

## FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

### MINUTES OF MEETING HELD ON

Wednesday 1<sup>st</sup> April 2026

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 the 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.

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

**Item 2. Minutes of Meeting held on 20<sup>th</sup> November 2025 – Actions and Matters Arising**

The Minutes of the previous meeting held on 20<sup>th</sup> November 2025 had been circulated to Members for comment on the 5<sup>th</sup> December 2025. The final version of these minutes were distributed and uploaded to the FACC website on the 16<sup>th</sup> December 2025.

**Matters arising from the Actions:**

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

**20<sup>th</sup> November 2025:**

Action 3: Further investigation to be carried out at the NSC around training/recreational flying

*Gareth Andrews has been enquiring internally around the policies and procedures in place with FAL's Operations Manager and will bring this to the next NSC in June for further discussion.*

All other actions have now been closed.

**Questions arising:**

**Jenny Radley** – Noted that she was unable to find the Induction Process on the FACC website and requested this be added.

**Action 1:** Add the Induction Presentation to the FACC website.

**Post Meeting Note;**

The Induction Slides have now been added to the FACC website under useful links within the 'Role of the FACC' tab. They can also be found here: [PowerPoint Presentation](#).

**Cllr James Radley** - Requested clarification regarding where the RDC constitution states that if a Development Control Committee decision overturns the Local Plan, then it does not have to go back to the full Council.

**Action 2:** Cllr Keith Dibble to find out where this is documented and circulate to members.

**Post Meeting Note;**

RBC Confirmed; The roles and responsibilities of the Development Management Committee are set out in Section 6 of Part 3 of the Constitution: [6-new-role-and-responsibility-of-decision-making-bodies-march-2026.pdf](#).

The following is specifically listed as a matter that must be decided by Development Management Committee:

*'Deciding a planning application which is contrary to the provisions of an approved or draft development plan or adopted planning policy approved by the Council and which is recommended for approval'.*

### Item 3. Chairmans Introduction & Opening Remarks

The Chairman welcomed the Members in the room and online.

#### Local Government Review/Reorganisation

**Cllr James Radley** - provided an update on the Government's reorganisation of Hampshire authorities:

- The Government announced last week that they formally notified all District and County Councils in the Hampshire area of how they plan to restructure in the next two years.
- New Unitary Authorities will be created as of 1<sup>st</sup> April 2028 across Hampshire.
- 3 of the councils represented on the FACC will cease to exist; Hampshire, Rushmoor and Hart.
- All authorities involved will be working closely together to understand how they merge services, arrangement of democratic process in terms of which areas elected counsellors represent, which staff will TUPE across into the new organisation, how it gets structured, etc.
- For the FACC there are decisions that are going to need to be made regarding the structure of the committee.

**Cllr David Munro** –Surrey is going through the exact same process just a year ahead of Hampshire. The elections to select a shadow unitary will be held on 7<sup>th</sup> May with the new unitary in position by 1<sup>st</sup> April 2027.

Surrey officers have had a view of what a budget will look like for West and East Surrey unitarities. East Surrey is ok; however, West Surrey will start off with a deficit of £1,000,000.

## Steering Group

The Chairman introduced his proposal to form a steering group.

The key focuses of this steering group will be to cover the following; however, these are not exhaustive:

- Support work on Airport Designation impacts
- Local government review impacts
- Location change from Hart Council offices to the Airport
- Improve responsiveness to consultations
- Setting agendas for FACC meetings
- 5-year review of the FACC constitution. The aim is to start this sooner rather than later as this is now due (it took 12 months to complete last time).

There is no aim initially for the group to be a particularly formal regarding the make-up, it is more about getting the right level of participation. It will not be a steering group that makes formal decisions, unless the FACC have delegated responsibility to the group.

**Action 3:** The Chairman to add a proposal for the steering group to follow the minutes.

**Cllr Rod Cooper:** Positive idea to have a steering group and give an opportunity for matters that are unable to be brought forward due to time constraints, and then if needs be brought into the FACC meetings.

**Simon Geere:** Farnborough Airport will be fully supportive of a steering group.

**Cllr Keith Dibble:** Opportune time to review the constitution together with the local government review. In addition to looking at representation from West Surrey and North Hampshire

**Cllr Chris Dorn:** Good idea, it would be good to ensure that anything being discussed within the steering group is then shared with the wider committee members.

