

FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

MINUTES OF MEETING HELD ON

Thursday 20th November 2025

at

Hart District Council Offices

This meeting was for Committee Members and the public. There was an option for members to join in-person or online via MS Teams. In addition, the meeting was also live streamed on YouTube for public viewing. 12 places were also available in the chamber for members of public.

Item 1. Attendance , Apologies for Absence and Guests - Please see Appendix 2

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

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

Item 2. Minutes of Meeting held on 17th July 2025 – Actions and Matters Arising

The Minutes of the previous meeting held on 17th July 2025 had been circulated to Members for comment on the 31st July 2025. The final version of these minutes was distributed and uploaded to the FACC website on the 8th August 2025.

Matters arising from the Actions:

Please refer to Appendix 3 for actions from previous meetings update.

13th February 2025:

Action 2: The Chairman took an action to raise the suggestion that when gathering noise data of aircraft operating into a specific airport, the process should monitor all aircraft in that airspace and not just those aircraft operating into that airport, with UKACC.

The Chairman met with the DfT and this is integral to the new AMS process, the committee is encouraged to engage with the consultation process.

17th July 2025:

Action 3: The Chairman to create a briefing note regarding the transition to being a Designated Airport

A letter has been sent to the DfT by FAL and we are awaiting a response from them. This is expected to be received in the new year. Action closed but will re-open when response received as necessary.

All actions have now been closed.

Questions arising:

Jenny Radley – As part of the Airport Designation, it was discussed that future FACC meetings will take place at the Airport; however, they are still based at Hart. What is the plan moving forward and how will we be engaging the public?

Chairman responded; This is yet to be determined, as we await response from the DfT but believe the next meeting will be held at Hart also which should give us time to get everything inline.

Simon Geere responded; – For clarity, at present the obligation is on Rushmoor to have a consultative committee. However, once the Airport becomes designated the obligation will then sit with FAL. So, the Designation is an integral part of who runs the committee and how the committee is run.

Item 3. Chairmans Introduction & Opening Remarks

The Chairman welcomed the Members in the room and online.

▪ FACC Secretary

As discussed at the previous meeting he reinforced that Kerry would remain in the role of the FACC Secretary until the status of the FACC is decided post Designation.

▪ Induction Process

The Induction presentation shown to new committee members has been reviewed and updated and will be available on the website forthwith. We plan to hold an induction meeting at the Airport at the back end of January/early February; this will be open to new and present members should they wish to come along.

▪ Constitution

The constitution has been updated with the FACC branding and is available on the website.

▪ UKACC

Announcement of consultations are within the UKACC bulletins sent out weekly and available to all FACC members. There are three consultations live at the moment which are to do with the Airspace Design and Coordination Service, and one on the overarching airspace change process which closes on the 18th December. Committee members are strongly encouraged to participate. Please contact the Chairman if there are any questions or advice needed on the consultations.

UKACC have spent the last 18 months producing a guide to ACCs in line with the DfT Guidelines; it is a beneficial document and a point of reference for what an ACC does. This will be formally launched on the 27th of November and uploaded to the FACC website in due course. He noted that the FACC is the most compliant ACC in the country.

Item 4.

Farnborough Airport Chief Executive Update – Simon Geere (Farnborough Airport CEO)

- Outturn reportable traffic for the 10 months to October was 26,032 ATMs. This was 2.5% up on prior year.
- For the non-weekdays, our reportable ATMs were 2.3%, representing slightly slower growth compared to the weekday traffic which grew at 2.6%. This is against the backdrop of an overall market which has declined by 0.6%.
- In the aircraft category between 50-80 tonnes, total ATMs were 0.7% lower, with an increase of 1.5% on weekdays and a reduction of -1.6% on non-weekdays. So fewer larger aircraft flights on the non-weekdays when compared to last year. Since October we have been restricting the number of aircraft over 50 tonnes on non-weekdays so that we remain within our annual 270 planning limit.
- In terms of investment, we are continuing to invest in our facilities.
 - Regarding our £9 million investment in the dedicated Flexjet lounge facility, the building has been handed over to Flexjet who have commenced fit-out with planned completion in 2026.
- We have also now submitted the new planning application for the increase in non-weekday movements. Jo Franco provided more information around this later on in the meeting.
- We have written to the DfT requesting we become a Designated UK airport reflecting our important role as part of the UK's national infrastructure. The DfT have responded to inform us that we will have a formal response in the New Year.
- Other matters:
 - We launched our second Farnborough Airport Professional Certificate in Aviation Operations course in partnership with Farnborough Technical College. Following the first course, a number of candidates went on to obtain jobs within the Aviation industry.
 - We continue with our CSR activities as outlined in the Information Report.

