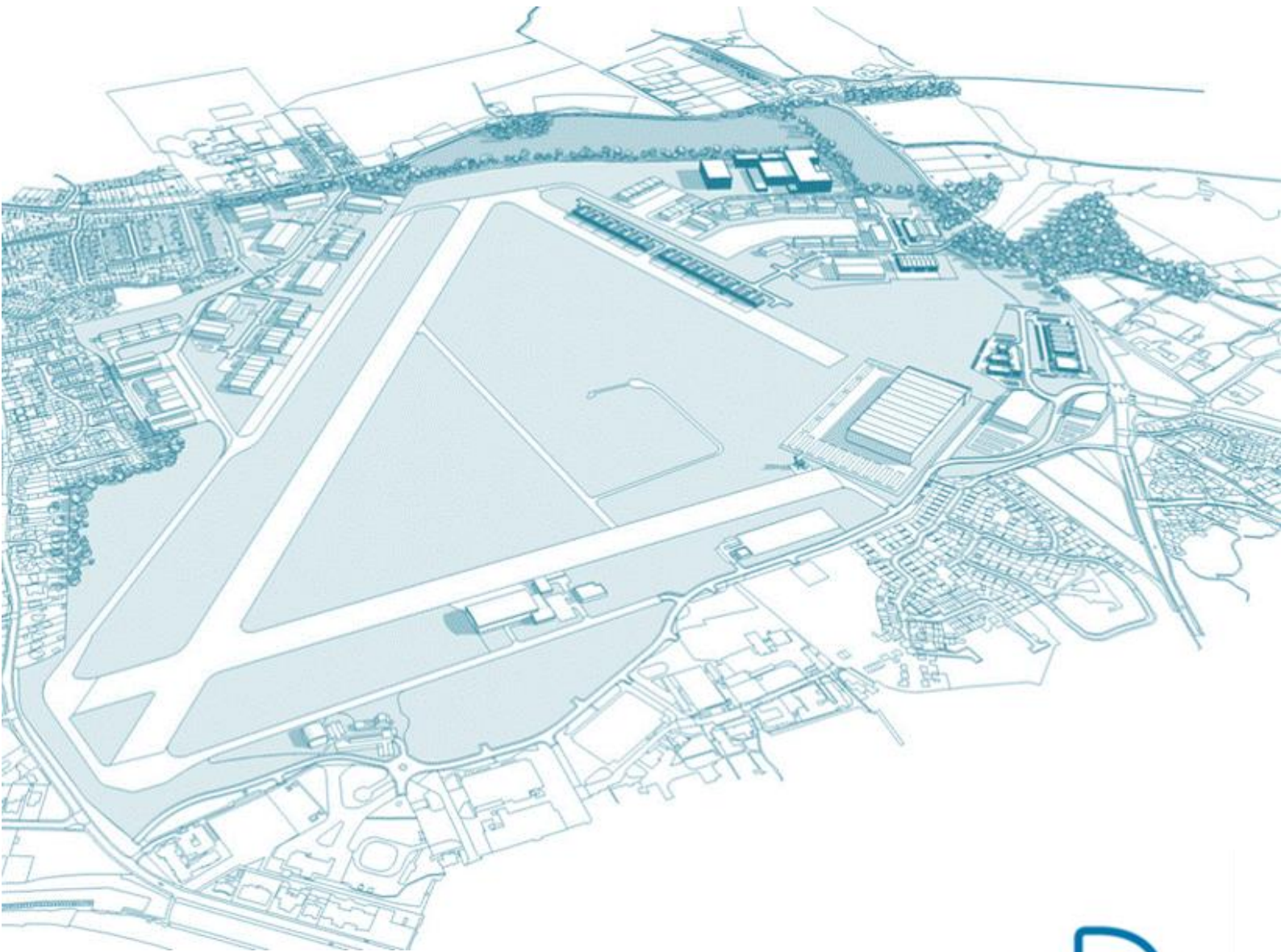


# AIRPORT OPERATIONS AND NOISE INFORMATION PACK



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## INTRODUCTION

Solent Airport, Daedalus is located on the South coast in Lee-on-the-Solent, between the cities of Portsmouth and Southampton. We are very proud of the contribution that Solent Airport makes to the local community, providing leisure and commercial activities, employment and supporting local charities through numerous initiatives.

Solent Airport is owned by Fareham Borough Council who employ Regional and City Airports Limited under an Airport management contract to operate the Airport. Solent Airport holds an Aerodrome Licence issued by the Civil Aviation Authority (CAA).