**Marwan Khalek:** Welcome the idea, useful to review these things every so often. Suggestion to bring ToRs and defining the scope of the steering group to this committee to ensure it is covering everything that it is set up to cover in advance.

## **Item 4. Farnborough Airport Chief Executive Update – Simon Geere (Farnborough Airport CEO)**

- Since the Committee last met we concluded the full year 2025 at 30,427 reportable ATMs which is 2.4% ahead of 2024, this is in spite of the wider market retracting by 0.5%.
- Non-weekday ATMs grew by 4.2% and weekday ATMs by 1.8%. Non-weekdays were circa 28% of the annual flight total.
- We recorded 1,040 ATMs in the 50 tonnes to 80 tonnes category, of which 267 were on non-weekdays against a cap of 270. Restrictions were placed on this weight category from October to manage ATMs within the non-weekday cap.

- In terms of 2026 we have had a strong first few months. Outturn reportable traffic for the 2 months to February was 4,157 ATMs. This was 6.4% up on prior year.
- For the non-weekdays, our reportable ATMs were up 3.1%, representing slower growth compared to the weekday traffic which grew at 7.9%.
- This is against the backdrop of an overall market which has declined by 0.4%.
- In the aircraft category between 50-80 tonnes, total reportable ATMs were 20.0% higher, with an increase of 21.7% on weekdays and an increase of 17.2% on non-weekdays. In 2025, movements for aircraft over 50 tonnes were recorded at 1,040 with the cap being 1,500.
- 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 is due to be fully operational in September. We will be using the Flexjet building for helicopters during Airshow.
- Early feasibility work is being undertaken to assess the condition of the runway with potential for resurfacing required in 2027 or 2028, due to being 20 years old.
- Jo will provide an update on our main planning application later in the meeting.
- We submitted a minor application to undertake some small works in relation to one of our existing hangars as part of an agreement to lease an area to FlexJet to allow them to undertake a maintenance facility, with the addition of a roller shutter door at the rear of the hangar.
- Flight Safety International are awaiting planning approval for their extension which is being delayed as a number of issues at Hampshire level are currently being resolved.
- On other matters:
  - Given events in the Middle East, we are participating in a DfT aviation resilience round table on fuel and supply chain issues that may or may not eventuate.
  - We are putting the final touches to our new Social Value 2025 Impact Report

### Questions arising:

**Cllr Richard Lucas:** Do you have any trend information on the mix of air traffic movement by air frame classification? How much progress we're making towards moving to quieter and more fuel-efficient planes?

**Simon responded:** Not at present but we will have that information. When we look at the slightly heavier aircraft, which are more fuel efficient and quieter, in the first two months of this year we have a 20% uplift, which is good. There'll be other aircraft which are not quite as heavy which will have similar benefits in terms of noise and fuel. Generally speaking, as a sector, operators use newer aircraft than in commercial flying because of the nature of the owners. Therefore, business aviation has a higher turnover of older aircraft than newer aircraft, but we could do some work on that during the year.

**Action 4:** Gareth Andrews to follow up with the NSC regarding trend information and moving to quieter, more fuel-efficient planes.

**Cllr David Munro:** With the constant top 3 noisiest/ most complained about aircraft (the Bombardier Challenger, Global Express and the Gulf Stream) in line with the noise reports, what are we doing about this and pressing for modifications?

**Gareth Andrews responded:** We have reached out to the manufacturer in question and discussed some of the issues with them which they were unaware of prior to us bringing it forward to them which is a good start. Hopefully we will have an update by the summer, but these types of work can take a significant amount of time and resources.

**Action 5:** Follow up with the NSC when feedback from the manufacturer is received.

**Jenny Radley:** One of the new aircraft being complained about more is one of the new aircraft (A320 Neo), which needs to be looked at in the NSC and talked about more.

**Simon Geere responded:** That is a commercial airliner that we do not get many of, so relatively speaking this will be noisier than our usual aircraft.

