



FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

MINUTES OF MEETING HELD ON 3rd November 2022 Held Physically at RBC and Online with MS Teams.

In Attendance:

Philip Whittacre	Riley Hope	Chairman Secretary
Chris Norman	Dorn Lambert	Hart District Council Crondall Parish Council
Gareth Rod	Andrews Cooper	Farnborough Airport Ltd Hampshire County Council
Alex Les	Culley Freer	NATS Farnborough Airport Ltd
Geoff James	Marks Radley	FARA Hart District Council
Jenny Gareth	Radley Saunders	Fleet & Church Crookham Society Church Crookham Parish Council
Bill Paul	Cole Taylor	Ash Parish Council Rushmoor Borough Council
David Marwan	Lewis Khalek	Surrey County Council GAMA Aviation
Joanne Jules	Goodall Crossley	TAG Aviation Ltd Blackwater Valley Friends of the Earth
Larry David	Magee Munro	Farnborough College of Technology Waverley Borough Council

Guests:

Chris Ross	Axam McNally	Hart District Council Hampshire Chamber of Commerce
Hugh Alison	Sheppard Nicholls	CPRE Hampshire Rushmoor Borough Council
Rachel Mark	Thomas Sanderson	Farnborough Airport Ltd (presenter) Farnborough Airport Ltd (presenter)

Attendance: 47 Including Members and Guests above.

Participation: 18 FACC Members were present.

This was the second hybrid meeting of the Committee, with members either present at the venue or having joined on-line. Unfortunately, technical issues were encountered again. There were IT issues which initially made it difficult to log onto the meeting, then throughout the meeting we suffered audio and visual issues online and in the meeting room.

Our sincere apologies for this. Every effort will be made to avoid this next time.

Introduction

The Chairman opened the meeting and welcomed new Members to the Committee. Paul Follows who represented Waverly BC is replaced by David Munro, Ian Dickson who represented NATS is replaced by Alex Culley and Clarke Moucher who represented Gulfstream Int is replaced by Mark Bates.

Item 1 Apologies Received:

Virginia Barrett	Farnborough College of Technology
Bob McShee	Guildford Borough Council
Ben Gleeson	Farnborough International
George Hesse	Farnham Town Council
Wally Epton	WJE Associates
Simon Geere	Farnborough Airport Ltd.

Item 2 Minutes of Meeting held on 23rd June 2022 and Matters Arising.

The Minutes of this meeting had been circulated to members.

Actions from the Meeting please see Appendix 1.

All Actions have been completed, thanks to all contributors.

Matters arising from the minutes:

Jenny Radley - Fleet & Church Crookham Society – Drew Members attention to a question answered by Simon Geere relating to the number of movements over the Jubilee Weekend. SG had said ‘movements were not materially higher over that weekend and that weekend numbers were generally up with everything else.

Jenny Radley felt it had been very busy that weekend and asked for more details.

Provided after the Meeting by FAL:

On Saturday 4th and Sunday 5th June 2022, there were 66 and 102 movements respectively (less 17 divers not within FAL control). The average is 84 against an average weekend ATM of 78 (year to date).

Action: Les Freer offered to look into the matter and respond.

Jenny Radley – Fleet & Church Crookham Society - Had noticed that Farnborough Airport Ltd (FAL) had applied to RBC to change the Complaints Procedure Charter, which had been agreed as part of the S106 planning obligation for the expansion of the Airport in 2010. She wanted to know why this application had been made and why the FACC had not been informed. She also wanted to know if the planning decision had been made yet and, if it had not, was there time for FACC members and the public to make comment? This matter is likely to be an important matter to those people who went to the trouble to complain and many FACC members should be able to make sure any changes were fair and appropriate.

Richard Ward - Environment & Airport Monitoring Officer at Rushmoor Borough Council confirmed this was the case and the details were on the Planning Portal.

Chris Dorn – Hart District Council – Said this matter was of some concern and was disappointed Hart DC had not been informed.

Gareth Andrews – FAL – Said he would share the application with the Committee.

Action: Gareth Andrews to circulate Planning Application.

