



FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

**MINUTES OF MEETING HELD ON
31st Oct 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
Christina	Harris	Church Crookham Parish Council
Josephine	Hawkins	Surrey Heath Borough Council
Norman	Lambert	Crandall Parish Council
Christina	Main	Mytchett Deepcut & Frimley Green
Geoff	Marks	FARA
Ross	McNally	Hampshire Chamber of Commerce
Charlotte	Morley	Surrey County Council
Brandon	O'Reilly	Farnborough Airport
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
Michael	Watton	Farnborough International Ltd.
Miles	Thomas	Farnborough Airport
Roger	Walker	Farnborough Airport

Other Attendees/Invitees:

John	Bruen	MIRA
Simon	Geere	MIRA

Item 1 – Apologies Received:

Virginia	Barratt	Farnborough College of Technology
Brian	Edmunds	Farnham Town Council
Wally	Epton	WJE Associates
Maggie	Gault	NATS
Ben	Gleeson	Farnborough International Ltd
James	Radley	Hart District Council
John	Tonks	Church Crookham Parish Council

Item 2. Minutes of Meeting held on 27th June 2019 and Matters Arising

1. No amendments were requested; the Minutes were approved as presented.
2. Actions from last Meeting:
 - i. Miles Thomas responded to a request from Jenny Radley regarding more details of complainants: - Due to the limitations of the software used to produce the complaints by postcode maps, a process for linking the maps to the complaints summary is not available.
 - ii. Miles Thomas responded to a request from Geoff Marks for more detail relating to non-compliant flights. In the review of the most recent reporting period, the significant majority of infringements were identified as a result of an early right turn after departure (runway 24) contrary to the Noise Abatement Procedures.
 - iii. The Secretary responded to a request from Hugh Sheppard to invite ICCAN to a future FACC Meeting: -

Contact has been established with ICCAN who confirmed they would be happy to attend and address a future meeting. This has been provisionally set for the next Meeting in February subject to the availability of ICCAN.

Action: The Committee requested the Secretary to arrange a visit of ICCAN as soon as possible.

Item 3. Farnborough Airport – Change of Ownership – John Bruen

John Bruen, Senior Managing Director, Macquarie Infrastructure & Real Assets (“MIRA”), introduced himself, his Colleague, Simon Geere and his company MIRA a wholly owned subsidiary of Macquarie Bank. Macquarie bank is the largest investor of infrastructure in the world. MIRA own airports all over the world and 3 in the United Kingdom.

MIRA is delighted to have completed the acquisition of Farnborough Airport in September. The company deliberately bought into a successful business with huge potential for growth and development, an excellent business model, strong and experienced management team and a globally recognised brand.

MIRA invest for the long term, typically for periods of 12 years. The investors include pension funds.

MIRA bought Farnborough Airport, made the investment, based on current trading history and on the basis of the Master Plan, which has 11 years to run.

There will be consequential changes of the acquisition in a number of areas however there will be no significant changes in business direction or management.

Geoff Marks – FARA, asked if MIRA would move away from the Master Plan? John Bruen responded that this was not the current plan. MIRA had acquired the business because of its current performance and the future marked out in the Master Plan.

Ross McNally - Hampshire Chamber of Commerce, asked if the acquisition would bring about any changes to way the Airport worked with local businesses, local government, the community, stakeholders and the supply chain.

John Bruen responded that there was no intention to change relationship with the immediate business or local community; he expected the Airport would continue to act as it does, reaching out to all local stakeholders.

Paul Taylor - Rushmoor Borough Council, asked if there would be any change to the senior management team, the individuals that have become the spokesmen for the Airport?

Brandon O'Reilly responded, there would be no change to the senior management team, other than the addition of representation from MIRA.

Jenny Radley - Fleet & Church Crookham Society, asked what other changes could be expected across the activities and structure of the Airport?

John Bruen responded the most significant change will be that of branding. The TAG brand had gone, this has or is being removed everywhere it appears.

MIRA had bought a successful self-contained business, there was always room for improvement but there would be no significant change to management or structure.