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

### Information and Complaints Report

#### **Movements**

2025 versus 2024:

- Reported 2.4 % increase
- Reported non weekday – 4.1 % increase
- Report 50-80t – 3.3% increase
- Reported 50 -80 t non weekday – 0.8% increase

#### **Noise**

Within our annual environmental report that we submit to RBC we found there had been some building maintenance work carried out at Farnborough College of Technology. We were not advised that a temporary roof would be erected above the noise monitor from July to November 2025 as the College underwent significant roofing repairs to remove the presence of RAAC. Measurements taken at NMT3 during this period are unsuitable for use in noise modelling. Consequently, the appointed noise consultants used data from January to June 2025 and December 2025 to complete the noise validation required under the S106 agreement.

#### **Runway use**

Runway use was comparable to the previous year's periods between Nov and Feb. However, during Dec and Jan there was an increase on 06 operations.

- RW Nov – 21 % increase on 24 operations
- RW Dec – 6 % decrease on 24 operations
- RW Jan –17 % decrease on 24 operations
- RW Feb – 14 % increase on 24 operations

This demonstrates the unpredictability of runway operations in any given period.

## Complaints Report

- New individuals who complained went down from 3 to 1 in the same period, a 66% decrease.
- Complaints overall went down by 5% (91 vs 96)
- Complaints breakdown per operation type:

The breakdown of complaints received per operation type varied slightly.

Previous period:

- 71 % on arrivals
- 16 % on departures

Current period:

- 78 % on arrivals
- 13 % on departures

- Aircraft types:
  - CL35 had 24 complaints in this period vs 17 previously
  - GLEX 13 vs 23 previously
  - B737 5 vs 5 previously
- Overall individuals who complained:
  - One individual accounted for 60% of complaints in this period (53% previously)
  - Two individuals accounted for 75% of complaints in this period (61% previously)
  - Five individuals accounted for 89% of complaints in this period (83% previously)
  - 11 Total individuals that complained vs 15 in the previous period
  - 89% of complaints come from three postcodes (GU10, GU1, GU52)

### Questions arising:

**Jenny Radley:** Noticed on the noise abatement infringement summary, there was jump in Q3 for 2025 up to 10 – is there a reason for this?

**Peter Russell responded:** No discernible justification or trends; suggested we can discuss at next NSC.

**Post meeting note:** This has now been added to the NSC action tracker to investigate further.

**Cllr David Munro:** 4 noise monitoring reports have now been made public from differing areas, and we are unable to draw strategic conclusions from these reports. Suggestion that it is the time to find the noise patterns and what we can do about this? Is this a task for noise consultants?

**Gareth Andrews responded:** We can come up with some ideas internally of the pinch points and have our noise consultants validate conclusions.

**Action 6:** Gareth Andrews to analyse noise monitoring reports to understand trends/patterns and report back to the NSC in the first instance.

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

- Unfortunately, we had a late withdrawal from our Pilot (Trevor Jones) who was going to focus on the various tasks/process's pilots undertake preflight, during flight and post flight which may have an impact on noise, but this will become our session on the 10<sup>th</sup> June.
- We reverted to a standard agenda which covered complaints and if any general changes to operations were responsible for the decrease of complaints over the last while.
- Peter Russell took us through the noise abatements and the various influences on those. We picked up on Surveillance Radar Approaches (SRAs) in a bit more detail which is required for ATC currency, for example, if the ILS went down. Crews that are familiar with FAB are asked to do them. We will present a methodology for this at the next NSC.  
*Post meeting note:* This has now been added to the NSC action tracker to investigate further.
- Rachel Thomas provided updates on the various consultations such as UKADS, NPR's, Gatwick Stage 3.
- We touched on some operational impacts around Royal Flights, RT failures, Laser strikes and activation of airspace sharing arrangements with local Kestrels.
- Hopefully Trevor Jones will be back at the next NSC in June to further good discussions on operations.

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

**Planning Application**

- We submitted the application in November 2025 and have since been working with RBC and other statutory stakeholders. There were some clarifications to be provided which were submitted. It took a while to receive responses back from statutory consultees, but we believe these are all received now.
- We have asked RBC to compile a Regulation 25, which is the formal mechanism whereby the local planning authority ask for more information from the applicant and then we will respond to that.
- RBC are currently targeting for the 17th of April when they get information back from their consultants to be able to carry this out.
- Unable to provide a timeline until the Regulation 25 is received.
- The Development Management Committee (DMC) date TBC but once known, will share with the committee.

**Social Value Impact Report**

- This has been created from the active process of listening to councillors, MPs, community groups and people within the community to understand more about what the Airport is doing, as this has not previously been published.

