



## **FACT SHEET 7**

### **How to obtain local support for your proposal**

The following matters could form the basis of an information leaflet, or letter, to local residents, should you wish to produce one. It should be stressed that these are just suggestions and do not necessarily have to be included. You may also wish to incorporate elements which have not been listed below.

#### 1. Personal information

Include details of:

- aviation background and flying experience
- knowledge of locality
- reason for proposal

#### 2. Summary of proposal

Include details of:

- movements (per annum ideally)
- days/hours of operation
- circuit pattern(s)
- restrictions (if any) on visiting aircraft
- the number, and type, of aircraft to be based on the site
- the type of GA activity to be undertaken, eg gliding, business, leisure, police surveillance etc.

Use your own organisation to help with background information if necessary. For example, the BGA and BMAA have produced helpful guidance and AOPA also offers free first aid assistance to its members.

#### 3. Issues arising

Residents' concerns generally fall under three main headings (although each site will be different). These are:

- i) noise
- ii) safety
- iii) proposal is the "thin end of the wedge" for a larger operation

It is impossible to address all the possible responses that could be made in respect of these (and other) issues. No two proposals are identical, nor are the surrounding local residents. However, you can help your case by including the following points:

---

### **General Aviation Awareness Council**

Bicester Airfield, Skimmingdish Lane, Bicester, Oxfordshire OX26 5HA  
www.gaac.org.uk e-mail: info@gaac.org.uk



# The General Aviation Awareness Council

## President: The Lord Rotherwick

- i) Noise -
- explain how you will operate, to avoid overflying houses and other sensitive spots where possible
  - use, and abide by, the “More Considerate Flying” leaflet produced by the GAAC
  - produce noise contours if possible (you may be required to do so in any event)
  - offer to set up a Consultative Committee, to provide a channel for dialogue between yourself and residents.
- ii) Safety
- safety issues are set out by the CAA in CAP168 “Licensing of Aerodromes” or CAP 793 “Safety at Unlicensed Aerodromes” (as appropriate)
  - if you know the safety record applicable to your particular aircraft/activity use the relevant statistics
  - explain your policy regarding visiting pilots’ use of the site, in respect of environmental and safety aspects, e.g. joining procedure etc
- iii) “thin end of the wedge”
- This is the most difficult area to cover, as you could risk opening up ideas not previously considered by residents. However, many residents do get concerned at the potential for a hard runway to be built or for jets to land. You need to spell out what is not proposed, before a misleading campaign is orchestrated based upon incorrect information.

It is increasingly expected that applicants will engage with local people and interested parties, such as the Parish Council, prior to submission of a planning application. A Statement of Community Involvement may even be required depending on the scale of the proposed development. When and how local residents are informed about your proposal is very much down to individual circumstances. It is not possible to give hard and fast rules. However, you can best judge this by monitoring the local situation (perhaps through friends or colleagues).

For further information please contact the below address or go to [www.gaac.co.uk](http://www.gaac.co.uk)

Anna Bloomfield BA(Hons) MRTPI, Planning Co-ordinator  
2013

---

#### DISCLAIMER

This advice is, of necessity, general in nature and for produced for guidance only so readers will need to adapt it to suit their individual circumstances. You would be well advised to seek professional advice in any matter of substance. Changes in planning law or Central Government advice may supersede some of the information contained in this Fact Sheet. You are advised to check with your Local Planning Authority and/or check whether an updated version of this advice has been published. The advice is given in good faith, based upon considerable experience, but the GAAC cannot be held liable for any adverse decisions received or for actions taken solely in reference to this document.

---

#### General Aviation Awareness Council

Bicester Airfield, Skimmingdish Lane, Bicester, Oxfordshire OX26 5HA  
[www.gaac.org.uk](http://www.gaac.org.uk) e-mail: [info@gaac.org.uk](mailto:info@gaac.org.uk)

**This is one of a series of GAAC Factsheets**