



FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

Notes of the Meeting held at 2.00pm on Thursday 29 July 2004 in the BAe Systems Park Centre

Present:

Chairman:

Mr R MacKay

User Representatives:

Ms A Bartaby	TAG Farnborough Airport Ltd
Mr J Batty	Business Aircraft Users' Association
Mr W Epton	Farnborough Operators' and Residents' Committee
Mr N Gibson	UK Division, TAG Aviation Europe
Mr L Rayment	TAG Farnborough Ltd
Mr T Sidebottom	Society of British Aerospace Companies
Mr R Walker	TAG Farnborough Airport Ltd

Local Authority Representatives:

Cllr Mrs P M Devereux	Hampshire County Council
Cllr R L G Dibbs	Rushmoor Borough Council (item 6 onwards)
Cllr Mrs M Hunt	Waverley Borough Council
Cllr P Hutcheson	Hart District Council
Cllr N Lambert	Hart District Council
Cllr P G Taylor	Rushmoor Borough Council

Local Interest Representatives:

Mrs D Knowles	Mytchett, Frimley Green and Deepcut Society
Mr G Marks	Farnborough Airport Residents' Association
Ms D Moss	Fleet and Crookham Civic Society
Cllr E Worrall	Ash Parish Council

In attendance:

Ms Kathy Wood	TAG Farnborough Airport Ltd
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Secretary:

Mr G E T Green

1. WELCOME TO NEW MEMBERS

- 1.1 The Chairman, on behalf of the committee, welcomed Cllr P Hutcheson (Hart District Council (HDC)) to his first meeting. He welcomed two other new members of the committee - Cllr D Argent (Crondall Parish Council) and Lt Col R Osborne (Fleet and Crookham Civic Society (FCCS)) - both of whom were unable to attend. In the case of Lt Col Osborne, this was because of illness, and the Chairman expressed the committee's best wishes for his recovery.
- 1.2 The Chairman also welcomed the appointment of four reserve members: Cllr J Starling, Rushmoor Borough Council (RBC); Ms D Moss (previously one of the two HDC representatives), who had been appointed as reserve by the FCCS; Cllr D Attfield, Farnham Town Council's reserve; and Cllr P Isherwood, Waverley Borough Council's reserve.
- 1.3 The chairman noted that Ms Moss, Cllr C Hebborn, Ms J Radley and Mrs B Bryant had relinquished their positions on the committee as the representatives of HDC, Crondall Parish Council, FCCS and North Hampshire Chamber of Commerce respectively. On behalf of the committee, he thanked them for their services.

2. APOLOGIES FOR ABSENCE

- 2.1 Apologies for absence were received from Mr R Kimble (Farnborough College of Technology), Mr D Argent (Crondall Parish Council), Mr R Brodhurst (ARAVCO), Lt Col R Osborne (FCCS) and Cllr V Scrivens (Farnham Town Council).
- 2.2 The Chairman told members that, as the room was required for another function, the meeting would need to finish by 4.30pm.

3. NOTES OF THE MEETING HELD ON THURSDAY 25 MARCH 2004

3.1 Accuracy

- 3.1.1 The notes of the meeting held on 25 March 2004 were approved as a true record.

3.2 Matters Arising

- 3.2.1 8.5 Mr Walker gave the committee some information about landing distances with and without reverse thrust (Annex A to these minutes). Mr Marks expressed his thanks. He had hoped to be given such information for all types of aircraft using Farnborough. Mr Walker and Mr Batty said that it would be extremely difficult to produce such information, partly because it was not necessarily known in advance which aircraft would be using the airport. Mr Batty thought that the details that had been given were broadly representative of aircraft using Farnborough. It was agreed that Mr Marks would pursue this with Mr Walker out of committee.

[ACTION: MR MARKS.]

- 3.2.2 8.8 Ms Bartaby apologised for the omission from TAG's Information

report (which was to be considered under agenda item 7) of a breakdown between weekday and weekend movements. She said that a revised version of the table of aircraft movements would be attached to the minutes (Annex B).

