

FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

MINUTES OF MEETING HELD ON
21st March 2024
Held Physically at Hart DC and Online with MS Teams
And streamed Live on FACC/YouTube.

Item 1 Attendance, Apologies for Absence and Guests – Please see Appendix 1.

Participation:	This Meeting	Last Meeting	Best
	25 FACC Members.	25 FACC Members.	25
	5 Members of the Public/Guests.	22 Members of the Public/Guests.	22
	11 Viewers followed the live-stream	14 Viewers followed the live-stream.	14

This meeting was recorded and a link to this is available on the FACC Website.

Thanks to Hart DC Facilities and FAL IT for all their support.

Item 2. Minutes of Meeting held on 9th November 2023 – Actions and Matters Arising.

The Minutes of the meeting had been circulated to members.

Actions from the Meeting - please see Appendix 2.

With two exceptions, actions have been completed, thanks to all contributors.

The Minutes were approved.

Matters arising from the minutes:

The Chairman mentioned a number of questions submitted by FNG and Gilly Haskey, ahead of the last meeting, did not meet due process and procedure. He asked if on this occasion the Committee would waive FACC requirements and ask for the questions to be answered? The Committee agreed. Responses will be circulated in due course.

Matters arising from Actions:

With regard to Action 1, Simon Geere, of FAL, confirmed that FAL would meet the reasonable costs for independent advisors so long as the expenditure was limited and needed to support member understanding of technical matters as they arose. David Munro - Waverley Borough Council – Welcomed this gesture and asked if this would apply to the NSC? It was pointed out the terms of reference for the NCS included this provision.

With regard to Action 2, Jenny Radley - Fleet and Church Crookham Society – Thanked Mark for his response and asked if moving forward FAL would also roll out the schools visits to some engagement/activities with local primary schools that are close to the flight paths, please?

Mark Sanderson, of FAL, said he would be happy to look at this.

NB. To participate in an airside tour, participants need to be over 16 years of age.

With regard to Action 4, Gareth Andrews, of FAL, said he felt there was little more to be done with respect to identifying complaints. It was agreed he and Jenny Radley will revisit this.

Jenny Radley also asked if the Committee could have more detail of the location of the various air quality monitors that the airport has situated in and around the airport, in the Reports?

Gareth Andrews agreed to look at this.

Action: Jenny Radley and Gareth Andrews to revisit details of complaints.

Action: Jenny Radley and Mark Sanderson to talk about potential primary schools that would benefit from an airport engagement/activity.

Item 3. Chairman's Remarks.

The Chairman referred to the fact that he had mentioned at meetings over the past 18 months, that it is his intention to stand down from the role and that a succession plan was required to identify a new Chairperson.

The process has begun. A job description, candidate pack and advertisement have been drafted along with a 'plan of action'.

The Chairman suggested that a selection committee be formed comprising of 6 members – 2 from each of the 3 interest groups. Members are invited to submit names of potential candidates. As the Planning Authority, Rushmoor should make a nomination for one of the two local authority seats on the selection committee.

Action: Succession Plan of Action will be circulated to Members.

Action: Members are invited to nominate other Members or stand themselves for the selection Committee.

Action: Members are invited to put forward nominees to enter the selection process.

Note from the Secretary - It is planned to select a new chairperson before the next Meeting in June.

Item 4. Farnborough Airport Chief Executive Update – Simon Geere

Reportable ATMs for the full year 2023 were -4% lower than the prior year which tracked the downward trend in the overall market, however this was against the particularly buoyant post-covid 12 months of 2022.

Simon was pleased to say that the FAL market share remained stable year-on-year at 31% and the weekend mix continues to remain at around 26-27% of the annual total, which has consistently been the weekend mix since 2014.

Despite the decline against 2022, it is interesting to note that the overall market since 2019 has grown by +8%, which reflects the FAL long-term view that the overall market for business aviation grows at around 2% per annum.

However, despite the market growing by +8% since 2019, overall traffic has actually slightly declined, by -1% in contrast. This is largely due to the impact of RAF Northolt, which was effectively closed to business aviation in 2019 for runway resurfacing works, but now handles approximately 8% of the overall London market. A timely reminder that FAL operates in a competitive environment.

This has meant market share has declined from 34% in 2019 to the 31% we see in 2023. It is worth noting that the impact of RAF Northolt on Farnborough has affected weekdays differently to weekends, mainly because RAF Northolt is not fully operational on the weekends.