The Action taken and completed in relation to Public Safety Zones (PSZ) was again discussed at length to no conclusion.

James Radley - Hart District Council – Summarised the situation as follows: PSZ policy only applies when an application for development within a designated PSZ is received by the Local Planning Authority. Within these zones certain types of development is restricted. These zones are distinct from the 1:100,000 risk contour designated under the planning condition which is only invoked when an application to expand airport operations is received by the Local Planning Authority. In this instance, the airport would need to demonstrate that any such application would not increase the extent of the 1:100,000 risk contour. To do this they would need to model third party risk using an appropriate model.

In his opinion the PSZ guidelines adopted by both Hart DC and RBC apply and are consistent with the guidelines of both the DfT and the CAA and no further action is required by the FACC at this time.

This said, Geoff Marks – FARA - feels the Committee does need more information.

Action: Geoff Marks will write to RBC with his further comments.

The Chairman took time to explain how the roll-out of the updated FACC website would take place. Members will be sent a link to the new website on or about 16th November. Comments, corrections, suggestions and alterations are invited over the following three weeks. If Members would like to meet to discuss the proposed text the Chairman is happy to organise this. It is hoped the form and text will be 'locked down' before Christmas with the new website replacing the current one, on 1st January 2023.

Action: The Secretary will circulate a link to the new website and request Members thoughts, corrections and amendments.

Item 3 Farnborough Airport Community Environmental Fund Update – Alison Nicholls.

Alison talked to a PowerPoint presentation providing an update on the Fund and its Projects.

Alison emphasised the need to promote the fund. RBC have a flyer, but FACC members can help to spread word too.

The Chairman thanked Alison for talking to the FACC.

The presentation and questions are in the webcast of the Meeting on the FACC website.

The Presentation will be circulated to Members.

Action: The Secretary will circulate presentation to Members.

Questions arising:

Chris Dorn – Asked about public access being a required qualification to access the Fund. Could, for example, a Scout Group qualify?

Alison responded it would be a matter of evaluating what level of access the public would have to the amenity provided. There would be a case specific review.

James Radley – Asked, the Fund is funded by the levy placed on aircraft movement at the airport under Section 106 of the Planning Approval, is there a mechanism to increase the levy, has this been done, can it be done?

Alison responded that there is no process or procedure, under the terms of the planning permission, which would enable RBC to review or modify the agreed scheme or the amount of the levy. To amend the amounts levied, FAL would need to seek an entirely new planning permission.

Jenny Radley – Asked, the Fund applies to applicable projects within a defined area, if a possible project lies just outside the defined area would an application be looked at?

Alison responded we would look at applications for projects just outside the defined area, and any decisions would be made on a case-by-case basis.

Item 4. Farnborough Airport Operational Update & Statement – Les Freer.

Operational Performance: August year to date Air Traffic Movement performance was 7.0% above 2019 levels and slightly behind August 2021.

Aerodrome Safety: Safety is at the heart of everything FAL does, so happy to confirm that full compliance was achieved following CAA audit in August. Extensive audit which covered:

- Risk Registers
- Operational Key Performance Indicators
- Aerodrome Manuals
- Airfield infrastructure changes since 2020
- Change management
- Emergency planning exercises
- Aerodrome Safety meetings

The Russian owned aircraft LX-FLY remains under a Restriction of Flying Order and is currently parked on the West Apron.

FIA22- The Airshow was a resounding success, being delivered on time, on budget with Zero safety occurrences, incidents and/or injuries. A comprehensive de-brief has been carried out by FAL, the outputs of which have been incorporated into a 'baseline plan' for FIA24.

Key Initiatives: that people may have seen in the press include:

- Farnborough Airport's Net Zero Roadmap launch
- Sustainable Aviation Fuel (SAF) initiative for Farnborough International Airshow
- The new hanger, Domus III – contractors & works commenced 28th Aug
- Electric Vehicle infrastructure
- Farnborough Airport's Generation Aviation careers event (which has been postponed due to the Queen's death and funeral)

ISO: The FAL external ISO 14001 (Environment) audit was conducted in August as was the ISO45001 (OHS) audit.

