



FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE
“keeping people informed”

MINUTES OF MEETING HELD ON
27th June 2019
at
RUSHMOOR BOROUGH COUNCIL

Philip	Riley	Chairman
Whittacre	Hope	Secretary
Simon	Ambler	Hart District Council
Chris	Axam	Hart District Council
Roland	Dibbs	Hampshire County Council
Brian	Edmunds	Farnham Town Council
Christina	Harris	Church Crookham Parish Council
Josephine	Hawkins	Surrey Heath Borough Council
Norman	Lambert	Crandall Parish Council
Chris	Main	Mytchett Deepcut & Frimley Green
Geoff	Marks	FARA
Charlotte	Morley	Surrey County Council
Brandon	O'Reilly	TAG Farnborough
Chris	Pitt	Surrey Heath Borough Council
Jenny	Radley	Fleet & Church Crookham Society
Gareth	Saunders	Church Crookham Parish Council
Maurice	Sheehan	Rushmoor Borough Council
Paul	Taylor	Rushmoor Borough Council
Neil	Theuma	Farnborough International Ltd.
Miles	Thomas	TAG Farnborough
Roger	Walker	TAG Farnborough

Item 1 – Apologies Received:

Virginia	Barratt	Farnborough College of Technology
Maggie	Gault	NATS
Wally	Epton	WJE Associates
Peter	Isherwood	Waverley BC
James	Radley	Hart District Council
Gareth	Saunders	Church Crookham Parish Council
John	Tonks	Ash Parish Council
Neil	Turner	NATS

Item 2. Minutes of Meeting held on 21st February 2019 and Matters Arising

1. Jenny Radley, Fleet & Church Crookham Society, requested two amendments. These have been made to her satisfaction.
2. Jenny Radley mentioned the information provided to the Meeting by TAG, the Complaint Report and the Complaint by Postcode Report still do not clearly identify the location from where the complaint originated. She felt as there are so few complaints it would not be unreasonable to provide more details.

Miles Thomas, TAG, reminded the meeting this had been covered in length at the last meeting. His position and that of TAG, as stated previously, is that nothing more can be done to further identify the location of the complainant, from his stand-point.

As discussed at the last meeting, a potential avenue for communication between complainants and Civic Group representatives could be achieved by publishing the relevant FACC members details on the TAG and FACC websites following official confirmation of their consent.

It was noted that only Jenny Radley and Geoff Marks of FARA, had subsequently provided this consent. Please see Item 6 – GDPR Update for more on this.

Action: Miles Thomas offered to review the matter and investigate what could be reasonably produced ahead of the next meeting.

3. Jenny Radley and Geoff Marks both brought to the attention of the Committee, the majority of complaints relate to movements of heavy aircraft at weekends. The reports show a disproportionate number of movements of heavy aircraft over these days.

Miles Thomas responded. The data in the reports is accurate and portrays the movement profile with transparency. It is a theme of business aviation that levels of movements/travel requirements are higher over the weekend. That is the nature of the business. The numbers recorded are within the permitted levels

4. Actions from the last meeting were addressed by the Chairman. Please see attached report and Item 6-Update on GDPR.

Item 3. Airspace Change Process – Update from Roger Walker

The Judicial Review was completed on 5th and 6th June. The CAA is hopeful the decision of the Review will be published before the end of July.

TAG is still diligently working on the Implementation Plan and should achieve the 1st November date scheduled for input to the publication cycle which would allow for full implementation on 27th Feb 2020.

NATS joint training for Swanwich and Farnborough operations will commence in August.

Integration procedures for all levels of connectivity across the domain are progressing well and on schedule for October.

Roger Walker hopes to be in a position to give the FACC a presentation of the Integration Plan at the next meeting in October.

Jenny Radley asked if there would be a flow of information down to the various local stakeholders, organisations and councils.

Roger Walker responded; a round of presentations may commence in September.

Item 4. TAG Information Report – From Brandon O’Reilly

Aircraft movement are up 2% this year so far. January and May had their busiest time ever but February, March and April all fell below expectations This June promises to be the most active ever with 3,400 movements predicted.

Part of the reason for the increase in activity in the temporary closure of RAF Northolt for repair and upgrade. It will be closed until the end of October. It sees an average of 40 movements per day and these flights and now looking for new facilities.