The competitive dynamics of the market are obviously a concern, not least where planning restrictions start to constrain FAL ability to support market demand. Obviously, FAL is hoping to address this through our planning application.

In 2023 FAL was again close to the weekend cap of 8,900 ATMs, as in 2022, and it is now increasingly experiencing constraints on aircraft weight, most notably the Global 7500 which is one of the new generation long range business jet aircraft.

This trend can be seen in the report. This aircraft has an MTOW of 52.1 tonnes and entered into service in 2018. VistaJet which is one of Farnborough Airport's largest operators, currently owns 18 of these aircraft, having increased from 10 in 2022, and 4 in 2021. VistaJet recently acquired Dassault's MRO operation at Farnborough Airport safeguarding jobs and adding in-house maintenance capabilities to their business.

Whilst VistaJet is not the only operator of this aircraft, the prevalence of heavier, more fuel efficient and less noisy aircraft, is a trend we expect to continue. During 2023 FAL had to restrict the number of flights from these aircraft to avoid breaching our planning limits and it expects to have to do this again in 2024.

Notwithstanding the competitive dynamics of the market, the weekend ATM cap and the restriction on aircraft weight over 50 tonnes is increasingly impacting operator confidence in the role of Farnborough as the UK's most important business aviation gateway.

From a general market outlook perspective, FAL expects the underlying market demand in 2024 to again grow by c 2%, however the continuing impact of planning restrictions combined with the operational impact of the airshow this summer, are likely to again impact flying activity at Farnborough.

A comment on non-weekday ATMs. Prior to 2014 the Airport's non-weekday growth profile was shaped by the existence of non-weekday restrictions which constrained its growth. These restrictions were lifted in 2008 and 2011 following successful planning applications.

Since 2014 Farnborough Airport's non-weekday mix has been stable at around 26%-27% of its annual total, this is despite non-weekdays accounting for around 30% of the Airport's operational days, albeit the Airport operates reduced hours on these days (12 hours as opposed to 15 hours).

The Airport is a 7-day a week business and it is reasonable to expect the demand for weekend ATMs to broadly track that of the rest of the year, albeit slightly lower due to the shorter operating hours in place at weekends. FAL expect the 27% mix to continue into the future and as part of the planning submission we have committed to this mix at 70,000 flights per annum by 2040.

On other matters, since the last FACC Simon was delighted to announce that FAL was recognised as the No 1 business aviation airport in the Aviation International News Awards for the 17th year in a row. FAL was also named best FBO at the Air Charter Association Excellence awards for the 3rd year in a row, and that is the 9th time the airport has received this particular award.

Domus III, the new £55m hangar facility reached practical completion in February and work is starting on upgrading the passenger security screening equipment with a £3m investment in next generation x-ray equipment, which shall be operational by the summer.

Work has also started on the solar project which is one of the largest innovative light-weight solar installations in the South East. The plans will see solar panels mounted on the curved roofs of the iconic hangars, as well as on the terminal, the control tower, the ground support facility building, and the Aviator Hampshire Hotel. This will enable the Airport to generate 25% of its own renewable power.

Worth noting that FAL continues to be the largest single site provider of Sustainable Aviation Fuel to the business aviation sector and that in 2023 it sold 300% more than in 2022, albeit volumes are still low and supply issues continue to be the main challenge.

In terms of community engagement FAL undertook the following activities:

FAL was the headline sponsor for the Farnborough Half Marathon.
FAL made donations to fund mental health books for Rushmoor schools.
Various school tours were undertaken (as detailed in section 6 of the Farnborough Airport information report); and
A number of community projects were beneficiaries of funding from the Community Environmental Fund totalling £80,000 during 2023.

Finally, the Aviator Hampshire Hotel continues to perform well, with average occupancy for the Aviator during the rolling 12-month period February 2023 – January 2024 at 80%, which compares very favourably to the local market of 68%.

Other updates, particularly around noise and the status of the planning shall be given in the main agenda items of today's meeting.

Questions arising:

Geoff Marks – FARA -Asked are London City and RAF Northolt their competitors?

Simon Geere – Said, London City was not, as it only had a small market share. Northolt was more of a competitor during the week.

David Munro – Waverly Borough Council – Asked, with regard to local noise complaints of low flying aircraft, how far do the FAL NATS operations extend? Who should residents complain to?

