

FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

“keeping people informed”

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

Present:

Philip	Riley	FACC Chairman
Richard	Appleton	Hart DC
Laurence	Armes	Ash Parish Council
Roland	Dibbs	Rushmoor BC
Victor	Duckett	Waverley BC
John	Gregory	FACC Secretary
Peter	Hill	FCOT
Paul	Jones	NATS
Marwan	Khalek	GAMA Aviation
Daphne	Knowles	Mytchett Frimley Green & Deepcut Society
Geoff	Marks	Farnborough Aerodrome Residents' Assoc.
S.J.	O'Grady	Farnham Town Council
Brandon	O'Reilly	TAG Farnborough
Chris	Pitt	Surrey CC
James	Radley	Hart DC
Jenny	Radley	FCCS
Madeleine	Stickels	Flight Safety International
Paul	Taylor	Rushmoor BC
Miles	Thomas	TAG Farnborough
Roger	Walker	TAG Farnborough
David	Whitcroft	Surrey Heath BC

Also attended:

Geoff	Maynard	Vector Management Ltd.
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Item 1. Apologies

David	Argent	Crondall Parish Council
Mike	Drew	Surrey Heath BC
John	Harrocks	North Hampshire CCI
Peter	Hutcheson	Hampshire County Council
Peter	Isherwood	Waverley BC

Item 2. Notes of Meeting held on 3rd July 2008 and Matters Arising

These were agreed as a correct record.

It was confirmed that the numbers in Item 5 of the minutes are still correct. Further work needs to be done to make the format reports more easily accessible.

Item 3. Greener by Design

The Chairman welcomed Geoff Maynard, Chairman of the Operations Group “Greener by Design” which is part of the Royal Aeronautical Society. A copy of Geoff’s presentation will be made available on the FACC website when it is received.

Following the presentation members sought details on noise measures and suggested that this should be the subject of a presentation to a future meeting. It was suggested that the master plan being prepared by TAG should have regard to reduction of noise measures including insulation of properties. Geoff confirmed that noise measurement is very complex but probably the best/simplest approach is noise contours. The meeting discussed the proximity of residential development to airfields. Geoff stated that larger passenger jets are more carbon efficient in relation to CO₂ per passenger kilometre. Ambient noise is also a relevant factor and it was agreed that noise contours must have regard to topography.

Item 4. TAG Information Report

Brandon O’Reilly reported that SBAC stated that FI 2008 was a very successful show attracting 132,000 business people and 153,000 members of the public.

Movements in October this year were similar to movements in October 2007 and it is predicted that there will be approximately 26,000 movements by the end of the year. Weekend movements have increased by 51% year on year during October with an increase in larger aircraft of 15%. Hangar 2 construction is under way with a completion target of June 2010.

Results of the preliminary consultation on the draft master plan are available on the website. There were replies from 1,800 people of whom 54% felt better informed, 70% agreed that the airfield is beneficial to the local economy but 90% are concerned about noise nuisance. The draft master plan will include forecasts on demand and capacity compared with current demand and analysis is being undertaken as to how the present economic conditions will affect forecasts. The aim is to make the draft master plan understandable, concise and widely available. The consultation must be at an appropriate time and of sufficient length to allow responses.

The Aviator Hotel, owned by TAG, is now open with very good take up during week days.

TAG financial results for 2006 recorded a net loss of £1m and for 2007 a net profit of £2.4m.

In response to questions regarding air quality it was reported that TAG

works closely with Rushmoor Environmental Health who take regular measurements. Members were keen to work with TAG to ensure that the next round of consultation on the master plan was over a sufficiently wide area to include Farnham North and Upper Hale and Bagshot Lea. TAG's aim will be to ensure that all residents within the defined area receive a letter/leaflet indicating where they can obtain a copy of the document or view it on line. In response to a question TAG confirmed that it does not intend to make any further responses to Government regarding an appeal decision regarding development at Church Crookham. It was also confirmed that TAG is liaising with Rushmoor Borough Council in relation to the master plan and the Borough Council's Issues and Options paper which is expected in spring 2009.