- The plan is to create an annual report to summarise our activity for the year, hoped to have the report for this meeting, however it will be finalised in the next couple of weeks.

**Action 7:** Social Value Impact Report to be circulated to the committee once finalised.

## Community Engagement

In 2026 so far:

- Community and school children's visits, which included Tower Hill with 60 students over 2 days.
- Certificate in Airport Operations; second course finished in February with 15 students successfully completing. The course's aim is to encourage careers in aviation.
- FAL are silver sponsors for Armed Forces Day; more information to follow.
- Additionally, FAL are confirmed sponsors for Pride of Rushmoor Community Awards, Reading Force, Community in Bloom and more to come as the year goes on.
- FAL offers volunteering days to employees and currently have 16 scheduled for 2026 which include: Yateley Industries, Frogmore, Brookwood Cemetery and Manor Junior School. Already visited Reggie's Garden, carrying out litter picking.
- Supporting the Rotary Clubs Music in the Park, with one of FALs finance team joining their committee to bring a different perspective.

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

### **Airspace Modernisation Strategy**

- We are a step closer to the stand up of the UK Airspace Design Service (UKADS) over the southeast; On 25th March the CAA published documentation relating to the consultation that they held earlier this year and the response documents for two of those consultations.
- Guidance documents also published, which summarises what the CAA are going to do, and how the process is going to develop.
- In those documents it states that the UKADS will be born on the 6th of May.
- The DfT sent list to NATS in December to confirm their priorities which includes new infrastructure and new facilities.
- The ACP for the London TMA, which includes Heathrow's third runway deployment is priority number three which is the highest ACP priority in there and we are part of that grouping of work. It says the plan is to deploy between 2032 and 2035.
- All the associated consultations that were launched in relation to UKADS have now closed and we await the further publication of new processes and new airspace navigation guidance along with the new CAP 1616. At the moment, we're being told July 2026.

*Links to these documents mentioned above can be found within the Airspace slides published on the FACC website under April's meeting.*

## Ongoing ACPs

- Gatwick ACP for Route 4 is still live. The consultation doesn't close until the 28th of April. They've completed their in-person consultation events, but webinars are still ongoing if anyone is interested in joining.
- London City ACP – a small change to enable them to take more modern aircraft which are quieter. They need to do this to reduce the elevation angle on the approach because their elevation angle is 5.5° which is extremely high. Therefore, this is a step forward to see if they can use modern navigation methods to decrease that angle slightly.

## Questions arising:

**Cllr Richard Lucas:** Regarding London City and what they are doing to allow more modern aircraft, what are the implications for FAL?

**Rachel Thomas responded:** There are no direct implications from either consultation for FAL. The Gatwick departure is a westerly departure, and it wraps around to the north so that doesn't interact with our traffic, and we do not interact with London City traffic. So, in that respect, no direct implications but more if that piece of work works well at London City it just gives impetus to use better standards of navigation; and we did look at it that sort of thing in Stage 2 of the FASI-S process.

Our problem is the amount of airspace we have at each end of our runway; 06 is particularly difficult and our ACP work showed this within our Stage 2 Options.

**Cllr James Radley:** Are they making any progress in any definitive groundbreaking ideas or is it all about the process and not the end result?

**Rachel Thomas responded:** Long pause with actual work with the process and policies changing. Work has been going on in the background on a generic level to keep things moving forward but only so much that can be done.

**Chairman added:** The DfT have a huge will to get things focused, and with the plethora of consultations and then the responses received back, there are so many interlinking pieces with a lot of work to do in a short period of time.

## Item 9. Airshow – Les Freer/Ben Gleeson

Additional agenda item added within the meeting.