Alex Culley – NATS – Responded, aside from aircraft taking off or landing, low flying aircraft tend to be General Aviation flights operating to visual flight rules (VFR). These are cleared to cross the Farnborough controlled airspace by ATC. NATS do not control the exact level or direct path in which they fly as they are transiting in accordance with VFR rules and must avoid flying into areas of cloud. NATS issues a 'clearance' to transit the airspace which the pilot must comply with, an example clearance would be 'not above 2000 feet' giving the pilot flexibility to comply with VFR rules. Approx 500-600 GA aircraft use the Lower Airspace Radar (LARS) service on a busy summer's day outside of Controlled Airspace. If these are flying outside regulations, complaints should be made to the Regulator, the CAA.

George Hesse - Farnham Town Council – Asked, some aircraft are very noisy, do aircraft have to comply with known noise regulations and whose responsibility is it to enforce these?

Gareth Andrew – Responded, there are legal requirements. Aircraft operating into FAL tend to be modern and meet the highest standards of noise regulations.

If residents have issues, they should identify the aircraft, this can be done using a number of web-based tools, such as WebTrak, and then send him the details so he can investigate. Or send a complaint, noting the time, date, location and direction of the aircraft to the Complaints Link at Farnborough, on-line or by phone, along with contact details of the sender.

Action: Gareth to circulate WebTrak details.

Chris Dorn - Hart District Council- Asked, are some aircraft noisier than others by design, the Piaggio, for example is very noisy?

Alex Culley – Responded yes, some aircraft are noisier than others, by design or age. It is likely these noisier aircraft will be phased out from operating at FAL.

Jenny Radley – Asked, Under the proposed planning application the number of heavier aircraft weekend flights will increase, will this be phased?

Simon Geere – Responded, yes it will and consistent with the overall phasing, this is detailed in the application.

Geoff Marks – FARA – Asked if any of the new heavier aircraft would reach the max dB level of 98 dB? Geoff referred to an Inspectors Report which indicate the Effective Perceived Noise in Decibels (EPND).

Simon Geere – Responded, the newer heavier business aircraft tend to be quieter than their predecessors.

Action: Geoff Marks to provide Inspectors Report.

Gareth Saunders - Church Crookham Parish Council – Suggested the growth numbers mentioned by Simon in his report were inconsistent with those in the planning application.

Simon Geere – Responded, future growth at FAL will be a combination of overall market growth and market share gain as other airports become increasingly full. FAL expects to serve more market share, this is represented in the growth numbers in the application.

Item 5. Noise Sub-Committee (NSC) Report – Gareth Andrews

The second deployment of the noise monitor commenced at Church Crookham Community Centre on the 19th December. On 21st December the monitor went down due to a power source issue; this happened during FAL shut down period and the Christmas break. The monitor was live again on the 4th January. FAL is now looking at a monitor period running to 2nd of April as opposed to the 19th March, to ensure a period of 3 months.

As regards the first deployment of the monitor in Churt, apologies of the delayed publication of the report, which had been hoped for this meeting. Bickerdike Allen Partners (BAP) have been focused on the planning application and subsequently the annual INM reports required for submission to RBC by end January, as a result BAP have been unable to complete the reports as of yet. If the Committee and Airport are unhappy with the delivery times moving forward in receiving the reports back, FAL will look to use a different contractor.

Future Deployments

Initial suggestions were to deploy the noise monitor in either Crondall or Bentley next time, looking at 24 departures (SID) as a whole route – looking further out from the flightpath Crondall (3,000ft). Bentley is a second option.

Further discussions have been made to consider Ewshot as a potential site as well, since it's located higher up. With the focus of wanting the monitor to be close to the flightpath centreline.

Meetings confirming the new location will happen in due course for the next deployment in April.

Current noise complaint trends YTD and communications

Breaking down complaints by complainer, the top 5 in 2023 made up 90% of complaints. To get into the top 10 complainants needed to submit 16 complaints.

Discussion on noise measurement criteria

A wide-ranging topic which led to the discussion and the suggestion that BAP should present at either the NSC and/or the FACC.

AOB

The following point was raised: ideally in the long term the goal of this meeting group should include Air Quality. One of the other impacts to residents is Air Impacts, so it makes sense that it is rolled into one committee as they go together. So, we should amend ToRs to bring in air quality monitoring – more than currently done and widen the scope to take to the FACC.

