

FACC Questions – November 2022

Meeting on 3rd November 2022.

Questions from:

Hugh Sheppard - CPRE

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.

FAL Response:

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.

Geoff Marks FARA

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 the Geoff Marks for asking the question and Alex Culley for providing this response.

Jules Crossley - Blackwater Valley Friends of the Earth.

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.

Questions from Colin Shear – FNG.

These follow in another file, in PDF format. FAL sent this to me so one of you has the original.



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