Questions arising:

1. **Geoff Marks** – Is there any explanation for the 9% increase?

Simon Geere responded; It is hard to explain what drives the traffic difference; We know that there are some operational restrictions at Northolt, but those have predominantly been at the weekend and we're reporting quite strong activity during the week. We know one of our operators are not performing as strongly as last year but some others are. We also put in place the weight restriction in October.

Item 5. Farnborough Airport Reports – Gareth Andrews (Sustainability Manager)

Information and Complaints Report

The following key information had been extracted from the reports and discussed;

▪ Missed approaches

Same number of missed approaches compared to the same period in 2024 (22), however the split marginally changed from 19 on runway 24 to 17 on runway 24.

There were 3 missed approaches on runway 06 in 2024 versus 5 in 2025.

▪ Air Quality

When grouping all 13 locations and averaging the results it shows that Nitrogen Dioxide decreased (improved) compared to the same 2024 period:

- AQ June – 4.6 % decrease
- AQ July – 13.8 % decrease
- AQ August – 3.3 % decrease
- AQ September – 9.9% decrease

▪ Runway use

Runway use was comparable to the previous year's periods between July and October. However, during August and September there was an increase and decrease respectively.

- July – 06, 1% increase
- August – 06, 14% increase
- September- 06, 12% decrease
- October – 06, 1 % increase

▪ Noise abatement Infringement

These broadly matched up, with 13 in 2025 versus 14 in 2024.

▪ Post Codes

The 3 post codes with the highest number of complaints represent 90% in 2025 versus 93% in 2024.

▪ Complaints Report

A total of 11 new individuals complained during this period versus 6 in 2024.

▪ Complaints on Runway

The breakdown of complaints received per operation type varied slightly:

2024:

- 83 % on arrivals
- 10 % on departures

2025:

- 75 % on arrivals
- 13 % on departures

▪ **Aircraft Types**

There were changes in the most complained about aircraft types, these included the Gulfstream 6, Cessna 56X, Embraer 190 (E190) and A320neo (A20N) being added to the 2025 list.

▪ **Overall Individuals who complained**

Individuals ranked in first the 5 represented 83 % of all complaints in the period versus 88 % in 2024.

Questions arising:

1. **Cllr David Munro** – Which aircraft had appeared on the top 10 most complained about aircraft compared to that of 2024?

Gareth Andrews responded; The new additions were the Gulfstream 6, Cessna 56X, Embraer 190 (E190) and A320neo (A20N).

2. **Cllr David Munro** – Proceeded to ask for the top three Aircraft to be elaborated on.

Gareth Andrews response following the meeting; The top 3 Aircraft remained similar when comparing 2025 to 2024. The CL35 and GLEX remained in the top 2 of the list, however the GLF6 came onto the list at number 3. The other new additions in 2025 mentioned earlier were the Cessna 56X, E 190 and A20N.

Item 6. **Noise Subgroup-Committee (NSC) Report – Gareth Andrews (Sustainability Manager)**

- Another interesting session where Peter Russell presented on complaints and individuals who complained. Aircraft statistics, complaint responses and Noise abatements during the period.
- Rachel Thomas gave an update on the changing landscapes in airspace.
- Siting of a new permanent noise monitor, discussions are currently ongoing with Ewshot Parish Council and we are working through the details.
- The main session of the meeting was covered by Trevor Jones – a Pilot for 45 years and 14,000 hours (583 days in the air).

Trevor was one of the original members the MOD asked for opinions on the use of Farnborough for civil aircraft use. Flew in, both pre and post ACP.

We looked at the arrivals and departures charts explaining the processes before watching arrival and departure videos which added greater context for all involved.