People: FAL conducted a survey for Great Place to Work which was launched on Wed 5th October 2022 and was proud to announce that the Airport has earned Great Place to Work Certification.

Farnborough Airport Careers Day: In support of the Government led campaign called "Generation Aviation". Unfortunately, this event had to be postponed due to the state funeral taking place on the same day. This event is being rearranged in line with the new date for the Government led initiative. The campaign is to promote awareness of aviation careers, with the objective of increasing the number of people applying for jobs within the sector.

Aviator & Swan: Average occupancy for the Aviator during the rolling 12-month period Sept 21 – Aug 22 was 79.3%, which when compared to the local market is a very strong performance.

Questions arising:

Chris Dorn – Over the many years of the Farnborough Airshow, the road system in the area has dramatically improved. This has not been reflected in the traffic management at the time of the show. In future would it be possible for road closures and deviations to be more representative of the infrastructure and the surface traffic requirement?

Les Freer – FAL- Responded to say RBC and Farnborough International liaise to produce the road access plan. He will feed this question back to them.

David Munro – Waverly BC – Can residents be involved in the planning/scheduling of aircraft movements for the show to manage the noise impact on Residents?

Les Freer – Said this is not likely. The majority of aircraft displayed at the show are taken from operation or out of flight schedules at short notice. In some cases, the aircraft operators and the Airport have as little as two days' notice to arrive at Farnborough. It would be impossible to hold a planning meeting.

The Chairman asked why the Instrument Landing System (ILS) calibrations had gone on for so long this year?

Les Freer – Yes, he was sorry for this; the schedule had been interrupted by the Airshow. Information to this effect was placed on the FAL website.

Item 5. Farnborough Airport Roadmap to Net Zero by 2030 – Mark Sanderson - FAL

To sum up our Roadmap, by 2030 or sooner FAL has committed to reach net zero across its controllable emissions (scope 1 & 2) which includes buildings and operational vehicles. This will result in a 91% reduction in these emissions. FAL is also committed to a further and wider set of emission reductions, that includes aviation movements up to 3,000 feet, which will see a 41% reduction in emissions by 2035.

Questions arising:

Jules Crossley – Blackwater Valley Friends of the Earth – Asked, what does SAF 80% mean?

Mark Sanderson FAL- Responded, SAF 80% is a mixture of 80% Jet A1 and 20% sustainable aviation fuel.

The SAF blend sold by FAL is a strong one of 38% sustainable aviation fuel and 62% Jet A1 fuel. FAL expect government policy to help strengthen the impact SAF will have in the aviation sector. At present the government is expected to introduce a mandate for the use of SAF – from 2030, where at least 10% of jet fuel must be SAF.

Jules Crossley – Asked when the report on the financial benefit of the Airport to RBC (which was promised some time ago by FAL) would be available?

Mark responded - There is unlikely to be an updated report from Ricardo, FAL will report on Net Zero progress. This will be done annually.

Jules Crossley - Asked if the emissions from fuel sales by FAL (which make up a sizeable chunk of their income) could be included in their emissions calculations? - Presumably as part of scope 3 emissions.

Mark responded - this might be possible in future.

Questions from Hugh Sheppard - CPRE Hampshire and responses from FAL please see Appendix 2.

Mr Sheppard summarised that it was not the emissions per tonne of aircraft weight that he treats as germane, but the impact per person, with 2.4 passengers per journey and some 40% of empty movements (ie. positioning flights) of business aviation as being a disproportionate emitter of emissions.

Gareth Andrews - In response commented that the emission per ton of aircraft weight accurately reflects the business aviation model.

Bill Cole – Ash Parish Council – Made the observation that not all airports operate the same business model, so judging emissions on the number of passengers would not provide a balanced result. He added there was no ‘like for like’ comparison possible.

Item 6. **Airspace Change – Alex Culley – NATS and Rachel Thomas FAL**

Les Freer Introduced this section - A progress update on FAL's acceptance on the UK Airspace Modernisation Strategy (AMS) Future Airspace Initiative (South) FASI-(S) programme is going to be provided later in the agenda, and this follows on from the power point presentation given at the last FACC.

