

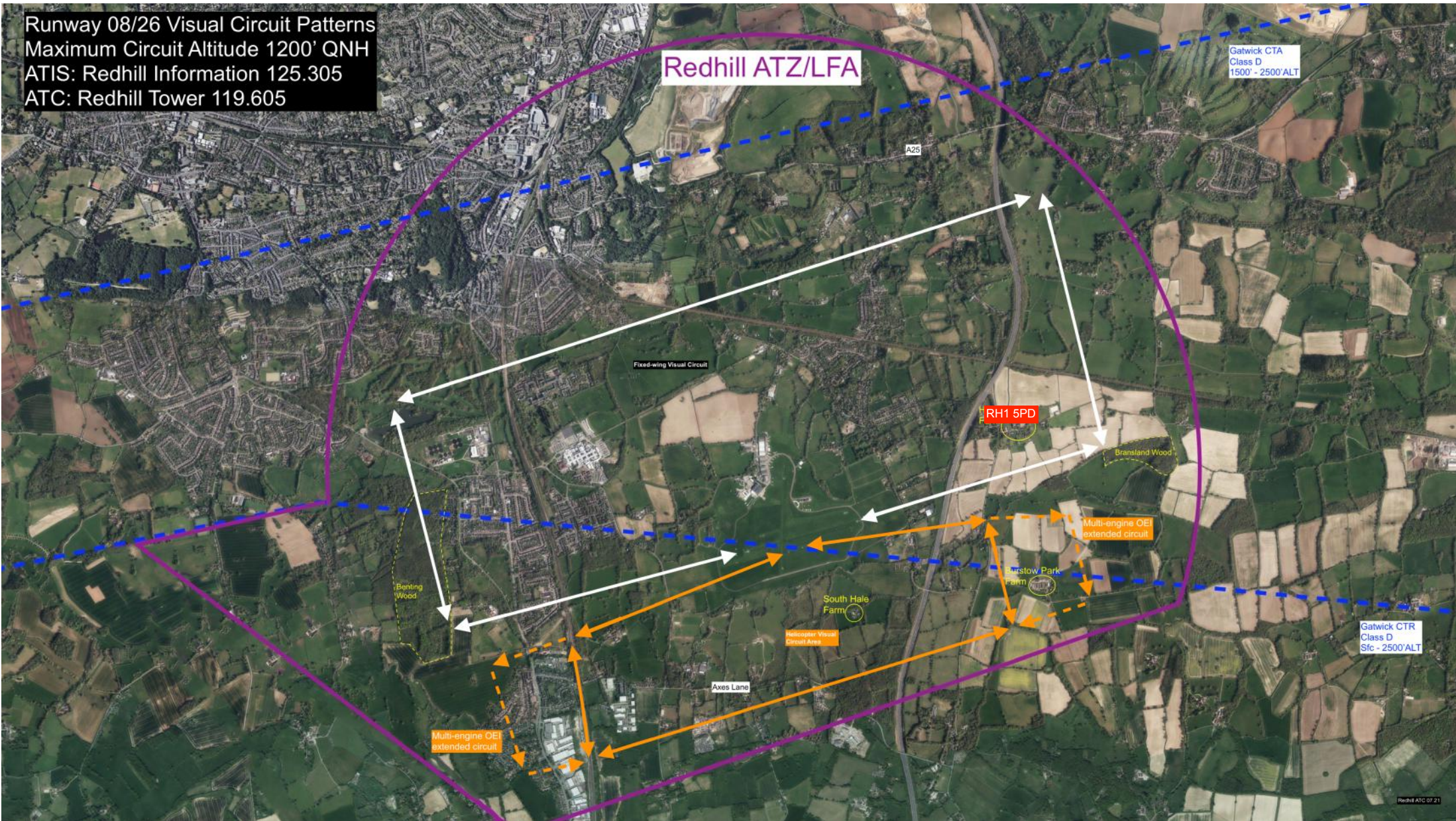
Reference	Date/Time	Location	Runway	F/W Movements	Total Movements	Complaint	Action
FW86, 87, 88 and 89/21	02/08/2021 1345hrs, 1430hrs and 1552hrs.	RH1 5PF Within ATZ	18	182	198	Fixed-wing aircraft overflying property.	The complainant resides with the ATZ and within the fixed-wing circuit pattern for Rwy 18. The location is adjacent to the crosswind leg. Fixed-wing aircraft will overfly this location to avoid setting of CAIT and infringing the Gatwick CTR. Reminder will be issued to pilots regarding the correct circuit pattern.
FW90/21	03/08/2021 1840hrs	RH1 5PD within ATZ	08R	217	275	Departing aircraft overflying residential property	The complainant resides within the ATZ adjacent to the climb out from Rwy 08. Standard procedures require pilots to pass south of this location before turning crosswind. Complaints can be avoided if pilots complied with the published circuit pattern. Email sent to operator.
FW91 and 92/21	04/08/2021 1425hrs and 1428hrs.	RH1 5PD within ATZ	08R	223	289	Departing aircraft overflying residential property	The complainant resides within the ATZ adjacent to the climb out from Rwy 08. Standard procedures require pilots to pass south of this location before turning crosswind. Complaints can be avoided if pilots complied with the published circuit pattern.
FW93/21	05/08/2021 0955hrs.	RH1 5PF Within ATZ	18	130	174	Fixed-wing aircraft overflying property.	The complainant resides with the ATZ and within the fixed-wing circuit pattern for Rwy 18. The location is adjacent to the crosswind leg. Fixed-wing aircraft will overfly this location to avoid setting of CAIT and infringing the Gatwick CTR. Reminder will be issued to pilots regarding the correct circuit pattern.
FW94/21	11/08/2021 0944hrs.	RH1 5PF Within ATZ	18	261	320	Fixed-wing aircraft overflying property.	The complainant resides with the ATZ and within the fixed-wing circuit pattern for Rwy 18. The location is adjacent to the crosswind leg. Fixed-wing aircraft