- 3.2.3 8.10 Mr Walker said he had written to Ms Radley about general site security, and the letter had been copied to all members of the committee.
- 3.2.4 9.4 Mr Rayment said he had been in touch with Mr Elsbury, whose name had been given to him by Mr Marks. Mr Elsbury had no responsibility for airports, but had passed to Mr Rayment the relevant (and new) EU Directive. TAG would ensure that this was adhered to when it came into force. Mr Marks expressed his satisfaction; and the Chairman asked Mr Rayment to expand on what the EU Directive said about levels of minimum insurance. Mr Rayment said that for aircraft of 6,000 to 11,999 metric tonnes, the minimum insurance was £m14.4; 12,000 to 24,999 metric tonnes, £m63.9; 25,000 to 49,999 metric tonnes, £m119.8; and 50,000 to 80,000 metric tonnes, £m239.6.
- 3.2.5 13.5 Following a request from Mr Marks, Cllr Dibbs said he would bring with him to the next meeting a document dealing with a change in risk modelling methodology, which had been considered by RBC's Development Control Committee. **[ACTION: CLLR. DIBBS.]**

4. THE PUBLIC SAFETY ZONE (PSZ)

- 4.1 Ms Bartaby reminded members that they had agreed at the last meeting that she should seek more information about the reason for changes between the proxy PSZ and the final version. She had heard from the DfT that the risk model relating to GA accidents now took specific account of the distribution of landings between the two runway ends, which has had the effect of increasing slightly the length of the PSZ at the eastern end of the runway and reducing slightly that at the western end. Other changes to NATS models have had two effects. The first was to reduce the modelled risk in the case of modern commercial passenger jets; and the second, in the case of accidents involving general aviation with a maximum take-off weight of fewer than four tonnes, to concentrate the risk closer to the extended centre line.
- 4.2 Mr Marks observed that, as NATS' definition for business aviation is executive jets and air taxis above four tonnes, the last point seemed irrelevant to Farnborough. He commended Surrey Heath Borough Council, which had issued the PSZ to their residents, under cover of a very helpful note. He wondered whether HDC had also done so. Cllr Lambert said the council had not, but this was under consideration.

5. COMMITTEE WEBSITE

- 5.1 The Chairman reminded members that, at the last meeting, Cllr Lambert, Mr Marks and Ms Radley had been appointed (in their personal capacities, and not representing the bodies which they represent on the committee) to join TAG representatives as members of the working party. The intention was that the

group would have met by now. For a number of reasons, including the election of Ms Radley to HDC, which, under the FCCS' constitution, precluded her from continuing as a member of FACC, this had proved impossible.

- 5.2 Ms Bartaby said she would like the working group to convene as soon as possible, but it was necessary to replace Ms Radley. Ms Moss, attending the meeting as FCCS' reserve representative, in the absence of Lt. Col. Osborne, proposed him as Ms Radley's replacement, and this was agreed.
- 5.3 In answer to Cllr Dibbs' enquiry about who would undertake the technical work in setting up the website, Ms Bartaby said that the working party's views would be sought. Cllr Worrall said that it would be helpful if members were able to see the website before it was commissioned, and this was agreed. Cllr Lambert endorsed Ms Bartaby's view that the working group should meet as soon as possible.
- 5.4 The Chairman said he hoped that there would be something positive to report at the committee's next meeting. **[ACTION: MS BARTABY.]**

6. NOISE AND TRACK MONITORING SYSTEM AND UPDATE ON NOISE CONTOURS

- 6.1 Ms Wood, Environment Manager, TAG, gave a presentation about the aircraft track and noise monitoring system.
- 6.2 The following points emerged following the presentation:
- i. a member of the public offered his garden in Ewshot as a location for the mobile monitor, and Ms Wood agreed this could be done;
 - ii. in answer to Cllr Worrall, Ms Wood confirmed that the purpose of having a mobile monitor was to respond to complaints in different locations;
 - iii. Cllr Lambert said he had spoken to Ms Wood about some complaints from residents of Ewshot, and he thanked her for her response;
 - iv. Mr Seal (member of the public) asked about the noise levels of the contours. Ms Wood said they were 63, 60 and 57. **[Post-meeting note: TAG has advised that contours to be supplied to RBC are, in fact, 55 and 60 dB.]**
 - v. Mr Marks asked whether all three contours were drawn and the Chairman confirmed this.
- 6.3 The Chairman thanked Kathy Wood for her interesting and helpful presentation. The slides used in the presentation are attached at Annex C.