The point was made that at this stage the committee will only be focussing on noise, however this could be subject to change in future.

Next NSC meeting to take place on Thursday 6th June, 14:00-16:00

Action: Gareth Andrews to circulate Churt Village Noise Report when available.

Questions arising

Jenny Radley – Asked when would the Churt noise monitoring results be available?

Gareth Andrews – Disappointed at the length of time taken to turn this around, likely to be available in 2 weeks' time.

Geoff Marks – Disappointed in the very slow turnround of the report.

Gareth Andrews – Agreed. FAL not happy with this and may consider using another consultant.

Geoff Marks – Noise metrics are the most important aid to assist residents understand the issues of noise. Additionally, residents need the information to assist in understanding the planning application.

Gareth Saunders – I raised the question of air quality monitoring in November, how long do we need to wait until this is addressed?

Gareth Andrews – The requirements around air quality monitoring are detailed in the Section 106. FAL complies with this. There is a budget for air quality monitoring this year and quotes are being reviewed at the moment.

Sarah Wood – Blackwater Valley FoE – Asked if this monitoring would include Particulates PM2.5?

Gareth Andrews – Yes, it would.

Gareth Andrews gave a high-level summary of what will be seen in the Churt Noise Report.

Item 6 Farnborough Airport Reports – Gareth Andrews

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

Questions arising:

Jenny Radley – Would like to understand where the complaints originate, could more detail be provided?

Gareth Andrews – Will keep asking the question, do not know how much more can be done. See earlier comment.

Item 7. Public Consultation & Planning Submission Process – Simon Geere

The formal application was submitted to RBC in early November 2023.

FAL made a number of changes to the proposals based upon the consultation feedback, these are outlined in our Statement of Community Involvement and in summary are:

- FAL decided not to progress with the extended operational hours on non-weekdays as there was concern about the immediacy of some of the proposed changes. Of the four primary changes made, this was the one which would have been impactful on Day 1 of any successful application. All the other operational changes are very much phased over the long-term and will benefit from technology mitigation to a greater extent, and it is questionable whether there would be any real perceptible impact as a result.
- To this end and to give added assurance, FAL also agreed to a voluntary Phased Annual Flight Limit which ensures growth is phased over the long-term. Essentially this means FAL will rescind current permissions which have no constraint on the speed of annual growth.
- On additional noise mitigation FAL proposed:
 - To phase-out a particular aircraft type which has received specific negative comments.
 - To introduce a new Noise Levy on all non-Chapter 14 aircraft, to encourage quieter aircraft.
 - To further enhance the Sound Insulation Grant Scheme eligibility criteria from 57 dB to 55 dB, enabling hundreds more households to benefit from home insulation measures
- In terms of community funding FAL propose:
 - Retaining the proposal to double the contribution to the existing Community Environmental Fund.
 - FAL has increased the proposed funding to new Sustainability Fund based upon its wider geographic reach. As such it will be double the financial size of the Community Environmental Fund and by 2040 the two funds are estimated to generate over £1m per year for community projects which will result in £10m more funding over the next 15 years, if the application is successful.
 - FAL also proposes to broaden the remit of the new Sustainability Fund to allow it to fund social projects as well as environmental projects and for the geographic area to be more flexible for locations which would be eligible.
 - Finally, FAL proposed to commit to a new Skills & Employment Plan which will commit the airport to job and opportunity creation as it grows.

Questions arising:

Geoff Marks – You mentioned that RBC has asked for more information; can you tell us what this relates to?

Simon Geere – That information is on the RBC website.

Sarah Wood – Asked is it the RBC Development Management Committee (DMC) which will make the decision or would there be input from other organisations?

Chris Dorn – Hart DC – Explained that RBC has the final say but it will take into account considerations from other councils, parish councils and town councils.

Sarah Wood – Asked as this was important, are any RBC representatives at the meeting?

Maurice Sheehan – RBC - Responded he was online and Gareth Williams was in the Chamber.

Item 8. **Airspace Update – Rachel Thomas.**

The PIR and FASI-S presentation given by Rachel can be found on the FACC website.

No questions arising:

Item 9 **Members Questions and Questions from Members of the Public.**

Please see questions and answer in Appendix 3

Richard Lucas – Ash Parish Council – Noise, the taking off and landing of aircraft, is a fundamental issue to residents. Can the airport please articulate its vision to reduce the noise burden to those affected by its operations?