Spoke about the airspace changes – which were positive from a pilot's perspective. Cllr Chris Dorn commented on some key points which Trevor discussed within the meeting such as how pilots join the approach and mentioned that under the Airspace Modernisation Process there may be options for a more defined approach with less throttle and therefore a quieter approach.

The NSC have invited Trevor back for the next session in January which will look at more specific noise related actions such as flap deployments, reverse thrust use, APUs and the like which should result in another fascinating session.

Questions arising:

1. **Jenny Radley** - Still interested in the Noise Monitoring Report produced by the Ewshot noise monitor which is still not on the website. She understood that the plan is to repeat this; but it is important to provide comparisons from the other end of the Airport.

When is the Woking report due to be received?

Are there other things that need to be investigated such as topography?

Gareth Andrews responded; Ewshot report will be online soon – hopefully, the Woking Report will be sent out to the NSC 21st November. We are planning on collating all reports and differences within which will also be put on the FACC website. The second noise monitor is ideally to be located 6.5km from the start of roll but in real life this is a little difficult due to the need to find a suitable location eg free from extraneous noises – we have been investigating and is still a work in progress currently.

2. **Geoff Marks** – Where does 6.5km come from?

Gareth Andrews responded; There are different considerations to locating noise monitors, in this instance the two monitors are compliant with the ICAO Noise Chapter Certification where 6.5km from start of roll is the stated requirement.

Item 7. **Planning Application Update - Joanne Franco (Head of Social Value & Planning)**

Outline of the planning application discussed;

Flight Limits & Amendments

- Retain existing annual limit of **50,000 flights**
- Increase non-weekday flight limit from **8,900** → **13,500 per annum**
- Raise heavier aircraft allowance on non-weekdays from **270** → **405 flights** within the restricted weight category, capped at **1500** per annum
- Aligns with operational profile: **~27% of flights on non-weekdays since 2016**
- Supports forecast demand over the medium term

Aircraft Weight & Noise Standards

- Minor amendment: We are proposing to amend the restricted weight category (currently defined as **50–80 tonnes**) so that aircraft weighing **50–55 tonnes**

which meet the most stringent noise standards will be excluded from that category. For example, the previous variant of the Global 6500 weighed 48 tonnes (within standard weight category), but the new improved version of this aircraft (Global 7500) is now about 52 tonnes, but quieter and more fuel efficient, yet takes this aircraft into the heavy weight category.

- No changes to **existing operating hours**

FAL Consultation Process

- **Purpose** to understand feedback from community that could help **shape the application** before submission
- Ran **22 Sept – 22 Oct 2025** via website
- Two webinars hosted for Q&A with project team
- Hard copies of consultation materials available on request

Community Feedback

- The purpose of the consultation process was to help FAL shape the application and not to influence. Primary aim was to listen to people and gather feedback. We answered questions received as well as holding webinars
- **4,480 users** visited consultation website
- **354 feedback form submissions** received
- Feedback compared to 2023 consultation: **limited feedback received to influence our proposals**
- Feedback received was more focused on the community funding as opposed to number of flights. We subsequently extended the area for the community environmental fund to the areas that are flown over under 4,000ft frequently.
- Monitoring and benefits to local supply chain; taken suggestions on what we can do to monitor and what we spend/how we spend and how to increase over time.
- All comments were reviewed by the project team.

Changes Made Following Consultation

- Expanded **Social Value Fund** with coverage for properties demonstrably and frequently impacted by aircraft below 4,000 ft. (there are areas in the <4000ft area that are not overflown but could be)
- FAL undertake a review of **air quality monitoring** locations and monitors. Report to be provided to RBC monitoring officer to align future assessment – how, what, where
- Commitment to develop a **Local Procurement Strategy** to deliver measurable value to local businesses and communities

Application

- EIA assesses the likely significant effect of the proposal
- Likely significant effect = moderate beneficial effects on employment and local economy. All other effects are not significant. It was noted that the terminology “significant” and “likely beneficial” are stylized expressions integral to the EIA process
- Offering an enhanced **Sound Insulation Grant Scheme** and enhancing commitment and contribution through **Community Funding**
- The application is an extensive suite of documents, a good starting place for the non-technical reader would be the **Non-Technical Summary and the Need Case**

Ongoing Engagement

- Website will be **regularly updated** with application information
- Continued engagement with **residents, community representatives, and elected officials** as application progresses

Process and Timelines

- Application has been **validated** by RBC
- Planning Application now **on RBC Planning Portal**
- Ref 25/00615/REV (see your letter)
- 16-week determination period. We will undertake to publish a timeline on the FACC website
- Statutory consultee and public consultation to follow – **purpose**, RBC seeking comments on the application
- 30-day consultation period – dates tbc

Post meeting note: RBC have now issued their planning notice to the community and statutory consultees; it states that representations should be made by 30th December 2025.

