



Farnborough Aerodrome Consultative Committee

Notes of the Meeting held on Thursday 17 July 2003 at the BAE Systems Park Centre

Present

Chairman:

Mr R Mackay

User Representatives:

Mr R Brodhurst	Aravco
Mr M Khalek	GAMA Aviation
Mr D Norriss	Society of British Aerospace Companies
Mr L Rayment	TAG Farnborough Airport Ltd
Mr R Walker	TAG Farnborough Airport Ltd
Ms A Bartaby	TAG Farnborough Airport Ltd

Local Authority Representatives:

Cllr Mrs P M Devereux	Hampshire County Council
Cllr N Lambert	Hart District Council (<i>Deputy Cllr D. Moss</i>)
Cllr R L G Dibbs	Rushmoor Borough Council
Cllr P G Taylor	Rushmoor Borough Council
Cllr J Phillips	Surrey County Council
Cllr M Drew	Surrey Heath District Council
Cllr Mrs Hunt	Waverley Borough Council

Local Interest Representatives:

Cllr E Worrall	Ash Parish Council
Cllr C Hebborn	Crondall Parish Council (<i>Deputy Cllr R Ken</i>)
Mr G Marks	Farnborough Airport Residents Association (<i>Deputy Mr R Appleton</i>)
Mr C Murrell	Farnborough College of Technology
Cllr V K Scrivens	Farnham Town Council
Ms J Radley	Fleet and Crookham Civic Society
Mrs D Knowles	Mychett, Frimley Green and Deepcut Society
Mrs B Bryant	North Hampshire Chamber of Commerce (<i>Deputy Ms K Mesurier</i>)

Officers:

Mr A Ray	Rushmoor Borough Council
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Apologies:

Mr J Batty; Mr R Kimble (sub: Mr Morrell); Ms V Noakes (DfT observer)

Item**Action****1 Appointment of Chairman**

1.1 Cllr Mrs Devereux took the Chair. She informed the meeting that TAG proposed that Mr R Mackay should be invited to Chair the FACC meetings, as an independent Chairman, on a trial basis for three meetings. She invited Mr Mackay to introduce himself and outline his background and experience.

1.2 Mr Mackay explained that he had been retired from full time employment for just over seven years. He had undertaken many jobs in his working life including estate management, property development, management of a motor racing circuit and horse racecourse, manager of a general aviation aerodrome and administration of a computer company. In recent years he had dealt extensively with local and county structure plans and with a wide variety of planning matters including housing and the environment.

He had experience of other consultative committees as a member of one and Chairman of another dealing with exactly the same matters and questions that apply to Farnborough.

He stated that he had no direct involvement or interest in Farnborough Aerodrome or in any other interest represented on this committee and therefore did not see that his independence is compromised. In any event, in his experience, committees can always be expected to remove unsuccessful chairmen.

1.3 Cllr Lambert objected to the proposal to have an independent Chairman. He felt that the FACC should be chaired from within the group.

1.4 Mr Marks felt that an independent Chairman is crucial. The draft Constitution required consultation and the agreement of representatives of the three sectional interests. He noted that no-one else had been suggested and that Mr Mackay had relevant experience and would be able to control the meeting. He proposed, therefore the Committee should agree that it was happy for Mr Mackay to Chair the meeting for one or two meetings and then vote.

1.5 Cllr Worrall and Cllr Dibbs supported TAG's proposal. The Committee agreed that Mr Mackay should Chair the FACC on a trial basis for three meetings. Cllr Lambert asked for his objection to be recorded.

1.6 Mr Mackay took the Chair. He said that the success of the Committee depended on the attitude of all those involved, including himself. He asked for comments to be kept brief, urged members to ask for clarification on any matter as necessary. He asked members to attend regularly. He thanked Rushmoor Borough Council for its work in establishing the Committee and drafting the Constitution but noted that, in line with Government guidelines, it was now appropriate for TAG to take the lead.

2. Notes of the Meeting held on Thursday 13 March 2003

2.1 The notes were agreed as an accurate record.

Matters Arising

2.2. Item 4 - Cllr Lambert enquired why Cllr Dibbs had also
1 attended the working group meeting to discuss comments on the draft Constitution. Cllr Dibbs explained that he had attended as a member of the Committee. John Edwards was not a member.

2.2. Item 5 – Mr Marks said that a copy of Rushmoor's
2 response to the 'Future of Air Transport in the UK' had not yet been circulated. Cllr Dibbs undertook to ensure it is circulated.