Airspace Change Organising Group (ACOG) considers the new FAL ACP to be strategically important in the context of the UK AMS objective to help deliver quicker, quieter, cleaner journeys, and more capacity for the benefit of those who use and who are affected by UK airspace.

The inclusion of FAL into the ACOG provides the airport with a real opportunity to support system-wide modernisation of the London Control Area (LTMA), airspace to optimise route interactions that FAL traffic shares with flights to/from other interdependent Southeast airports.

From conversations and discussions that have taken place with various members, organisations and via the FAL complaints channel, the airport will use the FACC meetings to routinely provide the Committee, Stakeholders and General Public with an overview of some of the fundamentals of how the airport operates. Today's themes are:

- ATC Overview Alex Culley
- FAL Operations; technical vectoring / sequencing / Webtrak Rachel Thomas
- Airport Noise Monitoring Systems (ANOMS) Gareth/Rachel

Alex introduced himself and shared examples of the activities NATS has been doing to work with local aviation stakeholders to focus on improving service and access to the new airspace structure.

Given questions raised through the FACC Alex described that traffic visible to the local area may not all be working through the team at Farnborough. Many of the aircraft operating outside Controlled Airspace choose not to participate in an ATC service and this is not always obvious from data sources readily available.

The airspace construct requires tactical intervention to ensure efficient integration of traffic arriving from the north and south, as aircraft may arrive simultaneously. This can result in holding and what can seem to be unexpected vectoring over the local area. The ATC team keep this to a minimum but it is required to maintain a safe and orderly flow of traffic

Rachel Thomas introduced herself and stated that she would show a WebTrak radar reply of a period of normal activity at Farnborough to help members to gain a visual picture of what Alex had been discussing.

WebTrak is a tool that is available through the FAL website and while it can be used to make a complaint, it is also useful to further airspace understanding. It enables anybody to view what has been happening in the airspace and is used by multiple airports.

The link for FAL's WebTrak is: [WebTrak : Farnborough Airport \(emsbk.com\)](https://www.emsbk.com/WebTrak/Farnborough)
and the link for Heathrow's WebTrak is: [WebTrak : Heathrow \(emsbk.com\)](https://www.emsbk.com/WebTrak/Heathrow)

The reply of 26th Sep 2022 (1430-1500 local) was shown, and the “picture” explained. The explanation included:

- identification of the runway in use
- identification of tactical vectoring for sequencing and separation to show what Alex has been talking about
- identification of a General Aviation (GA) crosser and a Heathrow departure
- information on the source data, which is radar data from NATS
- information on the aircraft labels, shows altitude measured above mean sea level (AMSL)
- information on the different coloured aircraft symbols: red aircraft are inbound to FAL, blue are outbound from FAL and grey are others, for example GA and Heathrow tracks
- information regarding the selection of different background layers that are shaded blue (departures) or red (arrivals) together with an explanation that these areas are not indicating a compliance corridor. During normal operations compliant aircraft will operate outside of these areas.
- information on the current work being undertaken by FAL looking into the possibility of improving the background information

Questions arising:

James Radley – Said, he thought the reason for Airspace Change was to make airspace more predictable. What this has done is push general aviation into lower airspace.

Alex Culley – Responded, the real driver to Airspace Change was airspace safety; the impact on a vertical basis has left Farnborough airspace safer.

Further questions asked:

- Are ‘stats’ kept of GA aircraft denied access to Farnborough controlled airspace, this is not always clear. Access is down to negotiation was the response.
- NATS air traffic controllers are rude/unhelpful.
- Blackbushe Airport says airspace management has got worse after APC;
Alex Culley said he would meet with Chris Gizzard from Blackbushe to discuss this with him directly.
- Is WebTrak always accurate? Yes, it is taken directly from the NATS RADAR feed; and finally -
- Marwan Khalek – GAMA Aviation – The safest airspace is controlled airspace. Noise abatement relies on being able to control airspace. It is unfair to label NATS or FAL as difficult to work with, when managing airspace, there needs to be a balance.