In operating a safe and successful Airport there will inevitably be aircraft operating in the local area and associated noise. It is our aim to take into account the concerns of our local residents to ensure any impact is kept as low as reasonably practicable. This document is designed to address many concerns and explain our operational procedures and why they are conducted.

## HISTORIC AND CURRENT AIRPORT USE



Aviation began at Lee-on-the-Solent on 30 July 1917 when the Royal Naval Air Service (RNAS) opened the Naval Seaplane Training School. Initially aircraft were craned from a cliff into the sea, however shortly after opening the slipway was constructed and can still be seen along the seafront in Lee-on-the-Solent.

In 1918 The RNAS combined with the Royal Flying Corps (RFC) to form the Royal Air Force (RAF) and the Naval Seaplane Training School became an RAF station. In 1924 the Fleet Air Arm of the RAF was formed encompassing aircraft that normally embarked on aircraft carriers and warships.

With the expansion of the RAF during the 1930s, Parliament decided that the Fleet Air Arm should be transferred to the Admiralty. As a consequence, in 1939, Lee-on-the-Solent was commissioned as HMS Daedalus, becoming Headquarters of Flag Officer Air (Home).

During the Second World War, HMS Daedalus was vital for formation and work up of newly commissioned operational squadrons. As well as playing a crucial role in the D-Day landings.



HMS Daedalus was the busiest airfield in the UK on D-Day flying aircraft from Britain, Canada and the United States. The first aircraft departed at 0441 on the 6<sup>th</sup> of June 1944. The total number of units deployed for Operation Overlord was 435.

Post war she continued to play a significant role, being renamed HMS

Ariel in 1959 to reflect her electrical, radar and ground training emphasis. In 1965 she reverted to the name HMS Daedalus in recognition that the station was considered the spiritual home of the FAA.

In 1973 the closure of RAF Thorney Island saw responsibility for Search and Rescue transferred to Lee-on-the-Solent. The Royal Navy retained this role until the contract was awarded to Bristow's in 1988.

Hampshire Police Air Support Unit arrived in 1985. When the Air Station was decommissioned in 1996, they took possession of the existing control tower.

HMS Daedalus closed in 1996 after 79 years of continuous operation.



In 2006 ownership was split between the Maritime and Coastguard Agency (MCA) and Southeast England Development Agency (SEEDA).



In 2011 the airfield was leased to Britten-Norman (BN), a British aircraft manufacturer. Ownership of the land passed to the Homes and Communities Agency, with BN managing the Airfield.

Regional and City Airports (RCA) were then employed as the Airfield management company in 2014 tasked with preparing the airfield for licensed operations. In 2015 Fareham Borough Council acquired the Airfield from HCA. The Airfield was then rebranded to Solent Airport, Daedalus.

Since taking ownership, FBC have made significant investment in new hangarage, runway resurfacing, installing aviation fuelling facilities, upgrading the Air Traffic Service and increasing the Airport Fire Service to Category 2. Further advances have happened with