Simon Geere – The planning application includes the prediction of noise levels in the future. FAL encourages only the quietest and most efficient aircraft to use the airport. It will push towards an increasing proportion of Chapter 14 aircraft in the future and do anything possible to reduce the noise burden of residents.

David Lewis – Surrey County Council – Asked if there was a presentation which covered the general operations activities of FAL? This was supported by Chris Dorn.

Rachel Thomas – FAL is happy to invite small groups along to see the airport and the operation.

David Munro – Noisy aircraft and too many aircraft circling overhead are real issues for his residents. What can be done?

Alex Culley - If residents identify the aircraft and make a complaint to FAL the matter can be looked into. FAL aircraft do not regularly circle or stack for extended periods and as mentioned most aircraft are of the quieter variety. Additionally, FAL aircraft fly along strict corridors and flight levels. Most likely circling aircraft are GA. Identify the aircraft and report to the appropriate regulatory body, such as the CAA if it is GA and not flying within regulatory rules.

Geoff Marks – Asked if he could bring in Richard Nobbs to the operational conversation?

Tom Burton – Resident of Farnborough - Talked to his questions, attached, and Simon Geere responded.

Colin Shearn -FNG – Criticised the factual information provided in the meeting, citing the example of the S106 Agreement requiring appropriate pollution measurement, including particulates. He felt it was misleading to suggest that particulate measurement was a new consideration.

He expressed frustration with the handling of complaints by FAL and the CAA, stating that the CAA's response time was lengthy and their investigation of individual complaints was

insufficient. He suggested that the airport should have a direct conversation with FNG to address these issues.

Alex Culley - In response, explained that the process for low-flying aircraft complaints should be through the CAA web portal. Alex acknowledged the challenges in handling complaints and the need for public transparency. He said there is a lot of information on the NATS website to provide a greater understanding to the public. He suggested material could be created for the committee and used to assist a greater understanding with residents. Alex asked Gareth to respond to the other matter.

Gareth Andrews – FAL complies with S106 with regard to monitoring of noise and air quality.

Colin Shearn – Said he has been trying to engage with NATS and FAL for four years and asked if NATS and FAL would meet FNG rather than just engage through emails?

Les Freer – FAL - Responded, at the meeting in November FAL had offered to meet FNG. FAL has met with FNG in the past and following these meetings different messages went into the media. If FNG would commit not to do this in future, FAL would consider meeting again.

Colin Shearn – Felt this was a NO to his request.

Colin Shearn - Raised a personal issue with the Chairman, accusing him of submitting false statements to Surrey Police, which resulted in an antisocial behaviour injunction order and significant costs. This led to a heated exchange.

The Chairman – Disagreed with Mr Shearn, that this was a personal matter with nothing to do with the FACC and was not for this meeting.

A number of Members spoke in support of the Chairman arguing the matter was 'out of order'. The Chairman asked if the Committee was supportive of his request that Mr Shearn desist and withdraw from this conversation. There was a show of hands and verbal support for the Chairman. With the request being carried, the Committee decided not to continue this discussion.

Item 10 Matters Raised by the Committee not on the Agenda.

There were none.

Item 11 The next meetings of the Committee will take place on:

Thursday 27th June and Thursday 14th November 2024.

At Hart DC, on MS Teams and live streamed on FACC/YouTube.

The Meeting was declared closed.

Glossary of Abbreviations used in this Document.

ACA	-	Airport Carbon Accreditation Scheme
ACP	-	Farnborough Airport Airspace Change Proposal.
AIN	-	Aviation International News.
ATMs	-	Air Traffic Movements
BAP	-	Bickerdike Allen Partners
CAP1616	-	Airspace change: Guidance on the regulatory process for changing the notified airspace design and planned and permanent redistribution of air traffic, and on providing airspace information.
CSR	-	Corporate Social Responsibility.
EPND	-	Effective Perceived Noise in Decibels.
FAL	-	Farnborough Airport Limited.
FARA	-	Farnborough Airport Resident Association
FASI-S	-	Future Airspace Strategy Implementation for South England.
FBO	-	Fixed Base Operator.
FNG	-	Farnborough Noise Group.
GA	-	General Aviation.
IOA	-	Initial Options Appraisal.
INM Reports	-	Integrated Noise Model Reports
LARS	-	Lower Airspace Radar
NSC	-	Noise Sub-Committee.
NPR	-	Noise Preferential Route.
PBN	-	Performance-based Navigation.
PIR	-	FAL Airspace Change Proposal, Post Implementation Review.
RBC	-	Rushmoor Borough Council
SAF	-	Sustainable Aviation Fuel.
SID	-	Standard Instrument Departure
STAR	-	Standard Instrument Terminal Arrival Procedure
VFR	-	Visual Flight Rules
YTD	-	Year-to-date

Appendix 1.

