

FACC Questions – 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), 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.