- Development Management Committee next year – details tbc

The previous 70k ATM Planning Application – is still an active application but needs more technical advice and assessment; resources currently focussed more on this new application.

Cllr Keith Dibble – The application was received on the 14th November, the planning application page on the RBC website (*link can be found on the FACC website*) collates the various points and documents for the planning application as well as a form to complete which is part of 16 week determination that is planned the week of the 9th March – this could take place at RBC or Princess Hall in Aldershot; yet to be decided.

Jo Franco – The application went in on Friday and verification has taken place. The application is an EIA application (Environment Impact Assessment) is in high level detail which headlines; there was a moderate beneficial effect on employment and local economy and that all other effects are not significant.

Non-technical summary on the portal: intended for anyone to be able to have an overview of the application. Engagement with the committee and community will continue.

Questions arising:

1. **Cllr James Radley** – Rushmoor must anticipate that the application may gather a lot of public interaction; Hart has changed its rules to allow for more than one representative of the public to speak on their applications. Would you be thinking about that?

Cllr Keith Dibble responded: The fact that there is a very good chance that the public hearing could span 2 days indicates that there is a probability that this will be allowed. He requested that this request be made in writing.

Jules Crossley noted – 7 people are allowed to speak for, and 7 members are allowed to speak against (members of the public) as well as 1 member from Rushmoor was the precedence that was set for the last big planning application.

2. **Cllr David Munro** – 7th May sees elections, are we officially then in purdah?

Cllr Keith Dibble responded: We need to stick to the 16-week timetable and ensure we conclude before we get to the purdah period. As cabinet member, I want to ensure that rules are followed to the letter; this is the biggest Airport application since the previous one. It is important that all are able to voice their opinion.

3. **Cllr Edward Hawkins** – Given the 50% increase in numbers; I anticipate in the event that Rushmoor grant consent this will go to the Secretary of State or being called in by the Secretary of State?

Jo Franco responded; It will follow its due process.

4. **Cllr Edward Hawkins** – Will you include Surrey CC/Surrey Heath in your list of consultees?

Jo Franco responded; I believe you were consulted in the scoping and therefore will continue to be consulted.

5. **Jules Crossley** – Regarding people who completed the feedback form – how did you answer all the questions if you did not get peoples email addresses or postcodes?

Jo Franco responded; We took all of the questions asked and put them into the FAQs on the Farnborough Airport 2040 [website](#).

6. **Jules Crossley** – On one of the webinars a comment was made, that some of the feedback that had been given prior to that consultation was that local people weren't particularly concerned about an increase in flights at weekends and that they were more concerned about an increase in flight during weekdays. Do you have the data to back that up?

Jo Franco responded; If you look at the application for the previous statutory consultees the feedback is there; there's a letter that says they would welcome an application of that size and shape. I believe it was a one of the consultees, a parish council and so, I would assume they would have talked to their local residents about that before submitting.

7. **Jules Crossley** – You said that the consultation from September to October was for the airport's own benefit to in order to get as much information as possible. So, are the results of that consultation going to be made public, or just outcomes you have drawn?

Jo Franco responded; Yes, absolutely. Information from the consultation has been collated and provided in the Statement of Community Intent document that is provided as part of the Application.

8. **Jules Crossley** – Local procurement strategy; is there somewhere I can point people to which gives data and evidence to back up the claims made by the Airport around the business case and the supporting of 3,500 jobs?

Jo Franco responded; Yes – in the ‘Needs case’ which can be found on the portal.

9. **Jules Crossley –** There is no indication on the portal of when the application opens and closes. Can the actual date be given and will this be online as a lot of residents have asked for in person consultations.