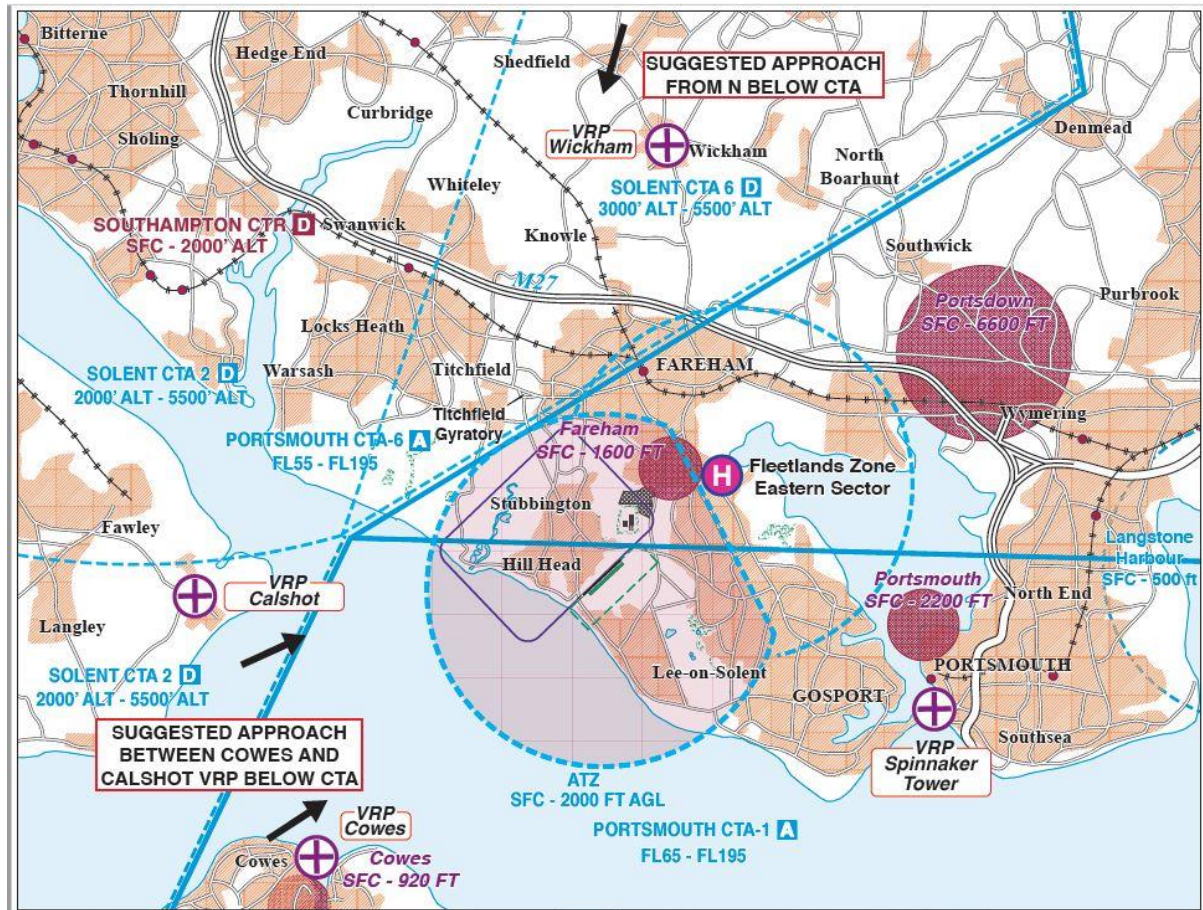
the issuing of a CAA licence, re-establishing the Air Traffic Zone with plans in place to install lighting and approach systems for aircraft.

Currently the Airport has two maintenance companies operating, a 24H Coastguard Service, Britten Norman the only aircraft manufacturer in the UK, numerous commercial aviation companies including Transair, three flying schools and many flying clubs and private owners. A space has been allocated airside to support a small amount of local community clubs. This is currently used by two youth motorcycle display teams and a model flying club.



## LOCAL AIRSPACE AND OPERATIONS

Solent Airport and the Air Traffic Zone (ATZ) is situated within a fairly congested section of airspace. We have a non-standard ATZ meaning it differs from most other published ATZ's.



### Aerodrome Traffic Zone

Our section of the conjoined ATZ is the larger area to the South-West shaded in light pink. Fleetlands operate the section to the North-East. The ATZ extends from the surface to 2000ft. Aircraft flying inside the ATZ are not controlled by our Air Traffic Service, but aircraft should abide by various standardised aviation rules and local procedures to ensure the flight is conducted in a safe and efficient manner.

### Local Airspace

There are large areas of controlled airspace to the North and West of the Airport at various levels which is operated by Southampton Airport. Often controlled airspace is directly above aircraft which means they are restricted to operating below it. For example, a large section of controlled airspace to the North of the Airport starts at 3000ft.

The Airport is situated within class G airspace. This class of airspace is uncontrolled, and aircraft are permitted to fly without any assigned or approved flight plan. Solent Airport have no direct control over where aircraft fly once they have departed.

## RUNWAY

Solent Airport has a conjoined ATZ with Fleetlands Heliport due to the close proximity of the two units.

The Airport has one runway which can be used in either direction giving two (2) methods of operation, this sits parallel with our grass strip.



The designators are runway 05 / 23.

To operate safely aircraft must land and take off into wind. The runway in use is selected by the Air Traffic Service primarily based on the wind direction to ensure safe and stable arrivals and departures.