7. TAG INFORMATION REPORT

- 7.1 Referring to section 1 - Aircraft Movements – of the report, Mr Marks said it would be interesting to know the usage of each runway. He asked to what extent the risk contours had moved. Would this information be included in the next

report, or had it been given to RBC? Ms Bartaby said that revised risk contours were not being prepared. The existing ones had been prepared by the DfT on the basis of an assumed 28,000 movements. TAG were monitoring runway usage, and she agreed that data could be provided which analysed runway usage by aircraft type. **[ACTION: MS BARTABY.]**

- 7.2 There was some discussion about paragraph 2.2, on noise monitoring. In reply to Mr Marks, Ms Bartaby said that preparing the noise contours was a complex process; and she confirmed that, under the section 106 agreement, TAG had to prepare both historic and predicted (ie, theoretical) contours. She realised that this matter was of great interest to the committee, and TAG were working hard to produce the contours for the committee's consideration. **[ACTION: MS BARTABY.]**
- 7.3 Mr Marks, referring to Section 3 of the report, asked if the quality of Cove Brook was monitored and whether the results were passed to RBC. Ms Bartaby confirmed that the brook was monitored; and it was found to be within acceptable limits.
- 7.4 Cllr Dibbs asked whether any more information was available about the complaint about a low fast plane over Albert Road, Farnborough. Ms Bartaby said there was not, but the case was being pursued.
- 7.5 Cllr Taylor observed that the incidence of non-compliance over Church Crookham on 1 April was when the ILS was not operating, and he wondered how often this occurred. **[Post-meeting note:** TAG has advised that, between February 2003 and June 2004 (16 months), the ILS was out of service for 80.5 hours, of which 38 were for scheduled maintenance, and 52.5 were unscheduled.]
- 7.6 Cllr Hunt pointed out that Tadpole Lane (see the incidents recorded there on 18 May and 13 June) was in Ewshot, not Farnham.
- 7.7 Mr Rayment said that work on the new Operations and Terminal Building would start in the first week in September and was scheduled for completion by the end of 2005 or early 2006. The flight simulator training facility should be operational by the first quarter of 2005.
- 7.8. Ms Bartaby referred to paragraph 6.2 of the report and the comprehensive flight infringement procedure, which had been implemented in full since the committee's previous meeting. Cllr Dibbs referred to the case in which there had, nevertheless, been significant delay in getting a response from an operator. Mr Rayment said that the operator had been in Nigeria for some time, but it was recognised that further pressure would need to be applied. **[ACTION: TAG.]**
- 7.9 Mr Marks asked about reports that a heliport might be established at Farnborough. Mr Rayment gave an assurance this was not so – although helicopters did operate at the airport to interline with fixed-wing traffic. **[Post-meeting note:** The reports may have arisen because of the temporary heliport which was established within the airport boundary for visitors to the 2004 airshow, which has been standard practice by the organisers in the past.]

- 7.10 Mr Rayment told members that the airport had been voted the No. 1 Fixed Base Operator in Europe, and this was an indication of the high standards that were maintained.

8. GUIDANCE ON THE PREPARATION OF AIRPORT MASTER PLANS

- 8.1 Endorsing the thrust of the paper, the Chairman invited members' views on it. Following a brief discussion, the committee noted the conclusions in paragraph 8 of the paper.

