



FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE
“keeping people informed”

**MINUTES OF MEETING HELD ON 1st NOVEMBER 2007
IN BAE SYSTEMS, FARNBOROUGH**

Present:

Philip	Riley	FACC Chairman
Laurence	Armes	Ash Parish Council
David	Atfield	Farnham Town Council
John	Bennison	Hart DC
John	Cairns	FIL
Roland	Dibbs	Rushmoor BC
Mike	Drew	Surrey Heath
John	Gregory	FACC Secretary
John	Harrocks	North Hampshire CCI
Peter	Hutcheson	Hampshire CC
Peter	Isherwood	Waverley BC
Marwan	Khalek	GAMA Aviation
Daphne	Knowles	Mitchell Frimley Green & Deepcut Society
Geoff	Marks	Farnborough Aerodrome Residents' Assoc.
Brandon	O'Reilly	TAG Farnborough
Chris	Pitt	Surrey CC
James	Radley	Hart DC
Jenny	Radley	FCCS
Tim	Richings	Rushmoor BC
Marion	Shepherd	FCOT
Madeleine	Stickels	Flight Safety International
Paul	Taylor	Rushmoor BC
Roger	Walker	TAG Farnborough

Item 1. Apologies

David Argent	Crondall Parish Council
Murry Law	JetClub

Item 2. Notes of Meeting held on 12th July and Matters Arising

These were agreed as a correct record subject to amendment under Item 8 indicating that Jenny Radley had made available information from other airports regarding the effects of vortices.

The Chairman reported that he had written to the former Chairman. TAG reported that in line with the request in the minutes the progress report and complaints were valid to 9th October, the latest possible date when information could be made available. TAG also reported that non runway

helicopter movements are now recorded.

Item 3. TAG Information Report

Brandon O'Reilly reported that compared with the period January to September 2006 the airport has seen a 23.4% growth in movements and over that period was the fastest growing airport in the UK. Growth in the period June to September 2007 is 19%. Larger aircraft movements are limited to 1,500 and saw a growth between January and September of 16%. Over the same period there was no change in weekend movements which are currently capped at 2,500.

Brandon reported that there was still no decision from the Secretaries of State regarding the appeal relating to weekend movements. The master plan is dependent on this appeal decision and if the decision is a straightforward acceptance or refusal then he needs 3 months after the appeal decision to finalise the master plan. If the decision is more complicated further time will be necessary. He is still hopeful that subject to the Secretaries of State the master plan will be available in the first quarter of 2008 and will include long term forecasts, economic and environmental impacts, public safety zones, changes in mix of aircraft and noise contours.

Roger Walker reported that due to the flooding in July the portable noise monitors had to be replaced and as soon as new equipment is available a monitor will be offered to Mr. Hall of Mychett. TAG will respond to other requests.

The report on movements now includes helicopter movements. Due to the very unusual weather in July 93% of all movements were westerly. The complaints report now includes 4 monthly maps.

James Radley expressed his concern that some representations refer to a number of flights whereas others record each individual complaint separately. TAG responded that the current reporting system is not sufficiently sensitive to record multiple complaints but it will review the system.

Action: TAG to review system of recording complaints.

Geoff Marks asked for clarification on when helicopters use the runway or other parts of the airfield. TAG responded that this is determined by requests from pilots and Roger Walker undertook to discuss with pilots how they come to these decisions.

Action: TAG to discuss with helicopter pilots.

Jenny Radley reminded the Committee that the majority of complaints are from communities south west of the airfield and that the noise steering group is giving very careful consideration to how these areas can be less

affected by noise and how more comprehensive information can be made available.

Councillor Bennison asked how the master plan would be affected by the Secretary of State's decision on weekend movements and was told that the effect would depend very much on the decision and any conditions imposed.

The Committee was informed that the master plan would be for the period 2008-2030.

Item 4. Quiet Flying Programme

Brandon O'Reilly reminded the Committee that this group of 3 members plus air traffic control plus pilots and TAG is addressing this major issue. He believes that the number of complaints has arisen due to higher awareness of the issue by the public, narrower operating corridors, growth and number of movements and the increase in movements of larger aircraft. The group is considering different trials relating to the location and type of complaint and linking this to the operational feasibility of the aircraft. TAG is concerned to do everything it can within the limits of the aircraft to reduce the effect on residents of aircraft noise.

Roger reported that the Noise Steering Group group met on 5 September and considered various options including routing aircraft away from development to the south west and a broader operational corridor. The next meeting will be on 5 November when other options will be considered including a "dog leg" avoiding Fleet. TAG will use clearly identifiable aircraft to trial different options. He reminded the Committee that some aircraft can operate safely on a dog leg but others cannot. The group will be considering all alternatives and will keep the Consultative Committee informed.