## AIRCRAFT ENGINE NOISE

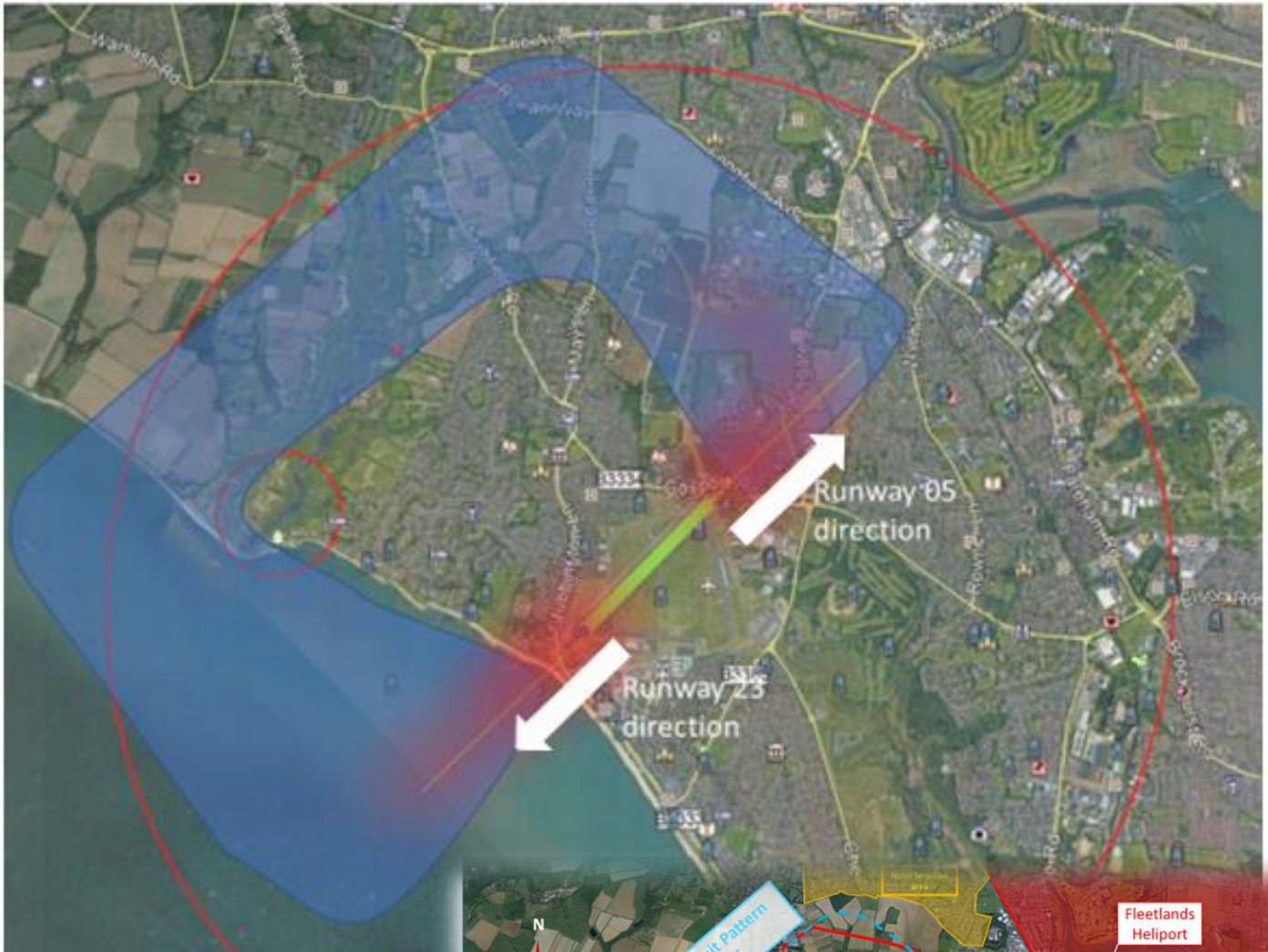
A by-product of operating an airport is aircraft movements and their associated engine noise. If you live in the vicinity of an Airport, you will hear and see aircraft. That being said as a responsible Airport we are extremely keen to maintain positive relations with our neighbours. Significant steps have been taken to reduce the impact on local residents as far as is reasonably practicable.

Aircraft engines typically generate most noise when at full power, and when on or near idle power produce significantly less noise. This means aircraft in the climb out departing will generate more noise until the aircraft reaches a height where the sound is dispersed and less concentrated over the ground. After take-off, aircraft will not usually make their first turn until they have reached 500 feet height.

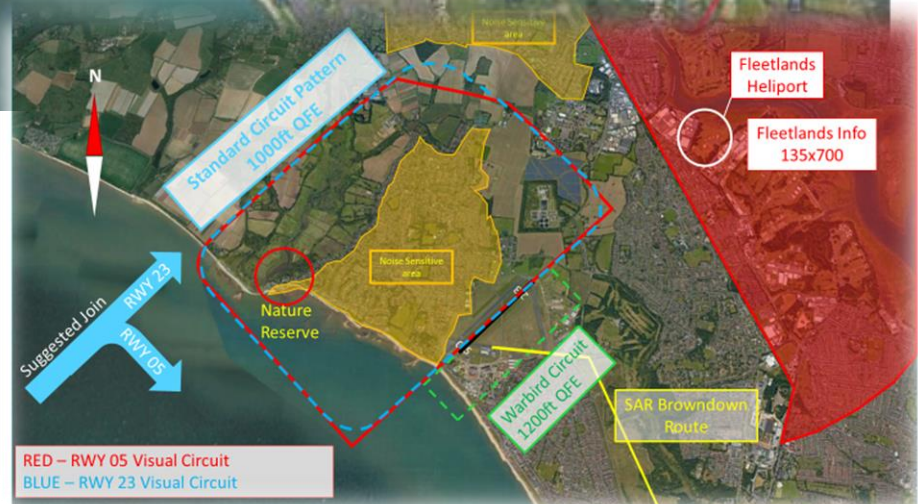
When aircraft are making an approach to land, engine power will be low and so very little engine noise will be heard on the ground under or near the approach flight path.

