



FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

Meeting to be held at 2.00pm on Thursday 17 July 2003 in the Bae Systems Park Centre

AGENDA

1. **Appointment of Chairman**
2. **Notes of the Meeting held on Thursday 13 March 2003.**
 - 2.1 Accuracy
 - 2.2 Matters Arising
3. **Constitution of the Committee**
 - 3.1 Report on Actions since last meeting
 - 3.2 Report on Additional Comments received by TAG
 - 3.3 Report on Proposed Membership
 - 3.4 Consideration of Other Detailed Matters
 - 3.5 Actions to Agree Constitution
4. **Environmental Monitoring**
 - 4.1 Report by Rushmoor Borough Council
 - 4.2 Consideration of Regular Environmental Monitoring Report to be brought to Committee
5. **Matters Raised by Members of the Committee**
 - 5.1 Adherence to 3.5 degree Glide Path:
 - i) 'How accurately is deviation from the glide path measured and are records maintained?' (FARA)
 - ii) 'The accuracy with which an aircraft follow the approach path will depend on pilot competence, weather conditions, and the accuracy of the ILS signal when the system is in use. Normal variation should lead to some aircraft approaching along a line south of the extended centreline but this does not seem to occur. Can TAG explain why this is so? Is it because the signal is biased?' (FARA)
 - 5.2 Establishment of Public Safety Zones:
 - iii) 'Will TAG give the Committee their projected level of flying and aircraft mix?' (FARA)
 - iv) 'Will TAG provide an indication of the capacity of the airport and explain what the limiting factors are?' (FARA)
 - 5.3 Third Party Risk:
 - v) 'Can TAG identify the areas of their existing operation, or possible changes to those operations, that are most likely to yield some improvement in third party risk?' (FARA)
 - vi) 'Do TAG agree that an improvement can only be confirmed by a reduction in the NATS statistical crash rate?' (FARA)

vii) 'Would the Rushmoor representatives explain why an "improvement" in the third party risk achieved by TAG should result in a change to modelling methodology rather than a simple re-run of the NATS model?' (FARA)

5.4 Noise:

viii) 'Rushmoor's Consultant's generated the noise contours for 1997 and inflated them to 2000 movements. Was the ATAC Corporation's Integrated Noise Model (INM) used for this purpose? Given the observations above are we certain that it is not yet another case "rubbish in and rubbish out"? Does the ATAC database include specific and accurate flight performance and noise figures for all the aircraft types using the airport or has this been extrapolated? Are we certain that the airport specific data fed into the noise monitor (e.g. track, topography, runway displacement) are accurate and that all noise sources have been included (e.g. reverse thrust, take-off roll)?' (FARA)

ix) 'So that we can gain a better understanding of Leq and its use as a planning tool at Farnborough, would TAG provide a graph (using the latest version of the INM) that plots the three Leq levels against the number of movements. The basic assumptions would be current aircraft mix, 70/30 landing/take-off direction, and adherence to extended runway centreline for both take off and landing.' (FARA)

5.5 Insurance:

x. 'TAG have been granted an ordinary licence by the CAA. Can TAG confirm whether or not they have laid down minimum levels of insurance and verified that all users of the airport carry it? If so, on what basis were the minimum levels established?' (FARA)

5.6 Planning Approvals:

xi) 'Has planning permission been granted for these additional hangers? If not when will an application for permission be made? Will the aircraft be here for maintenance purposes only or will they be operational?' (FARA)

6. Any Other Business.

A period of fifteen minutes is provided for members of the public to ask questions relevant to the committee's responsibilities.

7. Date of Next Meeting