Cllr Keith Dibble responded: Dates to be confirmed shortly, once the venue is confirmed. The link to the RBC website will be circulated to committee after meeting and the committee will be informed once the dates are updated. It is believed to be online also, yes.

Action 1: Secretary to distribute link to the RBC website following the meeting.

Jo Franco added; 16 weeks to determination, just to confirm – not consultation.

10. **Cllr Carl Turner –** Is the first (70k) application still running?

Simon Geere responded: It is pending further work and dependent on outcome of this application.

11. **Cllr Carl Turner -** We lodged a series on complaints against the first application, so will we need to re-log these complaints on the second one?

Cllr Chris Dorn commented; It is very common on larger applications that there is movement in determination date, so it does not become a hard end date because it is in everyone’s interest, therefore not going to appeal. It is in everyone’s interest to work through all details to ensure all correct information is present to make an accurate and informed decision. March date may be aspirational and may likely move and into the election period; complaints have to be specific to that application to ensure relevance.

Cllr Keith Dibble responded: The first application has not been withdrawn; it’s progress rests with the applicant and remains ongoing. The new application has no link to the original application and therefore all previous comments will need to be resubmitted to the new application. There is a strong determination to determine before the purdah period – decision making meeting before the 13th-16th March.

12. **Jules Crossley –** A lot of people have said to me and other environmental groups, it concerns them that this is a steppingstone back to the original application where weekend flights are an issue. If this application is not approved then FAL would go back to the first application. Also, people believe that the original percentage of the flights were decided by the secretary of state when they overturned RBC’s original decision, so can this application overturn this?

Simon Geere responded: Regarding the history of the of the applications, the most recent planning approval increased the annual flights from 28,000 to 50,000, that was back in 2011 and that was won on the appeal. The 8,900 which is the existing weekend flights was simply a function of prorating up the original 5,000. Originally pre-2011, the Airport was permitted to operate

28,000 total annual flights with 5,000 of these allowed at the weekend. The airport submitted an application to increase to 50,000 with 8,900 at the weekend, which is simply a mathematical growth on the 5,000. There was no distinct intention to keep this at 17%, it was just the prorate uplift.

We have not made it any secret that the long-term goal is 70,000 and understand the concerns around the original application and we hope to resolve the outstanding issues. In the meantime, if this new application is successful, the needs case is less, and the bigger application will be decided on its own merits at a later date.

13. **Cllr James Radley** – RBC Local Plan Policy SP4.2.4; ratio of weekend flights to overall movements is 18%, in Hart the planning committee could not overturn this sort of change by themselves as it would be in breach of their published local plan, the full council would need to meet and decide. If RBC have similar rules regarding breaches in the published local plan, this will need to be taken into account.

Post Meeting Note: It has been confirmed by Tim Mills of RBC that this is not the case in Rushmoor.

Geoff Marks – Step by step growth; the industry needs to have a long-term view of where it is heading, and there will be pressure to carry on with the original planning application.

Simon Geere responded: We are adding value to the local community and economic opportunity every time and do not go against the Noise budget. Aircraft are getting quieter, and we are making a bigger economic impact on the local community. It is up to the planning committee to determine.

14. **Cllr David Whitcroft** – Where can we find the details on the permissions? Whether they are granted by the Council/CAA or Secretary of State which FAL have to operate the Airport under?

Simon Geere responded: A link to the RBC website which includes the operating conditions along with the definition of what flights can/can't fly into Farnborough can be found on the FACC website.

15. **Cllr George Hesse** – I would be interested to know where the year-on-year movement figures for the past 5 or 10 years are to justify the flights? Can FAL demonstrate the increase in demand for flights?

Simon Geere responded: – The needs case report has all of the forecasts, historical numbers and rationale, and in short, our traffic growth in the long term is driven by GDP and market share dynamics in the London market. So, GDP will probably account for about half of our growth that we forecast, and the other half would be overspill from other capacity constrained airports.

16. **Cllr Edward Hawkins** – Do you anticipate the growth to go upwards depending on Gatwick?

Simon Geere responded: Our view is that large commercial airports will not want to prioritise smaller lighter jet aircraft – which is the market that we operate in. For that reason, we do not believe expansion at Gatwick, Heathrow or Luton has an impact on us.