Aircraft also conduct short engine checks prior to departing. The areas we recommend aircraft conduct these are as far from housing as operationally practicable.

RUNWAY 05 / 23 OPERATIONS



The blue shaded area illustrates the typical area that the majority of aircraft will operate when within the circuit, landing or departing the airport. The red areas illustrate the most likely areas to produce the most engine noise when used in the direction of take-off.



Runway length: 1025m

Due to prevailing wind, Runway 23 is the predominant runway used.



## ROTARY / HELICOPTER OPERATIONS

### Coastguard & Emergency Services

The Coastguard helicopter is the only Operator at Solent Airport that will operate at night and this may also include other emergency services, such as Police or Air ambulance operating in conjunction. This will only be them responding to an emergency or conducting vital training to maintain that capability. The emergency response helicopters will usually fly the most direct route due to the nature of the operation, often down to 200ft.

The Air Ambulance will usually land at any place required to attend an emergency.



### Military

Military Helicopters operating in the area and to/from the Airport may operate at a lower level, often down to 200 feet at any time of day or night.

### Utility and Survey Helicopters

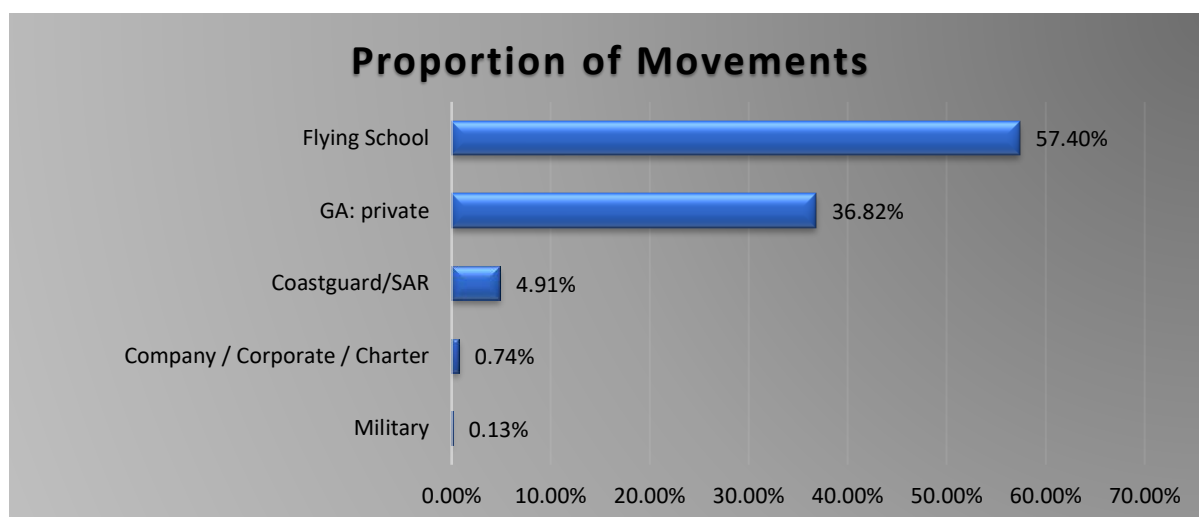
There are several different helicopters that operate surveys of railways, electricity pylons and cables and gas pipelines. These will often operate at very low level, often moving slowly as they conduct necessary surveys.



## TYPES OF FLIGHTS

An average over a 12 month period over half of all fixed wing aircraft movements at Solent Airport are training flights. These are conducted by several Flying School Businesses that are based at the Airport.

In a close second is the general aviation sector which covers leisure and flights into our based maintenance businesses. With the remainder being Coastguard, corporate and Military.



## CIRCUIT

If an aircraft is heard or seen flying over the same location multiple times in relatively short succession it is likely to be an aircraft engaged in training. As part of the requirements for obtaining a pilot's licence, and for some types of further and continuation training, pilots must practice take-offs and landings. Typically, an aircraft engaged in such training will perform multiple circuits for an hour's duration at a time.