							will overfly this location to avoid setting of CAIT and infringing the Gatwick CTR. Reminder will be issued to pilots regarding the correct circuit pattern.
FW95, 96, 97, 98, 99, 100, 101, 102, 103 and 104/21	12/08/2021 1308hrs, 1552hrs, 1604hrs, 1609hrs, 1615hrs, 1713hrs, 1800hrs, 1805hrs, 1821hrs and 1826hrs.	RH1 5PF Within ATZ	18	150	208	Fixed-wing aircraft overflying property.	The complainant resides with the ATZ and within the fixed-wing circuit pattern for Rwy 18. The location is adjacent to the crosswind leg. Fixed-wing aircraft will overfly this location to avoid setting of CAIT and infringing the Gatwick CTR. Reminder will be issued to pilots regarding the correct circuit pattern.
FW105/21	24/08/2021 1808hrs.	RH1 5PD within ATZ	08R	201	284	Departing aircraft overflying residential property	The complainant resides within the ATZ adjacent to the climb out from Rwy 08. Standard procedures require pilots to pass south of this location before turning crosswind. Complaints can be avoided if pilots complied with the published circuit pattern.
FW106/21	27/08/2021 1711hrs.	RH1 5PF Within ATZ	36	167	214	Fixed-wing aircraft overflying property.	The complainant resides with the ATZ and within the fixed-wing circuit pattern for Rwy 36. The location is adjacent to the base leg. Fixed-wing aircraft will overfly this location to avoid setting of CAIT and infringing the Gatwick CTR. Reminder will be issued to pilots regarding the correct circuit pattern
FW107, 108, 109 and 110/21	28/08/2021 1025hrs, 1246hrs, 1430hrs and 1622hrs.	RH1 5PF Within ATZ	36	118	154	Fixed-wing aircraft overflying property.	The complainant resides with the ATZ and within the fixed-wing circuit pattern for Rwy 36. The location is adjacent to the base leg. Fixed-wing aircraft will overfly this location to avoid setting of CAIT and infringing the Gatwick CTR. Reminder will be issued to pilots regarding the correct circuit pattern

FW111/21	29/08/2021 1715hrs	RH1 5PF Within ATZ	36	129	169	Fixed-wing aircraft overflying property.	The complainant resides with the ATZ and within the fixed-wing circuit pattern for Rwy 36. The location is adjacent to the base leg. Fixed-wing aircraft will overfly this location to avoid setting of CAIT and infringing the Gatwick CTR. Reminder will be issued to pilots regarding the correct circuit pattern.
FW112/21	31/08/2021 1606hrs	RH1 5PF Within ATZ	36	66	148	Fixed-wing aircraft overflying property.	The complainant resides with the ATZ and within the fixed-wing circuit pattern for Rwy 36. The location is adjacent to the base leg. Fixed-wing aircraft will overfly this location to avoid setting of CAIT and infringing the Gatwick CTR. Reminder will be issued to pilots regarding the correct circuit pattern. See Appendix 2.