Item 5. Complaints Report

Miles Thomas drew the Committee's attention to the report and confirmed that TAG responds to all complainants giving details of the flight and information about the Quiet Flying Programme (QFP). It was suggested that more information is needed as to why some aircraft deviate from agreed routes. Paul Jones reported that there are two main reasons for authorised deviations which are air traffic movements at Odiham and general aviation conditions. The Chairman confirmed that this whole issue must be addressed in the master plan.

The QFP aims to give greater clarity of movements but it must be accepted that the operations of the airport will create noise and nuisance to some residents, but procedures will impose some constraints with which operators will comply whenever possible. The meeting agreed that data must be available to indicate why deviations occurred. TAG agreed to make this information available as part of the complaints report.

Action: TAG to provide more information on reasons for deviation.

Item 6 Quiet Flying Programme

Roger Walker tabled a report on the QFP and advised the meeting that the proposition is that the trial continues. In response to questions regarding difficulties of established data it was reported that at the start of the trial during May and June, take off due to weather conditions, was in the opposite direction to normal operations, then the monitoring stopped due to failure of equipment which was then followed by suspension for the air show. Jenny Radley commented that the complaint data is subjective and that the charts contained in the report should be viewed accordingly.

In response to a question regarding the percentage of aircraft that have the performance to reach the 800 ft. proposed height it was reported that this depends on the operational ability of the aircraft, loading and weather conditions. It was agreed that the QFP sub committee should continue, not

only during the trial but beyond, in order to monitor the collection of data, to represent the views of residents but also to consider other schemes if movements were to increase. The committee resolved to maintain the trial but to explore alternatives at the same time. Brandon O'Reilly confirmed that he hoped that the QFP would continue and develop beyond the trial and that TAG is committed to reducing noise nuisance to residents. It was suggested that measuring the success of the trial by the number of complainants is only one criteria and the need is for measurements relating to aims of the trial and setting criteria which can be measured accurately. It was confirmed that the operators support the QFP but the reality is that not all aircraft have the ability to fly over undeveloped land immediately after take off. In order to ensure that there is an operations' view Marwan Khalek was invited to join the sub committee. The Chairman proposed that the trial should continue and this was unanimously accepted.

Item 7. Questions from the Public

Reg Milne of Farnborough asked that Geoff Maynard's presentation be made available on the website and thanked TAG for replying to his complaint about helicopters.

Action: Report to be made available on the web site.

Norman Lambert was of the view that most complaints come from the Ewshot area but some come from further afield. He asked when the membership of the committee is to be reviewed. The Chairman responded that it was open to any organisation to seek membership but unless the Constitution is changed such an application could only succeed if an existing member relinquished their membership.

Cyril Griffiths representing Hook Heath Residents asked that the QFP has regard to residents in this area and Councillor Pitt advised that local people and the MP were aware of the situation.

Jim Reed reminded the committee that only 2% of total movements are by large aircraft but these generate 14% of complaints, and asked that this be taken into account in the preparation of the master plan.

Councillor Bennison referred to page 5 of the Complaints Survey regarding non authorised flights and was informed that all aircraft would be authorised for take off but may then be instructed to deviate from established procedures, and that TAG advised operators of inappropriate actions which, in one case, resulted in a pilot being dismissed.

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

Geoff Marks asked that TAG illustrate the consequential changes to the 1 in 100,000 annual risk contour should the current 28,000 movements per

annum limit remain, and secondly if the movement limit be increased to 50,000 mpa. Roger Walker advised that the new model change has been endorsed and that any such changes will be taken into account in the master plan.

Councillor Appleton referred to an apparent increase in overflying Fleet and Hartley Wintney and whether this is related to air space constraints. Paul Jones advised that there are standard operational procedures and that the increase in overflying was less than 3% over the last 12 months. However this would be considered as part of the master plan.

Item 9 Date of Next Meetings

The next scheduled meeting of the Committee will take place on ***Thursday 5th March 2009, at 14:00hrs at the Park Centre, BAE SYSTEMS.***

The Chairman may request a special meeting before March depending on the programme for the consultation on the draft master plan.

The Committee will also meet on:

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