On our pilots brief we have detailed Noise Sensitive areas. These must not be confused as no-fly areas. They are simply drawn by the Airport to highlight the areas to pilots in an attempt to minimise the impact of noise on our neighbours.

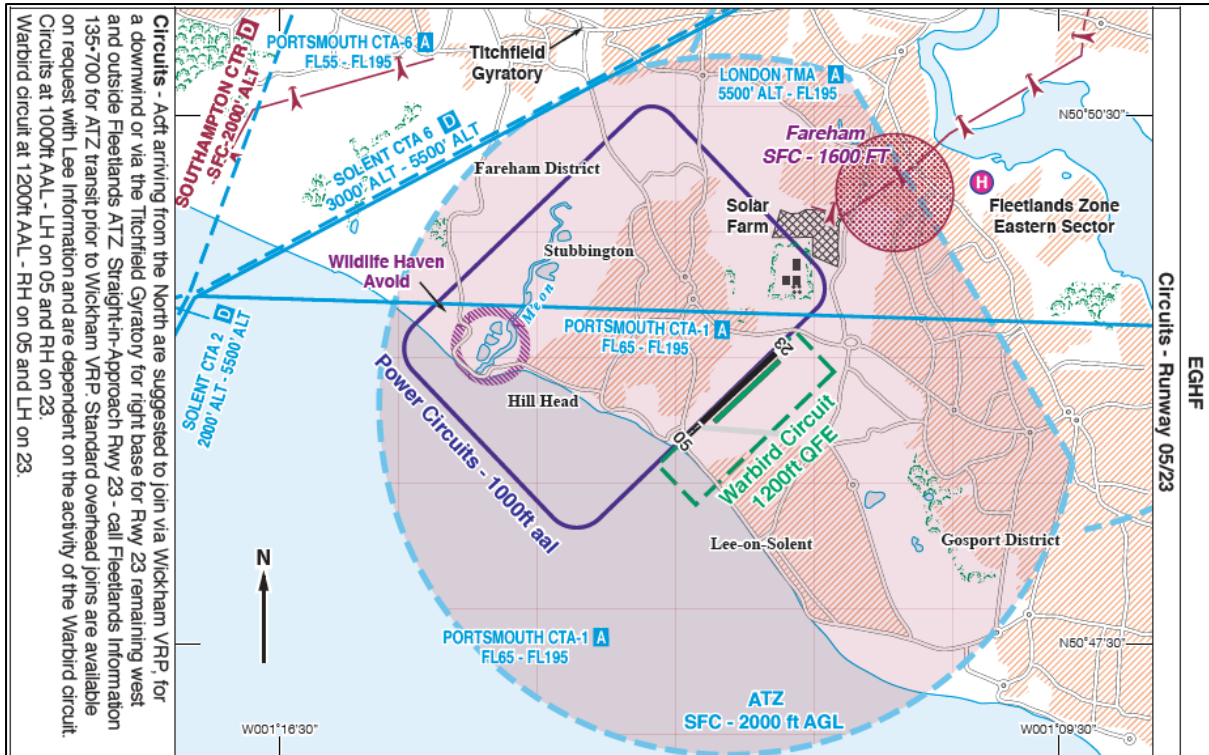
**Glide and Flapless Approaches** – An Aircraft making a training circuit may vary the type of approach flown. These will be flapless (i.e. simulating a landing without using flaps), or glide (a minimal power landing). Aircraft conducting these approach types may fly slightly different profiles.

**Go-Arounds** – A Go-Around is a standard aviation procedure and is used when a pilot decides to abort an approach. Pilots conducting training will actively practice this manoeuvre and may be seen to abort an approach and apply power, commencing a climb.

