

# FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

“keeping people informed”

MINUTES OF MEETING HELD ON 4<sup>TH</sup> MARCH 2010

AT

BAE SYSTEMS, FARNBOROUGH

## Present:

Philip	Riley	FACC Chairman
Richard	Appleton	Hart DC
Laurence	Armes	Ash Parish Council
David	Attfield	Farnham Town Council
Graham	Brothers	Farnborough Aerodrome Residents' Assoc.
Roland	Dibbs	Rushmoor BC
Mike	Drew	Surrey Heath BC
Wally	Epton	WJE Associates Ltd
Dan	Foster	NATS
John	Harrocks	North Hants Chamber
Peter	Hill	FCOT
Peter	Isherwood	Waverley BC (reserve)
Marwan	Khalek	GAMA Aviation
Daphne	Knowles	Mytchett Frimley Green & Deepcut Society
Roz	Muschamp	HCC
Brandon	O'Reilly	TAG Farnborough
Chris	Pitt	Surrey CC
James	Radley	Hart DC
Jenny	Radley	FCCS
Madelaine	Stickles	Flight Safety International
Paul	Taylor	Rushmoor BC
Miles	Thomas	TAG Farnborough
Roger	Walker	TAG Farnborough

## Item 1. Apologies

David	Argent	Crondall PC
Rod	Dean	Farnborough International Ltd.
John	Gregory	FACC Secretary
Geoff	Marks	FARA

## Item 2. Minutes of Meeting held on 30<sup>th</sup> November 2009 and Matters Arising

The minutes were agreed as a correct record. The response verbally given to a question raised by Hugh Sheppard representing CPRE will be recorded under Item 5, Public Questions.

*Action: Secretary*

Rushmoor Council asked to report on the Section 106 Agreement to the July meeting.

**Action: TAG**

The Chairman reported that the information from the Department of Transport indicates that considerations regarding designation of Farnborough will be made late in 2010. It was agreed to discuss with officers of Hart and Rushmoor Councils a presentation on spatial planning issues at the November meeting.

**Action: Councillor Appleton to discuss with Hart officers giving a presentation on spatial planning to the November meeting.**

A letter from the Department for Transport was circulated to the meeting. Councillor Appleton reiterated his concerns that policy could be made without the opportunity to scrutinise the information upon which the policy is based. The meeting discussed this issue and it was agreed that a letter should be sent to the Department expressing concern that data upon which policy is based is not publicly available.

**Action: Chairman to write to Department for Transport,**

TAG informed the meeting that it wished to abstain from this action.

The Chairman invited members to suggest subjects for future presentations. One suggestion was on aircraft noise and design.

**Action: Chairman to discuss with Roger Gardner of Omega regarding his presentation to the July meeting.**

### **Item 3. Tag Information Report**

Brandon O'Reilly reported that there were 10.7% fewer movements over the last 12 months, weekend flights had increased by 25%, aircraft over 50 tonnes by 4.6% against a background of business aviation in the south east being down by 15%. The airfield was closed between 5-7 January and the morning of the 13 January due to bad weather conditions in spite of significant investment in new snow clearing equipment. Movements during January were down 11% due to bad weather conditions but in February increased by 6%.

The CAA Aerodrome licence audit was successfully passed. NATS has been asked to undertake a scoping report on the viability of controlled air space, the aim of which is to establish the facts. The scoping report will be available within the next few weeks and will be reported to the July meeting.

**Action: TAG to report to July meeting.**

New trial helicopter routes will be introduced on 8<sup>th</sup> April as a result of work undertaken by the Noise Working Group under the Quiet Flying Programme initiative. It is understood that bookings are well advanced for the 2010 air show.

TAG submitted on 7 December an appeal against the refusal of the planning application to increase the number of movements. A public enquiry will start on 18 May and is likely to last for 7 weeks.

A meeting of the Noise Working Group was held in December and considered issues relating to controlled air space and helicopter routes. There will be a further meeting in May which will consider data from the noise abatement trials and a feedback on the trials for helicopter routes. Dan Foster reported that the aim is to identify least noise impact areas. Helicopters approach from the north following the M3, from the south the A31, A331 and A324, and then head for helicopter landing areas. Height is normally at 1700 ft.