RBC to provide a copy of its response to TAG for circulation.

3 Constitution of the Committee

3.1 Ms Bartaby reported that since the last meeting the draft Constitution had been revised following consideration by the working group of the comments made at the meeting and written comments received by TAG.

- 3.2 The revised draft had been circulated to members and further comments had been received. These comments were explained to the Committee and the following additional changes were agreed:
- a. add 'safety' in 2A.
 - b. revise Section 5 to read, '...within seven days of receipt of the request...'
 - c. revise Section 6 to read, 'Members intending to raise a matter of concern at a meeting, shall notify the Secretary at least 10 days in advance of the meeting in order for it to be included on the agenda. Members shall then make any supporting information available to the Committee (through the Secretary) at as early a date as possible.
 - d. add to Section 6, 'If there is no majority, the matter fails'
 - e. amend Section 10, 'At least 50% of members or duly appointed deputies, a representative of TAG and broad balance between the three sectional interests is required to form a quorum for all meetings of the Committee.
 - f. add to Section 11, 'If the Chairman decides an item should not be included on the agenda then he shall submit his reasoning, in writing, to the Committee.
- 3.3 Ms Bartaby said that the working group recommended to the Committee that the membership should be increased by making the SBAC a full member of the user group and inviting Waverly Borough Council to become a member of the Local Authority group. In respect of the Church Crookham representative for the Local Interests group, Hart District Council had proposed Debbie Moss and the Fleet and Crookham Civic Society had also indicated its interest (a letter from them was circulated to all members).
- 3.3.1 Cllr Lambert emphasised that Hart is as affected as Rushmoor and should have two representatives in the Local Authority group. He felt it was wrong that Rushmoor should have effectively four members (including the Hampshire CC representative) whereas Hart had only one. He could also advise on appropriate groups in Church Crookham.
- 3.3.2 Mr Marks felt that the Local Interest group was diluted by the inclusion of the Parish and Town Councils.

3.3. It was agreed that Waverley Borough Council and the Fleet
3 and Crookham Civic Society be invited to join the Committee.

3.5 The Committee then agreed the constitution as a Second Draft. Cllr Lambert asked for it to be recorded that he voted against this.

4. Environmental Monitoring

4.1 Mr Ray of Rushmoor Borough Council said that TAG had submitted its first report in accordance with the requirements of the Section 106 Agreement and a second quarterly report was due shortly. The first report covered runway usage, maximum take of weight (MTOW), aircraft category, average noise levels, individual noise events and air quality monitoring. The Council was currently checking that the first report was satisfactory (Mr Ray therefore referred to this as a 'draft'). He said that the Council will put the reports on its website.

Mr Ray was asked if the report showed general conformity with the restrictions and confirmed that it did.

Mr Ray was asked about the flexibility of the monitoring system and confirmed that he understood it to be flexible.

4.1. Mr Ray asked if Members would like a demonstration of
1 the noise and track monitoring system and it was agreed that this would be arranged.

TAG / Mr Ray to arrange demonstration(s)

4.2 It was agreed that the TAG reports would be reviewed at the meeting following the end of each reporting period. It was further agreed that TAG's first and second reports be circulated as soon as possible to all members.

RBC to circulate TAG's reports

5. Matters Raised by Members of the Committee

5.1 Glide Path Accuracy – Mr Marks stated that aircraft tend to follow the terrain rather than the glidepath. TAG should measure this and discipline pilots if they are too low. Mr Rayment said that the system checks height.

TAG to investigate and report.

Approach Accuracy – Ms Bartaby said that all aircraft should be on the ILS on approach and the approach is therefore along the extended runway centreline, unless ATC instructs a different approach. TAG’s monitoring suggested that the approaches are accurate.

Mr Marks and Mr Murrell stated forcefully that approaches are consistently to the north. Ms Radley said the same applies to approaches on 06.

TAG undertook to check the monitoring system and undertake checks on the ground at the time of the next ILS calibration flight check. It was agreed that members of the Committee would also be invited to participate in this process.

TAG to make arrangements and inform members.

Mr Khalek agreed to bring to the next meeting information on the tolerances his aircraft fly to.

Mr Khalek

Mr Scrivens asked how often a non-precision approach is authorised and if they are logged.

Mr Walker agreed to respond to this question.

