



FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE
“keeping people informed”

**MINUTES OF MEETING HELD ON 3RD JULY 2008
IN BAE SYSTEMS, FARNBOROUGH**

Present:

Philip	Riley	FACC Chairman
Richard	Appleton	Hart DC
David	Argent	Crondall Parish Council
Laurence	Armes	Ash Parish Council
David	Attfield	Farnham Town Council
Roland	Dibbs	Rushmoor BC
Victor	Duckett	Waverley BC
John	Gregory	FACC Secretary
John	Harrocks	North Hampshire CCI
Peter	Hutcheson	Hampshire County Council
Peter	Isherwood	Waverley BC
Paul	Jones	NATS
Marwan	Khalek	GAMA Aviation
Daphne	Knowles	Mytchett 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
Paul	Taylor	Rushmoor BC
Miles	Thomas	TAG Farnborough
Roger	Walker	TAG Farnborough
D.L.	Whitcroft	Surrey Heath BC

Item 1. Apologies

John	Cairns	FIL
Peter	Hill	FCOT
Madeleine	Stickels	Flight Safety International

The Chairman welcomed Councillor Appleton of Hart District Council.

Item 2. Notes of Meeting held on 6th March 2008 and Matters Arising

These were agreed as a correct record.

Reference was made to the importance of the QFP sub committee agreeing its report prior to the full meeting of FACC.

Due to the length and complexity of the attachments some members did not receive the papers in advance of the meeting. It was agreed that the Secretary would e-mail (with return receipt) the agenda and short reports in advance of the meeting and that the TAG Information Reports would be sent under separate e-mails and made available on the website.

Action: FACC Secretary

Item 3. TAG Information Reports

Brandon O'Reilly reported that movements between January and June 2008 were 4.7% higher than those in the same period in 2007. There is a reduced rate of growth due to lower demand and fewer smaller aircraft due in part to higher landing fees. Weekends movements increased by 30% compared with the same period for last year and there has been an 84% increase in larger aircraft (50-80 tonnes) over the last six months. Planning permission has now been received for the construction of the new hangars which, it is hoped, will be commenced in the autumn and completed in 2010. The QFP trial has commenced.

TAG sought to consult as widely as possible on the preliminary consultation prior to the preparation of the draft master plan. TAG held discussions with local councils to try to achieve this, including the use of a website. The focus has been on residents most affected, i.e. those at either end of the runway under the Public Safety Zone (PSZ) and those immediately to the north and south of the airport. Individual roads and areas were selected using postal maps. There was a mail out of documents to addresses immediately adjoining the airport, with separate mail shots to named stakeholders such as district councillors, county councillors, MPs, schools and parish councils. This was supplemented by posters, adverts in local newspapers and follow up letters sent to households in Church Crookham following discussions with local councillors. There was a mailing of 13,500 copies to local residents and businesses, 500 to stakeholders, 200 to council offices and libraries, 100 in response to telephone requests and 4,000 follow up letters sent out to residents in Church Crookham. The consultation closed on 30th June and it is expected that there will be approximately 2,000 responses.

Several lessons have been learned which will guide the consultation on the draft Master Plan. Early consultation with key local stakeholders is important together with early discussions with local representatives. The website needs to be simplified and should include a print page facility and automatic e-mail confirmation of receipt of representation.

Over the next few weeks all responses will be analysed and data held under

secure conditions with password protection on a secure server. The core results will be published on the FACC website. Preparation of the draft Master Plan will commence shortly with the aim of beginning consultation in October.

Several members reported that the consultation had not been received in their areas or copies had been received too close to the deadline to enable adequate responses to be made. It was agreed that key stakeholders should have input prior to the next round of consultation.

Action: TAG to consult key stakeholders prior to consultation on the draft Master Plan.

It was suggested that the consultation on the draft Master Plan should include wide distribution of leaflets informing residents of the principal conclusions and how they can obtain hard copies of the main documents or comment via the website.

Action: TAG to consider use of leaflets as part of consultation on draft Master Plan.

Councillor Appleton asked whether there had been a campaign by business to support the expansion of the airport. Local businesses represented on the FACC and John Harrocks, Chief Executive of the Chamber of Commerce, reported that they were not aware of any such campaign.

The Committee received the Information Report prepared by TAG detailing aircraft movements, noise and air quality monitoring and complaints.

Item 4. Form of Reporting

The Chairman reported that he had received representation from some members of the Committee regarding the form and complexity of the TAG Information Report. He stated that it is important that the Committee should agree as to whether the report is providing them with the information needed. Councillor Dibbs argued that 14 pages is too long and that the report is too detailed and that a complaints summary is sufficient. Several representatives of residents' groups considered that the information provided is at the correct level to enable them to adequately inform their membership. It was stated that the level of information provided was necessary to reassure local residents that their concerns are being addressed and that the QFP needed this level of information to operate effectively.

Councillor Appleton queried whether complainants were made aware that their details would be published. TAG does not ask people who complain whether or not their details can be published. Several councillors would find it very difficult to adequately respond to their electorate if names were not made available.