- Biannual airshow will be taking place this year, 20th – 24th July 2026.
- Validation week; 13th – 17th July 2026. This week is to accommodate all displaying aircraft, to ensure they are validated to fly in the air display for show week.
- Similar format to previous years with 4-day trade show and Friday being the Pioneers of Tomorrow whereby the younger generation with an aviation interest are invited.
- All chalets and stands sold out

- Average of 32,000/33,000 footfall usually and aiming to increase this to 50,000 for this show but a lot of working going on to support this; but this is not confirmed as of yet.
- Plan is to have more fast jets displaying this year, but with the Middle East situation this is dependent on how that plays out.
- Red Arrows for opening of the show is still TBC due to prior commitments in the US.
- FIL/FAL are working hard to get 3 eVTOLs (Joby, BETA, Vertical) into the Airshow – some flying in and some will be situated on the Airfield, but these will need safety cases to be created. All have a permit to fly but need further safety cases in terms of regulations and assurance with additional fire services requirements etc, for things such as thermal runaway with the batteries as you are unable to extinguish a thermal fire – however, safety is at the core of the show.
- From an Airfield perspective, FAL are working hard with FIL to ensure everything goes to plan, and safety cases completed, runway preparation carried out to accommodate the different aircraft, training & development, CAA engagement, reviewing processes and procedures and creation of the Safety Management Plan.

**Ben Gleeson added:**

- Friday of the show is a public day and aimed at inspiring future generations and all the local communities are invited to attend.

**Questions arising:**

**Cllr Keith Dibble:** Added that it has not been officially confirmed how many tickets will be offered for local residents as of yet.

**Ben Gleeson responded;** The scale of the show is not quite what it was in previous years – There are discussions ongoing regarding those local residents in Rushmoor that are primarily impacted by the show and hopefully a deal will be done soon.

**Item 10. Members Questions**

None were received.

**Item 11. Questions from Members of the Public**

None were received.

**Item 12. FACC Meetings in 2026**

**2026 Meeting dates;**

- Thursday 9<sup>th</sup> July 2026, 14:00-16:00

- Thursday 12<sup>th</sup> November 2026, 14:00-16:00

## AOB

**Jenny Radley:** Crucial to ensure an announcement is made to the public for when the meeting will be held regarding the planning application.

**Cllr Keith Dibble responded:** It is likely to be held at Princess Hall, Aldershot over 2 days and this will be well publicised when a date is confirmed.

**The Meeting was declared closed at 15:12.**

## Appendix 1 - Glossary of Abbreviations used by the FACC

|                           |   |
|---------------------------|---|
| <b>ACA</b>                | Airport Carbon Accreditation Scheme   |
| <b>ACP</b>                | Airspace Change Proposal  |
| <b>AIN</b>                | Aviation International News.  |
| <b>ANSP</b>               | Air Navigation Service Providers  |
| <b>APD</b>                | Air Passenger Duty  |
| <b>ATMs</b>               | Air Traffic Movements   |
| <b>BAP</b>                | Bickerdike Allen Partners   |
| <b>CAP 1498</b>           | CAA definition of Overflight  |
| <b>CAP1616</b>            | 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  |
| <b>CSR</b>                | Corporate Social Responsibility   |
| <b>DfT</b>                | British Government – Department for Transport   |
| <b>EPND</b>               | Effective Perceived Noise in Decibels   |
| <b>FAL</b>                | Farnborough Airport Limited   |
| <b>FIL</b>                | Farnborough International Limited   |
| <b>FARA</b>               | Farnborough Airport Resident Association  |
| <b>FASI-S</b>             | Future Airspace Strategy Implementation for South England   |
| <b>FBO</b>                | Fixed Base Operator   |
| <b>FNG</b>                | Farnborough Noise Group   |
| <b>GA</b>                 | General Aviation  |
| <b>IOA</b>                | Initial Options Appraisal   |
| <b>INM Reports</b>        | Integrated Noise Model Reports  |
| <b>LA90</b>               | The level exceeded for 90% of the time is normally used to describe background noise  |
| <b>LAeq, T</b>            | 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 |
| <b>LASmax</b>             | The maximum level with A-weighted frequency response and Slow time constant.  |
| <b>LAm<sub>ax</sub>,T</b> | The maximum A-weighted sound pressure level, normally associated with a time weighting, F (fast), or S (slow)   |
| <b>LARS</b>               | Lower Airspace Radar  |
| <b>LOAEL</b>              | Lowest Observed Adverse Effect Level  |
| <b>N65</b>                | 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   |
| <b>NERL</b>               | NATS En-Route PLC   |
| <b>NSC</b>                | Noise Sub-Committee   |
| <b>NMT</b>                | Noise Monitoring Terminal   |
| <b>NPR</b>                | Noise Preferential Route  |

