YORK PLACE®

COMPANY FORMATION • INFORMATION
ADMINISTRATION • PROPERTY SEARCHES

Search Type: Civil Aviation

Date:
Address:

Please find attached the results of the Civil Aviation Search for the above address, carried out by the Civil Aviation Authority.

Whilst every effort has been made to obtain as much information as possible, YorkPlace is dependent on the Data Provider for the accuracy and extent of the information supplied and accordingly cannot be held liable for inaccurate or incomplete information supplied to YorkPlace.

Directorate of Airspace Policy

Civil Aviation Authority

Lisa Brown
York Place
12 York Place
Leeds
LS1 2DS

24 August 2007
Ref LB/113728

Dear Lisa Brown

AVIATION-RELATED PROPERTY SEARCH; LAND AND BUILDINGS AT HOLT LODGE, KINTBURY, BERKSHIRE RG17 9SX (THE PROPERTY).

Thank you for your enquiry and letter dated 16 August 2007 reference LB/113728 requesting an aviation-related property search in respect of land at Holt Lodge, Kintbury, Berkshire RG17 9SX (The property). The Civil Aviation Authority (CAA) was requested to advise whether any aviation activity, or planned future activity would affect, or would be likely to directly affect the property. You also enclosed a cheque for the relevant search fee for which we thank you. I trust the following information matches your requirements.

The property is surrounded by a number of airfields, large and small, and their distances from the property are :

London Heathrow airport (LHR)	41 miles
RAF Lyneham	26
RAF Brize Norton	26
RAF Odiham	24
RAF Boscombe Down	21
Army Air Corp base at Middle Wallop	18
Thruxton	14
Shalbourne Soaring Society (gliding centre) at Rivar Hill (Shalbourne).	6

Taking these airfields individually ;
RAF Lyneham is an active base for Hercules transport aircraft and is scheduled for closure in 2012.
RAF Brize Norton is the main base for transport aircraft. Due to the distance of these bases from the property, any traffic that is destined for them, should be sufficiently high as to present little visual and audible intrusion.
RAF Odiham is the home base of the Chinook helicopter, which in addition to its load carrying capability, is also known for its very unique sound.
RAF Boscombe Down is a research and development site at which are based a number of different aircraft types including fighters, transport aircraft and helicopters. The Army Air Corp airfield at Middle Wallop is the home base of the Army Air Corp at which all Army

Civil Aviation Authority
CAA House 45-59 Kingsway London WC2B 6TE
Telephone 0207 453 6524 Fax 0207 453 6565 ian.wrathall@dap.caa.co.uk

FS 36365 INVESTOR IN PEOPLE

pilots undergo flying training. The training area for these low flying sorties may well include the property.
Thruxton is an active civilian light aircraft airfield that has a number of clubs providing instruction and aircraft hire. Both fixed wing aircraft and helicopters are based here.and these may well overfly the property at low level whilst on training sorties.
Shalbourne Soaring Society at Rivar Hill has a number of gliders for hire and can also provide instruction. It is unknown if the club owns aircraft for the purpose of towing gliders but if this were the case then it is very likely that this traffic could fly close to the property producing discernible visual and audible intrusion as the "tug" climbs whilst towing the glider.

The property is situated outside controlled airspace, but has above it, the boundary that separates the controlled airspace (CAS) of the Cotswold Control area, with a lower altitude of Flight Level (FL) 105, from another block of CAS, R41 with a lower FL of 65. A "FL" refers to thousands of feet of altitude, with the last two zeroes ignored and with the Standard pressure setting being used. One category of aircraft using this CAS would be traffic approaching from the west and destined for LHR; this traffic will be in the descent but should be high enough as to present little visual or audible intrusion.

