



FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

MINUTES OF MEETING HELD ON 17th June 2021 Held Online with MS Teams.

In Attendance:

Philip	Riley	Chairman
Whittacre	Hope	Secretary
Chris	Axam	Hart District Council
Joe	Barrass	Farnborough Airport Ltd
Bill	Cole	Ash Parish Council
Ian	Dickson	NATS
Les	Freer	Farnborough Airport Ltd
Brian	Edmunds	Farnham Town Council
Paul	Follows	Waverley Borough Council
Ben	Gleeson	Farnborough International
Simon	Geere	Farnborough Airport Ltd
Steven	Hunt	Farnborough College of Technology
Hamish	Johnston	FARA
Marwan	Khalek	GAMA Aviation
Norman	Lambert	Crandall Parish Council
Geoff	Marks	FARA
James	Radley	Hart District Council
Jenny	Radley	Fleet & Church Crookham Society
Maurice	Sheehan	Rushmoor Borough Council
Paul	Taylor	Rushmoor Borough Council
David	Whitcroft	Mytchett, Frimley Green & Deepcut

Guest

Robert	Lentz	For Damian Hinds MP – East Hampshire
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Attendance: 56 Including the above.

Introduction

The Chairman welcomed the Committee to the third online meeting of the FACC.

The Secretary reminded all attendees that recording of the meeting was about to start. If members did not want to be filmed for the recording to be uploaded to the FACC website they should make this known now.

Item 1 Apologies Received:

Virginia Barrett	Farnborough College of Technology
Walley Epton	WJE Associates
Cllr John Scotty Fraser	Farnham Town Council
Cllr Christina Harris	Church Crookham Parish Council
Christina Main	Mytchett, Frimley Green & Deepcut
Charlotte Morley	Surrey County Council
Cllr Gareth Saunders	Church Crookham Parish Council
Cllr John Tonks	Ash Parish Council

Item 2. Minutes of Meeting held on 18th February 2021 and Matters Arising

The Minutes of the last meeting, as circulated, were approved by majority.
Paul Follows – Waverly BC, withheld approval.

Actions from last Meeting:

1. Action: Les Freer took an action to review the material on the websites to ensure it is clear and up to date with respect to Airspace Change Process (ACP) and the Post Implementation Review (PIR).

Review of FAL website undertaken and completed.
Review of FACC website will now be undertaken.

2. Action: James Radley took an action to pull the constitution review group together, nominate a Chairman and bring recommendations back to the next Meeting.

Item discussed at this meeting. See below.

3. Action: FAL took an action to respond to those questions they can answer and provide reasons for those to which they cannot respond by Friday 19th February 2021.

Action completed and circulated to all.

4. Action: Mike Grant took an action to propose what the FACC could be doing to make a contribution to the Climate Emergency.

Proposal from Mr Grant circulated to the Committee. See below.

5. Action: Geoff Marks took an action to provide some thoughts on noise metrics.

Geoff Marks - FARA has been in dialogue with FAL and RBC. Parties have agreed to take this matter 'off-line', in the lead up to the commencement of ACP PIR in October. FAL agreed to discuss questions raised by GM as part of this process.

This action is ongoing. When ready a response will be brought back to Committee.

Matters arising:

Paul Follows called a Point of Order over the decision by FAL to only take written questions from the public ahead of meetings, if presented by a Member of the Committee. This refers to a Notice circulated to Members ahead of this meeting as shown on the FACC website.

Item 3. Farnborough Airport Community Environment Fund – Alison Nicholls - RBC.

The FACC is grateful to Alison for giving this very informative presentation.

The slides will be uploaded to the FACC website and those questions raised are herewith attached.

Item 4. Farnborough Airport Operational Update & Statement – Simon Geere.

Simon Geere indicated he was going to make an extended statement on sustainability and Farnborough Airport, the operational performance update would be brief.

SG wanted to note the sad passing of Mansour Ojeh. Mansour and his family were the main shareholders of TAG Farnborough Airport Limited prior to the acquisition by Macquarie. It is through his vision and passion that the airport is what it is today, and we will be ever grateful for his investment in the business, the community, and the broader region.