Paul Taylor asked would MIRA really be there for 12 years?

John Bruen responded, this was the typical term of their investments. At the end of this term either the investment is sold/realised with funds returned to the investors or, the term of the investment can be extended.

Roland Dibbs - Hampshire County Council asked what would happen if there was no buyer at the 12-year point?

John Bruen responded, it is typical to find a buyer. If one could not be found MIRA would remain the owner.

Item 4. Airspace Change Process – Update from Roger Walker

The Judicial Review was completed on 5th and 6th June and rule on 31st July in favour of the CAA. Lasham Gliding Society was granted the right the appeal but did not do so. ACP will be implemented on 27th Feb 2020.

NATS joint training for Swanwick and Farnborough operations is now well underway. Integration procedures for all levels of connectivity across the domain are progressing well and on schedule.

Final plans for departure and arrival corridors are not complete as yet but, with all other relevant documentation, will be ready for submission to the publishers of AIRAC (Aeronautical Information Regulation and Control) on 22nd November, which will notify all airspace users of the changes on 27 Feb 2020.

As a reminder, attached are the arrival and departure routes for the consultation

feedback reports which have formed the design of the routes.

Once a clear position is reached with the CAA, there will be a flow of information down to the various local stakeholders, organisations and councils in January. Roger Walker will circulate proposed dates for these briefing meetings.

Farnborough Airport is working with IT consultants and Google Maps to upload flight plans onto the website.

Additionally, the Airport is looking to add a web-based flight tracking system featuring an overlay of the new Farnborough Airport flight corridors. Click on the link below to show how Webtrak works at Heathrow.

<https://webtrak.emsbk.com/lhr4>

As regards the Post Implementation Review (“PIR”), Stage 7 of the process, this is usually undertaken after 12 months of implementation. However, Farnborough Airport expect this to happen within the first year after implementation. The Airport will meet with the CAA to understand how they want this process to run.

Geoff Marks commented that this was an important part of the process and that every Member of the FACC needed to be involved, need to understand and the process.

Geoff Marks commented that ICCAN and Rushmoor Borough Council should be involved.

Roger Walker pointed out that this was a CAA process and it would decide how this would be managed and who it wanted involved.

Gareth Saunders - Church Crookham Parish Council asked if the ACP would serve to reduce the number of flights over his area?

Roger Walker responded that the routes from runway 24 had been designed to ensure that the majority of departing aircraft would route over the army land to the south of Fleet & Church Crookham

Action: Roger Walker to circulate possible dates for meetings.

Item 5. Information Report – From Brandon O’Reilly

Started by welcoming the new ownership of the Airport and looked forward to a new working relationship. He commented the Airport had been sold to an organisation which shared the vision of the TAG ownership and he looked forward to building on this in the coming years.

As mentioned previously, the rebranding process was well underway and would be launched in January 2020.

Aircraft movement are up 13% in October over October 2018. Indeed, every month had showed an increase over 2018. Overall movement will likely be over 32,000 for the year.

Part of the reason for the increase in activity is the temporary closure of RAF Northolt

for repair and upgrade. It will reopen in early November but will only operate Monday to Friday.

Farnborough Airport has grown its market share; this is down to the Northolt closure and the constant pressure placed on business aviation by the commercial airports like Luton, gradually pushing the business aviation sector away to leave more capacity for commercial flights.

Construction of the new Gulfstream facility is on target to be in operation by June 2020.

Gulfstream already has an operation at the airport, based in the Bay 6 Hangar. This is a 'bridge-head' or mobilisation operation, designed to generate customer awareness, provide support and infra-structure network and, importantly, building the employment and skills base.

Finally, Brandon mentioned the continuing support and involvement of Farnborough Airport to young pilots through the Scholarship Programme. This will be retained by MIRA.

Tom Ferguson, a local man, was selected to receive the scholarship this year.

Geoff Marks remarked the weekend limit of heavy aircraft movements should be reported.

Brandon O'Reilly agreed.

Ross McNally asked who Brandon saw as the major local stakeholders?