17. **Cllr Clair Howlett-Molloy**– Efficiency of data collection on the noise monitors. On reading through the documents distributed ahead of the meeting and the data collected; is there sufficient monitoring of noise in Crondall, Church Crookham and Ewshot? And is there any further information I can read?

The Chairman responded: Gareth Andrews will be able to pick this up offline and discuss this topic further with you after this meeting.

Action 2: Gareth Andrews to contact Cllr Clair Howlett-Molloy to discuss further details around the NSC, and reporting.

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

Airspace slides showcased, which will be sent out with the minutes and found on the FACC website for further information –

- Gatwick are no longer progressing their London Airspace South airspace change independently and are now back into the FASI-S Airspace change process and will be consulting as part of UKADS the UK Airspace Design Service (in due course).
- Manston have withdrawn from FASI-S.
- We've had some information documents published by the CAA. The important one was published on the 25th of September, CAP 3156. Where the CAA set out all the other information, they and the DfT are providing in the next few weeks. In that document, it mentions all the consultations.
- CAP 3157 is the consultation on the current airspace change process this is your opportunity to have an input into that and give the CAA your answers to their questions.
- The DfT is going to publish a consultation document on the Airspace Navigation Directions (AND) and the Airspace Navigation Guidance (ANG) and they're looking to change the current altitude base priorities where we decide according to the government which environmental factor has priority. Currently it's noise below 4000ft, a combination of noise and Co2 emissions between 4,000 and 7,000 ft, and then Co2 emissions above 7,000 ft.

Post Meeting Note – The consultation by the DfT on changes to the AND and ANG went live 25th November, it does look to change the altitude-based priorities to noise below 4000ft and CO2 emissions beyond. It closes on 20th January 2026.

- There is a dedicated CAA Airspace Change webpage with the details of all these consultations which can be found in the slides

Questions arising:

None.

Item 9. Members Questions

Members questions and FAL responses were circulated prior to the meeting and can be found in Appendix 4.

Cllr David Munro - Supplementary question, following response to the original questions asked; in your response you say '*all other requests for instrument or visual flying training are subject to prior approval by FAL Ops team*' which implies that some training flights would be permitted. Whereas the conditions state no training or recreational flying shall take place.

Simon Geere responded: Testing equipment on aircraft, radar technology would be excluded from that and it's part of the maintenance capability of the Airport.

Action 3: Further investigation to be carried out at the NSC.

Item 10. Questions from Members of the Public

None were received.

Item 11. FACC Meetings in 2026

Provisional 2026 Meeting dates;

- Wednesday 1st April 2026, 14:00-16:00
- Thursday 9th July 2026, 14:00-16:00
- Thursday 12th November 2026, 14:00-16:00

AOB

Jules Crossley – If anyone is going to provide feedback to consultations; it would be good to understand better the research on aviation emissions, especially the updated research and issues around ultra particulate matter just so we can raise people's awareness about them - even though there is still a lot of work to be done on them.

The Chairman responded: The CAA have produced a helpful document which summarises quarterly an extensive list of all of research projects (CAP 3087).

The Meeting was declared closed at 15:55.

Appendix 1 - 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
NMT	Noise Monitoring Terminal
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
UKADS	The UK Airspace Design Service
VFR	Visual Flight Rules
YTD	Year-to-date

Appendix 2 – Attendance List for Meeting held 20th November 2025

CHAIRMAN:	Colin Flack OBE	In Person
SECRETARY:	Kerry Baldwin	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 Whatley	Dassault Aviation Group Ltd	No response
Marwan Khalek	GAMA Aviation Ltd	In Person
Mark Bates	Gulfstream Aerospace Ltd	No response
Ben Gleeson	Farnborough International Ltd	Apologies
Elizabeth Arnold	NATS	In Person
Joanne Goodall	TAG Aviation Ltd	Apologies
Wally Epton	WJE Associates	Apologies

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	Apologies
Cllr Rod Cooper	Hampshire County Council	Apologies
Cllr Edward Hawkins	Surrey County Council	In Person
Cllr Jacques Olmo	Surrey Heath Borough Council	Attend - Teams
Cllr David Munro	Waverley Borough Council	In Person
Cllr John Pearce	Woking Borough Council	Attend - Teams

