

FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

MINUTES OF MEETING HELD ON
21st November 2024

at
Hart District Council Offices – for Members & Public
and

Online with MS Teams – for Members and streamed Live on FACC/YouTube.

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

Participation:	This Meeting	Last Meeting	Best
	23 FACC Members.	18 FACC Members.	25
	1 Member of the Public/Guests.	0 Members of the Public/Guests.	22
	15 Viewers followed the live-stream	24 Viewers followed the live-stream.	24

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

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

Item 2. Minutes of Meeting held on 27th June 2024 – Actions and Matters Arising.

The Minutes of the meeting had been circulated to Members.

For actions from the Meeting - please see Appendix 2.

All actions were completed, thanks to all contributors.

The Minutes from 27th June Meeting were approved.

Matters arising from the Minutes:

There were none.

Matters arising from Actions:

There were none.

Item 3. Chairmans Introduction & Opening Remarks.

The Chairman introduced himself and offered a concise account of his career; he was in the British Army for 27 years, then started and ran the family business for 20 years, with which he is still involved. He has been the Chairman of Birmingham Airport Consultative Committee for 12 years, has been the Chairman of UKACC for 4 years, has just been elected for a further 4 years, and is delighted to have been appointed the Chairman of the FACC.

He apologised in advance for his future regular use of the term ‘Critical Friend’. This is not only the expression used by the DfT to describe the purpose of Consultative Committees but he personally feels this best sum up what the relationship between the Committee, the Airport and all other Stakeholders should aspire to be

Item 4. Farnborough Airport Chief Executive Update – Simon Geere

In terms of traffic, total reportable ATMs for November YTD were lower than the same period last year at -5.2%. For the non-weekdays, reportable ATMs were -3.7%.

However, in the aircraft category between 50-80 tonnes, ATMs were higher with a 11.9% increase in total and a 3.8% increase on a non-weekday basis.

This is primarily driven by the introduction of the latest Bombardier Global 7500 aircraft to the VistaJet fleet, as reported to the Committee in June.

As a result, FAL has introduced restrictions on aircraft over 50 tonnes on non-weekdays to remain within our planning restrictions.

FAL market share year-on-year has declined slightly at 30% compared to 31% and the weekend mix is stable at 28% versus last year.

Available capacity at government owned RAF Northolt and Luton Airport has had an adverse effect. These short-term dynamics are not expected to affect long-term forecasts.

In terms of investment, FAL continues to significantly invest in facilities:

- The solar project which is one of the largest innovative light-weight solar installations in the South East is now complete. The Airport will generate 25% of its power from this renewable source.
- The £9 million investment in the FlexJet lounge, ground works have commenced. Expect the facility to be operational in 2026. FlexJet has a significant number of new aircraft on order; and
- FAL is currently fielding multiple enquiries for hangar and maintenance facilities from third parties. A number of these opportunities, if successful, will bring incremental employment to the local area.

Further to a request from the Committee to notify members if any planning applications had been submitted since the last meeting, Simon confirmed no new planning applications have been submitted.

Since the last meeting in June, the 2024 Farnborough International Air Show took place. Some key statistics from the event:

- 1,400 exhibitors, 100,000 attendees.
- Over £80 billion in aircraft orders; and
- 9 UK Government departments represented.

At the Air Show FAL took the opportunity to launch a report undertaken by CBI Economics, Getting Business Going – The Economic Benefits to UK Plc of Business Aviation at Farnborough Airport. The key findings were:

- Evaluation of the number of flights that are directly or indirectly related to business travel.

- Confirmation that flights are predominantly of high-economic impact, time-sensitive in nature, and essential in purpose.
- Economic contribution per flight is the largest of any benchmarked UK airport; and
- £1.9 billion of Gross Value Added (GVA) and 23,000 UK jobs are supported every year by the economic opportunity created by our flights.

In the context of the October budget, the FAL will be impacted in a number of ways through Employers NI, the national living wage and higher Rate Air Passenger Duty.

Employers NI and National Living Wage increases will disproportionately impact those businesses which have a large number of employees, in particular on part-time contracts, such as retail, healthcare, and hospitality.

The Aviator Hotel and Swan Pub will be materially impacted and a number of cost-plus contracts at the airport will also be affected.

As part of the budget the UK Government announced that it was consulting on further changes to higher rate APD. This is the APD which applies to smaller aircraft with fewer seats than commercial airlines.

Further financial pressures are potentially coming in the form of a fundamental change to the methodology for Business Rates which applies to airports. This will add further pressures on the ability to invest. FAL shall lobby for a balance in the competing tax burdens to ensure the economic opportunities, both local and national, are not compromised as a result.

FAL is generally supportive that the business aviation sector pays its fair contribution to the overall tax receipts of the UK however it is important this does not cause unforeseen market distortion, an uneven competitive playing field, nor is it used to regulate demand in a sector which is essential for local and UK economic growth.

