

FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE
“keeping people informed”

**MINUTES OF MEETING HELD ON 6TH MARCH 2008
IN BAE SYSTEMS, FARNBOROUGH**

Present:

Philip	Riley	FACC Chairman
David	Argent	Crandall Parish Council
Laurence	Armes	Ash Parish Council
John	Bennison	Hart DC
John	Cairns	FIL
Roland	Dibbs	Rushmoor BC
Mike	Drew	Surrey Heath
Wally	Epton	WJE Associates
John	Gregory	FACC Secretary
John	Harrocks	North Hampshire CCI
Peter	Hill	FCOT
Peter	Isherwood	Waverley BC
Paul	Jones	NATS
Marwan	Khalek	GAMA Aviation
Geoff	Marks	Farnborough Aerodrome Residents' Assoc.
Brandon	O'Reilly	TAG Farnborough
Chris	Pitt	Surrey CC
James	Radley	Hart DC
Jenny	Radley	FCCS
Miles	Thomas	TAG Farnborough
Roger	Walker	TAG Farnborough

Also Attending: Andrew Lloyd Rushmoor BC

Item 1. Apologies

David Atfield	Farnham Town Council
Councillor Duckett	Waverley BC
Murray Law	JetClub
Peter Hutcheson	Hampshire CC
Daphne Knowles	Mitchell Frimley Green & Deepcut Society
Madeleine Stickels	Flight Safety International

Item 2. Notes of Meeting held on 1st November 2007 and Matters Arising

These were agreed as a correct record subject to amending the spelling of Mytchett .

The Chairman advised the Committee that Paul Jones of NATS will be replacing Murray Law and Peter Hill will be representing Farnborough College. He welcomed Paul and Peter to the meeting.

Actions from Minutes of 1 November 2007

- TAG to review system of recorded complaints – this relates to one letter covering a number of complaints. A review has been undertaken but the recording of multiple complaints will cause problems. Councillor Dibbs suggested that the Committee should concentrate on non-compliant and unauthorised flights. TAG takes action on non-compliant and unauthorised flights irrespective of whether or not complaints have been received and will publish details.

Action: TAG to publish details of unauthorised and non compliant flights.

- Helicopter operations – Helicopters will use the main runway if visibility is less than 800m. Otherwise they will use normal approach procedures. Helicopters are required to fly at more than 1000 ft. over built up areas except in approach phase.
- TAG to provide information on height of aircraft. There is no laid down procedure for height of aircraft when departing. The rate of climb will depend on weight, performance and weather. To stipulate a figure would be inoperable.
- Noise related to characteristics of aircraft. It is not possible to be specific on this and analysis of results has been inconclusive. However in general terms the larger aircraft generate more complaints.
- TAG Master Plan – The results of the planning application inquiry are not known and therefore the finalisation of the master plan is not possible. TAG will be writing to the secretaries of state asking for early notification of the decision. Work has already been undertaken on a document for public consideration and this will be made available as soon as the appeal decision is known. The Committee will be a principal consultee. The appeal decision will be notified to all stakeholders and will be published on the website.

Action: Committee Secretary.

The Committee agreed that a detailed discussion of the consultative document is essential and that it may be appropriate to hold a special consultative committee in late May/early June.

Action: Chairman to decide when Programme can be determined.

- Royal Flights – In 2007 there were 359 royal/diplomatic flights.

Item 3. TAG Information Report

Brandon O'Reilly reported that there was a 24% increase in number of movements during 2007 up to a total of 26,507. The number of aircraft between 50 and 80 tonnes increased by 25% from 317 to 398. As a result of the increase in movements TAG is now operating a slot management system for weekdays and has applied for planning permission for a new set of hangars.

Brandon drew the Committee's attention to a recent consultative document issued by Heathrow regarding the 3rd runway and said that the Farnborough document would have a similar format but in a more readable form. The preparation and publication of this document will inform the master plan. TAG has been delighted to attend a number of public meetings and if further groups would welcome a discussion Brandon and/or his staff will be delighted to attend. TAG has purchased the freehold of the airport. On January 6th and 7th filming for the next James Bond film took place on the airport. The film is expected to be released on 7th November.

Jenny Radley referred to a non compliant flight on 24th December and asked what action had been taken. On all non compliant flights irrespective of whether there are complaints TAG writes to the operator and continues to carefully monitor the situation. If it happens repeatedly the operator will be banned from using the airport. In one case a pilot was dismissed.

James Radley welcomed the non compliance procedure and asked how complaints regarding fumes and air quality are dealt with. TAG has no specific monitoring regarding fumes but does monitor overall air quality.

Councillor Bennison drew the Committee's attention to a number of flights on 9th February which were non compliant but were authorised by ATC. NATS considered that this may be related to gliding operations at Odiham which can significantly affect aircraft procedures.

Item 4. Quiet Flying Programme

Roger Walker made a presentation to the Committee and thanked members of the Steering group whose names have been published on the web site.

Roger referred to the trial summary stipulating from runway 24 and 06 aircraft should proceed straight ahead for 2 miles using best rate of climb before turning subject to alteration by ATC for safety reasons.

The QFP meeting on 5th November reviewed the trial and looked at further ways of achieving noise mitigation. A dogleg manoeuvre from runway 24 could not achieve the degree of certainty needed, and TAG suggested for southerly departing aircraft turn left over unpopulated Caesar's Camp area

and that 2 days be selected to observe this trial. The meeting on 6th February reviewed the 2 day trial and concluded that it would need a published procedure which is very lengthy. It is necessary to explore methods of measurement and data collection to validate the trial.