Councillor Appleton asked why there had been no consultation with Fleet on these routes. TAG responded that Jenny Radley represents Fleet on the Noise Working Group. Consultation was also through the Noise Working Group which had received copies of maps showing these routes and had also been sent out with the minutes of this meeting. It was agreed that copies of the maps should be available to all committee members upon request. There remains concern regarding the representation of Farnham on the Noise Working Group. The meeting was reminded that Geoff Marks had offered to make presentations to any group and represent their interests. David Atfield remained concerned that traffic is being diverted over Farnham and requested that he and Councillor Duckett should have an opportunity to meet with members of the Noise Working Group.

**Action: Geoff Marks.**

Councillor Appleton referred to the problem of blade slapping and asked that this be considered as part of the trials.

#### **Item 4. Complaints Report**

Miles Thomas presented his report. Jenny Radley asked that the aircraft movements table should indicate the whole calendar year on a month by month comparative basis.

**Action: TAG**

Councillor Appleton asked for details to be made available regarding complaints arising from authorised deviations. TAG explained that this was already included in the complaints summary.

It was noted that deviations are mainly at weekends and that this will form part of the study of controlled air space.

#### **Item 5. Public Questions**

Councillor Bennison enquired as to the duration of the helicopter trial. TAG would prefer this to be over a 12 month period. It was noted that although the market share was down 15% TAG's market share had increased by 1.5%. A Crondall resident asked whether Farnborough was a more attractive option for weekend flights. TAG responded that demand had previously been suppressed but with the increase in weekend flying is now able to respond to market demand.

In response to a previous question from Mr. Hugh Sheppard TAG has responded as follows:

“The document referred to is the UK Air Passenger Demand and CO2 Forecasts published on 15<sup>th</sup> January 2009. The report includes data on 31 UK airports provided in accordance with CAA reporting requirements. The CAA excludes all business aviation, aero-club, military and private movements (those expressly permitted at TAG Farnborough) from those reporting requirements, and as such passenger numbers associated with these excluded movements are not collected or reported by TAG Farnborough. Therefore the DfT does not use data from TAG Farnborough, and indeed other airports in the above report. Comparisons of passengers and movements, as defined by the CAA, at TAG Farnborough with the other 31 airports would be misleading.”

#### **Item 6. Matters Raised by the Committee**

Geoff Marks, in a written question asked, “Will TAG confirm that the number of noise abatement cancellations at weekends exceeds those on week days. It would be helpful if they could provide actual numbers for the last 2 or 3 years, say.” TAG will provide data on this within the next few weeks and the Secretary will forward this response to Geoff Marks and the full Committee.

**Action: TAG and Secretary.**

Daphne Knowles asked:

- Are helicopter movement noise emissions currently recorded?
- Are the criteria for helicopter noise the same as business jets?
- Will all helicopter flights be included in the overall aircraft limit?
- What percentage of helicopters will use the new proposed routes?
- How will noise levels be monitored for the new proposed routes?

Miles Thomas reported that noise is recorded by monitoring equipment, that the criteria is the same for helicopters as for business jets, that all helicopter flights are included in the 28,000 movement limit, that it is

hoped that the majority of helicopters will follow the new routes and that portable noise monitoring equipment can be used under the new routes if necessary.

Daphne Knowles was concerned that as helicopters fly lower there is more noise. NATS responded that helicopters are kept as high as possible and are descended as late as possible to reduce noise impact.

Councillor Appleton asked about proposed new noise contours in the current planning application. TAG responded that the planning application was consistent with all noise legislation and that no doubt this will be addressed at the planning enquiry.

The Chairman reported that the proposed presentation by Roger Gardner would be deferred until a future meeting.

Rushmoor BC reported that there will be a revised and republished area action plan in September/November 2010. It is hoped that this will go to the Secretary of State in February of 2011 with decisions by September 2011.

Jenny Radley was concerned that the minutes of the July meeting were not on the FACC website.

**Action: Webmaster via Secretary.**

The Chairman reminded the Committee that the next meeting will be held at

- **14:00 hrs. on Thursday 1<sup>st</sup> July at the Park Centre, BAE Systems, Farnborough and**
- **At 14:00 hrs. on Thursday 4<sup>th</sup> November at the Park Centre, BAE Systems, Farnborough.**