In September FAL received notification that its GRESB score had improved yet again. GRESB is the Global Real Estate Sustainability Benchmark and helps compare performance across a number of corporate, social, and environmental metrics. Since 2020 FAL has improved its score (out of 100) from 47 to 94.

In terms of community engagement FAL undertook the following activities:

- It was delighted to sponsor the Aldershot Remembrance Football fixture against Wealdstone.
- It regulated flights on Remembrance Sunday and on Remembrance Day itself to ensure commemorations events were not disrupted by aircraft noise; and
- Various community tours and engagement sessions were undertaken (as detailed in section 6 of the Farnborough Airport information report)

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

Questions arising: -

Jenny Radley – Asked about the 'Know Your Airport Initiative', could FAL please supply Members with more information please?

Simon Geere – Responded - That he would be delighted to ask Jo Franco and Mark Sanderson to assist.

Action: 'Know Your Airport Initiative' - Joanne Franco and Mark Sanderson to contact Jenny Radley and provide information. Perhaps this could also be circulated to all Members through the Secretary.

Jules Crossley – Thanked FAL for its recent support of the Rushmoor Pride and Rushmoor Community in Bloom which had been excellent events.

Jules Crossley – Asked if after selling its investment in AGS Airports, will Macquarie consider divesting its investment in FAL?

Simon Geere – Responded – The sale of AGS Airports was planned. The investment sat in a 'closed-end fund' which was established in 2014, this sale is therefore part of the natural profile of the fund.
FAL is now the only airport owned by Macquarie in the UK; it has no plans to divest the investment.

Note from the Secretary – At the suggestion of Mark Sanderson, please find attached at Appendix 3, a short list of activities supported by FAL this year. In future, perhaps such things could be reported to the FACC.

Item 5. Farnborough Airport Reports – Gareth Andrews

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

Gareth Andrews – Explained the format of the Reports had changed to be more user friendly. This work had been done in conjunction with the NSC. He hoped improvement had been achieved but would appreciate feedback and suggestions.

Questions arising:

Jenny Radley – Would like to see the Farnborough Airshow numbers in the Report, as requested by a local resident and felt losing the Excel Spreadsheets meant that a valuable element of the reporting data, the post codes, runways used, operation (arrival or departure) and aircraft types were lost as these are not on the reports submitted to RBC. It is important that any complainant can identify their own reports.

Gareth Andrews – The Airshow numbers totalled 209 for July, this is available in version 2 of the Information Report that the Secretary will send out. Would take the points made by Jenny into consideration and discuss the matter with Richard Ward from RBC.

Action: Gareth Andrews will update and recirculate the Information Report V2.

Action: The NSC will review the contents of the Information Report and feedback to the Committee; and

Action: Gareth Andrews will ask if additional information can be added to the FAL reports submitted to RBC.

Note from the Chairman – The information contained in the various reports submitted to the Committee seem to be a regular feature at every meeting. Is it not the role of the NSC to

consensually agree with FAL the format and details contained in the reports? In this respect FAL will need to indicate what information it is required to make public and what information is not required or not legally available for public review.

Item 6. Noise Sub-Committee Report – Gareth Andrews

Gareth Andrews – The NSC covered the typical complaints responses where it looks at various types of complaints from standard to non-standard.

The NSC went through the Church Crookham report to identify changes to match the report structure as Churt.

Rachel provided a FASI and PIR update.

Deployments for the noise monitor during 2025 were discussed in detail, the next location site was requested for Mytchett.; FAL has been tasked with providing suitable locations the next period where some councillors' help may be required to find suitable locations within those areas.

Finally, the AOB which covered the year review of the NSC.

This last meeting wrapped up the first year of the NSC.

Gareth, as Chair, hopes the membership would agree that it has been a good first year with many positives and some challenges, which will be addressed going forward.

He thanked attendees during this period, attendance averaged 92% over four standard meetings and one special meeting.

The debates between members have been both insightful and useful in shaping the direction of the NSC. As data appears it will no doubt lead to healthy robust discussions.

The Church Crookham report will be reviewed and approved at the next NSC on 23rd January and issued to Members before the next meeting of the FACC.

*Note from the Secretary – There are requests to make public the minutes from the NSC. Please note there are **NO** minutes taken at the NSC; actions' are logged and tracked by the NSC committee members, these are not circulated to the FACC.*

The noise monitor has been deployed in the Ewshot area, gathering data that will be used to create a report similar to those produced for Churt and Church Crookham. It is likely this report will be available for the June Meeting of the FACC.

Questions arising:

David Munro – Was concerned at the time it took to issue the Churt Noise Monitoring Report.

David Munro – Asked why the Churt Report only detailed Farnborough aircraft and could mobile noise monitoring equipment also include recording and subsequent analysis of all aircraft flying over the ‘cone’, not just FAL’s?