Construction of the new Gulfstream facility is on target to be in operation by the time of the FIA in June 2020. The site has been cleared, groundworks are in progress, erection of the steel framework has started and will be completed by September.

Gulfstream already has an operation at the airport, based in the Bay 6 Hanger. This is a lead-in or mobilisation operation, designed to generate customer awareness, provide support and infra-structure network and, importantly, building the employment and skills base. Gulfstream see this as a ‘bridge-head’ to the commissioning of the full operation next June.

TAG was present at EBACE and ABACE, the respective European and Asian Business Aviation Conferences, held in Geneva and Shanghai, marketing the benefits of Farnborough Aerodrome.

Ahead of EBACE, TAG hosted an industry awareness event for sustainable jet fuel. 16 business aircraft arrived in Farnborough from the United States, re-fuelled and flew on to Geneva using Sustainable Alternative Jet Fuel.

Roland Dibbs, Hants CC, asked how quickly/likely was it that this fuel would replace the current Jet A-1. Brandon O’Reilly replied that ways need to be found to reduce the carbon footprint of all industries and aviation was no exception. TAG Farnborough is very proud of its activities, initiatives and success in this area. That said, issues around production and cost would need to be addressed.

There was a short discussion about sustainable fuels and electric aviation.

A link to the European Biogas Association (EBA) Report on Sustainable Fuels can be found on the TAG Farnborough website.

On a lighter note, Brandon O'Reilly mentioned that the Farnborough Aerodrome made a brief appearance in a Hollywood film called The Hustle, masquerading as an airport in the south of France. TAG hosted an employee showing of the film.

Finally, Brandon mentioned that he is to give a general presentation about TAG Farnborough to the Farnborough Society and offered to do the same for any organisation represented at the FACC.

Item 5. TAG Report Update – from Miles Thomas

The Reports provided to the Members 'were taken as read'.

Geoff Marks requested more information relating to non-compliant flights.

Action: Miles Thomas took an action to review the data provided.

Please see a question asked by Hugh Sheppard, CPRE Hampshire, and response thereto, attached at Item 8. Members Questions, Questions from Members of the Public.

Item 6. GDPR Update – from Miles Thomas

Also please see above Item 1 – Matters Arising and the attached Actions from the FACC Meeting on 21 February 2019.

This action related to the FACC Website. Norman Lambert is both the Webmaster and the Data Controller. Norman has drafted a Privacy Policy and this will shortly be available on the FACC website shortly.

At the Meeting, Members were asked to give their permission for their details to be published on the FACC site. We thank all those who gave this permission. This is done, in part, to provide the opportunity for those making complaints to contact a representative in their area. It is hoped that this will provide a further level of detail to complaints/objections as requested regularly by Members but which, due to the restriction placed on TAG by GDPR, cannot be provided.

The Report provided to the Members 'was taken as read'.

Item 7. Members Questions, Questions from Members of the Public.

The Committee received a number of technical questions from Geoff Marks and Hugh Sheppard; these are attached. TAG responded to these questions at the Meeting, answers are also attached.

Brian Edmunds, Farnham Town Council, asked why aircraft landing or taking off from TAG Farnborough appear to fly low over Farnham?

Roger Walker responded, that pilots or operators of aircraft try to fly the shortest routes between points. Flying over Farnham would likely shorten their flights.

Roger went on to explain that Farnham lies beneath uncontrolled airspace allowing operators to use that airspace.

Under the proposals being put forward under the ACP, the airspace above Farnham will be classified as controlled so low flying will not be allowed.

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

Action: Further to the question raised by Hugh Sheppard, the Chairman took an action to ask ICCAN to present to the FACC.

Item 9. Date of Next Meetings of the Committee

- **Thursday 31st October 2019**

All meetings will take place at Rushmoor BC at 14:00 hrs.

FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

Item 8. Members Questions, Questions from Members of the Public.

– Continued.

