

FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

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MINUTES OF MEETING HELD ON 5TH MARCH 2009 IN BAE SYSTEMS, FARNBOROUGH

Present:

Philip	Riley	FACC Chairman
Richard	Appleton	Hart DC
David	Argent	Crondall Parish Council
Laurence	Armes	Ash Parish Council
Kevin	Daley	Mytchett Frimley Green & Deepcut Society
Roland	Dibbs	Rushmoor BC
Mike	Drew	Surrey Heath BC
Victor	Duckett	Waverley BC
John	Gregory	FACC Secretary
John	Harrocks	North Hampshire CCI
Peter	Hill	FCOT
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
Madeleine	Stickels	Flight Safety International
Paul	Taylor	Rushmoor BC
Miles	Thomas	TAG Farnborough
Roger	Walker	TAG Farnborough

Item 1. Apologies

David	Atfield	Farnham Town Council
Peter	Hutcheson	Hampshire County Council
Peter	Isherwood	Waverley BC
Daphne	Knowles	Mytchett Frimley Green & Deepcut Society
Stephen	O'Grady	Farnham Town Council

Item 2. Minutes of Meeting held on 6th November 2008 and Matters Arising

Geoff Marks asked that it be recorded that as a result of a change to the NATS risk model the limiting 1 in 10,000 annual individual risk contour will accommodate 50,000 movements per annum of the current mix of aircraft. He went on to ask TAG to illustrate/describe the consequential changes to the 1 in 100,000 annual individual risk contour should (a) the current 28,000 mpa limit remain unchanged, and (b) the movement limit be increased to 50,000 mpa.

Brandon O'Reilly advised that the information is not available and that the Department of Transport has responsibility to carry out a review every 7 years but that the public safety zone relates to the planning approval for Farnborough Airport. Kevin Daley referred to the new contour generated by NATS based on 2000 data. TAG understands that the model they use relates to all types of aircraft and that there would be an indication of the contour in the master plan.

Under item 5 of the minutes it was reported that in February there were 72 deviations of which 69 were due to Odiham. It was requested that this information should be provided on a regular basis but NATS do not keep this information and data for February was a special request.

The Chairman reported that he was still trying to obtain a copy of the presentation made by Geoff Maynard to the committee in November.

Action: Chairman to contact Geoff Maynard.

Councillor Appleton stated that the master plan should have appeared as a separate item on the agenda. The Chairman replied that there would be an opportunity for a full discussion of the master plan as part of the TAG information report. Councillor Appleton stated that it was likely that Hart District Council will ask for procedures to be put in place to make Farnborough a "designated airport". It was agreed that this would appear as an item for the committee meeting on 2 July.

Action: Chairman to include this item on the agenda for 2 July.

Item 3. TAG Information Report

Brandon O'Reilly reported on current projections that the number of movements in the first quarter of 2009 were 3.8% less than 2008. Weekend movements were 3,972 (4,200 are permitted). Weekend demand increased by 86.9% in January/February. There was a 70.8% increase in larger aircraft movements. However the airfield is not immune to the economic down turn and the development of hangar 2 is being suspended.

The consultation on the master plan commenced on 19 December until the end of February but last minute representations will still be accepted. There were 12 exhibitions and analysis of the feedback is being undertaken by independent consultants.

TAG reported that the main topics from the 12 public exhibitions during January and February were:

1. Aircraft noise associated with an increase in movements beyond those currently permitted. The Quiet Flying Programme was discussed.
2. Aircraft flight paths. Significant discussion was held with regard to the nature of the airspace around Farnborough, the routes aircraft fly and why. These discussions included the difference between

controlled and uncontrolled airspace, the proximity of the London Terminal Manoeuvring Area, Blackbushe, Fair Oaks, Odiham, Lasham and Heathrow. The use of the Instrument Landing System was often described.

3. The current and future maximum size of aircraft.
4. The current and future weekend movement limit.
5. The impact of an increase in flights on air quality in general but most specifically on odour from aircraft fumes.
6. The impact of an increase in flights on local traffic congestion.
7. Rumoured future use of the airport as a cargo import / export hub associated with the proposed Pyestock logistics and warehousing development.
8. The impact on local public safety associated with any increase in aircraft movements.
9. The long term future of the Air Show.
10. The consequences of a growth in movements on local employment.
11. The future of the airport once 50,000 movements are reached.
12. The definition, purpose and benefits / disadvantages of business aviation.
13. Helicopter movements and flight paths.
14. Hours of operation.
15. The prospect of commercial airline operations.

It is estimated that between 700 and 800 people attended the events and all feedback will be analysed as part of the final master plan process.

The TAG reports presented to local planning authorities are available to members on the Rushmoor Borough Council website.

New software relating to noise modelling is not yet available.

It was requested that copies of the FACC reports be made available to Fleet Council and Church Crookham. It was noted that all reports are available on the FACC website before each meeting of the committee. There was a request that odour emissions be reported to the committee but Rushmoor has not yet been able to provide conclusive evidence of this as an issue. Councillor Appleton requested that Hart Council be consulted by Rushmoor on odour emissions. Similarly a request was made that Waverley be consulted.

