

FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE
“keeping people informed”

MINUTES OF MEETING HELD ON 17TH MARCH 2011
AT
THE PARK CENTRE, FARNBOROUGH

Present:

Philip	Riley	FACC Chairman
Laurence	Armes	Ash Parish Council
Roland	Dibbs	Rushmoor BC
Wally	Epton	WJE Associates Ltd.
Dan	Foster	NATS
Jenny	Radley	Fleet & Church Crookham Society
John	Gregory	Secretary
Peter	Hill	FCOT
Peter	Isherwood	Waverley BC (reserve)
Marwan	Khalek	GAMA Aviation
Norman	Lambert	Crandall Parish Council
Geoff	Marks	FARA
Brandon	O'Reilly	TAG Farnborough
Chris	Pitt	Surrey CC
James	Radley	Hart DC
Paul	Taylor	Rushmoor BC
Miles	Thomas	TAG Farnborough
Roger	Walker	TAG Farnborough
Mike	Drew	Surrey Heath BC

Item 1. Apologies

John	Harrocks	North Hants Chamber
Richard	Appleton	Hart DC
Roz	Muschamp	Hampshire CC

Item 2. Minutes of Meeting held on 4 November 2010 and Matters Arising

The minutes of the meeting held on 4 November were agreed as a correct record.

The Chairman announced that Kevin Daley will replace Daphne Knowles on the Committee to represent the Mytchett Frimley Green & Deepcut Society. He also advised that Flight Safety was stepping down and recommended that John Copley of FAC should take this seat.

The Committee agreed to invite FAC to be represented on the Committee.

Action: Secretary

The Committee wished to express its appreciation for the involvement of Flight Safety, in particular the arrangement of tours of their facilities.

The Secretary confirmed that he had written to Rushmoor Borough Council regarding the use of the public safety zones model. The Chairman reported that the Committee does not meet the criteria to be part of the National Forum of Consultative Committees. The Chairman will investigate a presentation at the next meeting on carbon emissions.

Action: Chairman.

Item 3. TAG Information Report

Brandon O'Reilly reported that there had been a growth of 3.2% in the number of movements in 2010 and that in January 2011 there was an 8.4% increase with a 7.8% increase in weekend movements when compared with the previous January. Over the last 12 months the Airport saw a 2% point growth in market share of the South East airports market compared with a market contraction of 2%. The new hangars will be completed in September and TAG is marketing its capabilities around the world to promote use of the airport during the Olympics. The grade 2 listed hangar will be refurbished. TAG is actively involved in the Community Matters Partnership. Cllr Pitt commented that TAG should be recognised for its community work.

The planning appeal into the number of movements was upheld on 10 February and all details, including the Section 106 agreements, are available on the Rushmoor BC website.

Item 4. TAG Reports

The Committee received and noted the reports. Jenny Radley referred to the table in 6.1 and the effect on local residents and asked that all mitigating measures should continue and that pilots continue to be reminded of the measures to be taken. TAG stated that all mitigating measures will be maintained and enhanced where necessary. Norman Lambert drew the Committee's attention to the increase in complaints in December and Jenny Radley referred to the number of infringements in table 9.1. Miles Thomas stated that there were no repetitive offenders. .

Item 5. Quiet Flying Programme

Roger Walker thanked Geoff Marks and Jenny Radley for their input to this programme. He referred the Committee to the recommendation which was agreed.

Action: Roger Walker

Helicopter routes are well established but will be kept under review to

avoid as far as possible overflying residential areas, and if possible using a higher altitude approach.

Norman Lambert asked that helicopters as far as possible use main runways rather than approaching “from the side”.

Roger Walker said that the QFP will now be looking at the way forward as a result of the granting of planning permission for increased movements and that this will include possible air space changes when a representative from NATS will be involved. In answer to a question Roger Walker indicated that other members of the Committee may be invited to participate in the QFP as and when appropriate.

Item 6. Report of Special Interest Group

John Gregory thanked members of the group for their help in the preparation of this report. The recommendations were agreed and Church Crookham Parish Council will be invited to join the Committee. NATS will be invited to attend all committees as specialist advisors.

Action: Secretary

Item 7. Presentation by Marwan Khalek

The Committee received a very interesting and informative presentation by Marwan on his perspective of the operations of business aviation. A copy of Marwan’s presentation is attached to these minutes.

James Radley asked what factors will drive growth in business aviation. Marwan was of the opinion that growth will occur as a result of increased business efficiency, the saving of time to business users and the personal benefit to individuals. The industry mirrors economic growth cycles, particularly in the international market place and needs to be constantly responsive to these changes.

Item 8. Questions from Members of the Public

Dr. Geoff Hunt of Farnham asked what comparison there was between business aviation and scheduled flights in relation to carbon footprint per person per kilometre and the level of safety operations. Marwan reported that so far as emissions are concerned business aviation represented 7% of all movements, but only 3% of emissions, and that its safety record is comparable with scheduled flights.

Mr. Treadgold was concerned about complaints due to aircraft height and TAG agreed to meet with him to discuss this issue. NATS stated that it monitors all movements and that Farnborough has a very effective approach radar.

Action: TAG to contact Mr. Treadgold to discuss this further outside the meeting

Item 9. Questions from Members of Committee

James Radley asked:

"Given the decision by the Secretaries of State to allow an increase in movements to 50,000 per annum can TAG please explain what steps they are taking to ensure that a new definitive Public Safety Zone (PSZ) will be published in a timely manner?"

What advice would they give a Local Education Authority that may be planning to expand a school close to the edge of the existing PSZ; will they be advocating that such an authority waits until the new official PSZ is published?"

Roger Walker stated that:

"The DfT recently quoted;

I can confirm that the grant of planning permission to Farnborough for an increase in aircraft movements is one of the 'triggers' that would lead to a review of an airport's Public Safety Zones (PSZs). While no final decisions have been taken on the airports in 2011/12 review cycle, Farnborough is likely to feature."

"As DfT are responsible for the administration of PSZ's, TFA suggests that the LEA contact the DfT for guidance."

Geoff Marks asked:-

"Visibility of the changes made by NATS to its modelling of Annual Individual Risk contours, which enabled movements to be increased from 28k to 50k per annum without breaching existing contour constraints, was denied on the grounds that they were provided under a commercial arrangement between TAG and NATS.

Two letters from the Chairman to the DfT expressing the FACC's concerns over this lack of visibility failed to gain the DfT's support for its view. The issue has also been raised by the FACC with Rushmoor; the aim being to get Rushmoor's assurance that it would be addressed in the context of the LDF process. Rushmoor's response has been equally unhelpful.

Given that the Appeal Inspector noted in his report that this situation was unsatisfactory, and that the DfT has insisted that the basis of the NATS remodelling of the PSZs for London City Airport is brought into

the public domain, should the FACC require the Chairman to write again to the DfT, pointing out its inconsistency and again seek its help in securing full visibility of the remodelling of Farnborough's risk contours?

I wish to be assured that all FACC members have had sight of the relevant correspondence between the Chairman and the DfT and Rushmoor."

The Chairman reminded the Committee that he has already written twice to the DfT with no positive response received. Geoff Marks reminded the Committee that this issue must be addressed in the Rushmoor Area Action Plan and that he will continue to press for greater openness on this issue, including the publication of crash rates. It was suggested that rather than write again to DfT a letter should be written to the CAA.

Action: Chairman and Geoff Marks to compose letter to CAA, copied to DfT, RBC and all members of the Committee.

Item 10. Date of next Meeting

Meetings in 2011 will be :-

- **Wednesday 29th June and**
- **Thursday 27th Oct.**