Asked by Geoffrey Marks OBE - Farnborough Airport Residents' Association

- 1 The current issue of Gliding International Magazine has an article on Farnborough Airport. The CEO is reported as saying “Designed in conjunction with Local Authorities, the new prescribed profiles will not only reduce track-miles, but also take aircraft over less populated areas. Combined with steeper climb-out profiles, this aims to reduce noise pollution in the surrounding area”. TAG and Rushmoor BC will be aware that from November this year the CAA’s approval of permanent ‘significant’ changes in flightpaths will be required. The CAA are currently seeking views on its proposed approval process (CAP1786), with responses due by 7th July.

Three questions arise:

- (1) what are the routes and height profiles agreed by Rushmoor BC;
 - (2) Do TAG and/or Rushmoor BC understand that the proposals apply to TAG’s operations; and
 - (3) If so, do they see the CAA’s future role taking precedence over the Noise Preferential Route provisions in the S106 Agreement?
- 2 The Independent Committee on Civil Aviation Noise (ACCAN) has published its aims and objectives for the next two years. These refer to interaction with Consultative Committees. Should the FACC be proactive and invite the Commission to its next meeting?
 - 3 The government has adopted legally enforceable five yearly carbon budgets. In response to the Climate Change Committee’s recent report, which recommends a zero emissions target by 2050, these budgets will shrink. Do TAG provide aviation fuel consumptions stats to the DfT, or the Office of National Statistics? If so can they be shared with the FACC? (see www.gov.uk/government/publications/clean-growth-strategy).

TAG responded:

- 1 Brandon O’Reilly confirmed that he had never spoken to Gliding International Magazine. Roger Walker stated that the approved routes for the ACP were now being tested and once they were ready for publication, full information on arrival and departure routes would be made available. With regard to the consultation on CAP1768, Roger confirmed that TAG was aware of it but that as it was aimed at Air Traffic Service Providers, the airport would not be responding. TAG would continue to be responsible for the NPR at the airport.
- 2 Chairman to contact ACCAN to see if they would want to talk to the FACC.

- 3 TFA does not provide aviation fuel consumptions stats to the DfT, no requirement exists to do so. TFA do report details of energy consumption as a part of the government led Energy Saving Opportunities Scheme (ESOS) however this applies only to energy usage under direct control such as heating and lighting for buildings and fuel for plant and vehicles. Responsibility for use of aviation fuel lies with aircraft operating companies.

Asked by Hugh Sheppard - CPRE Hampshire.

The Information Report of Item 5 referenced Sustainability – EMS performance.

This referred to the ‘Environmental Management System Impacts Register’ with respect to reducing the impact of the use of Jet A1 aviation fuel.

However, TFA’s Environmental Policy statement of 1st May 2019 as on the website, states: This policy is published internally and externally for the benefit of those with a key role to play in assisting TFA achieve its environmental goals...’ but it does not feature on the FACC website nor, so far as I can tell, on that of Rushmoor Borough Council. As for the ‘Impacts register’, there is a mention on the Rushmoor site dating from 2012, but apparently nothing since.

I would add that the most recent Committee on Climate Change advice to government restates that international aviation should be included in the UK’s future climate change emissions targets.

Hence, 3 linked questions:

- Has TFA’s Environmental Policy been put to the FACC – and if not, why not?
- Is the EMS Impacts Register in the public domain – and again: if not, why not?
- What steps are being taken by TFA to assess the climate change impacts of TAG Farnborough airport’s national and international aircraft movements.

Thank you.

Hugh Sheppard.

Miles Thomas responded:

1. No. For document control the TFA Environmental Policy remains at one location only, the TFA website.
2. No. The Impacts Register is a strategic and fluid documents that is continuously developing as we identify new targets and objectives. As such it is not suitable for publishing and remains a tool used to demonstrate to our independent auditors that our Environment Management System and its processes are robust.

3. TFA has responsibility for assessing and actively working to reduce the climate change impacts related owned infrastructure and operations, this equates to energy usage from our buildings and facilities and vehicle movements across the airport.

Since 2008 the TFA carbon footprint has been reduced by over 70%.

The climate change impact of flights remains the responsibility of aircraft operators and are addressed through the CORSIA programme (Carbon Offsetting and Reduction Scheme for Internal Aviation).

Hugh Sheppard expressed his view that there was little transparency in this regard, and he would like to see more of the processes that are applied.

TAG responded by saying they would continue to comply their obligations regarding reporting and publication.