LOCAL INTERESTS (10)

Cllr Richard Lucas	Ash Parish Council	Apologies
Cllr Gareth Saunders	Church Crookham Parish Council	Attend - Teams
Cllr Clair Howlett-Molloy	Crondall Parish Council	Attend - Teams
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	Attend - Teams
Virginia Barret	Farnborough College of Technology	Attend - Teams
Jules Crossley	Blackwater Valley Friends of the Earth	In Person

Reserves/Deputies/Alternates

Hamish Johnston	Farnborough Airport Residents Assoc	In Person
Cllr Mara Makunura	Rushmoor Borough Council	
Cllr Chris Jackman	Farnham Town Council	
Sarah Wood	Blackwater Valley Friends of the Earth	In Person
Tom Wilson	TAG Aviation Ltd	
Cllr Martin Sullivan	Woking Borough Council	

In Attendance:

Cllr John Ford	Church Crookham Council	
Joanne Franco	Farnborough Airport Ltd	In Person
Matt Jago	Farnborough Airport Ltd	In Person
Rachel Thomas	Farnborough Airport Ltd	In Person
Peter Russell	Farnborough Airport Ltd	In Person
Faye Paizes	Farnborough Airport Ltd	In Person
Darren Blair	Farnborough Airport Ltd	In Person
Tim Mills	Rushmoor Borough Council	In Person
David Monk	Rushmoor Borough Council	In Person

Members of the Public *(There were 12 places available for members of the public in the chamber. Members of the public could also view a live stream of the meeting on YouTube)*

None were in attendance.

Participation:	This Meeting	Last Meeting	Best	
24	FACC Members	23	FACC Members	25
9	In Attendance	7	In Attendance	22
0	Members of the Public	0	Members of the Public	
14	Viewers followed the live stream	9	Viewers followed the live stream	24

Changes to the Committee

Users

Elizabeth (Liz) Arnold	NATS – FAL GM	Replacement for Alex Culley
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Local Authorities

No changes

Local Interests

Cllr Clair Howlett-Molloy	Crondall Parish Council	Replacing Cllr Gareth Ives
Cllr Chris Jackman	Farnham Town Council	New deputy in position

Appendix 3 - Actions from Meeting Held on 13th February – 17th July 2025 Update

13th February 2025:

Action 2: **The Chairman took an action to raise the suggestion that when gathering noise data of aircraft operating into a specific airport, the process should monitor all aircraft in that airspace and not just those aircraft operating into that airport, with UKACC.** **Complete**

The Chairman met with the DfT and this is integral to the new AMS process, the committee is encouraged to engage within the consultation process.

17th July 2025:

Action 1: **Jenny Radley raised the issue that the RBC website is not quite relaying the correct information regarding the planning application. Jo Franco to send through accurate information to Cllr Keith Dibble to ensure this is updated.** **Complete**

The website has now been updated; [Farnborough airport planning application - Rushmoor Borough Council](#)

Action 2: **Cllr David Munro asked the Chairman to re-open Action 2 from Februarys meeting;** **Complete**

‘The Chairman took an action to raise the suggestion that when gathering noise data of aircraft operating into a specific airport, the process should monitor all aircraft in that airspace and not just those aircraft operating into that airport, with UKACC.’ – see above

Action 3: **The Chairman to create a briefing note regarding the transition to being a designated Airport** **Complete**

Letter has been sent to the DfT and we are awaiting a response from them. This is expected to be received in the new year. Action closed, but will re-open when response received if necessary.

Action 4: **Cllr Chris Dorn and Cllr James Radley to create a paper to for the committee to explain further.** **Complete**

Meeting note distributed along with ‘Email 1’ to members ahead of the November 2025 FACC Meeting.

Action 5: **Chaiman to produce meeting note and attach list of Airports listed under Section 35 of the Aviation Act under the designation.** **Complete**

Please refer to Appendix 6 of the meeting minutes from 17th July 2025.

Action 6:

Any questions to raise for the pilot in question at the next NSC should be received by members by mid-August so we can prepare in advance.