9. THE ASSESSMENT OF THIRD PARTY RISK

- 9.1 The Chairman said that much of the information in the paper had been considered in various fora, and in documents seen or considered by the committee, in recent years.
- 9.2 Cllr Dibbs said that there was no scope for reopening the planning decision, and RBC's Planning Committee had no legal basis for revisiting the decisions it took, or the conditions that it imposed, prior to the decision being taken that planning permission be given. During the process of considering the planning application, all the relevant data had been tested by independent consultants.
- 9.3 Mr Marks said that he had been working on the question of third party risk for some five years, and was not seeking a review of the planning decisions. He reminded the committee that Mr Eddowes' presentation to the March 2004 meeting said that the generic crash rate was overstated by a factor of 10: this lent real significance to the paper he had prepared. Mr Marks considered that RBC's assessment of third party risk did not bear scrutiny, and what was said in Mr Eddowes' presentation gave the council a good opportunity to undertake a further assessment. For this purpose, his paper was intended to be helpful. Mr Marks said he did not accept that compliance with PSZ policy meant that third party risk had been addressed satisfactorily. His paper had put the issue of third party risk in the public domain, but he recognised that it was for RBC to decide whether or not to pursue the matter. Mr Marks expressed this thanks to Mr Treadgold for Annex C to the paper, and wondered whether TAG had undertaken similar calculations. Ms Bartaby said that, in line with a condition of the planning permission, an assessment of third party risk had been done and submitted to RBC.
- 9.4 Ms Bartaby said that the procedure for securing planning permission had followed best practice and, given the scale of the application, had involved both the DfT and the then Department of the Environment. The procedure which had been followed was in line with that in the government's White Paper "The Future of Air Transport". The Chairman suggested that the appropriate course would be for the committee to note the report, but Mr Marks thought that it should endorse the whole of the recommendation in paragraph 9.1. Cllr Lambert, who was Chairman of HDC's Planning Committee, endorsed Cllr Dibbs' remarks, adding that he thought that the decision to grant planning permission had gone to the then Secretary of State.

- 9.5 Cllr Taylor said that, although Cllr Dibbs had set out RBC's position accurately, he had some understanding for Mr Marks' position and views. He noted the wording of the recommendation in Mr Marks' report, and pointed out that a response had now been given by RBC. He acknowledged that the response had not been a written one, but the paper did not seek such a response. Against this background, the Chairman pointed out that, in terms of the paper's conclusion, that left only the DfT. Ms Bartaby said that TAG's clear view was that the report should be noted and that it was not necessary or appropriate to seek a response from DfT.

10. FARNBOROUGH AIRSHOW 2004

- 10.1 Mr Sidebottom said that during the five trade days – Monday to Friday - 133,000 visitors had attended the Farnborough Airshow, and exhibitors had been very pleased with the amount of interest shown. On the Saturday and Sunday – the public days – 110,000 visitors had attended. SBAC had enjoyed the full support of the local community, especially of RBC, Hampshire County Council, TAG, and the emergency services. The show was a shop window for the UK's aerospace industry and its global partners. It was estimated that the show had generated some \$20bn of business, compared with some \$10bn on the last occasion (in 2002). Over a two-year period, the show is estimated to have added some £17bn to the local economy. About half of this will have gone to the leisure industry (hotels, etc); and half to other forms of business.
- 10.2 Mr Sidebottom concluded that the 2004 show had been a great success. This was due in large part to the effectiveness of the SBAC's partnerships with other interests, including those local ones which he had mentioned, for which he expressed the SBAC's thanks. Mr Sidebottom said that the next show would be held in July 2006. A review was being undertaken against the background of the need to accommodate properly the interests of exhibitors, many of whom, especially US companies, had global commitments.
- 10.3 Mr Walker said that TAG were aware of only four complaints. The SBAC had received six; but most complainants had been happy to accept free tickets for the show. Cllr Dibbs said that RBC had received one complaint – a request to close the show on the first day, which had been declined.
- 10.4 Mr Marks asked about the reports that an American B52 had flown over Blackbushe Airport in error, instead of Farnborough. Mr Sidebottom said he could not comment in detail, but there had been no danger, and all safety procedures had been followed. The aeroplane had fulfilled its proper role at the show on the following day.