In relation to the master plan consultation Geoff Marks referred to statements regarding the capacity of the infrastructure for 100,000 mpa based on the current mix of aircraft and local press statements attributed to TAG that "We will never operate at capacity". TAG responded that it is beyond any doubt that the airport could not operate at 100,000 movements without contravening other restraints. Geoff Marks felt that the master plan failed to address a realistic limit and asked that this be addressed, including the factors which contribute to the maximum number of movements. TAG referred to the TAM model which has regard to runway capacity and hard standings and that it was necessary to know the level of these limits but the

master plan highlights other constraints relating to noise and public safety. This will be addressed in more detail in the final master plan. If movements were to exceed 50,000 it is likely that a new risk contour will be necessary. Geoff Marks referred to the complexity of public safety zones and it was agreed that this should be an item for the next committee meeting.

Action: *Chairman to include public safety zones in next committee agenda.*

Councillor Appleton referred to his concerns over economic forecasts with particular regard to housing allocations set out in the South East Plan. The master plan does not adequately address this issue and the implications for local residents. There is need for more measurement of these factors and their enforceability. He hoped that the Rushmoor Area Action Plan would address issues such as noise contours and constraints.

In terms of the timetable for the master plan TAG needs sufficient time to analyse all responses and hopes to produce a final master plan and submit a planning application during 2009. There will be a public document showing the results of the consultation analysis.

Councillor Appleton referred to controlled air space around the airport and the need for details. It was agreed that NATS be asked to give a briefing to the next committee meeting.

Action: *Chairman to include this item on the July agenda.*

Item 4. Complaints Report

The report was presented and the committee agreed that the survey table is very useful and well presented. In response to a query from Jenny Radley on non compliant flights Miles Thomas offered to brief her directly on this issue.

Action: *Miles Thomas to contact Jenny Radley.*

Item 5. Quiet Flying Programme

Roger Walker gave a presentation that summarised the main points of the QFP report that had been circulated to members before the meeting. The group agreed that there is a need for the trials to be fully assessed and that stability is essential. TAG reported that pilots are becoming frustrated at the number of changes that are taking place.

James Radley referred to Appendix 1 and asked what sanctions are imposed if planning conditions are breached. It was accepted that during the trial period there is close working with Rushmoor Borough Council in relation to planning conditions. Keith Holland of Rushmoor Borough Council was not aware of any planning conditions being breached but will assess the situation and report back to the committee if necessary. Roland Dibbs invited any members of the committee to contact the Borough Council if

they consider there are breaches. It was requested that the 2 mile limits be included on the maps.

It was noted that the QFP sub-committee needed to review additional data resulting from the trials. This analysis will be presented at a subsequent meeting of the FACC.

Item 6 Rushmoor Area Airport Action Plan

Keith Holland explained the suite of documents necessary to produce the Local Development Framework (LDF) which includes the core strategy and action plans, one of which is for the airport area. The consultation period for the area action plan ended on 20th February and included sending out 10,000 letters to businesses and residents in the surrounding area. Responses have been through questionnaires, on-line and letters and through a meeting of an invited audience. Following analysis of the comments there will be a final report and the production of the LDF will be tested at a public examination by a Government inspector whose report is binding on the Borough Council. The up to date situation can be accessed via the website: www.rushmoor.gov.uk/farnboroughairportarea

Councillor Appleton expressed concerns about consultation in the Hart area to which Rushmoor responded by referring to the 10,000 letters, adverts in local newspapers and on the radio, but welcomed suggestions for wider consultation in future. Councillor Appleton felt that the scope of the action plan was too narrow and that Rushmoor should work closely with adjoining areas including Hart, Waverley, Mychett and Frimley Green. It was also suggested that the Borough Council work closely with residents' associations outside of the Borough.

Item 7. Questions from the Public

Mr. Brothers referred to the need for clearer statements in the master plan so far as surface access was concerned including encouraging train travel and asked that in the master plan TAG gives details on how people travel to and from the airport.

Mr. Milne asked that in future there should be better audio facilities for those who have hearing difficulties.

Action: Chairman to remind members to speak into microphones at all times.

Norman Lambert called for wider consultation with Hart residents.

Councillor Appleton referred to “designation” of the airport and the need to extend committee representation.

Mr. Shepherd of CPRE referred to issues on climate change and information on passenger throughput. In response TAG reported that

passenger numbers are not collected but on the day of the committee meeting there were 51 movements carrying 140 passengers which is on average 2.7 passengers per movement.

Mr. Benison referred to payment to Rushmoor Borough Council by TAG for environmental purposes and enquired how the money is spent.

Action: RBC to report on how money set aside for environmental purposes is spent.

Mr. Hunt referred to the Section 106 agreement which states there should be no Chapter 3 aircraft and makes no reference to helicopters.

Item 8.

Matters raised by the Committee not on the Agenda

There were no matters raised by committee members.

Item 9

Date of Next Meetings

The next scheduled meeting of the Committee will take place on ***Thursday 2nd July 2009, at 14:00hrs at the Park Centre, BAE SYSTEMS.***

The Committee will also meet on:

- ***Thursday 5th November 2009***