Complete

NSC meeting held on 15th October 2025, pilot Trevor Jones attended to answer questions.

Appendix 4 - Members Questions, Questions from Members of the Public

▪ Questions from Members

Question Part 1:

Received from Cllr David Munro (Waverley Borough Council);

Under the airspace design proposals brought into use in 2020, Runway 06 departures by aircraft ultimately travelling South-East are supposed to reach an altitude of 4000 ft AMSL by the time they cross the A31 on the Hog's Back.

It has been asserted that only 10% actually attain this height. Apart from safety considerations, the effect on communities in, near and to the South of Farnham is that aircraft are noisier than if they flew at the prescribed higher altitude.

My questions are:

1. Are the assertions I have quoted accurate? If not, what are the correct statistics?
2. Do FAL accept that the noise and disturbance to Farnham and neighbouring residents can be reduced if aircraft kept to the specified minimum heights?
3. What are the safety implications of these alleged deviations from proposed airspace design?

FAL Response:

We have previously advised that the reasons why aircraft flying RWY 06 DEPs are at certain altitudes can vary which can be due to weather and other traffic. Although aircraft which fly in/out of FAL can climb quickly, due to a variety of interactions in our airspace with the likes of Heathrow, Gatwick, Southampton, Blackbushe, Odiham, Lasham and GA flights FALs operations do get routinely impacted. Suitable wording to this effect was included in Annex A Traffic Dispersion & Environmental Overflight diagram, for example:-

- 2.3.4 After Pirbright, Worplesdon and Wood Street the turn and climb continues southwest towards the A31 Hog's Back, at which point flights are typically at or above 4,000ft as shown by the end of the pink swathe.
- 2.3.5 The A31 Hog's Back is the northern boundary of the Surrey Hills AONB, so most departures from Runway 06 are typically reaching or exceeding 4,000ft.

1. Are the assertions quoted correct. If not, what are the correct statistics?

The reference data submitted in the PIR was verified as meeting the 'intended aims' .

2. Do FAL accept that the noise and disturbance to Farnham and neighbouring residents can be reduced if aircraft kept to the specified minimum heights.

- a. *The post-ACP departures are consistent with the original material and are behaving in line with expectations.*
- b. *The PIR assessed the airspace changes as 'meeting the intended aims'*
- c. *For reasons started above, it is not always possible to do this.*

3. What are the safety implications of these alleged deviation from proposed airspace design.

FAL operate in accordance with the agreed ACP, hence there are no safety implications.

Question Part 2:

Received from Cllr David Munro (Waverley Borough Council);

At FACC's meeting on 17 July 2025, I asked a verbal question: 'Regarding potential expansion of simulation facilities, will this have a knock-on effect on air movements?'

The answer by the CEx of FAL said, inter alia, that:pilots when they bring an aircraft in for maintenance, they will take the opportunity to top up their training or get their certification.

Will this training and certification involve 'real' flying (not permitted under the 2011 approved planning application) or exclusively using simulators?

FAL Response:

The response given related to FSIs expansion plans. FSI are increasing the size of their operation at Farnborough and are taking the opportunity to upgrade / add to their simulator capabilities. When pilots are revalidating at FSI it is purely in the simulators and does not involve actual flying.

For info, as detailed in FALs AIP;- The use of the aerodrome for training is generally restricted. Instrument training approaches by non-jet/turboprop fixed wing aircraft with a MTWA not exceeding 5700 KG may be accepted Mon-Fri 1000-1600 (0900-1500), subject to prior approval of Farnborough Airport Ops and Farnborough ATC. All other requests for instrument or visual flying training are subject to prior approval by Farnborough Airport Ops.

• Questions from Members of the Public

None received

Appendix 5 - Actions from this Meeting

Action 1:	Secretary to distribute link to the RBC website following the meeting	Complete
	<i>Link added to the website 21/11/2025 and circulated with the draft minutes.</i>	
Action 2:	Gareth Andrews to contact Cllr Clair Howlett-Molloy to discuss further details around the NSC, and reporting.	Complete
	<i>Gareth Andrews has emailed Cllr Clair Howlett-Molloy to follow up on this matter.</i>	
Action 3:	Further investigation to be carried out at the NSC around training/ recreational flying	