

FACC Questions – June 2021

Meeting on 17th June 2021.

Two questions submitted by Geoff Marks – FARA.

Paul Follows – Farnborough Airport has an obligation to reduce emissions and felt the categorisation of emissions, Scope 1, Scope 2 and Scope 3 as used by the airport was a convenient way to avoid an obligation.

Simon Geere – made the point the airport was not the consumer and could not control the destinations of users. So the influence the airport has, being limited the Scope 3 activities, would be limited.

Paul Follows – Asked Farnborough Airport to indicate what forms of action it does take to limit or cause reduction in the emission cause by its clients.

Action: Simon Geere agreed to outline Scope 1, 2 and 3 operational categorisations.

Question from:

Gareth Saunders - Councillor - Church Crookham Parish Council

Sir,

I would like to raise the following with NATS via the FACC please.

I have personally witnessed Farnborough air traffic flying different routes to the published SID/STAR procedures, and the answers to my reports via WebTrak raise more questions.

A departure in April clearly showing the aircraft outside the departure corridor without permission, but no action taken. (Replies are from FAL).

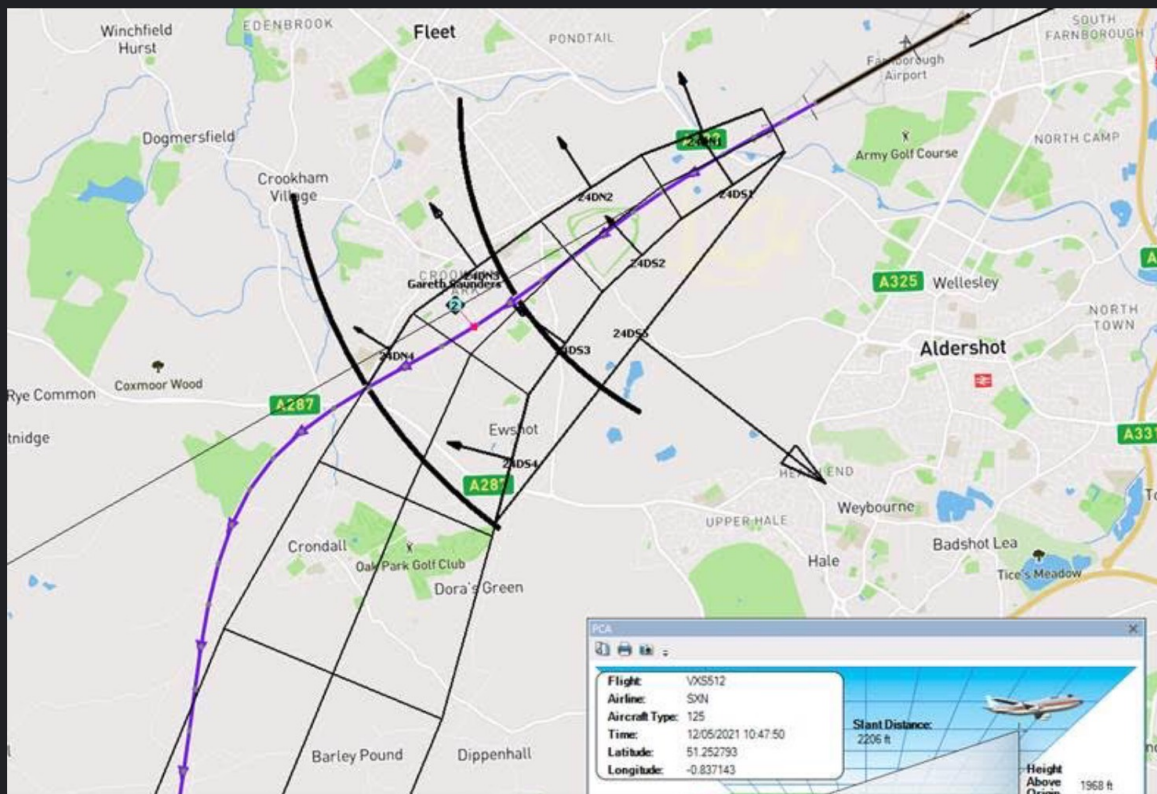


Your complaint logged via WebTrak relating to a flight at 10:48 on 12nd April is acknowledged.

Your complaint has been identified as relating to a British Aerospace H25B departing runway 24.

Following investigation with Air Traffic Control (ATC), it is confirmed that the aircraft was instructed to depart on the published SID and no other instruction was given to request the aircraft to deviate. ATC have also confirmed that this occurrence did not represent a safety issue and consequently no further investigation on their part will follow.

From a noise abatement perspective, the aircraft track remained within the required corridor during the initial phase of the departure and therefore will not be the subject of further investigation by Farnborough Airport Ltd.



And then an arrival in May where the pilot has deviated from the STAR without permission and again no action is taken by NATS.



Your complaint logged via WebTrak relating to a flight at 19:32 on 27th May is acknowledged.