Traffic Performance -Traffic Year to Date continues to be subdued. Traffic to May was down 17.0% on 2020 and down 50% on 2019.

The airport continues to be a red-list designated gateway for red-list arrivals although very limited traffic has been facilitated.

Other initiatives:

Awards:

- Voted No 1 Fixed Base Operation ('FBO') by Aviation International News outside of Americas for 15th time
- Voted Best European FBO by Pro Pilot survey for 16th time

Compliance:

- Looking to achieve International Standard of Occupational Health ('ISO') 45001 certification for our occupational health and safety management system. This will sit alongside our existing ISO 14001 Environmental Management System certification.

Sustainability:

- Trialling an electrical ground power unit. This technology is still in the early stages however provides a long-term solution to diesel powered units.
- Replacing 5 of our diesel powered courtesy minibuses with new electric versions.

Sustainability and Farnborough Airport

SG took the opportunity to make some statements on sustainability and Farnborough Airport, which could go to the minutes.

SG reminded the Committee how FAL is currently assessed in terms of emissions, provide some clarity around their fuel handling services, and also re-affirm the very important role that the airport has, not just today but into the future.

- It is important to say at the outset that Farnborough Airport recognises the concern around climate change, this of course is a global challenge. Everyone within the aviation sector agrees that climate change is a clear and pressing issue.
- Farnborough Airport is fully committed to a sustainable future. Supporting its customers and working alongside industry partners, it will play an integral part in delivering against the UK Government's targets for net zero carbon emissions.
- In terms of its current focus and approach, the FACC will be aware that Farnborough Airport participates in the Airport Carbon Accreditation scheme and has been doing so since 2018. The Committee will also be aware the airport was the first business aviation airport to be carbon neutral for all those emissions that are in its direct or indirect control. Farnborough Airport shall continue to embrace this programme as its primary framework for emissions assessment and control.
- SG reminded the Committee how Farnborough Airport categories emissions. Emissions are commonly classified into three Scopes:
 - Scopes 1 and 2 are emissions which a company has control over, either directly or indirectly.
 - Scope 3 emissions are where the company does not have control, however may have some influence over.
- For Farnborough Airport, it is carbon neutral for our Scope 1 and 2 emissions consistent with its accreditation. Over the last 10 years it has reduced its emissions by over 70%. Where the airport is unable to reduce emissions, it uses a small amount of carbon offsets, and it will strive to reduce reliance on these over time.
- Scope 3 emissions for Farnborough Airport predominantly relate to emissions generated by aircraft in what is commonly referred to as the Landing and Take Off cycle. The Landing and Take Off cycle describes aircraft activity below 3,000 ft and includes aircraft on approach and taking off from the airport, as well as aircraft activity on the ground. This is a widely accepted and adopted definition of Scope 3 emissions for airport operations.
- In terms of the airport's on-site fuelling activities, small airports like Farnborough Airport will usually undertake their own aircraft handling activities, as there normally isn't sufficient scale to warrant third party handling companies providing such services. This includes fuel handling services. As a result, Farnborough Airport facilitates the 'on-selling' of fuel, although an alternative structure whereby a fuel company sells directly to the end users could also exist. This is commonly the arrangement at many larger commercial passenger airports.
- Addressing the question of who has control over the emissions of fuel, the International Civil Aviation Organisation (ICAO) through its Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), recognises that fuel uplift and the resulting emissions are

controlled by the aircraft operators. However, consistent with the definition for its own Scope 3 emissions, the fuel uplift which relates to the aircraft's Landing and Take Off cycle, is something Farnborough Airport may have some influence over.

- With regard to fuelling services more generally, he wanted to clarify a few points:
- Farnborough Airport has no vested financial interest in safeguarding the sale of fossil fuels. If there was the availability and demand for a net zero fuel alternative, then the airport would facilitate a supply of that instead.
- Often the financial turnover from fuel sales at Farnborough Airport is cited as the reason why the airport might have a vested interest in preserving the sales of fuel, however this is simply not the case. Turnover from fuel sales is a function of the unit price, which at Farnborough Airport is set at the higher end of the market. An alternative business model might be to reduce the price of fuel (which would bring us more in line with competitors) and instead increase landing and handling charges. Farnborough Airport does not consider this to be the responsible thing to do given it would likely increase the demand for fuel.