Appendix 1 Redhill Aerodrome Fixed-wing Noise Complaints Location Rwy 08/26 August 2021

Runway 08/26 Visual Circuit Patterns
Maximum Circuit Altitude 1200' QNH
ATIS: Redhill Information 125.305
ATC: Redhill Tower 119.605



Appendix 1 Redhill Aerodrome Fixed-wing Noise Complaints Location Rwy 18/36 August 2021

Runway 18/36 Visual Circuit Patterns
Maximum Circuit Altitude 1200' QNH
ATIS: Redhill Information 125.305
ATC: Redhill Tower 119.605

Redhill ATZ/LFA

Gatwick CTA
Class D
1500' - 2500' ALT

A25

Fixed-wing
Visual Circuit

Helicopter Visual
Circuit Area

Henlaw
Farm

Bransland Wood

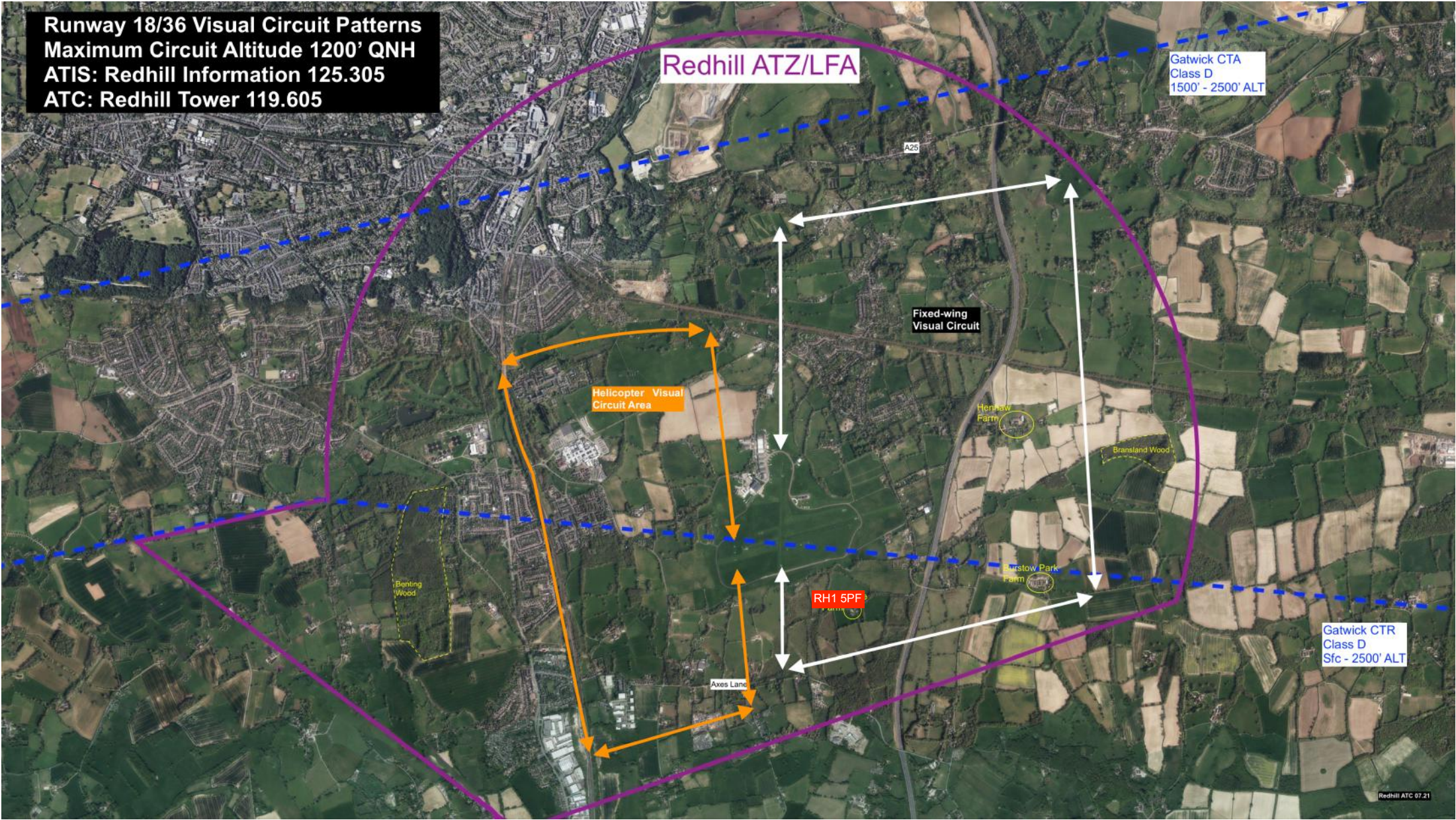
Bentley
Wood

RH1 5PF

Curstow Park
Farm

Gatwick CTR
Class D
Sfc - 2500' ALT

Axis Lane



Appendix 2 - Redhill Aerodrome Fixed-wing Noise Complaints August 2021

From: Philip Wright philip.wright@redhillaerodrome.com 

Subject: August Noise Complaints

Date: 29 August 2021 at 10:54

To:

Bcc: Cubair Ops [REDACTED] Nicola [REDACTED] Al G [REDACTED] Z Islam

[REDACTED]
Cloudbase Aviation

[REDACTED]
Harvard Aviation

[REDACTED]
Redhill Aviation



To/; Cubair, Cloudbase, Falcon, Harvard and Redhill Aviation

Good morning,

I have been collating the noise complaints received during this month; they come from two locations South Hale Farm and Henhaw Farm (both clearly marked on the latest circuit diagrams); there were 23 complaints from South Hale Farm and 4 from Henhaw Farm. These locations can be avoided by accurately flying the published circuit patterns.

Runway 18: turn crosswind at Axes Lane, this ensures aircraft do not overfly South Hale Farm.

Runway 08: accurately track the extended centreline and turn crosswind on passing south abeam Henhaw Farm.

The standard of flying needs to improve, whilst I acknowledge that the majority of our activity is flying training and therefore involves student pilots flying instructors need to be more proactive in maintain the standard circuit. On all our circuits its a requirement not to drift in to the helicopter circuit area yet last week I witnessed a departing fixed-wing aircraft well south of the 08R extended centre-line come in to conflict with a departing helicopter. No correcting action was taken by the fixed-wing aircraft until alerted by ATC and the helicopter had to take avoid action.