Attendance List for Meeting on 21st March 2024

Attending:

CHAIRMAN:	Mr Philip Riley	In Person at Hart DC
SECRETARY:	Whittacre Hope	In Person at Hart DC
USERS (10)		
Simon Geere	Farnborough Airport Ltd	In Person at Hart DC
Les Freer	Farnborough Airport Ltd	In Person at Hart DC
Gareth Andrews	Farnborough Airport Ltd	In Person at Hart DC
Nicholas Probert	VistaJet Ltd	Apologies Received
Marwan Khalek	GAMA Aviation Ltd	Online
Mark Bates	Gulfstream Aerospace Ltd	Apologies Received.
Ben Gleeson	Farnborough International Ltd	Online
Alex Culley	NATS	In Person at Hart DC
Joanne Goodall	TAG Aviation Ltd	Online
Wally Epton	WJE Associates	In Person at Hart DC

LOCAL AUTHORITIES (10)

Cllr James Radley	Hart District Council	In Person at Hart DC
Cllr. Chris Dorn	Hart District Council	In Person at Hart DC
Cllr Maurice Sheehan	Rushmoor Borough Council	Online
Cllr Gareth Williams	Rushmoor Borough Council	In Person at Hart DC
Cllr Geoff Davis	Guildford Borough Council	In Person at Hart DC
Cllr Rod Cooper	Hampshire County Council	Online
Cllr David Lewis	Surrey County Council	In Person at Hart DC
Cllr Jacques Olmo	Surrey Heath Borough Council	Apologies Received.
Cllr David Munro	Waverley Borough Council	In Person at Hart DC
Cllr Ann-Marie Barker	Woking Borough Council	Online

LOCAL INTERESTS (10)

Cllr Richard Lucas	Ash Parish Council	In Person at Hart DC
Cllr Gareth Saunders	Church Crookham Parish Council	In Person at Hart DC
Cllr David Argent	Crandall Parish Council	Apologies Received.
Cllr Carl Turner	Ewshot Parish Council	In Person at Hart DC
Geoffrey Marks OBE	Farnborough Airport Residents' Assoc	In Person at Hart DC
Cllr George Hesse	Farnham Town Council	In Person at Hart DC
Jenny Radley	Fleet and Church Crookham Society	In Person at Hart DC
Cllr David Whitcroft	Mytchett, Frimley Green & Deepcut	Apologies Received.
Virginia Barret	Farnborough College of Technology	Online
Jules Crossley	Blackwater Valley Friends of Earth	Apologies Received.

Reserves/Deputies/Alternates:

Hamish Johnston	Farnborough Airport Residents Assoc	In Person at Hart DC
Sarah Wood	Blackwater Valley Friends of Earth	In Person at Hart DC - For Jules Crosley
Steven Hunt	Farnborough College of Technology	Online.
Tom Wilson	TAG Aviation Ltd	Online.

Additional Guests:

Richard Ward	Rushmoor Borough Council	In Person at Hart DC
Sophie Rogers	Rushmoor Borough Council	Apologies Received
Ross McNally	Hampshire Chamber of Commerce	Apologies Received
Lisa Hall	Hampshire Chamber of Commerce	Online.
Barry Smith	Hampshire Chamber of Commerce	Apologies Received
Alpa Shingadia	Hampshire Chamber of Commerce	Apologies Received
Matt Jago	Farnborough Airport Ltd	In Person at Hart DC
Rachel Thomas	Farnborough Airport Ltd	In Person at Hart DC
Kerry Baldwin	Farnborough Airport Ltd	In Person at Hart DC
Peter Russell	Farnborough Airport Ltd	In Person at Hart DC
Mark Sanderson	Farnborough Airport Ltd	In Person at Hart DC
Darren Blair	Farnborough Airport Ltd	In Person at Hart DC

Members of the Public:

Colin Shearn	Farnborough Noise Group	In Person at Hart DC	Question
Miles Thomas	Four Marks Resident	In Person at Hart DC	
Mark Lipyeat	Farnborough Resident	In Person at Hart DC	
Barry White	Tilford/Churt Resident	In Person at Hart DC	
Tom Burton	Farnborough Resident	In Person at Hart DC	Question.