Geoff Marks -Drew Alex’s attention to the TAG - Consultation Feedback Report Part B and suggested he acquaint himself with the 4 recommendations it made.

[Following the meeting, Alex Culley did review the recommendation and provided the response attached at Appendix 3.](#)

Item 7. Farnborough Airport Reports – Gareth Andrews

The Reports were circulated ahead of the meeting and taken as read.

Questions arising:

Gareth Saunders - Church Crookham Parish Council – Asked what the Committee thought of the long delays in FAL responding to complaints and said he was concerned that FAL would want to change the complaints procedure, contained in the original Planning Approval, with regard to vexatious complaints. He was also concerned that there were so many complaints in the recent complaint report that were ‘not investigated’ or had no comment. He was also concerned that repetitive complaints could be labelled as vexatious, which would mean they would not be looked at.

Gareth Andrews – Apologised for the current delays in responding to complaints; FAL is now on top of the situation and would soon clear the backlog.

Jenny Radley – Asked again for greater clarity and detail around the complaints table. Currently it is very difficult for FACC members to determine which complaints fall within areas they represent.

Chris Dorn – Suggested that it should be quite acceptable to include the postcode for each complaint.

The Chairman asked FAL to revisit the levels of detail provided and clarification of the location of the complaint.

Action: Gareth Andrews took an action to look providing more details.

Item 8. Airspace Modernisation Strategy (AMS) – Les Freer

The FAL application to join AMS had been accepted by the CAA with a ‘kick off’ meeting planned for 4th November.

A Slide Deck sent to Members in June and uploaded to the FACC website under Future Airspace Strategy, explains AMS.

Initially there will be four stakeholder briefings, two physical and two virtual. Details will be circulated to Members. All members will be invited.

Action: Les Freer to provide details of Briefings.

Questions arising:

Chris Dorn – Asked if a briefing could be held in Hart District?

Les Freer – Responded that the first briefings were for identified stakeholders and were not designed for specific areas.

Item 9. Members Questions, Questions from Members of the Public.

Jules Crossley – Asked if the committee would benefit from having a presentation from another voice on sustainable aviation after hearing the presentation from Andy Jefferson at the last FACC meeting.

The Chairman agreed this was a good idea and would take a closer look at those Jules suggested.

The Chairman referred to a request from Colin Shearn for the Farnborough Noise Group to join the FACC and to his email response to Mr Shearn copied to Members attached at Appendix 4.

The Chairman raised the matter of Public Questions and reminded the Meeting of the questions procedure contained in the Constitution.

Some members of the public ignore this. The Committee has been lenient to date and has tried to answer all questions it receives. This will now stop.

David Munro – Asked if the question of additional membership could be reviewed again at the next meeting?

Colin Shearn – Farnborough Noise – Wants to engage with NATS over a number of complaints.

He said that the public need a forum to address their issues.

The Chairman reminded Mr Shearn of what he had just read out and did he have one question to ask the Committee.

Mr Shearn had submitted 16 Questions to the Committee, all but three of these have been responded to and circulated to the Members ahead of the Meeting. Please see Appendix 5.

Richard Nobbs – Member of the Public – felt his complaints had not been registered, the complaints process needs to be improved and aircraft noise is an important issue for PIR.

Geoff Marks – Kindly offered to forward some information to Mr Nobbs.

Action: Gareth Andrews – Will investigate if complaints from Mr Nobbs have been registered.

Glen Plant - Member of the Public – Asked if the FACC could introduce a Noise Working Group?

Les Freer – Agreed to give this some thought again.

Chris Dorn – Suggested having meetings with experts rather than forming groups.

Jules Crossley – Asked what had become of the Sustainability and Climate Change Charter? Had this been developed into a working document? Please see Appendix 6.

The next meetings of the Committee will take place on:

Thursday 9th February 2023,

Thursday 22nd June 2023 and

Thursday 26th October 2023.

Medium/Location to be advised.

The Meeting was declared closed

Appendix 1.

Actions from Meeting Held on Thursday 23rd June 2022.