|               |  |
|---------------|--|
| <b>OEM</b>    | Original Equipment Manufacturer  |
| <b>PBN</b>    | Performance-based Navigation   |
| <b>PIR</b>    | FAL Airspace Change Proposal, Post Implementation Review   |
| <b>RAAC</b>   | Reinforced Autoclaved Aerated Concrete   |
| <b>RBC</b>    | Rushmoor Borough Council   |
| <b>Reg 25</b> | 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 |
| <b>SAF</b>    | Sustainable Aviation Fuel  |
| <b>SEL</b>    | 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 $L_{Aeq,T} + 10 \text{ Log}(T)$ , where T is the duration in seconds                                |
| <b>SID</b>    | Standard Instrument Departure  |
| <b>STAR</b>   | Standard Instrument Terminal Arrival Procedure   |
| <b>TMA</b>    | Terminal Maneuvering Area  |
| <b>ToR</b>    | Terms of Reference   |
| <b>TUPE</b>   | Transfer of Undertakings (Protection of Employment)  |
| <b>UKACC</b>  | UK Airport Consultative Committees   |
| <b>UKADS</b>  | The UK Airspace Design Service   |
| <b>VFR</b>    | Visual Flight Rules  |
| <b>YTD</b>    | Year-to-date   |

## Appendix 2 – Attendance List for Meeting held 1<sup>st</sup> April 2026

|                   |                 |           |
|-------------------|-----------------|-----------|
| <b>CHAIRMAN:</b>  | Colin Flack OBE | In Person |
| <b>SECRETARY:</b> | Kerry Baldwin   | In Person |

### USERS (10)

|                         |                               |             |
|-------------------------|-------------------------------|-------------|
| <b>Simon Geere</b>      | Farnborough Airport Ltd       | In Person   |
| <b>Les Freer</b>        | Farnborough Airport Ltd       | In Person   |
| <b>Gareth Andrews</b>   | Farnborough Airport Ltd       | In Person   |
| <b>John Whatley</b>     | Dassault Aviation Group Ltd   | No response |
| <b>Marwan Khalek</b>    | GAMA Aviation Ltd             | In Person   |
| <b>Mark Bates</b>       | Gulfstream Aerospace Ltd      | No response |
| <b>Ben Gleeson</b>      | Farnborough International Ltd | Online      |
| <b>Elizabeth Arnold</b> | NATS                          | In Person   |
| <b>Joanne Goodall</b>   | TAG Aviation Ltd              | Apologies   |
| <b>Wally Epton</b>      | WJE Associates                | Apologies   |

### LOCAL AUTHORITIES (10)

|                            |                              |           |
|----------------------------|------------------------------|-----------|
| <b>Cllr James Radley</b>   | Hart District Council        | In Person |
| <b>Cllr Chris Dorn</b>     | Hart District Council        | In Person |
| <b>Cllr Keith Dibble</b>   | Rushmoor Borough Council     | In Person |
| <b>Cllr Craig Card</b>     | Rushmoor Borough Council     | Apologies |
| <b>Cllr Geoff Davis</b>    | Guildford Borough Council    | Online    |
| <b>Cllr Rod Cooper</b>     | Hampshire County Council     | In Person |
| <b>Cllr Edward Hawkins</b> | Surrey County Council        | Online    |
| <b>Cllr Jacques Olmo</b>   | Surrey Heath Borough Council | Online    |
| <b>Cllr David Munro</b>    | Waverley Borough Council     | In Person |
| <b>Cllr John Pearce</b>    | Woking Borough Council       | Online    |

### LOCAL INTERESTS (10)

|                                  |  |           |
|----------------------------------|--|-----------|
| <b>Cllr Richard Lucas</b>        | Ash Parish Council                     | In Person |
| <b>Cllr Gareth Saunders</b>      | Church Crookham Parish Council         | In Person |
| <b>Cllr Clair Howlett-Molloy</b> | Crondall Parish Council                | Online    |
| <b>Cllr Carl Turner</b>          | Ewshot Parish Council                  | In Person |
| <b>Geoffrey Marks OBE</b>        | Farnborough Airport Residents' Assoc   | Apologies |
| <b>Cllr George Hesse</b>         | Farnham Town Council                   | Apologies |
| <b>Jenny Radley</b>              | Fleet and Church Crookham Society      | In Person |
| <b>Cllr David Whitcroft</b>      | Mytchett, Frimley Green & Deepcut      | Apologies |
| <b>Virginia Barret</b>           | Farnborough College of Technology      | Apologies |
| <b>Jules Crossley</b>            | Blackwater Valley Friends of the Earth | Online    |