Appendix 2.

Actions from Meeting Held in November 2023 - Update.

- Action 1: Simon Geere agreed took an action to look at FAL meeting the cost for independent advisors and respond.
Action: Open. SG will update at the next meeting.
- Action 2: Mark Sanderson will share a plan for future school tours with the Committee.
Action: Completed, please see attached.
- Action 3: Gareth Andrews will review and correct the Reports and reissue.
Action: Completed
- Action 4: FACC Secretary will ask FAL and Jenny Radley to hold a meeting to resolve issues of clarity and transparency, to the degree possible, of the Reports.
Action: FAL will look to add a facility whereby residents making a compliant may provide approval for their local FACC representative to be notified.
- Action 5: Simon Geere to respond regarding the loan of the Consultation Information Boards.
Action: Completed.
- Action 6: Kerry Baldwin will amend and update the NSC ToR to reflect the approval.
Action: Completed.
- Action 7: Kerry Baldwin will set the date for the next NSC meeting.
Action: Completed.
- Action 8: FACC Secretary to circulate proposed meeting dates for 2024.
Action: Completed.

Action 2: Mark Sanderson will share a plan for future school tours with the Committee.

Schools Tours and Engagement

This activity sits within the Farnborough Airport Community Engagement Programme in which FAL aim to raise awareness of the airport’s activities, operation and value, within the community. The table below provides the requested plan for future school tours.

Mark also added the general school engagement which includes careers fairs, seminars and mock interviews.

Jenny Radley asked if FAL could host tours for local primary schools. H&S at the Airport would advise against bringing children of that age into an operational aviation environment.

Instead, Mark hopes to suggest visiting these schools in an interactive, informative and fun way.

FAL also plans to host its own careers fair later in the year in a similar vein to the well-received event held at the Aviator last year. If Members require further information, please contact Mark directly.

Attended.

Due to happen.

Farnborough Airport chasing to happen.

School/ organisation	Area	Airport tour	Careers fair
Cove	Farnborough	4 July	4 March - assembly
Fernhill		16 April	12 Mar careers evening & 16 July Mock interviews
Wavell		Chasing	2 May mock interviews
Farnborough Sixth Form		In discussion	8 Feb & 3 July
Farnborough Tech Coll		Chasing	5 Mar – student seminar
Alderwood		Chasing	Chasing
Aldershot Cadets	Aldershot	15 Feb	N/A
Step by Step		To discuss	Skills workshop
Tomlinscote	Frimley	19 March	28 Feb – student workshop
Court Moor	Fleet	Chasing	
Calthorpe		Chasing	21 Feb student workshop

Summary of Activities in 2023:

- FAL hosted school tours for all four Rushmoor secondary schools;
- FAL hosted a well-received careers fair at the Aviator;
- FAL attended a variety of events at local school primary and secondary schools;
- Through the Aviator hotel, made 76 donations to local schools, which contributed to raising £100k+ at local school raffles; and
- Made donations to local childrens’ nurseries that contributed to raising £6k at local nursery raffles.

Appendix 3

Actions from this Meeting.

- Action 1: Jenny Radley and Gareth Andrews to revisit details of complaints.
- Action 2: Jenny Radley and Mark Sanderson to talk about potential junior or primary schools that would benefit from an airport visit.
- Action 3: Succession Plan of Action will be circulated to Members.
- Action 4: Members are invited to nominate other Members or stand themselves for the selection Committee.
- Action 5: Members are invited to put forward nominees to enter the selection process.
- Action 6: Gareth Andrews to circulate WebTrak details.

Completed.

- Action 7: Geoff Marks to provide Inspectors Report.
- Action 8: Gareth Andrews to circulate Churt Village Noise Report when available.

Appendix 4.

Meeting on 21st March 2024.