Gareth Andrews – The report was commissioned to monitor the noise of aircraft operating into and out of Farnborough that over fly Churt. Other flights were not in scope.

Simon Geere - Undertook to investigate this issue.

Action: Gareth Andrews will confirm how other airports provide this information.

David Munro – Asked why was the elevation angle of the ‘inverted cone’, where the noise monitor takes its measurements, set to 48.5 degrees when CAP 1498 talks about a range from 60° to 48.5°?

Chris Dorn – Observed that, if you refer to CAP 1498, it is clear to see that the use of an angle of 60° would dramatically reduce the noise data profile.

There was further discussion on the merits of using the inverted cone at all and what angle of elevation should be applied. Gareth Andrews suggested the matter was better discussed by the NSC.

Chris Dorn – Remarked that the Churt Report did clearly identify the specific noise profiles of particular aircraft types. Was there a way to manage the operation of those aircraft types to mitigate their impact?

Gareth Andrews – Responded that FAL was in dialogue with the OEM which will undertake testing in 2025 and await to hear back from their findings. The aircraft that causes the most noise, is the Bombardier CL350.

Chris Dorn – Suggested that perhaps the OEM or a pilot flying these noisier aircraft, could be invited to attend the NSC or FACC to explain the data.

Item 7. Planning Application Update Joanne Franco

Please see Appendix 4, for Slides

Tim Mills - Executive Head of Property & Growth RBC.

The FAL application was submitted just over a year ago. RBC originally aimed for determination in March 2025. A review of the application indicated a number of matters which would require further investigation and resolution.

RBC issued a Reg 25 request in January 2024 to which the Airport responded. A further Reg 25 request was issued in April.

There was an exchange of information and discussion particularly around the needs case, noise and the impact on the Special Protection Area (SPA). By summer 2024, all matters had reached a point where they could be considered sound, apart from the impact on the SPA.

The impact on the SPA is a matter where Natural England is the Statutory body and the Council needs its response to consider the application and to complete what is called an Appropriate Assessment. RBC did receive holding responses requesting further information and modelling which was submitted and received a full response from Natural England on 6th November.

The Airport now needs to consider this and decide whether it will submit further information, modify the application or take other action. Once RBC is aware of the Airports intentions it will be able to reassess the timetable for determination.

The Airport will be required to provide a response to the Reg 25 request and an Environmental Statement/Impact Report; none of which can be completed without a Natural England response. The Council will then finalise its Appropriate Assessment. This is published and triggers a 30-day public consultation period.

The outcome of the consultation will be reviewed and the application will move to Committee. If all goes well determination could be in the first quarter of 2025.

Questions arising: -

James Radley – Asked if Natural England had been supportive and helpful or had it left RBC to judge/solve the potential issues?

Tim Mills – Natural England are stretched and incredibly slow but provided guidance and potential for mitigation.

Jules Crossley – Asked if any of the Natural England advice was in the public domain?

Tim Mills – Responded that it would be but would check it that was already the case.

Action: Tim Mills will confirm if the information can be found on Rushmoor's website.

The Secretary was advised by Jenny Radley, that the Natural England response was available on the RBC Planning Portal from 28th November.

Chris Dorn – Asked when will the Impact Report be available and when will the consultation period start?

Tim Mills – Responded, that there are a number of issues as described above that first need to be complete before the consultation phase can take place.

Jenny Radley – Is there a plan to change the Airport Complaints Charter?

Joanne Franco – Responded, No [we are not currently planning to change the complaints charter as part of the current planning application.]

Please Note: The text in square brackets was obtained by the Secretary immediately after the meeting for clarification purposes.

Item 8. Airspace Update – Rachel Thomas.

Please see Appendix 5, for Slides.

Questions arising: -

Chris Dorn – Asked when would the airspace modernisation consultation start?

Rachel Thomas – Not possible to know given the complex sequence of actions required of others prior to FAL being able to move forward.

General discussion.

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

Please see Appendix 6.

A question was asked by Hamish Johnston - Farnborough Airport Residents' Assoc.

And

A question was asked by John Eriksson – Farnborough Noise Group.

It was agreed this question would be better addressed by the NSC.

Questions arising:

The Chairman – Asked which Member was responsible for responding to questions from Mr Eriksson?

David Munro – Responded that he and Geoff Marks were jointly responsible and were in fact working on it.

The Chairman – Commented, he was not yet familiar with FACC protocol, in future he would expect the submissions of questions to follow the process outlined in the Constitution.

Action: David Munro and Geoff Marks will discuss the matter with Mr Eriksson and take it to the next NSC.

Action: FAL/NSC will circulate a response to the question from Mr Eriksson. Please see attached Appendix 6.