In response to suggestions that imposing restrictions on the supply of fuel or introducing localised surcharges on fuel should be considered, two things would happen:

1. Firstly, operators would be forced to uplift additional fuel before departure to Farnborough or make tactical fuel stops prior to arrival.
2. Or alternatively, operators would use other airports, most likely less convenient airports, where local restrictions and fuel surcharges did not apply.

In both instances, such a proposal would result in increased emissions.

Consequently, the only credible way to significantly reduce emissions is through the advancement of aircraft design and the introduction of new fuelling technologies. That is why this is an industry-wide issue on a global scale, and not one that Farnborough Airport alone can solve.

As part of the emissions debate, the role of Farnborough Airport has been repeatedly challenged.

The suggestion that it is solely Ultra High Net Worth individuals using Farnborough is completely and purposefully misleading. In terms of our customers, we have private and charter operators providing services for a broad mix of business and leisure travellers.

One of the unique attractions of Farnborough Airport is that it provides a wide and diverse range of connections, a great many of which are not served by traditional commercial airports:

- In 2019, Farnborough Airport served over 800 different international connections. To put this in context, pre-pandemic Heathrow for example was serving a little over 200 connections.
- Further, Farnborough Airport's largest connection, which is Paris, only accounted for approximately 5% of the airport's total air traffic movements or ATMs in 2019, reflecting no particular concentration or reliance on any particular market or sector.

- This reaffirms the very different role that Farnborough Airport plays in terms of international connectivity compared to other commercial passenger airports.
- The notion that Farnborough's passengers should use other airports is simply not credible. Even where there is an overlap of direct links, the presumption that there would be a meaningful reduction in greenhouse gas emissions, could itself be challenged.
- The economic role that Farnborough Airport has in the region also needs to be highlighted again, many of the FACC members will of course already appreciate this:
 - Farnborough Airport, together with all the aerospace and ancillary businesses around it, supports many thousands of jobs both locally and regionally. Our aviation activity is directly linked to many of these jobs.
 - During the pandemic, unlike many commercial passenger airports, Farnborough Airport was able to remain fully operational. We made no redundancies and in fact took the opportunity to recruit into new positions.
 - The link between aviation activity and employment is real. The suggestion that the airport could reduce, limit or otherwise curtail activity and with no jobs being put at risk, or the presumption that this would not undermine the entire operational viability of the airport, is grossly ill-informed.
 - Any proposal that curtailed or reduced business aviation activity at Farnborough Airport is, at best a proposal to move hundreds of jobs to Luton or Biggin Hill, or at worst a proposal to close Farnborough Airport and lose thousands of jobs completely.
- Coming back to the climate challenge. Farnborough Airport is an invaluable asset for the region. It believes business aviation has the potential to be a significant driving force behind the development of industry-wide carbon reduction technologies.
- Accelerated development in Sustainable Aviation Fuel (SAF) and electric or hydrogen powered flight technology is most achievable through the early adoption by lighter short-range jet aircraft such as those that use Farnborough Airport. Promisingly, the applicability of these emerging technologies to business aviation means an ever-faster decline in the sector's contribution to global emissions going forward.
- An important part of the road map to achieving net zero emissions will be the necessary investment required, with the aviation industry ready to play its part. This link between the economic well-being of the sector and the achievement of environmental goals is fundamental. Only through the joint attainment of both these goals, can each goal be truly realised.
- In the coming years, Farnborough Airport and business aviation will be at the forefront of driving the UK's economic recovery and supporting its post-Brexit global trade ambitions. International connectivity will be fundamental to a prosperous and outwardly facing economy.
- Together, working with customers, partners and broader stakeholders, Farnborough Airport is uniquely positioned to contribute positively to the industry's net zero ambitions.

Questions

Paul Follows – Farnborough Airport has an obligation to reduce emissions and felt the categorisation of emissions, Scope 1, Scope 2 and Scope 3 as used by the airport was a convenient way to avoid an obligation.

Simon Geere – made the point the airport was not the consumer and could not control the destinations of users. So the influence the airport has, being limited the Scope 3 activities, would be limited.

