

**FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE**  
“keeping people informed”

**MINUTES OF MEETING HELD ON 1<sup>ST</sup> JULY 2010**  
**AT**  
**BAE SYSTEMS, FARNBOROUGH**

**Present:**

Philip	Riley	FACC Chairman
Richard	Appleton	Hart DC
Laurence	Armes	Ash Parish Council
Rod	Dean	Farnborough International Ltd.
Roland	Dibbs	Rushmoor BC
Wally	Epton	WJE Associates Ltd
Dan	Foster	NATS
Colin	Gray	Fleet & Church Crookham Society
John	Gregory	Secretary
John	Harrocks	North Hants Chamber
Peter	Hill	FCOT
Peter	Isherwood	Waverley BC (reserve)
Marwan	Khalek	GAMA Aviation
Daphne	Knowles	Mytchett Frimley Green & Deepcut Society
Norman	Lambert	Crandall Parish Council
Geoff	Marks	FARA
Brandon	O'Reilly	TAG Farnborough
Councillor	Pitt	Surrey CC
James	Radley	Hart DC
Paul	Taylor	Rushmoor BC
Miles	Thomas	TAG Farnborough
Roger	Walker	TAG Farnborough
David	Whitcroft	Surrey Heath BC

**Item 1. Apologies**

Jenny	Radley	FCCS
Madelaine	Stickles	Flight Safety International

**Item 2. Minutes of Meeting held on 4<sup>th</sup> March 2010 and Matters Arising**

The Chairman welcomed Norman Lambert as the Crandall representative.  
The minutes were agreed as a correct record.

It was agreed that a presentation on spatial planning should take place at a future meeting.

**Action: Chairman and Secretary**

The Committee noted the letter from the Department for Transport and

remained concerned that policy appears to be formulated using data which is not publicly available. It was agreed to write to the Secretary of State expressing this concern.

**Action: Chairman and Secretary to draft letter.**

NATS is contracted to provide 2 levels of service to TAG. Firstly as Air Traffic Service provider for the Airport and secondly and independently, as a consultancy service provider regarding the recent planning application and public inquiry.

Geoff Marks undertook to speak to representatives in Farnham on issues arising through the quiet flying programme.

The Committee noted the report from Rushmoor BC on the Section 106 Agreement.

Following a request from Jenny Radley, Miles Thomas tabled a reformatted report on 2009 movements.

The Secretary thanked Norman Lambert for the work he had undertaken on updating the website.

### **Item 3. Presentation by Roger Gardner – Aviation and the Environment**

A copy of Roger's presentation will be made available on the website. He explained that he was working with 9 universities to apply value in areas relating to aviation and the environment. The principle areas of research relate to air quality issues, noise, flight efficiency, climate change, (including the effect of climate change on aviation), alternative fuels, mitigation policies and the political scenery.

Following questions from members Roger explained that lead times from a research study to implementation can take from between 5 and 10 years for new aircraft and less for modifications to existing aircraft. The organisation Omega seeks to inform policy as part of a wider international debate. There was an initial grant of £5m from the government and further bids for funding had been made with both government agencies and the private sector. Issues relating to the land compensation act are not being dealt with at present, although research is being undertaken as to how people perceive noise. Investment in aircraft improvements needs to be considered at the same time as improving other forms of transport, particularly high speed rail links.

The Chairman thanked Roger for his presentation.

### **Item 4. TAG Information Report**

Brandon O'Reilly informed the committee that current indications are that

movements in June will be 8.6% higher than in the same period last year with weekend movements 32.7% up, and larger aircraft 25% up. He noted the effects of the volcanic ash closing the airport from 15-21 April and the effects earlier in the year of snow and ice. In spite of this there is approximately a 9% growth rate and an increase in market share of 0.3%.

The public enquiry finished on 30 June with no indication from the inspectors on when a report will be available.

Rod Dean informed the committee that preparations for the air show were proceeding very satisfactorily and that he expected the displays to last 2.5 hrs. on Monday to Thursday, 3.5 hrs. on Friday and 5 hrs. on public days. There will be a maximum of 6 “noisy” aircraft displaying. The risk assessment has been updated, safety audits undertaken and increases made to the availability of public transport. At the request of Councillor Appleton Graham Jones will be asked about public transport from Fleet.