Please stress to your instructors and PPL holders that by flying the published circuit they can have a positive impact on those people who reside within the ATZ.

Many GA aerodromes are facing increasing numbers of noise complaints with more people working from home and are introducing local requirements to appease the complainants these include requiring training aircraft to have silencers fitted and tracking devices installed in training aircraft. As you may be aware we have an ADSB display in the Tower primarily to assist in preventing infringements of the Gatwick CTR, unfortunately it appears that although some operators have access to Sky Echo devices these are not used on a regular basis. I understand that funding is still available to assist pilots in purchasing electronic conspicuity (EC) devices and I would encourage any flying schools who have not taken advantage of this to do so.

The ADSB in the Tower is currently operating "for evaluation purposes" however indications from the CAA SARG is that it meets their requirements (subject to the screen being recorded) for a Flight Information Display for use by ATC without a radar rating. I do not have a time scale for CAA approval however I would expect it to be within the next 36 months. This will require a significant investment by Redhill Aerodrome Limited as the latest quote I have is around £10,000 to record the ADSB data. Once this is approved I will be reviewing the requirement for aircraft operating from Redhill to have some form EC.

Your co-operation in assisting in reducing the noise complaints from South Hale Farm and Henhaw Farm will be appreciated.

Kind regards,

Philip

Philip Wright
Aerodrome Manager / SATCO
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Helicopter Flying Complaints – August 2021

Reference	Date	Location	Helistrip	Heli Movements	Total Movements	Complaint	Action
H15/21	08/08/2021 1007hrs	RH1 5PL Within ATZ	H26	64	83	Helicopter noise	The complainant resides within the ATZ and within the helicopter circuit area. Noise will be experienced at this location whenever helicopters are flying within the H08/H26 circuit area. No action.

Appendix 1 Redhill Aerodrome Helicopter Noise Complaint Location H08/H26 August 2021

Runway 08/26 Visual Circuit Patterns
Maximum Circuit Altitude 1200' QNH
ATIS: Redhill Information 125.305
ATC: Redhill Tower 119.605