11. QUESTIONS FROM MEMBERS OF THE PUBLIC

- 11.1 Mr G Brothers referred to the B52 incident and asked whether any commercial operations might miss the target. Mr Rayment said that, while this could not be ruled out, it was unlikely and had never happened at Farnborough.
- 11.2 Cllr J Starling (RBC) complained about the handling of his complaint (the low fast plane over Albert Road, Farnborough on 16 May), which was listed in the TAG

- Information Report. He was dissatisfied with the letter that he had received from TAG and with the time it was taking to provide a full explanation. Ms Bartaby acknowledged that there had been some delay in investigating the complaint and assured Cllr Starling that every effort would be made to conclude their investigation and send a definitive letter. **[ACTION: TAG.]**
- 11.3 Mr Treadgold asked how accurately the height of an aircraft could be measured at a distance of 1600m from the runway threshold. Ms Bartaby said the information would be provided in these minutes. **[Post-meeting note: TAG has confirmed that the B and K monitoring system records data to the nearest 100 ft.]**
- 11.4 In the light of a report that he had seen of a group getting together to arrange a flight in an aircraft, a member of the public asked about the licensing requirements for such flights. Mr Rayment said that the aircraft concerned was operating out of London City airport: an ATOL licence would be required.
- 11.5 Cllr Kirby (RBC) referred to agenda item 9 and was concerned about the outcome. The paper contained very useful comment and fact, and it should have been welcomed by RBC and the issues in it addressed. Cllr Kirby regretted that the agenda item providing for questions from members of the public was so near the end of the agenda and thought that the public should be able to question/comment as each agenda item was reached. He asked that the committee revisit this agenda item and invite a formal written response from RBC.
- 11.6 The Chairman said it would be inappropriate for the committee to reconsider an agenda item on which it had already concluded its consideration. In response to Cllr Kirby's other comments, and to a question from another member of the public, he pointed out that the meeting was not a public meeting, but a committee meeting to which the committee were pleased to admit the public and to allocate a specific agenda item for their questions. On an earlier occasion, members of the public had been able to comment on each agenda item, but this arrangement had not worked to the satisfaction of either the public or the committee. It was necessary to try to achieve a proper balance between the legitimate interests of the public and the need for the committee to handle its business effectively.
- 11.7 Mr Parkins said that he had asked two meetings previously about publicity for the committee. He noted that a public notice had been put in the local press, but there were no press releases. He wondered whether the secretary could be asked to provide copies of committee notes and agenda to local authorities and public libraries in the hope they could be put on notice boards.
- 11.8 Ms Radley referred to the crash a few weeks previously at Blackbushe Airport and asked if it could have happened at Farnborough. Mr Rayment said that the operator of the aircraft, which was a new one, had never been into Farnborough. He was limited in what could be said about the Blackbushe incident as the report of the Air Accident Investigations Board was still being prepared.
- 12. ANY OTHER BUSINESS**
- 12.1 Mr Marks noticed that the secretary's letter enclosing the agenda for the meeting

was sent to i. Members of the committee; ii reserve members; and iii. others on the mailing list. He asked who was in the third category. [**Post-meeting note:** the third category consists almost exclusively of officers employed (on policy work relevant to the committee's responsibilities) in some of the local authorities which are represented on the committee. Ms A Delbridge, Clerk of Ash Parish Council (which is represented on the committee by Cllr Worrall), is also included as the parish council asked for its own office copy of committee papers.]

- 12.2 Mr Marks asked about the procedure for clearing the notes of meetings before they were distributed by the secretary to members. The Chairman said that the draft notes were prepared by the secretary, who invited Ms Bartaby to look at them for correctness (eg, as to the terminology used) and to assist with any matters of clarification which the secretary needed. The draft notes were then submitted to the Chairman for his comments and final approval. It was of course for the members of the committee to consider the draft notes, including their accuracy, at the next meeting of the committee, and to amend them where appropriate, at which point the notes were deemed to be final and approved. The Chairman added that the committee was a forum for discussion of issues relating to the airport, and clearly TAG had a unique role in supporting the committee. Mr Marks expressed surprise, however, that the draft notes were submitted to TAG before being approved by the Chairman.
- 12.3 The chairman expressed thanks on behalf of the committee to BAE for the use of their accommodation and facilities.

13. DATE OF NEXT MEETING

- 13.1 The committee confirmed that its next meeting would be held on Thursday 18 November 2004, at 2.00pm. It also agreed that the next following meeting would be held on Thursday 24 March 2005, also at 2.00pm.

G E T Green

Secretary, Farnborough Aerodrome Consultative Committee

17 August 2004