Councillor Dibbs asked TAG to provide information regarding the height of aircraft over residential areas when leaving in an easterly direction compared with height when leaving in a westerly direction.

Action: TAG to provide height information.

James Radley welcomed the work by TAG to mitigate the effects of noise and asked whether it is possible to relate the characteristics of a particular aircraft to the noise complaints.

Action: TAG to investigate.

Geoff Marks reminded the Committee of the need to remain aware of the noise effect on areas to the east of the airport.

Councillor Bennison asked whether noise could be reduced by differences in rate of climb. TAG replied that the specific rate of climb depends on the aircraft, load factors and weather conditions and that all pilots are keen to reach cruising height as soon as possible. The procedures for the current trial instruct pilots to make the best rate of climb.

The Chairman reported that the full Committee will receive progress reports on the work of the Noise Steering Group. The Committee agreed that the composition of the Noise Steering Group should remain as at present. In response to a question from the Chairman residents' groups assured the Committee that their members were kept fully informed of the work of the Consultative Committee and similar undertakings were given by elected members. It was agreed that better use should be made of the website to keep the public informed of ongoing work.

Item 5. Farnborough Airport Area Action Plan

Tim Richings of Rushmoor BC reported that all stakeholder meetings have now been completed and that the issues and options report would be available in March 2008, leading to preferred options, consultation with stakeholders, later in the year leading to submission to government. A planning inspector will be appointed to hold round table discussions and his report will be binding on the Borough Council.

Core strategy work will set the long term strategy for the Borough including the airport and it is hoped that preferred options will be agreed in March 2008.

In response to members' questions it was stressed that the area action plan will deal with land use and transportation issues and not the detailed operations of the airport. However it is important that there is collaboration in the preparation of the area action plan and the TAG master plan. The size of the airport means it is unlikely that government will intervene directly and representations have been made to the Government Office of the South East to speed up planning decisions.

Action: March meeting to consider TAG master plan and Area Action Plan if timing of appeal decision allows.

Item 6 Future Presentations to Committee

The Chairman suggested that the Committee may wish to invite speakers to address particular aspects such as the impact of aviation on the environment, the skills and educational issues on aviation and the airfield being addressed by Farnborough College, and the links between the economic development strategy being prepared by Rushmoor BC and the airport development.

Members agreed that aviation and the environment and the challenges to air

traffic control are important issues but should be addressed by the Quiet Flying Programme. The Committee was reminded that the Aviation Environment Federation is well versed on legislative issues. The Committee agreed that the Economic Development Strategy being prepared by Rushmoor BC should be the subject of a presentation.

The Committee agreed in principle that presentations should be invited and asked the Chairman and Secretary to make appropriate arrangements.

Action: *Chairman and Secretary to agree presentations for future meetings.*

Item 7. Questions from Members of the Public

Graham Brothers asked whether information was available on Royal flights. TAG replied that no separate data is available and that the Section 106 Agreement refers to discounted flights. TAG will provide this information at the next meeting.

Action: *TAG to investigate.*

Norman Lambert reminded the meeting of the public concern regarding the Quiet Flying Programme and felt that progress reports should be from the full Consultative Committee rather than TAG. He felt that the composition of the noise steering group should be made public.

Mrs. Mitten of Church Crookham stated that she preferred to revert to the old system of departures which spread the noise over a wider area and that she would prefer to see the “dog leg” approach for all aircraft operating in a westerly direction. She was assured that the Noise Steering Group will be addressing this and other options and that at her meeting with TAG at the beginning of November she will be provided with as much information as possible. Jim Reed of Ewshott would also prefer to see a wider spread of aircraft rather than the narrow corridors now in use.

Gordon Keep of Crondall asked whether pilots can be requested to throttle back whilst flying over residential areas. He was advised that pilots will use the best rate of climb to achieve cruising height as soon as possible and that noise emanates not only from engines but also from air frames.

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

The Chairman reported a request from James Radley asking TAG to supply projected noise contour maps to indicate the new extent of the noise corridor generated by the flight patterns now being flown as a result of the Quiet Flying Programme, based on a realistic aircraft mix. James also asked TAG to provide noise contours which reflect movement levels which are increased by both 50% and 100% over that allowed by the current planning conditions. TAG provided the contour map requested showing



the effect of the QFP. Predicted contour maps for the next 6 months are already available and there is no requirement to produce maps indicating noise contours above the 28,000 movements limit. Work is under way to produce the airport master plan which will address these issues.

Norman Lambert updated the members on the information on the website.

Item 9. Date of Next Meetings

The next meeting of the Committee will take place on
***Thursday 6th March 2008 at 14:00hrs at the Park Centre BAE SYSTEMS
and on
Thursday 3rd July and
Thursday 6th November.***