North of Newbury is a radio beacon "Compton" that is a major navigational reference point over which there is a confluence of flight paths or routes. Two miles to the south of the property there are four arrival routes for LHR, London Gatwick (LGW), Luton and London Stansted traffic. Additionally, there is one departure route from LGW that passes 2 miles to the north of the property heading for a point KENET, a few miles west of Compton. Such traffic would be in excess of 6500 feet but probably below 10,000 feet and would generate some audible intrusion.

Whilst routes are established in controlled airspace as a template for flight planning purposes, air traffic controllers are able to use the entirety of the controlled airspace available to them in accordance with the prevailing operational circumstances, e.g. the weather, the runway direction selected for landing and take-off, and the amount of traffic; this is in accordance with the onus paced on them to be safe, expeditious and to operate the airspace efficiently. Consequently, it will be possible to see and hear aircraft at different places and altitudes, depending on the airspace situation at any particular time. In other words, aircraft flown in controlled airspace, in this case the Cotswold control area and others such as R41, in conformance with local air traffic control procedures and instructions, are not constrained from flying over a particular place or to published routes. However, if an aircraft was flown contrary to these procedures or instructions, it would be a matter for the airport operator, as the owner of the procedures, together with the relevant air traffic control organisation, and the aircraft operator concerned to resolve.

LHR has two main parallel runways, known colloquially as the northern and southern runways. Due to the position of the runways, in order to land, arriving aircraft must follow compass headings 270 or 090 degrees once they are on the final part of the journey depending on the direction of travel. Runways are recognised by their compass headings with the final 0 removed. Therefore, when approaching over the London side (i.e. westerly operations) the northern runway is runway 27R and the southern is 27L. Similarly when approaching over the Windsor side (i.e. easterly operations), the northern runway is 09L and the southern 09R.

Like all airports, the first factor that determines the direction in which LHR operates depends upon wind speed and direction. For operational reasons aircraft generally take off and land into the wind. At any one time, both arriving and departing aircraft always operate pointing in the same direction whilst landing or taking off. When the wind is from the west, aircraft will approach LHR from the east (over London) and depart, initially, towards the west (in the direction of Windsor); so called "westerly operations". When the wind is from

the east, and is five knots or above, aircraft will approach LHR from the west (over Windsor) and depart towards the east (in the direction of West London); so called "easterly operations".

The combination of the prevailing winds and the westerly preference mean that, in recent years, on average around 70% of aircraft operations have been in a westerly direction and around 30% in an easterly direction. Thus the property is more likely to be affected by the noise from departing aircraft with climb power applied. This split will vary from year to year and month to month, and the length of time operating in a particular direction in any one period can vary from a few hours to weeks or months at a time. Also there is no correlation between the same months in different years.

London Heathrow Airport operates 24 hours a day.

Before 1962 there were no limits on night flights but since then the Department for Transport (DFT) has introduced restrictions to protect local residents. The current restrictions limit both the numbers of flights and the types of aircraft allowed to operate. The DfT imposes restrictions on night flights in order to preserve a balance between the need to protect local communities from excessive aircraft noise at night, and the operation of services where they provide economic benefits. The most recent restrictions were introduced in October 1999 and consist of three main elements as follows:

- A maximum number of flights during each season (3,250 in summer and 2,550 in winter) between 23:30 and 06:00
- A supplementary quota system to encourage the use of quieter aircraft. Aircraft types are given a Quota Count (QC) value, according to how much noise they make on landing and take-off, of QC 0.5, QC1, QC2, QC4, QC8 or QC16, the noisiest category being QC16. Aircraft movements score these QC values against a maximum allowable Quota for each season (5,610 for summer and 4,140 for winter) between 23:30pm and 06:00, 'the night quota period'.
- Aircraft of QC16 and QC 8 cannot be scheduled to operate between 23:00 and 07:00.

It should also be noted that included in the Government white paper and the BAA Masterplan for LHR, is the case for the building of a new third runway. If this proceeds, it is anticipated that the likely position would be close to and North of the existing northernmost runway. Placement of a new parallel runway would involve new arrival/departure routes and changes to some of those that already exist. It is without doubt that the general audible and visual environment would change and it is recommended that reference be made to the BAA website, www.heathrowairport.com for further information including possible timescales.