The Committee agreed that the level of information was appropriate but that greater use should be made of the website and ways found of making the information available to the Committee in a form more suited to e-mail distribution.

Action: *FACC Secretary and TAG to investigate appropriate methods of disseminating detailed information.*

Item 5. Quiet Flying Programme

Roger Walker reported that at the QFP Steering Group on 30th April members were updated on plans for the southbound trial which started on Thursday 8th May for a period of 6 months. Assessments will be made using portable noise monitors in specific locations and a Framework Plan will be introduced as a means of reporting the trial and giving adequate publicity to it. Following the introduction of runway 24 departures straight ahead the aim is to trial a procedure which utilises more of the non residential land at the western end of the airport to relieve the effect on residents in Church Crookham. Fixed noise monitoring equipment will be located on the Tweseldown race course tower and in various locations around Caesar's Camp.

For the first 4 weeks of the trial only 4 days were suitable for runway 24 departures meaning that the trial effectively started on 11th June after which approximately 40% of departures used the south route. There have been 80 complaints relating to runway 24 departures since 8th May with 45% in the GU9 and GU10 postcodes and 55% in the GU51 and GU52 postcodes.

The trial will be ongoing until October, suspended for the air show from 7th to 27th July. A full report will be presented to FACC in March 2009.

Concerns were expressed regarding the height of flights and the effect of weather on landings and take offs. Paul Jones reported that there had been no changes to procedures and that pilots were instructed to use the best rate of climb – no heights are fixed. Geoff Marks stated that he thought there must be clearly demonstrated benefit to change routes and that scientific data and specialist help may be needed to guide the programme. It is important to have clear justification for changes. The Committee was anxious to ensure that noise monitoring operated on a 7 day a week basis.

Item 6 Questions from Members of the Public

Mr. Brothers asked for information regarding the ownership of TAG Farnborough and was informed that shares are owned by 7 individuals, details of whom can be obtained from Companies House.

Mr. Seal asked that maps relating to the TAG Information Report should be

extended to include Farnham. TAG responded that in future maps will include Farnham.

Action: TAG Information Report maps to include Farnham.

Mr. Bennison stated that he thought noise monitoring equipment was in the wrong place and should be located in Ewshot. TAG stated that they were very happy to place monitoring equipment in suitable locations including Ewshot.

Mr. Lambert asked why there are no councillors on the QFP Steering Group and whether small aircraft such as VLJs were not welcome at the airport. The Chairman responded that membership of the QFP Steering Group had been agreed by the FACC. TAG reported that VLJs are still using the airport but use by larger aircraft is more profitable when having to operate within movement constraints.

Mr. Keep of Crondall was concerned about safety issues of aircraft operating out of Odiham in relation to the operation of the airport. Paul Jones stated that the Farnborough Tower is in direct contact with Odiham and that safety is a top priority.

A Farnborough resident asked that overlays should be produced showing residents the extent of the public safety zones and flight paths. He also asked which direction aircraft would use if wind or weather was not a determining factor. TAG reported that overlays will be used in the master plan process and Paul Jones said that if wind and weather is not an issue aircraft will take off in a westerly direction.

Mrs. Martin stated that residents in Cambridge Road did not receive the consultation document and that statements in the document should have been backed up by facts. TAG responded that the draft Master Plan will include more information and that the consultation will include Cambridge Road residents.

Item 7. Presentations to Future Meetings

The Chairman reported that he was in discussion with suitable presenters to address the issue of aviation and the environment.

Item 8. Website Update

Norman Lambert reported that there have been 2488 hits on the website since the last meeting and that 55 individuals have included the site on their favourite pages. Links to TAG Aviation are very good and he encouraged members of the FACC to promote the website to local residents. He agreed that maps relating to the TAG Information Report should be provided separately to assist enquirers.

Item 9 Matters raised by the Committee not on the Agenda

Geoff Marks asked whether TAG would confirm whether or not the “year end lengths of risk contours” were determined using the updated model released by NATS in December 2007 and whether the full report could be made available. TAG stated that the 2003 version was used and that the full report can be made available.

Geoff Marks also asked when the new monitoring system will become operational given that he believes that the version currently in use understates noise contours by as much as 30%. TAG stated that Brüel and Kjær, the producers of the INM Link program (which allows actual track data to be used in the noise modeling process) have confirmed that this software is currently incompatible with the latest version of INM 7 and that there are no plans to rectify this issue until the next version of INM is issued. As a result of this circumstance INM 6.2 will continue to be used to allow use of actual track data in noise contour production (as required by the terms of the Section 106 Planning Agreement).

Brüel and Kjær also stated in their correspondence that following their evaluation, INM 6.2 yields the same results as INM 7 within the expected accuracies of the INM model and typical input data.

Item 10 Date of Next Meetings

The next scheduled meeting of the Committee will take place on **Thursday 6th November at 14:00hrs at the Park Centre, BAE SYSTEMS.**

The Committee will meet on:

- **Thursday 5th March 2009,**
- **Thursday 2nd July 2009 and**
- **Thursday 5th November 2009**