Brandon O'Reilly responded,

The users, operators and tenants of the Airport, and all other local and national businesses, large and small, that complete the supply chain.

The local council, Rushmoor BC, all other borough, town and parish councils and resident associations. And

The Farnborough College of Technology.

Brandon added he sees the business as one of the economic engines of the area; it provides employment directly and indirectly but also needs to create employment for the future and actively works with the community to generate skilled, semi-skilled people.

Paul Taylor asked about involvement with sixth form colleges.

Brandon O'Reilly responded there was a good level of contact and this would continue.

Josephine Hawkins - Surrey Heath Borough Council, asked about the Scholarship Programme.

Brandon O'Reilly responded with more detail and referred the Committee to the following website: <https://www.airpilots.org/career-matters/scholarships/>

Item 6. Report Update – from Miles Thomas

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

Jenny Radley commented that the Complaints Report showed an increase in complaints from Fleet. And added it was important that local people are fully informed about ACP. She welcomed the public engagement offered by Farnborough Airport.

Jenny Radley raised the issue of the lack of clarity around complaints.

Miles Thomas pointed out that the contact details of all the Committee are now available on the website and residents can choose to make their complaints known to their local representative if they want.

Geoff Marks pointed out that the Air Navigation Direction allows the CAA to deal with complaints. How is this procedure accessed and applied?

Miles Thomas agreed with Geoff Marks and advised the Committee the procedure could be found on the CAA website.

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

Julia Longrigg asked the following questions:

Question 1. Farnborough Exhibition Centre hosted the DPRTE (Defence Procurement Research Trade and Exportability) event on March 28th this year. The event was not published on the website. The DPRTE was rejected by the NEC as an Arms Fair. How will transparency be ensured to reassure local residents about the nature of events hosted in our community in future?

Michael Watton - Farnborough International Ltd, responded, the Farnborough Exhibition Centre website is there to notify the general public of up and coming events hosted at the centre, that are open to the public. A number of the events held at the centre are NOT open to the public; they are strictly trade/industry events. The decisions as to whether events are open to the public is dictated by the organisers, not by Farnborough International.

Julia Longrigg responded by saying she feels local residents should be made aware if an arms fairs is taking place in their town.

Michael Watton replied the DPRTE was not an arms fair, it was an event to develop business and business connections in the area.

The nature of any promotion of events is down to the discretion on the organiser.

All events held at Farnborough Exhibition Centre fully comply with planning approval and local regulations relating to the hosting and holding of exhibitions.

Question 2. The Exhibition Centre was granted specialist 'airfield' planning permission as a permanent structure with parking for 3,500 cars, on the basis that its primary

purpose is to support the bi-annual Airshow. The Exhibition Centre is hosting regular events such as Screwfix / wedding fairs etc. How does this align with its primary purpose and what future permanent structures might be required to support the Air show?

Michael Watton responded, Farnborough Exhibition Centre received planning permission on the basis it would organise and host a variety of exhibitions, events and activities.

The Centre operates within these regulations and guidelines. If there is any doubt about the legitimacy of any proposed event, the Council should be consulted.

Levels of traffic and traffic congestion as a result of events are monitored. Again, depending on the nature of the event and any potential impact on traffic flow, the Council would be advised and consulted with ahead of the event.

Norman Lambert - Crondall Parish Council added, the issues raised were more a matter for Rushmoor BC than the FACC. The basis for planning approval and consent for the exhibition centre would be a matter of public record.

Julia Longrigg asked MIRA what Infra-structure meant?

John Bruen responded in his view included the Transport, Utilities, Renewables and Telecoms sectors, and all activities and industries related thereto.

Fiona Sheppard – Extinction Rebellion, Farnham – asked what is Farnborough Airport doing in support of the state of emergency the climate is now facing?

John Bruen – Responded by saying MIRA is globally committed to work to reduce the climate impact of its activities.

MIRA actively invests in alternative technologies in all sectors.