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

Questions arising: -

Jules Crossley – One of her residents was troubled by the noise of a low flying aircraft in the early hour of the previous morning (20th November 2024). Did anyone know anything about this?

Alex Culley - The Airport and NATS Farnborough, do not operate after 22:00 hours so it was neither an aircraft flying into FAL or one under the supervision of NATS.

Afternote – It would appear that this aircraft was in fact completing an Ordinance Survey mission.

Item 12 The FACC – Is it fit for purpose; does it deliver for all Stakeholders? – Chairman.

Over the course of the next few months and ahead of the next meeting of the FACC the Chairman intends to talk to as many Members as possible. This may be through group meetings at the Airport, one-on-ones, Teams or phone calls.

He wants to understand what Members feel about the FACC, how it works, how it is structured, is it too large, too small, does the composition of Member stakeholders achieve a good balance. Also to hear reflections on previous actions and results, things the FACC does well, could do better and perhaps doesn't do at all but should.

The Chairman would encourage all Members to provide him with written feedback.

Afternote - This will of course be a completely confidential process and not at all formal.

Returning to an earlier theme, the DfT refers to Consultative Committees as a Critical Friend to the airport. Does the FACC exemplify this description? If not, why not; if so, how so?

The Chairman closed by saying it was a huge honour to be selected as chairman and he was looking forward to the challenges ahead.

Action: Chairman to attempt to meet/speak to all Members before the next meeting.

Action: The Chairman asks that all Members drop him an email with their reflections about the FACC past and aspirations for the future.

Item 13 FACC Meetings in 2025.

Thursday 13th February, Thursday 17th July and Thursday 20th November.

Please Note - The Chairman remarked that these dates, particularly the one in February, are provisional and maybe subject to change

The Meeting was declared closed.

Glossary of Abbreviations used by the FACC.

ACA	Airport Carbon Accreditation Scheme
ACP	Farnborough Airport Airspace Change Proposal
AIN	Aviation International News.
ANSP	Air Navigation Service Providers
APD	Air Passenger Duty
ATMs	Air Traffic Movements
BAP	Bickerdike Allen Partners
CAP 1498	CAA definition of Overflight.
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.
DfT	British Government – Department for Transport.
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
LA90	The level exceeded for 90% of the time is normally used to describe background noise.
LAeq, T	The most widely applicable unit is the equivalent continuous A weighted sound pressure level (LAeq, T). It is an energy average and is defined as the level of a notional sound which (over a defined period of time, T) would deliver the same A-weighted sound energy as the actual fluctuating sound.
LASmax	The maximum level with A-weighted frequency response and Slow time constant.
LAmx,T	The maximum A-weighted sound pressure level, normally associated with a time weighting, F (fast), or S (slow).
LARS	Lower Airspace Radar
LOAEL	Lowest Observed Adverse Effect Level.
N65	The number of aircraft noise events with a maximum noise level of 65 dB LASmax or greater at a specific location and in a defined time period. Typically, contours ranging from 10 events to 500 events are plotted.

NERL	NATS En-Route PLC .
NSC	Noise Sub-Committee
NPR	Noise Preferential Route.
OEM	Original Equipment Manufacturer
PBN	Performance-based Navigation
PIR	FAL Airspace Change Proposal, Post Implementation Review.
RBC	Rushmoor Borough Council
Reg 25	Regulation 25 is a part of the UK's planning regulations. It requires the local planning authority to comply with section 20 (8) of the Act as soon as reasonably practicable after receipt of the report of the person appointed to carry out the independent examination under section 20 of the Act.
SAF	Sustainable Aviation Fuel.
SEL	The Sound Exposure Level (SEL) is the constant sound level that has the same amount of sound energy in one second as the total sound energy of an event over its entire duration. This is equal to $L_{Aeq,T} + 10 \log(T)$, where T is the duration in seconds.
SID	Standard Instrument Departure
STAR	Standard Instrument Terminal Arrival Procedure
UKACC	The UK Association of Consultative Committees
VFR	Visual Flight Rules
YTD	Year-to-date

Appendix 1.

Attendance List for Meeting on 21st November 2024

Attending:

CHAIRMAN:	Colin Flack OBE	In Person.
SECRETARY:	Whittacre Hope	In Person.