## Reserves/Deputies/Alternates

|                             |                                     |           |
|-----------------------------|-------------------------------------|-----------|
| <b>Hamish Johnston</b>      | Farnborough Airport Residents Assoc | In Person |
| <b>George Gomes</b>         | Farnborough College of Technology   | Online    |
| <b>Cllr Martin Sullivan</b> | Woking Borough Council              | Online    |

## In Attendance:

|                       |                          |           |
|-----------------------|--------------------------|-----------|
| <b>Cllr John Ford</b> | Church Crookham Council  |           |
| <b>Joanne Franco</b>  | Farnborough Airport Ltd  | In Person |
| <b>Matt Jago</b>      | Farnborough Airport Ltd  | In Person |
| <b>Rachel Thomas</b>  | Farnborough Airport Ltd  | In Person |
| <b>Peter Russell</b>  | Farnborough Airport Ltd  | In Person |
| <b>Faye Paizes</b>    | Farnborough Airport Ltd  | Online    |
| <b>Darren Blair</b>   | Farnborough Airport Ltd  | In Person |
| <b>Tim Mills</b>      | Rushmoor Borough Council | In Person |
| <b>David Monk</b>     | 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.

| <b>Participation:</b> | <b>This Meeting</b>              | <b>Last Meeting</b> | <b>Best</b>                      |    |
|-----------------------|----------------------------------|---------------------|----------------------------------|----|
| 26                    | FACC Members                     | 24                  | FACC Members                     | 25 |
| 34                    | In Attendance                    | 9                   | In Attendance                    | 22 |
| 0                     | Members of the Public            | 0                   | Members of the Public            |    |
| 5                     | Viewers followed the live stream | 14                  | Viewers followed the live stream | 24 |

## Changes to the Committee

### Users

No changes

### Local Authorities

No changes

### Local Interests

No changes

## Appendix 3 - Actions from Meeting Held on 20<sup>th</sup> November 2025;

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

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

- **Questions from Members**

**None received**

- **Questions from Members of the Public**

**None received**

## Appendix 5 - Actions from this Meeting

- |                  |  |                  |
|------------------|--|------------------|
| <b>Action 1:</b> | <p><b>Add the Induction Presentation to the FACC website</b></p> <p><i>The FACC new member induction presentation has been added to the FACC website under 'Role of the FACC' – 'Useful links' – 'New Member Induction Slides' and can be found here also: <a href="#">PowerPoint Presentation</a></i></p>   | <b>Completed</b> |
| <b>Action 2:</b> | <p><b>Cllr Keith Dibble to find out where it is documented that if a Development Control Committee decision overturns the Local Plan, then it does not have to go back to the full council and circulate to members</b></p> <p><i>The roles and responsibilities of the Development Management Committee are set out in Section 6 of Part 3 of the Constitution.</i></p> <p><a href="#">6-new-role-and-responsibility-of-decision-making-bodies-march-2026.pdf</a></p> <p><i>The following is specifically listed as a matter that must be decided by Development Management Committee:</i></p> <p><i>'Deciding a planning application which is contrary to the provisions of an approved or draft development plan or adopted planning policy approved by the Council and which is recommended for approval'.</i></p> | <b>Completed</b> |
| <b>Action 3:</b> | <p><b>The chairman will add a proposal for the steering group as a follow on to these minutes</b></p>  | <b>Ongoing</b>   |
| <b>Action 4:</b> | <p><b>Gareth Andrews to follow up with the NSC regarding trend information and moving to quieter, more fuel-efficient planes</b></p>   | <b>Ongoing</b>   |
| <b>Action 5:</b> | <p><b>Gareth Andrews to follow up with the NSC when feedback from the manufacturer is received</b></p>   | <b>Ongoing</b>   |
| <b>Action 6:</b> | <p><b>Gareth Andrews to analyse noise monitoring reports to understand trends/patterns and report back to the NSC in the first instance</b></p>  | <b>Ongoing</b>   |
| <b>Action 7:</b> | <p><b>Social Value Impact Report to be circulated to the committee once finalised</b></p>  | <b>Ongoing</b>   |