Mr Walker

TAG was asked for details of the departure procedures and agreed to circulate this information with the notes of the meeting.

TAG

- 5.2 Public Safety Zone – In response to FARA’s question, TAG agreed to circulate the weight information it will be supplying to the DfT in connection with definition of the PSZ.

TAG

FARA had asked the *capacity* of the airport. Mr Rayment and Ms Bartaby said that this had not been calculated.

- 5.3 Third Party Risk – FARA had asked two questions about the factors that could improve third party risk. Ms Bartaby explained that apart from the statistical crash rate, the equipment, quality of aircraft and procedures could contribute to an improvement. Mr Marks was uncomfortable that TAG had not persuaded the DfT to change its crash rates – the risk contours were real to those who were subjected to them. Mr Rayment said that the whole of the business aviation community believed that the statistics overstate the position and the industry is hoping to see an adjustment to a more realistic assessment.

RBC was asked about a revised Development Control Committee minute that referred to a change in risk modelling methodology. Cllr Taylor, who had proposed this revision made clear that he was not seeking or suggesting that there should be any change in the risk modelling that has been carried out at Farnborough. His point to the DC Committee had been that if there was any change to the criteria used in the risk modelling that resulted in the contours becoming smaller, then this reduction should be used to the benefit of the community rather than the current contour being used to allow an increased number of aircraft movements.

- 5.4 Noise – FARA had asked whether RBC’s noise consultants [at the original Local Plan Inquiry] had used the Integrated Noise Model (INM) and if the contours were accurate. Mr Ray confirmed they had used INM and the contours were as accurate as possible.

Mr Ray went on to remind the Committee that TAG is required to run the model with actual data and this will enable the original contours to be validated.

Ms Bartaby confirmed that the INM model includes all phases of noise generated by an aircraft (i.e. take-off / flight / landing).

Mr Marks explained FARA’s next question about Leq. An individual noise event is greater than Leq. He requested individual noise footprints for individual aircraft as FARA wishes to understand the relationship between this and the contours.

Mr Ray undertook to explain the Leq at the next meeting.

RBC

Cllr Taylor asked about the use of reverse thrust. Members from around the table and members of the public confirmed that the reverse thrust of landing aircraft can be heard for a considerable distance (some 2-3 miles) for approximately 10 seconds per landing. Questions were asked about TAG's procedures to monitor and minimise the use of reverse thrust.

TAG explained that reverse thrust is used for safety reasons. Mr Brodhurst also said that various procedures and manuals require the use of reverse thrust and in many cases this is the standard operating procedure. He did not wish to be answerable to TAG on this matter.

TAG agreed to bring a report on this to the next meeting.

TAG

- 5.5 FARA had enquired about insurance levels. Mr Rayment explained that the minimum level for the average aircraft is £25million, but there is a range as follows:

Up to 5T = £5m

Up to 10T = £10m

Up to 20T = £15m

Up to 50T = £25m

Over 50T = £100m

He confirmed that TAG does collect information on the insurance held by operators using the site. He also pointed out that the majority of companies hold insurance in excess of these levels and in excess of CAA requirements.

- 5.6 In response to FARA's question, Ms Bartaby confirmed that TAG's outline planning permission allows for the construction of another 120,000 sq.ft. hangar (i.e. the same as that already built).

6 AOB

- 6.1 Mr Brodhurst expressed concern that Cllr Lambert's request for two representatives from Hart Council was reasonable. He suggested that this could be achieved by substituting a Hart representative for Crondall Parish Council.

TAG agreed to suggest this to Mr Lambert.

TAG

- 6.2 Cllr Mrs Hunt requested a public address system for the next meeting.

TAG

Mr Mackay also suggested a 'U' shaped table arrangement.

- 6.3 Mrs Hunt said that although the earlier conversation had emphasised the impact on the population of the Crondall / Church Crookham area, she assured the Committee that she has received many complaints from the Farnham area.
- 6.4 Mrs Knowles asked for a copy of the sheets signed by members of the public who had attended. TAG
- 6.5 Mr Marks said that he had understood that Farnborough is not to be designated under Section 35 of the Airports Act. Ms Bartaby informed the meeting that she had spoken to Ms Noakes who had confirmed that there is no intention to do this at present.
- 6.6 Ms Radley said that she would be the Fleet and Crookham Civic Society representative on the Committee and her deputy would be Don Osborne.
- 7. Date of Next Meeting**
Thursday 20 November, 14.00