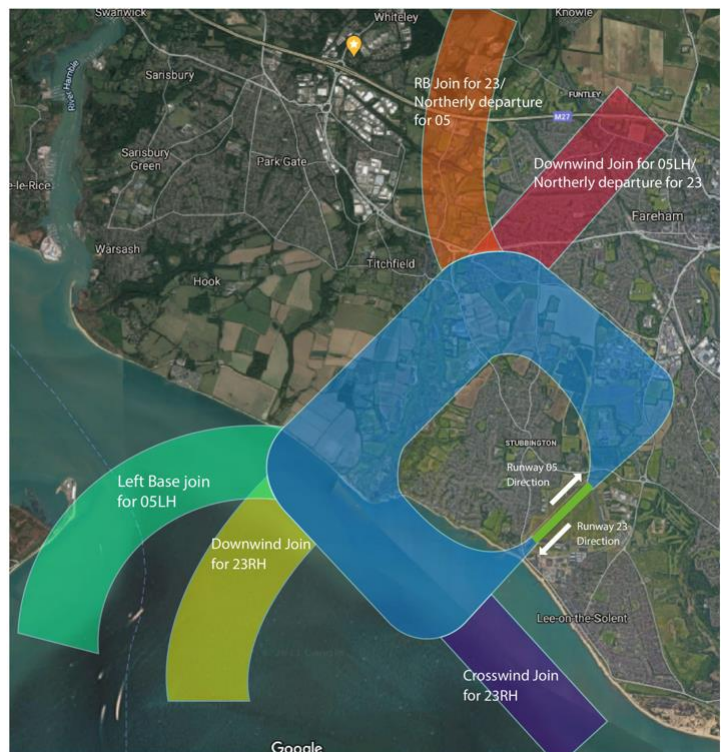
**Engine Failure Practice** – Pilots practice a variety of in-flight simulated emergencies. One of these involves simulating an engine failure. An aircraft taking off may be seen to suddenly lower its power and descent before re-applying power and climbing. Engine Failure Practice is only undertaken on runway 23 towards the Solent.

**Variations in track over the ground** – Our circuit pattern is drawn to avoid built up areas where practicable. Although flying an aircraft is not the same as driving a car and right-angle turns are impossible. Significant variables are at play in the air including wind-shear and turbulence so minor deviations from the line are completely normal.

In an attempt to reduce the impact on our neighbours as much as we reasonably can, we do not permit circuit training after 1800 or before 1000 on a Sundays or Bank Holidays.



The diagram to the right illustrates where you may see aircraft that are joining or departing the Solent airport circuit. However, we are situation in Class G airspace and aircraft can fly when and where they like, subject to a set of simple rules. Although there is no legal requirement to do so, many pilots notify the air traffic service (ATS) of their presence and intentions, especially if entering the aerodrome traffic zone (ATZ), and pilots take full responsibility for their own safety, although they can ask for assistance.



## OVERFLYING

In general, except when necessary for take-off or landing, an aircraft should be 1,000 ft over a built-up area or otherwise 500ft from people, vehicles, vessels and structures. The circuit pattern is at 1000ft, however please be mindful that if landing the descent begins during the circuit.

On occasions an aircraft will overfly the published noise sensitive areas if they have an emergency or other problem or if they are taking avoiding action or any other manoeuvre in the interests of safety. These reasons may not be obvious from the ground.

Below is an example of an overhead profile. If the wings are not equal in measurement or if you can see the side of a fuselage the aircraft is not directly overhead. Slant angle often makes aircraft appear closer than they actually appear.

### Overhead



### Not Overhead



Additionally, joining and departing traffic may overfly housing but will operate in accordance with the published guidelines. Since the Airport was built over 100 years ago housing has been built all around the Airport and right up to the Airport boundary. Overflying is inevitable due to the increase in housing the rising population of the UK demands. As an Airport our circuit pattern and joining procedures are published to minimise this as best we can.

## Flight Apps

If using online Aircraft positional apps like FlightRadar24 please be mindful, as the website states, the altitude displayed is not indicative of an aircraft's height above ground. This is because the website cannot program into its system the variable of air pressure and calculate accordingly, so they only use one setting. Unless the pressure matches this setting, which is extremely infrequent, the data displayed is incorrect.

### AIR TRAFFIC SERVICE

Solent Airport is a Civil Aviation Authority (CAA) approved Licensed Aerodrome providing a Flight Information Service. This ensures that strict Safety Management Systems are in place appropriate to the scale and complexity of the operation.

Within the Control Tower, an Aerodrome Flight Information Service is provided to pilots. This service is not permitted to 'control' aircraft in the air and can only offer information and advice. All aircraft are expected to follow standard aviation practice, local rules and procedures and the Aerodrome Flight Information Officer will monitor all aircraft flying within the immediate vicinity for compliance with such requirements.

### OUR MEASURES TO ENSURE SAFETY AND MINIMISE AIRCRAFT NOISE

Aircraft noise is not currently a statutory nuisance in the UK. It is not covered by the Environmental Protection Act 1990 or the Noise Act 1996. This means that local authorities do not have the legal power to take action on matters of aircraft noise, and nor does the CAA have the legal power to prevent aircraft flying over a particular location or at a particular time for environmental reasons. Please see more on the CAA website.

Solent Airport has established several measures to minimise the impact of airborne aircraft noise. This includes the following initiatives:

- Maintaining a Feedback logging System.
- Encouraging based operators to operate their aircraft in a manner, which will cause the least likely disturbance.
- Monitoring of aircraft operating from the Aerodrome Flight Information service.
- Publication of the airport noise sensitive areas on multiple flight app / platforms including the airport website (includes flight video for pilots flying to/from the airport).
- Establishment of circuit patterns, which avoid densely populated areas where possible.
- Standardised rules and procedures when operating within the Air Traffic Zone.
- Limitations and restrictions on aircraft operations out of hours.