Action 1: Richard Ward to arrange meeting to discuss PSZ planning details with Geoff Marks, FARA and a representative from the Planning Dept. at Hart DC.

Meeting held on 13th September. Minutes and other relevant material will be circulated separately.

Action 2: CAA website link to be added to FAL and FACC websites and circulated to Members.

FAL has added the CAA Link to the Airspace page. FACC has also done so.

Action 3: Les Freer and Ian Dickson – NATS to respond and close out question raised by Gareth Saunders at the October Meeting.

Ian Dickson has been promoted and has moved on; Alex Culley has replaced Ian.

Les Freer and Alex Culley offered to meet with Mr Saunders to discuss the outstanding matters. Meeting took place 7th October. FAL progressing actions taken.

Action 4: FACC to draft and send letter to the CAA outlining the issues raised. This will ask the CAA if they would widen the scope of PIR to not previously overflowed areas and if the CAA would attend a meeting of the FACC to discuss PIR?

**Letter sent to CAA on 2nd July 2022.
Response received 27th Sept. This is attached.**

Action 5: Les Freer to provide the Secretary with a schedule of road closures during the Airshow for circulation.

Circulated 14th July 2022.

All Actions Completed.

asked for a fuller explanation in writing of why there is an apparent conflict between the routes currently flown and this guidance.

Appendix 2.

QUESTION from HUGH SHEPPARD

Re. The Net Zero Roadmap.

My interpretation of FAL's 'Roadmap to Net Zero', is of a misleading approach to reporting Greenhouse Gas (GHG) emissions over which the airport recognises it has some influence. My specific question to FAL first needs putting into context.

Context:

On Page 6. Under 'Our Carbon Footprint', 'Controllable Emissions', FAL states:
'Increasingly, airports are estimating those emissions belonging to airlines and operators, often referred to as Climb, Cruise & Descent (CCD) emissions above 3,000 ft.

These can be over 10 times the magnitude of an airport's Scopes 1, 2 & 3b emissions combined.' [N.B. The CCD emissions come under Scope 3c].

In sum, this says that emissions in flight are being increasingly estimated by airports.

On the previous page, FAL accepts a limited Influence on emissions under Scope 3c, which includes GHG emissions from aircraft at heights above 3,000 ft. But irrespective of direct influence, FAL has all the data it needs to provide such estimates. I am also advised these are now relevant to any airport planning applications on environmental grounds.

Questions:

- a) If 'increasingly, airports estimate emissions belonging to airlines and operators' including these Scope 3c in-flight emissions, why does FAL exempt itself from any such assessment, only reporting landing & take-off as within airport emissions?
- b) Given that Government through BEIS (Business, Energy and Industrial Strategy) and the CCC (Climate Change Committee) seeks to bring about Net Zero by 2050 by law, is FAL saying that, unlike other airports, Farnborough should only report LTO and ground-based emissions with no associated in-flight emissions data?
- c) If so, isn't the FAL 'Road Map to Net Zero' just so much 'Greenwash'?

Hugh Sheppard (CPRE Hampshire)
30 October 2022.

Response from FAL

Farnborough Airport does report on Climb, Cruise and Descent emissions, which are disclosed in the Roadmap. Farnborough Airport does report on Climb, Cruise and Descent “(CCD”) emissions, which in comparing like for like with other airports are disclosed in the Roadmap. Farnborough Airport report CCD emissions in order to compare with other airports.

The Roadmap is an important step in the journey to meet the UK government’s 2050 Net Zero Target.

The Roadmap focuses mainly on our Scopes 1 and 2 emissions, which cover all buildings, the airfield and operational vehicles. FAL has committed to reach net zero for this by 2030 or sooner. It is also aiming for a 41% reduction to a wider range of emissions that includes the landing and take-off cycle up to 3,000 feet by 2035.

These targets are before 2050. The Roadmap is called Roadmap to Net Zero by 2030, and focuses on what emissions FAL wants to reduce by that date and details what those emissions entail, which is factual, not greenwashing.

Appendix 3.