Paul Follows – Asked Farnborough Airport to indicate what forms of action it does take to limit or cause reduction in the emission cause by its clients.

Action: Simon Geere agreed to outline Scope 1, 2 and 3 operational categorisations.

Discussion followed, opinion being split as between the concern everyone feels about protecting the environment and what can be done locally to influence a global issue and the need to influence decision making at the appropriate level.

Questions were asked about national and international taxes on aviation fuel, or lack of it. The numbers of passengers using a business jet as opposed to those using commercial airlines.

James Radley and Chris Axam - Hart District Council, Paul Follows, Simon Geere and the Chairman making contributions.

Paul Follows brought the conversation back to the proposal from Mr Grant, asked if it was supported by the Committee and whether forming a Climate Change Working Groups was a good idea.

Geoff Marks and Simon Geere made the point domain expertise is essential to add value and neither FACC nor FAL had this.

Chris Axam wanted to understand how FAL could know it was doing everything it could to manage operators act efficiently in Classes 1, 2 and 3 mentioned above?

Paul Follows asked if FAL could map this out for the FACC?

Action: Simon Geere agreed to outline Scope 1, 2 and 3 operational categorisations and to indicate what measures it applies to reduce emissions in these areas.

Geoff Marks said the only way to reduce aviation emissions was to dampen demand.

Simon Geere disagreed; technology was the key, through design of engines, aircraft and fuel.

Emissions Reduction Proposal for Operations at Farnborough Airport

Mike Grant (on behalf of XR FFC (Fleet, Farnborough and Camberley), XR Farnham, XR Godalming, Blackwater Valley Friends of the Earth, Waverley Friends of the Earth, Alton Climate Action Network and North Camp Support Group).

The Emission Reduction Proposal for Private Jet Operations at Farnborough dated 10 June 2021 had been circulated to the Committee before the meeting and is on the FACC website.

Mike Grant provided the following additional comments:

FAL hides behind the convenience of what Scope 1 and 2 emissions represent, as they comprise only 2% of the emissions problem (as established at the 2010 Planning Appeal). 98% of emissions at Farnborough are Scope 3, which FAL claims not to control. The FACC should expect FAL to engage with aircraft operators to investigate ways to reduce demand.

This next decade will be pivotal to the sustainability of our environment. The Proposal is based on the IPCC's core recommendation to reduce emissions by 45% over the next 10 years, baselined against 2010 levels. At the current rate of emissions, the world has 8 years before it breaches the remaining 1.5 degree carbon budget.

The aviation industry cannot be allowed to continue with a free hand over the next 10 years as meaningful technological solutions will not present themselves in this next decade; intervention is required. The aviation industry has stuck its head in the sand for the past 30 years, knowing, much like Big Oil, the damage being done by fossil fuels. It hasn't woken up to this problem until now when this crisis of its own making has reached this point. Aviation is the most carbon intensive form of travel and business aviation is the most carbon intensive form of flying. This is why the FACC needs to be involved in this discussion.

The lack of understanding of the climate crisis among members of the FACC is quite frightening. You have a responsibility as a Committee to local citizens to mitigate the impact on the climate of actions at Farnborough. Self-education is encouraged and ignorance should not be used as a reason not to look at the biggest problem that we now face.

The Chairman asked if any Member of the Committee wanted to propose supporting the Emissions Reduction Proposal.

Geoff Marks suggested the Committee waited to see the content of the actions on FAL above.

James Radley said (We) cannot afford the wait.

Simon Geere responded by saying nothing constructive would be achieved from adopting any of the proposals. He felt any indication of the actions being taken by FAL would be dismissed by those opposed to the airport.

The Chairman suggested the Committee should review the Emissions Reduction Proposal and reviewed at the next FACC meeting.

This was accepted by the Committee.

Chris Axam generally supported a separate working group but the Committee would need to be realistic about what could be done.

Marwan Khalek – GAMA Aviation, felt everyone in the meeting understood the importance of the issue but nothing the Committee could do would be enough to make any impact in the greater scheme. He made the following points:

- Given most emissions are generated in Scope 3 activities, there was very limited scope to bring about change at the local level;
- The Committee should focus on activities that would have impact; and
- A working group would need a mission, terms of reference and appropriate skills to draw on.