Brandon O'Reilly – Responded acknowledging that the aviation industry is a polluter of the environment. In 2009 when Farnborough Airport created its Master Plan, they realised this threat and deliberately included an Environmental Section. This contained a number of ambitious targets relating to the environment, recycling, and carbon neutrality. He saw these as moral responsibilities not just business targets!

As a result, management looks at every facet of the business and where possible, changes processes, procedures and behaviours to reduce the environmental impact of everything they do. This was fully endorsed by the TAG ownership and now fully supported by MIRA.

Farnborough Airport is the only business airport in the world certified as being carbon neutral. An accreditation it has now received two years running. This is a source of immense satisfaction and pride.

Brandon sees education and technology as two of the more positive drivers in the environment narrative. Farnborough Airport actively works with schools in the area to educate pupils to the issues around aviation and the environment and is involved in initiatives such as the tree planting programme (5,200) planted to date, to provide thought leadership.

And regards technology, both equipment, aircraft and engines and the fuels need to evolve to become less harmful environmentally.

Again, the Airport takes a leadership position on this. It will only allow the most efficient aircraft (Chapter 4) to use the airport and it champions the use of Sustainable Alternative Fuels through event and forums.

Fiona Sheppard - What can be done to accelerate the rate of change in this direction?

Brandon O'Reilly – Responded, not enough is being done! Governments need to put down legislation requiring the development in technology and fuel. Subsidies may be required.

The issues need to be made known to everyone in an understandable and with a pragmatic and realistic solutions proposed, back to EDUCATION! A more holistic approach is required!

Colin Sheer - Extinction Rebellion, Farnham remarked it is hard to justify the levels of carbon produced by aviation. How will MIRA address the cost of technical development or the additional cost of eco fuels?

John Bruen – Responded, progress is slow but there is progress. Engine technology is beginning to bring real improvements in efficiency. We are beginning to see the introduction of electric aircraft and this will only continue.

As regards sustainable fuels, these have a huge role to play in aviation. They are more expensive, so the operators need to see or be persuaded of the reason for using them.

John Bennison – When we will see the first electric aircraft at Farnborough Airport?

Brandon O'Reilly – An all-electric Airbus aircraft flew at the last FIA in 2018. Brandon added, the logistics of supplying eco-fuel is challenging, this needs to change; the fuel needs to be made available in a cost-effective manner; producers and operators need to 'buy into' to change.

Colin Sheer – What is the average number of passengers on a business jet flying out of Farnborough?

Brandon O'Reilly – 2.5.

Colin Sheer – How many aircraft fly with no passengers?

Brandon O'Reilly – We have no details on that.

Fiona Sheppard – What is the projected movement growth for the airport?

Brandon O'Reilly – We don't know as yet. As mentioned earlier, this year movements will be about 32,000. The Master Plan saw movement levels at 50,000 by 2019.

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

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

Roger Walker explained 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.

Hugh Sheppard - Hampshire branch of the Campaign to Protect Rural England asked the following questions:

Now that the CAA has Approved Farnborough's Airspace Control Proposal, as upheld by a Judicial Review, can this meeting be updated about the implementation programme?

Covered in ACP update from Roger Walker.

Under the ACP, my understanding is that other aviation movements will be routed above, below or around the newly designated airspace. CPRE's concern has always been that such aircraft required to fly lower and/or through a pinch-point are likely to cause more noise for those on the ground.

Will accessible records be kept of such movements and the related air traffic information and advice by Farnborough Airport or NATS so as to tie-in any complaints? Should such records not be kept, how would any forthcoming Implementation Review incorporate this information?

Roger Walker responded, that these other questions are better addressed to the CAA. Roger agreed he would pass on this question to the CAA when he meets them in November.

Geoff Marks – With reference to the above, reminded the Committee of Paragraph 79JR.

Geoff Marks – Requested that the briefing meetings offered above by Roger Walker should happen as soon as possible.

Roger Walker – Agreed he we do his best the accelerate these.

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

There were no further matters raised.

The Meeting was closed.

Item 9. Date of Committee Meetings in 2020

Thursday 20th February 2020

Thursday 25th June 2020

Thursday 29th October 2020

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