## FREQUENTLY ASKED QUESTIONS

### Why does the same aircraft keep flying over?

If an aircraft is heard or seen flying over the same location multiple times in relatively short succession it is likely to be an aircraft engaged in training. As part of the requirements for obtaining a pilot's licence, and for some types of further and continuation training, pilots must practice take-offs and landings. Typically, an aircraft engaged in such training will perform multiple circuits for an hour's duration at a time.

### Why can't you fly all circuits over the sea?

The runway selection and direction of circuit is determined by the wind direction with the circuit being a fixed position over land. We always select the runway most suitable for aircraft safety but as wind direction changes the direction of the circuit will also change, this could be several times during the operational hours.

### Why can't you stop flying?

We operate the Airport as a commercial business, and equally most flights taking place such as training are operators that are running their own businesses. These businesses pay rent, fees and charges to utilise the Airport facility and so we are unable to prevent any aircraft from operating unless on the grounds of safety.

### What level of noise can be expected from the radar and how often will it be used?

In close proximity to the NATS training radar tower, noise would be around 63db during operation, equivalent to normal conversation levels in a restaurant. The nearest home is more than 145m from the tower and it is not anticipated that any noise would be audible. We would expect the radar facility to operate for no more than 80-100 days per year and the times of operation will be during the normal working day 08:00-17:00.

### Is it dangerous for local residents and wildlife?

There is absolutely no danger to the local residents or wildlife. The NATS training radar operates with an average output power that is a factor of 10 below the recognized international guidelines (1). This level falls to just 1/100th at the distance of the nearest house.

### How do I submit feedback?

We are unable to take feedback by telephone or social media. To ensure your feedback or concern is properly recorded and dealt with, please submit the details via our website at the following address: <https://www.solentairport.co.uk/solent-airport-feedback/>

### What happens after my feedback or concern is submitted?

Once we receive feedback, we will log it in our feedback register. We will investigate the nature of the concern or feedback to determine whether any action is required. We will then write to you to acknowledge your complaint or concern. Whilst we strive to respond in good time, please be mindful that we only have a small operations team as well as day to day airport operations, therefore a small delay may prevail from time to time.

## CONSULTATIVE COMMITTEE

Fareham Borough Council hosts the Solent Airport Consultative Committee whose purpose is to foster open and effective communication and build understanding between Solent Airport and its users, local residents and the business community about the impact of airport operations.

This Committee has no decision-making powers, but it is a forum to:

- Exchange information and ideas
- Consider and comment upon the airport's administration, operation and development, including:
  - Existing and proposed facilities at the airport
  - Surface access issues associated with the airport
  - The environmental impacts of the airport, including noise
  - The role of the airport in the local and regional economy, including as a local employer
- Maintain an overview of trends, performance, perceptions, complaints and potential challenges
- Make recommendations to the airport management, and other bodies where appropriate

The Committee comprises members who represent the interests of the local community and local businesses, aerodrome users and the three local authorities that the airport is located in.



The Committee is chaired by Councillor Seán Woodward, the Executive Leader of Fareham Borough Council.

The Committee meets at least twice a year.

If you have an issue that you wish to bring to the attention of the Committee, please email [DemocraticServices@fareham.gov.uk](mailto:DemocraticServices@fareham.gov.uk)

## **SUBMIT A FEEDBACK FORM OR CONCERN**

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Further information about Aircraft Noise can be found on the Civil Aviation Authority website: [www.caa.co.uk/Consumers/Environment/Noise/Noise](http://www.caa.co.uk/Consumers/Environment/Noise/Noise)

### **Submit a complaint or concern**

If you wish to raise a concern regarding aircraft noise, you may do so by visiting our website: <https://www.solentairport.co.uk/solent-airport-feedback/>

Please note that due to our operational team's primary duties in managing the operational safety of the airports on a day to day basis, we are unable to discuss noise concerns by telephone or social media.

All noise concerns must be submitted via the above link.

For complaints or concerns regarding Military or Emergency Services

Military - [www.raf.mod.uk/contact-us](http://www.raf.mod.uk/contact-us)

National Police Air Service - <https://www.npas.police.uk/>

Hampshire and Isle of Wight Air Ambulance, please visit <http://www.hiowaa.org.uk>

Thames Valley Air Ambulance, please visit [www.tvairambulance.org.uk](http://www.tvairambulance.org.uk)