Discussion followed; Jenny Radley - Fleet & Church Crookham Society commented and agreed members of the FACC, should make sure that Farnborough Airport has a voice and should reach out to the aircraft operators at Farnborough and play a part to speak up on behalf of local people to try to influence the decision makers at national level.

Tim Wilkie – Guest, FAL needs to do more to dampen demand, the area needs a voice on environment issues, is the FACC that voice, is this the remit it has and should there be a more defined terms of reference?

Hugh Sheppard - CPRE Hampshire, said that while FAL makes no distinction between Business aviation and personal or holiday flights, a recent report by the Transport & Environment Group (Belgium) quotes 64% of such movements in Europe in the latter category. The distinction may well be relevant in view of the Climate Change Committee's advocacy of 'dampening demand' to reduce aviation emissions.

This was put as a question for FAL. While unanswered, the topic is surely germane to any review of the FACC's role with respect to climate change and whether taxes and/or duty could have a part to play.

The Chairman suggested these issues could be discussed at a further meeting of the Committee where all three groups Users, Local Authorities and Local Interests were represented.

Item 5. Farnborough Airport Reports – Les Freer & Joe Barrass

The Reports provided to the Members 'were taken as read'.

There were no questions

Item 6. FACC Constitution & Membership.

A review of the Constitution as undertaken by a sub-committee chaired by James Radley, its preliminary findings and recommendations had been circulated to the Committee ahead of this meeting.

JR briefly took the Committee through the main points.

It was agreed a further meeting was required to add detail to the recommendations.

Action: The Chairman and James Radley will arrange a meeting of the Committee to take this matter forward.

Item 7. Members Questions, Questions from Members of the Public.

Members Questions

Only one question was submitted by a Member. This was from Cllr Gareth Saunders - Church Crookham Parish Council, this was directed to NATS. A written response is attached from Ian Dickson - NATS. Ian also responded in Committee.

Brian Edmunds asked if action had been taken against the flight/pilot concerned?

Ian Dickson, said no as the incident had not caused any danger but a revised instruction would go to pilots.

Questions from Members of the Public

Mike Grant said FAL were avoiding his questions by not now responding to Members of the Public and asked that FAL address two previous requests.

Paul Follows said he was prepared to request a response to Mr Grants questions by or at the next meeting of the FACC.

Action: Simon Geere agreed FAL will respond.

Mike Grant asked the FACC what measures had it undertaken to review the Sustainability & Climate change Charter ('SCCC') on its publication in February 2012 or after its approval by Rushmoor Borough Council in September 2012 and why was FAL's failure to develop a long-term SCCC not identified or, if it was identified, not challenged?

None of the Committee knew the answer to this question.

Action: The RBC Members on the Committee, Cllr Paul Taylor and Cllr Maurice Sheehan, to an action to investigate the situation and report back.

Mike Grant asked if FACC agreed with the FAL statement in the minutes of the previous FACC meeting - It is a Global Sustainable Showcase for Business Aviation?

Simon Geere pointed out this statement was in the section of 'Goals' the airport is striving to achieve. It is an aspirational target. There was no suggestion the airport had achieved this.

Tim Wilkie – Guest, asked if the FACC would consider a new member representing the Leith Hill area given the increase in activity after ACP?

The Chairman suggested that matters should be directed to the local representative.

Paul Follows, the representative for Waverly Borough agreed to contact Mr Wilkie.

Colin Shearn – Guest, due to ACP, general aviation (GA) is flying lower. He asked if FAL would reconsider and add GA movements to the PIR.

Les Freer – Farnborough Airport, responded Geoff Marks had asked if noise of aircraft prior to take-off could be added to the PIR. FAL had agreed to look at this and would do so on GA as well.

Brian Edmunds – Farnham TC, asked if ACP had reduced emissions?

Les Freer responded ACP was about safety, he did not know if emissions would be reduced as a result.

Ian Dickson added, ACP was about designing flightpaths to minimise aircraft activity and disturbance overflown areas.

Les Freer encouraged all to look at the definition of overflown/overflight.

Hugh Shepard asked/suggested some areas of conversation/discussion above could be simpler to define if FAL became a designated airport under [Section IV of the Airports Act 1986].