USERS (10)

Simon Geere	Farnborough Airport Ltd	In Person.
Les Freer	Farnborough Airport Ltd	In Person.
Gareth Andrews	Farnborough Airport Ltd	In Person.
John Whately	Dassault Aviation Group Ltd	In Person.
Marwan Khalek	GAMA Aviation Ltd	In Person.
Mark Bates	Gulfstream Aerospace Ltd	Apologies Received.
Ben Gleeson	Farnborough International Ltd	Apologies Received.
Alex Culley	NATS	In Person
Joanne Goodall	TAG Aviation Ltd	Apologies Received.
Wally Epton	WJE Associates	In Person

LOCAL AUTHORITIES (10)

Cllr James Radley	Hart District Council	In Person
Cllr. Chris Dorn	Hart District Council	In Person
Cllr Keith Dibble	Rushmoor Borough Council	In Person
Cllr Craig Card	Rushmoor Borough Council	In Person
Cllr Geoff Davis	Guildford Borough Council	Online.
Cllr Rod Cooper	Hampshire County Council	Apologies Received.
Cllr David Lewis	Surrey County Council	
Cllr Jacques Olmo	Surrey Heath Borough Council	Apologies Received.
Cllr David Munro	Waverley Borough Council	In Person.
Cllr Ann-Marie Barker	Woking Borough Council	

LOCAL INTERESTS (10)

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

Reserves/Deputies/Alternates:

Hamish Johnston	Farnborough Airport Residents Assoc	In Person
Cllr Alex Crawford	Rushmoor Borough Council	In Person
Cllr Andrew Laughton	Farnham Town Council	
Sarah Wood	Blackwater Valley Friends of Earth	<u>Apologies Received.</u>
Steven Hunt	Farnborough College of Technology	
Tom Wilson	TAG Aviation Ltd	
Cllr John Pearce	Woking Borough Council	

Additional Guests:

Richard Ward	Rushmoor Borough Council	In Person
Tim Mills	Rushmoor Borough Council	In Person
Katie Herrington	Rushmoor Borough Council	Online.
Ross McNally	Hampshire Chamber of Commerce	<u>Apologies Received.</u>
Joanne Franco	Farnborough Airport Ltd	In Person
Matt Jago	Farnborough Airport Ltd	In Person
Rachel Thomas	Farnborough Airport Ltd	In Person
Kerry Baldwin	Farnborough Airport Ltd	In Person
Peter Russell	Farnborough Airport Ltd	In Person
Mark Sanderson	Farnborough Airport Ltd	In Person
Darren Blair	Farnborough Airport Ltd	In Person

Members of the Public:

John Eriksson	Farnborough Noise Group	In Person - Question
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Members of the public could view a live stream of the meeting on YouTube.

Changes to the Committee

Users

None

Local Authorities

None

Local Interests

None

Appendix 2.

Actions from Meeting Held in June 2024 – November 2024 Update.

Action 1: FAL and BAP to respond to Geoff Marks Questions.

Circulated 23 July 2024.

Completed.

Action 2: Gareth Andrews to chase editorial changes to Churt Report.

Completed.

Action 3: Final version of the Churt Report will be issued to Members as soon as ready.

The NSC approved the Report on 10th October; it was circulated to Members on the 19th October and uploaded to the FACC website on 23rd October 2024.

Completed.

Action 1: FAL and BAP to respond to Geoff Marks Questions.

Geoff Marks – Farnborough Airport Residents' Assoc

I have the following member's questions.

1. The onset of significant community noise has been reduced from 57dBLeq 16hours to 54dBLeq16hours. Should we take it that this 54dBLeq threshold also applies when the equivalent continuous noise is evenly distributed over shorter periods of time, e.g. 12 hours?

Response - In the Aviation Policy Framework (APF) from 2013 the Government advised that they would 'continue to treat the 57 dB $L_{Aeq,16h}$ contour as an average level of day time aircraft noise marking the approximate onset of significant community annoyance'. The change to this was recorded in their Consultation Response on UK Airspace Policy in 2017 where they advised a level of 54 dB $L_{Aeq,16h}$ is now acknowledged to correspond to the onset of significant community annoyance and replaces the 57 dB $L_{Aeq,16h}$ level in the APF.

Neither of these documents makes any reference to when during the daytime or on which day of the week the noise occurs, just to the overall amount of noise in the summer period. So noise being restricted to only some of the daytime does not affect the policy position.

At Farnborough Airport the operating hours restrict activity during the evening period, defined as 7pm to 11pm in the L_{den} metric which is used for noise mapping purposes under the Environmental Noise (England) Regulations 2006 (as amended). That metric applies a 5 dB penalty to noise in the evening to reflect greater sensitivity compared to during the 7am to 7pm period. Consequently, limiting evening activity will give a lower values of the L_{den} metric than if the noise was evenly spread across the 16 hour day time.

2. The CAA's CAP2091 describes the process to be followed when noise impacts or benefits accrue through changes in the way the airspace is used. Crucially, it confirms that such changes can only be triggered by the Air Navigation Service Providers (ANSP) – NERL and ATC.

Response - Incorrect - CAP 2091 para 3.7 states Changes to the design of UK airspace are proposed by an airspace change sponsor, usually an airport or a provider of air navigation services (including air traffic control). CAP 1616 can actually be used by anybody to initiate an airspace change.