Questions from FACC Members:

Geoff Marks & Hamish Johnston - Farnborough Airport Residents' Assoc – [Question below.](#)

Questions from Members of the Public:

Tom Burton – [Question below.](#)

John Eriksson - Farnborough Noise Group - [Question below.](#)

Questions from FACC Members:

Geoff Marks – Hamish Johnston - Farnborough Airport Residents' Assoc

Question 1

Why is there so much Reverse Thrust by aircraft on landing on Runway 24?

It is appreciated that for safety some aircraft have to do this but the majority – as seen on Radar 24 - use RV to be able to turn off onto Stirling Way rather than to run out the full length of the runway and turn onto Wellington Way.

Question 2

Why does my Terrestrial TV go wonky when Aircraft fly over my house to land on Runway 24?
I live in Sycamore Road GU14 6RF.

This is very annoying to my household especially on Saturday & Sunday nights when there are lots of flights into the airport. Is there a technical solution and are FAL prepared to pay for this?

Question 3

Why have there been a substantial increase in heavy weight movements of aircraft 50 to 80 Tonnes at weekends over the past year? FAL 261 and Other 40 making a Total 301 against FAL planning permission of 270/Year?

FAL Response:

Question 1

We do encourage the following:

“To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust at all times, consistent with the safe operation of the aircraft. Where the use of reverse thrust is essential, the use of idle reverse thrust should be used in preference.”

As you can imagine, it would be remiss of the Airport to impose operational restrictions which can affect the safety of an aircraft safely landing. The choice is ultimately down to pilots and the conditions they are experiencing which will determine the use of this. However, we can send out reminders to our operators around the issues of reverse thrust in local communities.

Question 2

This could be dependent on a number of issues; without an initial investigation we would be unable to comment.

Question 3

The aircraft in question is the Global 7500 (52.1 tonnes). It is a relatively new ultra-long range business jet aircraft which entered into service in 2018.

VistaJet is one of Farnborough Airport's largest operators and currently owns 18 of these aircraft, having increased from 10 in 2022, and 4 in 2021. VistaJet recently acquired Dassault's MRO operation at Farnborough Airport safeguarding jobs and adding in-house maintenance capabilities to their business.

The difference between the total and Rushmoor Borough Council reported is dependent on flight designations. Royals/diplomats, military and flying club are excluded from these counts.

Questions from Members of the Public:

Question from Tom Burton – Farnborough Resident - Attending in person.

Since 2008 the proportion of Non-Weekday Air Movements as a percentage of all air movements has risen fairly linearly except when constrained by the lack of additional authorised capacity or disrupted by extraordinary events (impact of financial crisis on Weekday movements in 2009 and impact of COVID on all movements in 2020-2022) from 16% to 27%. What evidence will the airport provide to support their claim in the current planning application that this growth will now halt at 27% for the next 25 years even if the constraints on Non-Weekday Air Movements are raised as they are requesting.

FAL Response:

Prior to 2014 the Airport's weekend growth profile was shaped by the existence of weekend restrictions which constrained its growth. These restrictions were lifted in 2008 and 2011 following successful planning applications.

Since 2014 Farnborough Airport's weekend mix has been stable at around 26%-27% of its annual total.

Weekends and public holidays account for circa 30% of the Airport's operational days, however the Airport operates reduced hours on these days (12 hours as opposed to 15 hours).

The Airport is a 7-day a week business and it is reasonable to expect the demand for weekend ATMs to broadly track that of the rest of the year, albeit slightly lower due to the shorter operating hours in place at weekends.

As part of its planning application Farnborough Airport is voluntarily agreeing to limit its weekend growth, this will ensure that at 70,000 flights per year, the weekend total will not be more than 27%.

Questions Received which did not meet Due Process and Procedure:

John Eriksson - Farnborough Noise Group – Not attending.

Who determines what is included in the FAL report and should the Environment Report also be circulated' If this is deemed to be too much information, should there not be a dashboard or key analysis summary so that a 'friendly critical' eye is cast compared to agreed benchmarks?

FAL Response:

There are two separate reports being referenced here. The Farnborough Airport Information Report which is submitted to the FACC as part of the submission pack which has evolved over several years.

The Environment Report is a report developed and submitted to RBC on a biannual basis four weeks at the end of the year and four weeks at the end of June each year.

Firstly, it would be important to understand which report you are referencing and secondly which agreed benchmarks are you suggesting that you would like further analysis on?

We are always open to suggestions on improvement. As an Airport we can take them away and discuss internally before reverting back.