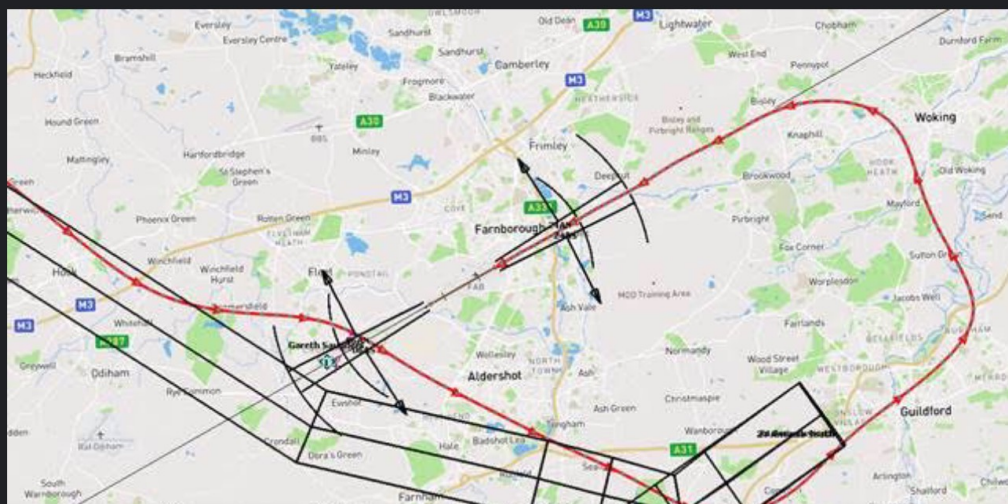
Your complaint has been identified as relating to a GLEX Bombardier Global Express arriving into runway 24.

Following an investigation with ATC, it is confirmed that the aircraft was instructed to follow the STAR and then leave on a specific heading. No other instruction was given to request the aircraft to deviate.

The erroneous turn taken by the pilot was rectified by the controller by giving the pilot "vectors" which took the aircraft back on track downwind, and then round for base leg as normal.

ATC have also confirmed that this occurrence did not represent a safety issue and consequently no further investigation on their part will follow.

From a noise abatement perspective, the aircraft track remained within the required corridor during the final approach phase and therefore will not be the subject of further investigation by Farnborough Airport Ltd.



Mail



Meet

The ACP set out specific operating procedures. I would like, on behalf of all Church Crookham residents, to understand why such deviations are excused, when we were led to believe the ACP would lead to more precise flying ?

There was a similar occurrence to the May 27 arrival just after 1500 today, that one will show in the next reporting period but I would like NATS to explain why such deviations are, seemingly, allowed ?

Response from:

Ian Dickson - GM NATS Farnborough

Whilst RNAV departures do afford a higher degree of accurate track keeping, there is still an acceptable element of deviation from the nominal centreline of the SID track.

There are different types of waypoint on a SID track, which are optional 'fly by', mandatory 'fly by' and 'fly over' waypoints.

The waypoints along the SID routings from Farnborough are generally of the 'fly by' nature, which means that flights will fly in the vicinity of (vicinity will be a variable distance depending on the speed of the aircraft) the waypoint and not directly over it.

This explains why there is sometimes an observable spread of departure tracks, however the majority of flights, will fly close to the nominal centreline of the departure.

Part B of the ACP consultation document contains figure B9, which depicts this acceptable spread of departures.

NATS and indeed all Air Navigation Service Providers take flight safety extremely seriously, and will report actions of flight crews that erode flight safety.

The demonstrated deviations from outbound nominal tracks raised in the original question to the FACC, would not constitute a flight safety hazard as they were not significant enough that nearby flights could be affected.

The issue highlighted on the email regarding arrivals was simply pilot error in mis-interpreting an ATC instruction which was effectively... "after XXX point, fly a certain heading" in this circumstance, the flight still had to route to 1 or 2 points before reaching XXX point. Instead of completing the route as planned, the pilot understood the instruction to route directly to XXX point and then take up the heading, this was identified and corrected due to ATC monitoring.

Even though this was a unauthorised deviation from the route, there was no flight safety implication, therefore no CAA paperwork was submitted, however the crew were tactically re-positioned and debriefed of the issue via the radio at the time.

This response level is inline with joint NATS/Farnborough Airport 'Just Culture policy' where errors and omissions that are not malicious or negligent are treated as lesson learning opportunities and therefore not punished. These lessons are generally communicated to flight crews at the time of event, or otherwise via the FAL environmental team.

If the deviation took the flight outside of regulated airspace or into closer proximity of other flights, then a safety report would be submitted, otherwise a verbal de-brief will suffice.

I hope this answers the question from Cllr. Saunders.

Colin Shearn

Asked with respect to the Overflown/Overflight Metric, felt simply assessing the number of people overflown was not a representative of the overall benefits of ACP.

The CAA definition of Overflight is to be found in CAA CAP 1498. Please see link below:

[CAP 1498 V2 APR17.pdf \(caa.co.uk\)](#)