Following the establishment of Farnborough's Class D airspace, single PBN routes were implemented whereas multiple PBN routes giving rise to respite opportunities exist at other airports. Should it be confirmed that multiple PBN routes within Farnborough's airspace are precluded.

Response - It would require an ACP to achieve this. Theoretically any PBN route could have a "respite twin route" but this would impact the usage and size of surrounding airspace.

Aside from multiple routes, a way of providing respite is through restricting the operating hours of the airport, something that already occurs at Farnborough, particularly on non-weekdays.

It would be helpful if ATC justify its apparent opposition to dispersion as a means of providing respite or a fairer way of sharing adverse noise impacts.

Response - There is no ATC opposition. ATC work within the rules set out by the CAA.

Respite (which, for clarity is not mentioned at all in CAP 2091) was discussed during Stage 1 of our current active FASI-S ACP and Design Principle 6c and 6d reflect how the targeted stakeholders wanted this concept to be dealt with. Detailed feedback from Stage 1 can be seen within the documentation set for Stage 1, all of which is available to view on the CAA Airspace Portal.

When thinking about respite (for which there is no agreed definition) it should be noted that Design Principle number 2 is required by the CAA.

Subject to the overriding design principle of maintaining a high standard of safety, the highest priority principle of this airspace change that cannot be discounted is that it accords with the CAA's published airspace modernisation strategy (CAP1711) and any current or future plans associated with it.

More info on the AMS is on the ACOG website where, under FAQ is the following:

How will the impact of aircraft noise be taken into account in the Airspace Masterplan?

In the Government's key environmental objectives set out in the Air Navigation Guidance (2017), it stated that airspace changes are to 'limit and, where possible, reduce the number of people in the UK significantly affected by adverse impacts from aircraft noise'.

This objective was further broken down in the Altitude Based Priorities section of the ANG. 'To limit and, where possible, reduce noise below 4000ft; and to minimise noise providing there is no significant CO2 cost between 4000ft and 7000ft'

The Masterplan and the constituent ACPs that the airports are responsible for, must demonstrate how this objective will be achieved.

Additional Info:

As explained in the FACC, respite was not something that the targeted stakeholders wanted to take forward as a Design Principle, instead it was felt that Design Principles 6C and 6D were sufficient. Once an ACP is through Stage 1 there is no process within CAP 1616 that allows Design Principles to be revisited.

In Stage 2 the options have been developed and these are being tested against the Design Principles, so if certain options do not score well against DP6C or D this will show up. This assessment, together with the Initial Options Appraisal will allow us to determine which options we take into Stage 3 for further development. At the moment as we are still in Stage 2 and this decision has not been taken.

3. Table 8-19 in Volume 1 of the current planning application's ES shows N65 contour areas reducing as the number of events increase. A simple explanation of this unexpected event/area relationship would be helpful.

Response - The N65 metric only considers noise events that individually produce at least 65 dB L_{ASmax} . The metric is therefore unaffected by events producing lower noise levels irrespective of how many of them there are. A scenario with more movements can therefore have a lower N65 value so long as fewer of the movements reach the threshold, in effect if the fleet is quieter.

By way of an illustration, a hypothetical location experiences 5 events under Scenario A which produce noise levels of 62, 64, 66, 68 and 70 dB L_{ASmax} and so has an N65 value of 3, whereas under Scenario B it experiences 7 events which produce noise levels of 60, 61, 62, 63, 64, 66 and 68 dB L_{ASmax} and so has an N65 value of 2.

4. The now superseded CAP 725 required the production of SEL footprints for night flights and says that they may be relevant to daytime operations. Has this advice been carried forward into CAP1616, and would their production alongside N65 contours be beneficial?

Response - CAP 1616, which replaced CAP 725, explains the CAA's regulatory process for changes to airspace. This document does not apply to environmental assessments of development such as that currently proposed at Farnborough Airport where the requirement is to identify significant adverse impacts and the application is to the local planning authority.

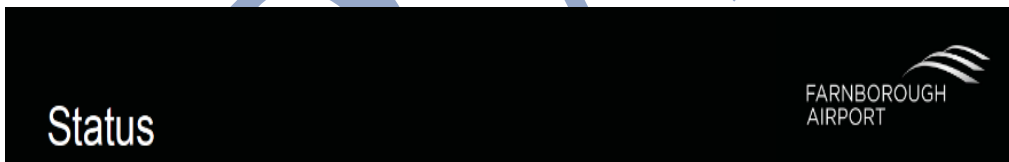
For reference, the advice on SEL footprints is not carried forward in CAP 1616i Environmental Assessment Requirements and Guidance for Airspace Change Proposals.