Les Freer said FAL would investigate this.

Colin Shearn, with respect to the Overflown/Overflight Metric, felt simply assessing the number of people overflown was not a representative of the overall benefits of ACP.

Action: Les Freer agreed to send the Secretary the CAA definition of Overflight, to be attached to the minutes.

The CAA definition of Overflight is to be found in CAA CAP 1498. Please see link below:

[CAP 1498 V2 APR17.pdf \(caa.co.uk\)](#)

Jules Crossley - Blackwater Valley Friends of the Earth, reminded the Chairman that BVFoE had made an written application to join the FACC.

Item 8. Matters Raised by the Committee not on the Agenda.

There were no matters raised by the Committee not on the Agenda.

Item 9 Date of Next Committee Meeting.

The next meeting of the Committee will take place on: **Thursday 21st October 2021.**

Medium/Location to be advised – but it is hoped the meeting will be back at Rushmoor Borough Council Buildings.

The Meeting was declared closed.

ACTIONS FROM MEETING HELD ON 17th June 2021

- Action 1:** Simon Geere agreed to outline Scope 1, 2 and 3 operational categorisations.
- Action 2:** Simon Geere agreed to outline Scope 1, 2 and 3 operational categorisations and to indicate what measures it applies to reduce emissions in these areas.
- Action 3:** The Chairman and James Radley will arrange a meeting of the Committee to discuss and agree a revised Constitution.
- Action 4:** Simon Geere agreed FAL will respond to the questions asked by Mr M Grant through FACC Member Paul Follows.
- Action 5:** The RBC Members on the Committee, Cllr Paul Taylor and Cllr Maurice Sheehan, to an action to investigate the position regarding FAL's SCCC and report back.
- Action 6:** Les Freer agreed to send the Secretary the CAA definition Overflown/Overflight to be attached to the minutes.

Farnborough Airport Community Environment Fund – Alison Nicholls - RBC.

Questions & Answers

Questions from - Paul Fellows

Q: Where does the money get distributed to? Is it just RBC, is it shared with Guildford and other boroughs or councils?

A: Any community groups with projects within the 3 mile radius of the centre of the airport can apply for a grant – this covers Rushmoor, parts of Fleet, Church Crookham, Ash Vale, Mytchett, Frimley, Frimley Green, Heath End and Weybourne. There is a pdf map on the website showing the area covered.

Q: When was the Scheme last reviewed and when will it be reviewed again?

A: The scheme is considered every year as the funding is related to aircraft movements and therefore changes. It appears to work well for organisations, and we have not thought it necessary to amend it. If suggestions for amending the funding are made, we will of course consider them when we know the funding availability.

Question from - Tim Wilkie

Q: Is income based on the size of an aircraft or the number of passengers?

A: It is based on the size of the aircraft.

Q: Can the scheme be used to meet the cost of double glazing?

A: No.

Q: Could fines be levied in the case of breaches?

A: No.

Q: If aircraft delay take-off can they be fined?

A: No.

Question from - Jenny Radley

Q: How much is available each year?

A: This is being added to the website.

Q: Can applicants be advised of the reasons why grants are refused?

A: All applications that are refused received the reason why and suggestions of other funds which might support an application for the project.

Q: Can applicants know when applications will be considered so they can make presentation to the Portfolio Holder?

A: Applications are considered on an ongoing basis as they are received. It is open to those considering applications to request a presentation if they think it would be helpful in determining an application. However, we do not think it is necessary in general for the size of grants being awarded.

Q: Will the introduction of ACP mean the area to which grants are awarded will need to change?

A: The change in the ACP is not related to the environmental grants. The inclusion of the grants was due to the impact of the development on the Site of Importance for Nature Conservation on the airport site and not any wider environmental impacts. Proximity to the site is key. There is therefore no basis or intention to change the 3 mile radius.

Question from - Bill Cole

Q: Where can details of the fund be found?

A: www.rushmoor.gov.uk/airportfund

Question from - James Radley

Q: What percentage of applications from Rushmoor are unsuccessful in comparison to unsuccessful applications from other areas?

A: Since 2015, nine applications were refused – 55.6% from Rushmoor and 44.4% from other areas (all from Hart)