Roger invited the Committee to agree to the trial outlined in the paper commencing in May for 6 months. The Committee agreed that this is the most sensible way forward provided that there was a meaningful collection of data. The Committee was keen to understand what would happen after the 6 months trial and it was agreed that the Committee would receive a full report in July which would enable decisions to be taken well in advance of the completion. James Radley was keen to understand how success can be measured and stated that the positioning and use of the portable noise monitor was critical. One of the locations suggested was Marlborough Heights. There was a discussion regarding the most suitable ways of monitoring and the type of measurement and it was agreed that this should be considered in detail by the sub committee.

Item 5. Rushmoor Economic Strategy

The Chairman welcomed Andrew Lloyd, Chief Executive of Rushmoor Borough Council, and invited him to address the Committee. A copy of Andrew's presentation will be placed on the website.

The population of the Borough is 91,000 of whom 70% are below the age of 45 years. There are 49,300 jobs and the unemployment rate is very low at 1.4%. The principal issues that need to be addressed are the relatively low level of academic qualifications and the number of outdated offices/business establishments. Currently there is an over supply of offices which is giving rise to increased pressure on the housing market. The emerging importance of the airport for business aviation is playing a key role in the future prosperity of the Borough and aerospace and defence businesses such as QinetiQ and Boeing are creating a honey pot effect of attracting other businesses in this employment sector. The airport provides a key source of employment. The Borough approved its economic development strategy in 2006, which includes the development of a permanent exhibition centre and new 5 star hotel. The production of the Local Development Framework (LDF) must have regard to the TAG master plan and the failure of government to make a decision on weekend flying is delaying the adoption of the LDF. Part of the LDF process is the production of an Area Action Plan for the airport, which cannot be completed until the decision of the planning enquiry is known. It is now unlikely that the next stage of the LDF process, the publication of issues and options, will take place before September 2008.

Item 6 Questions from Members of the Public

Mr. Brothers thanked TAG for its information on royal and diplomatic flights and reported that on 4th November an aircraft had to make an additional circuit of the aerodrome as it failed to land. David Seall of South Farnham asked that the Quiet Flying Programme took account of movements relating to Odiham and Lasham.

Action: QPF Steering Group to take account of Odiham and Lasham movements.

Norman Lambert stated that he did not think that residents' associations were representative of the community and stated that the Church Crookham website does not refer to the QFP. Subsequent to the meeting the association has issued a reply which is attached to these minutes.

Sheila Martin of Farnborough reported her concerns regarding pollution from aircraft. TAG stated that it complied with all regulations and that technical progress and targets would further reduce pollution in the future. It was suggested that the Committee may wish in the future to hear a presentation on this issue. TAG reported that it monitors pollution at 13 points and reports regularly to local councils.

Action: Chairman to consider pollution as a future presentation.

Mr. Shepherd of Odiham believes that activities at Odiham require deviation from flight paths of Farnborough aircraft. Paul Jones reminded the Committee that air traffic control at Odiham operates only from Monday to Friday and that weekend activities have to be monitored closely by Farnborough.

Mrs. Mitton of Church Crookham expressed her concern about very low departures and felt that the "best rate of climb" was not working. TAG reminded the Committee that there is no lower limit for departures and best rate of climb relates to the type of aircraft and weather conditions and it is not feasible to impose a specific height.

Item 7. Matters raised by the Committee not on the Agenda

Geoff Marks expressed his concern about recent statements reported in the press on the number of total movements. Brandon stated that part of the work of the master plan was to look at all factors including the number of movements and that a NATS capacity study indicated a limit of 100,000. However this must have regard to a new TAAM total airspace and airport modelling technique which can predict the impact of different movement levels having regard to many factors including noise. He stated that capacity will never exceed 100,000 and that capacity must be related to a whole number of factors.

Councillor Pitt asked that reports from TAG regarding airport activities be sent to Surrey Heath Borough Council as well as Rushmoor. He was assured that this already happens.

Councillor Bennison asked whether if flying ceased at Odiham this would have any effect on Farnborough. Paul Jones replied that it would give more air space flexibility but would not necessarily affect capacity because of other factors.

John Cairns updated the Committee on progress for the Farnborough Air Show taking place between 14th and 20th July. There are two key themes: 100 Years of Flying in the UK, and 60 Years of Flying from Farnborough. There will be an impressive display of rebuilt and replica aircraft including some which flew at the first air display in 1948.

Norman Lambert reported that there had been 18,000 hits on the FACC website since March 2005 of which 1,696 have been since November 2007.

Item 8. Date of Next Meetings

The next scheduled meetings of the Committee will take place on
***Thursday 3rd July at 14:00hrs at the Park Centre BAE SYSTEMS
and on
Thursday 6th November at 14:00hrs – venue to be advised.***

There is a possibility that there will be a special meeting of the Committee in late May/early June to consider a response to the TAG consultation document.

Appendix – Statement by Fleet and Crookham Civic Society

Following a statement made by a member of the public at the FACC meeting on the 6th March, I would like to assure all FACC members that the Fleet and Crookham Civic Society (FCCS) do indeed provide up to date information to any member of the public who accesses the web-site, with information about the FACC. There is a prominent link to the FACC web-site on the home page and access to all the past FCCS newsletters, apart from the most recent, which is available to all paid-up members of the society and is found on the members page.

I can assure FACC members that there has been an article with regard to the FACC and the Aerodrome in each of the twice yearly FCCS newsletters, since they became a local interest group member of the FACC, in the summer of 2003.

I did not feel that I should respond to the gentleman at the time of the meeting, as in fact the Chairman made a very sensible response, and I also wanted to check that the FCCS web-site was in full working order, as that may have been the reason for the challenge. I can say that it is working well.

I fear the statement was simply a mischievous comment to cast aspersions on the Society and I am not prepared to allow that to be left without an accurate response.

Jenny Radley

Fleet and Crookham Civic Society Representative on the FACC.