Appendix 3 - Farnborough Airport Community Engagement

In addition to the local school's engagement and awareness initiatives reported to the FACC in March, FAL has supported the following activities this year:

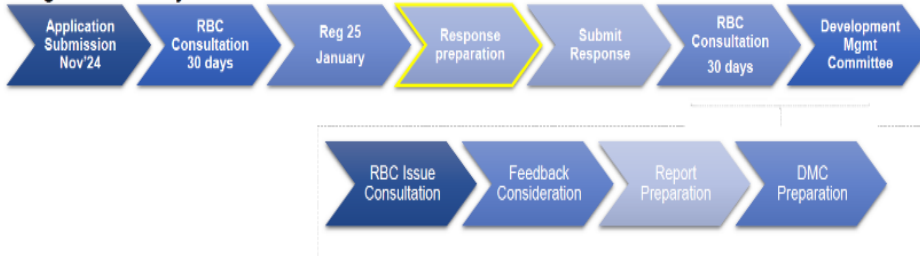
- Sponsor of Rushmoor Community in Bloom.
- Headline Sponsor of Rushmoor's first Pride march.
- Community Sponsor of Aldershot FC's Remembrance Weekend Fixture.
- Headline sponsor of the Hampshire Business Awards.
- Sponsor of Reg's Garden's aviation room at Farnborough North Station.
- Sponsor of Community Matters Partnership's RAISE initiative, designed to raise aspirations of young people in our surrounding community.
- The RBC managed Airport Community Fund gave a £5k grant to improve the outdoor area at the café at Frimley Park Hospital.
- Headline sponsor of Step by Step's Sleep Out Challenge. Step by Step support young people with homelessness. A team from the Airport Group joined other volunteers to sleep rough and raise £19k for the charity.
- The sustainability team spent a day with Environmental Students at the Farnborough College of Technology, taking them around the airport as part of their studies.

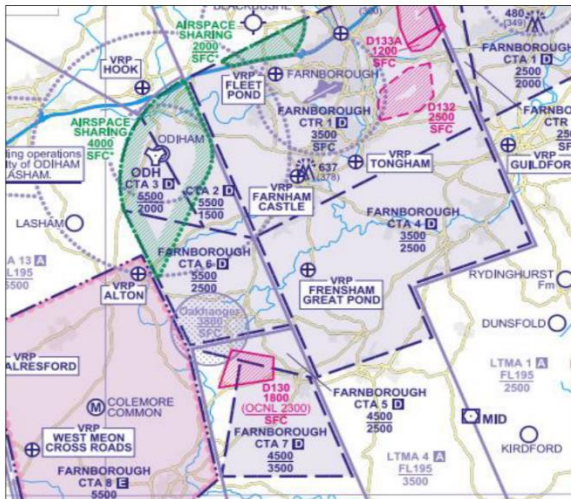
Appendix 4 - Planning Application Update.



- FAL continue to work through the Regulation 25 request for further information from Rushmoor Borough Council (RBC) issued in January 2024.
- The Regulation 25 request is compiled by RBC and includes feedback/requests from consultees (both public and statutory)
- FAL were aiming to respond in July - statutory consultees have taken much longer to respond
- Reg25 submission is being finalised
- Earliest DMC Feb'25

Progress Summary:





CAA Webpage

Last updated: 23 October 2024

Most recent update: The Farnborough Airspace Change post implementation review report has been completed and is currently under management review for approval.

AMS Update

Our FASI-S ACP

- The CAA was satisfied with our Stage 2 'Develop & Assess' Gateway submission and is therefore satisfied that Farnborough Airport FASI ACP-2022-038 met the requirements of the process up to this point. The CAA has approved our progress into Stage 3 'Consult'.
- They have placed the following statement on the Airspace Change portal:
 - *07/11/2024: The CAA has completed the Develop and Assess Gateway Assessment and is satisfied that the change sponsor has met the requirements of the Process up to this point. The CAA has determined that the confirmed level will be Level 1. The CAA approves progress to the next Step. In accordance with direction 5(1) of the Civil Aviation Authority (Air Navigation) Directions 2017 (as amended), the CAA is satisfied this airspace change proposal up to this stage has demonstrated that it is in accordance with the CAA's Airspace Modernisation Strategy (CAP 1711), including Iteration 2 of the UK Masterplan that has been accepted into it.*
- During Stage 1 and Stage 2 we followed CAP 1616 v.4, going forward it will be the current iteration, version 5.
- We still have no timescale for Stage 3 as it must be co-ordinated with the other airports and NATS, but it will not be quick. The current UKADS consultation is also likely to slow Stage 3 activity.



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General

- UK ADS Consultation is live – open until 2359 17th December
- Consultation on the NATS Licence launched today, closes 9th January
- ACOG development of a visualisation tool is progressing well
- AMS programme slippage in the Scottish cluster and LAS
- CAA recently published their 2023 report on the AMS

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Ahead of the Curve

Appendix 6 - Members Questions, Questions from Members of the Public.