**Action: Rod Dean**

## **Item 5. TAG Reports**

Roger Walker referred the committee to the complaints reports, the airspace base line study and the quiet flying programme. He reported that the new southern access road is now open but will be closed during the air show and that noise preferred routes will be suspended for the duration of the show. He asked each member of the committee representing an organisation to notify their members of this suspension.

**Action: All members of Consultative Committee**

Miles Thomas drew members’ attention to the inclusion in the TAG report in section 7 of sustainability initiatives, including carbon reduction, mapping carbon footprints and improving energy efficiency and waste disposal.

On the complaints report there was concern that when a member of the public listed multiple events that these were only recorded as one event and there was a request for a change in reporting procedures whilst avoiding the need for increased length of reports. Members asked for greater focus and greater use of the website. The emphasis should be on the purpose of the report relating to the operations of the airfield and the need to accurately record nuisance experienced by residents. Brandon O’Reilly invited members of the committee to make suggestions to the Secretary as to how the reports could be improved. Councillor Pitt requested that days of the week should be shown in any report, not just the date. The Chairman agreed that the processes relating to complaints and information should appear on the agenda for a future meeting.

**Actions:**

- **Members to inform Secretary of ways in which reports could be**

*improved.*

- ***Report on improvements to be made to future meeting - Chairman***

David Whitcroft referred to the number of non compliant flights with permission at the end of May and it was explained that in this period of good weather there was increased gliding at Odiham which required different procedures.

Roger Walker reported that the QFP met on 10 May and received a preliminary report on south bound trials, a full report will be presented to the next meeting. A summary of the scoping report was presented. The helicopter trial routes had not proved successful and discussions had taken place with helicopter pilots to discuss procedures. NATS were reviewing the form of instructions which will be revisited after the air show at the beginning of August. The next meeting of the committee will be in September.

Councillor Appleton referred to helicopters using the railway line but was not sure whether all of these originated from Farnborough. It was explained that there was an increased number of helicopter movements when Royal Ascot was taking place.

## **Item 6. Questions from the Public**

Mr. Brothers reported annoyance caused by the Piaggio 180 and it was explained that this aircraft has a very different tonal sound from other aircraft. In response to a question regarding the noise levels of Chapter 3 and Chapter 4 aircraft Miles Thomas explained that there was no clear distinctions and it related more to the type of aircraft and the way it is operated. Propeller aircraft are perceived to be noisier than jets. Noise is subjective and relates to the way in which it is perceived.

## **Item 7. Matters Raised by the Committee**

*Councillor Appleton asked “what are the minimum separation distances/ times between movements, especially when take offs and landings are conducted on the same day from/to the same end of the runway?” Dan Foster replied that ;-*

**For two consecutive departures – If projected flight paths are expected to cross -**

If the first aircraft is an A380 aircraft then, provided the next aircraft is not a A380 or HEAVY wake turbulence category, then 3 minutes

If the first aircraft is an A380 aircraft then, and the next aircraft is a HEAVY wake turbulence category, then 2 minutes

If the first aircraft is a HEAVY wake turbulence category then, provided the next aircraft is not a A380 or HEAVY wake turbulence category, then 2 minutes

If the first aircraft is a MEDIUM wake turbulence category then, provided if the next aircraft is SMALL or LIGHT wake turbulence category, then 2 minutes

Outside this NO separation for wake turbulence is required.

Also if the two aircraft are expecting to use the same initial routing after departure, then

ATC would ensure that the first aircraft is clear of the expected track of the next aircraft or an appropriate radar separation can be guaranteed.

Both aircraft would have to be operating normally.

**For a departure followed by an arrival –**

The arrival will not establish on final approach before the departure has turned away from the approach path AND appropriate radar separation can be guaranteed.

**For two consecutive arrivals –**

The arrival will not establish on final approach before the previous landing aircraft has been confirmed as landed by the Tower Controller AND appropriate radar separation can be guaranteed in the event of a missed approach

#### **Item 8. Date of next Meeting**

- **At 14:00 hrs. on Thursday 4<sup>th</sup> November at the Park Centre, BAE Systems, Farnborough.**

**Meetings in 2011 will be :-**

- **Thursday 17 Feb**
- **Thursday 16<sup>th</sup> June and**
- **Thursday 27<sup>th</sup> Oct.**