WARNING

Any plans, information, opinions or estimates supplied by the CAA in response to your request are supplied on the basis of plans, estimates and information currently available to the CAA and on the understanding that whilst CAA has exercised reasonable care and skill in compiling any such plans, estimates and information, or arriving at such opinions, it is not able to guarantee their accuracy.

In particular, it should be noted that:

a. aircraft noise may still be heard from the property;

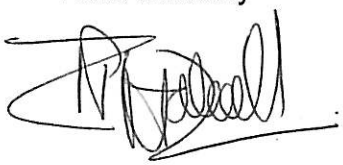
b. aircraft routes may change in the future with a consequential impact on the property;

c. aircraft tracks may change from day to day due to operational reasons; and

d. we have not inspected or made enquires as to applications for planning permission for airfield or airport development.

In summary, you or your client should consider inspecting the property to determine the likely level of aircraft activity and related noise, and whether it is within acceptable limits for your customer. It is also recommended that you make enquiries to the relevant planning authorities.

Yours sincerely



Ian Wrathall
Aviation Related Environmental Complaints

The Search Code

Stanley Davis Group Limited trading as York Place is registered with Property Codes Compliance Board as a subscriber to the Search Code.

Important Protection

The Search Code provides protection for homebuyers, sellers, conveyancers and mortgage lenders, who rely on property search reports carried out on residential property within the United Kingdom. It sets out minimum standards which organisations compiling and/or selling search reports have to meet. This information is designed to introduce the Search Code to you. By giving you this information we are confirming that we keep to the principles of the Search Code. This provides important protection for you.

The Code's main commitments

The Search Code's key commitments say that search organisations will:

- Provide search reports which include the most up-to-date available information when compiled and an accurate report of the risks associated with the property.
- Deal promptly with queries raised on search reports.
- Handle complaints speedily and fairly.
- At all times maintain adequate and appropriate insurance cover to protect you.
- Act with integrity and ensure that all search services comply with relevant laws, regulations and industry standards

Keeping to the Search Code

How search organisations keep to the Search Code is monitored independently by the Property Codes Compliance Board, and, complaints under the Code may be referred to the Independent Property Codes Adjudication Scheme. This gives you an extra level of protection as the service can award compensation of up to £5,000 to you if you suffer as a result of your search organisation failing to keep to the Code.

Contact Details for the PCCB:
The Property Codes Compliance Board :
12 Piccadilly, London W1J 9HG.
Telephone: 020 7917 1817
Email: info@propertycodes.org.uk
www.propertycodes.org.uk

Please contact York Place if you would like a copy of the full Search Code.

Complaints Procedure

Excellence is our charter. We take clients seriously and make every effort to recognise and meet their requirements. However there may be occasions when our services do not meet with our usual high standard or clients' expectations. If this is the case we want our clients to tell us about it so that we can address the issue immediately and take steps to prevent the same happening again.

- The complaint will be acknowledged within 5 working days of its receipt.
- A final decision will be in writing.
- A complaint will normally be dealt with fully within 4 weeks of the date of its receipt. If there are valid reasons for the consideration taking longer, you will be kept fully informed in writing or via telephone or email as you prefer and receive a response at the very latest within 8 weeks.
- At your request, we will liaise with counselling organisations acting on your behalf.
- If you are not satisfied with the final outcome, you may refer the complaint to the Independent Property Codes Adjudication Scheme and we will supply their contact details.
- We will co-operate fully with the independent adjudicator during the consideration of a complaint and comply with any decision.
- If the complaint involves an insurer, we will acknowledge the complaint and pass it to them for their response. They are under a similar obligation to respond to you within the same timescale.
- Any complaints should be sent to York Place, 12 York Place, Leeds LS1 2DS