



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

## Members Questions – Meeting on 27<sup>th</sup> June 2019

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)- responses by 7<sup>th</sup> 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 2 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 5 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](http://www.gov.uk/government/publications/clean-growth-strategy)).