Geoff Marks – Drew the attention of Alex Culley to the TAG - Consultation Feedback Report Part B and suggested he acquaint himself with the 4 recommendations it made.

Following the meeting, Alex provided the following:

Context – At the FACC meeting held on 3rd November, Geoff Marks - FARA, asked Alex Culley – NATS, if there had been any follow up to the four planned improvements captured in the TAG Farnborough Airport Airspace Consultation Feedback Report Part B dated February 2014.

Examples of planned improvements to support Controlled Airspace access (Page B45)

[TAG Farnborough Airport Feedback Report Part B \(caa.co.uk\)](#)

5.98. Planned Farnborough ATC system improvements include:

- a. Revised controller resource allocation – additional controllers are now working in the NATS team and we have increased the headcount from that prior to the Airspace Change (closed).
- b. Analysis of Farnborough Lower Airspace Radar Service (LARS) internal sector boundaries between West, North and East sectors to optimise controller resourcing – increasing the headcount has enabled ATC to optimise staff allocation to meet demand within the available sector capability of the unit, sector opening is dynamically managed throughout the day by the Watch Manager to meet demand. (closed).
- c. Additional specific Transponder identity (SSR) codes for use on LARS and Approach – additional SSR codes in use for transit and LARS traffic. Very successful improvement (closed).
- d. ‘Intent to request airspace transit’ SSR code – trialled and removed as infringements occurred where pilots thought selecting the code enabled them to enter Controlled Airspace without a clearance. Removed on safety grounds. (closed).

The Committee is grateful to Geoff Marks for asking the question and Alex Culley for providing this response.

Appendix 4.

Wednesday 2nd November 2022.

Response to Mr Shearn from Philp Riley – Chairman of the FACC

Dear Colin,

Thank you for your e-mail of 1st November in which you request that the FACC should vote on the admission of the Farnborough Noise Group as a member of the Committee.

The Constitution of the FACC closely follows the Guidelines issued by the DfT from which you have quoted. Towards the end of last year, the Committee undertook a review of its Constitution including the composition of its membership. As a result of that review certain changes were made and these included an increase in the number of members to include two additional councils (Woking and Guildford Borough) and two Local Interests groups (Ewshot Parish Council and Blackwater Friends of the Earth). In view of these changes is it too early, in my view, to consider any further changes.

If the Committee decides, in the future, to change the composition of its membership, this will be advertised and the group you represent will be entitled to apply to join. It will then be a matter for the Committee to decide whether it wishes to make any change and (if it believes that a change is desirable) which group will be invited to apply for membership.

Best wishes,

Philip Riley

Chairman FACC.

Appendix 5.

**Questions from Colin Shearn/Farnborough Noise.
Responses from Farnborough Airport.**



FACC Questions Nov
2022 .pdf

Appendix 6.

Context:

Jules Crossley – Asked what had become of the Sustainability and Climate Change Charter?
Had this been developed into a working document?

To respond I have conferred with FAL and the RBC Planning Dept.

This question was raised at the June and October 2021 FACC Meetings and was closed without further action being requested by the Committee.

The 2010 Section 106 Agreement placed an Obligation on FAL to develop and produce a Sustainability and Climate Change Charter (“SCC Charter”) and once approved for it to be complied with for the duration of the development. The definition and interpretation of a SCC Charter for the purposes of the S106 is provided within the S106:

“Sustainability and Climate Change Charter” means a framework document that sets out how sustainability and appropriate climate change response shall be delivered at the site.

This was considered at the Development Control Committee on 12 September 2012 and formally approved.

The SCC Charter is designed as a framework document and places a commitment on FAL to develop policies and strategies relating to environmental sustainability and climate change, with progress on fulfilling these commitments regularly provided to the FACC.

There is no requirement to develop a working document; rather the SCC Charter acts as a framework under which or from which FAL develop, maintain and support initiatives which directly relate to the sustainability and climate change narrative.

The FACC is kept informed about all initiatives implemented by FAL in support of the SCC Charter. The SCC Charter may not necessarily be referred to directly in any updates as FAL has no obligation to do so.

Secretary FACC – November 2022.