Question asked by Hamish Johnston - Farnborough Airport Residents' Assoc.

With reference to Aircraft Movements – contained in the Information Report, would FAL please supply the number [of movements] (as per their layout) included for the Airshow in June/ July as these movements are not part of their operation.

Many thanks.

Response from Gareth Andrews – Farnborough Airport Ltd.

Apologies, an oversight on my part.

Added in new point 1.5 to the Information Report:

During the month of July, Farnborough Airport was involved with the Farnborough Airshow run by Farnborough International. The Airshow movements include those in the validation week, the week prior to the Airshow. During the two weeks of Airshow related activity, 209 movements (touched the runway) were recorded.

Regards.

Please Note there is an Action to update the report and recirculate.

Question asked by John Eriksson – Farnborough Noise Group.

Where in CAP 1498 does it state that only aircraft within the inverted cone should be deemed as overflying the noise monitor and included within the noise assessment?

Shouldn't any noise impact assessment monitor the noise it hears rather than remove some of the Farnborough aviation noise just because it falls outside of a cone? A cone which was mainly introduced in CAP 1498 to aid sponsors when estimating changes in population overflowed over large areas, not monitor actual noise."

Regards, John Eriksson

Response – Farnborough Airport Ltd.

The report is not an assessment of the noise impact; there is no comparison to criteria (LOAEL etc.). It simply reports the results of an unattended noise monitor and the number of aircraft that overflew the location based on CAP1498. This defines a measure of the concept of "overflight", which aims to take into account a number of factors in people's perception of being overflown including noise.

The overflight cone is used to assist in determining what of the noise measured by the monitor was related to aircraft. The monitor measures all noise continuously. This is then processed to determine a

set of noise “events”. These events are based on elevated noise levels sustained for a period of at least a few seconds. These noise events will include aircraft, but also non-aircraft noise sources. The noise events therefore need to be correlated with the aircraft flights to determine when noise events were due to aircraft.

The correlation is a two-part process. The first was determining which aircraft flew close to the monitor, this is based on the CAP1498 definition of overflight. CAP1498 gives two angles for the overflight metric, for this analysis the broader 48.5 degree definition of overflight was used, to include more aircraft. The second part of the correlation was determining if there was a noise event during the time when the aircraft was overflying the noise monitor.

From a review of the radar tracks the aircraft that did not overfly the noise monitor based on the CAP1498 definition were more distant than those that did. On average the “overflights” were within 500m of the noise monitor at their closest point of approach. Whereas those flights that were not classed as overflying the noise monitor on average were around 1.5km away from the monitor at their closest point of approach. Even of the aircraft classed as overflights, only 86% were correlated with a noise event. Many of those that did not correlate will be because the aircraft measured too quiet at the monitor to be picked up as a noise event. As they were more distant, the non-overflying aircraft would have been even quieter at the noise monitor. For example, if the distance between a source and the receiver is doubled, the sound level will reduce by 6dB.

I hope this answers your question.

Regards,

Appendix 7 - Actions from this Meeting.

- Action 1:** Action: 'Know Your Airport Initiative' - Joanne Franco and Mark Sanderson to contact Jenny Radley and provide information.
- Action 2:** Gareth Andrews will update and recirculate the Information Report V2.
- Action 3:** The NSC will review the contents of the Information Report and feedback to the Committee.
- Action 4:** Gareth Andrews will ask if additional information can be added to the FAL reports submitted to RBC.
- Action 5:** Gareth Andrews will confirm how other airports provide noise reporting information.
- Action 6:** Tim Mills will confirm if the information can be found on Rushmoor's website.
- Action 7:** David Munro and Geoff Marks will discuss the matter with Mr Eriksson and take it to the next NSC.
- Action 8:** FAL/NSC will circulate a response to the question from Mr Eriksson.
- Action 9:** Chairman to attempt to meet/speak to all Members before the next meeting. Please see Appendix 6 above.
- Action 10:** The Chairman asks that all Members drop him an email with their reflections about the FACC past and aspirations for the future.

Action Update

Action 1: **Action: 'Know Your Airport Initiative' - Joanne Franco and Mark Sanderson to contact Jenny Radley and provide information.**

Hi Jenny,

Just following up from the last FACC, I organise the community group tours of the Airport.

The schedule is fairly straightforward – the invited group go to our Nexus room for a tea or coffee, followed by a presentation of how the airport operates. Nothing too formal, for around about 40 minutes.

Then we take guests for a look at the terminal and hangar one.

We tend to do the tours between 10am and noon.

Previous group visits have included Rushmoor Rotary Club and Cove Women's Institute.

The only caveat is we make it clear with visiting groups that the tour isn't a consultation event to debate the planning application.

Feel free to put any interested local groups in touch with me and I can organise a tour.

Best wishes,

Mark

Mark Sanderson
Group Corporate Responsibility Manager