

FACC

Farnborough Aerodrome Consultative Committee

“Keeping people informed”

New Member Induction



Overview of Contents

Welcome	<u>3</u>
What is the FACC?	<u>4</u>
DfT Guidelines - Expectations	<u>5</u>
How does the FACC work?	<u>6</u>
Role of Chairman and Secretary	<u>7</u>
Membership Structure & Code of Conduct	<u>8</u>
Role of Members	<u>10</u>
FACC – Terms of Reference	<u>11</u>
History of Farnborough Airport	<u>12</u>
Farnborough Airport – Current Matters	<u>14</u>
FACC – Issues for Consultation	<u>15</u>

Welcome from the Chairman...



Colin Flack OBE
FACC Chairman

Welcome to the FACC!

I hope that you find the experience both rewarding and a challenge.

The ACC only works because members like you devote time to it.

Thank-you in advance for that.

What is the FACC?

- Established in 2002 following permission granted from Rushmoor Borough Council for the redevelopment of Farnborough Airport, into a civil licensed dedicated business airport. The conditions were the subject of a Town and Country Planning Act Section 106/299A agreement signed by both parties. One of the stipulations of this agreement was the establishment of a Consultative Committee funded by Airport.
- Constituted by Farnborough Airport Ltd (FAB*) in accordance with section 35(1) of the Civil Aviation Act 1982 (as amended by the Airports Act 1986)
- Operates to DfT Guidelines for Airport Consultative Committees issued in 2014
- The FACC is a member of the UK Association of Airport Consultative Committees (UKACC)
- “Critical Friend” of the Airport
- Independently Chaired
- FAB is a Business airport, not a commercial or general aviation facility. Scheduled commercial services are not permitted.

Purpose of the FACC

To provide a means of consultation with respect to any matter, including noise, air quality, safety and environmental impact, concerning the operations, management and development of the aerodrome which affects the interests of all stakeholders.

*FAB is the IATA (International Air Transport Association) airport code for Farnborough Airport

*EGLF is the ICAO airport code for Farnborough Airport

DfT Guidelines - Expectations

Independent, representative,
knowledgeable, transparent,
constructive and effective

Recognise the wider role of
the airport as an important
local employer and
influential driver in the local
economy

Consider the local
environmental impacts of an
airport

To hold the airport to account by monitoring the
implementation of commitments made by the
airport and challenging its performance e.g.
monitor the implementation of airports'
commitments made

Make recommendations to airport and other
bodies and gives opportunity to reach common
understanding between interested groups

How does the FACC work?

- FACC has three (3) general meetings per year
- The FACC follows the constitution, which is published on the FACC website or found here; [THE FACC CONSTITUTION](#)
- Agenda and minutes from all meetings are published on the FACC website; [Farnborough Aerodrome Consultative Committee \(FACC\)](#)
- General meetings open to public and press to observe, they do have the option to submit a question prior to the meeting to be answered within the meeting
- Engage with a wide range of stakeholders and interests
- Named member or deputy are expected to attend each meeting
- Open invitation to visit the Airport with appointment

Chairman and Secretary Roles



Colin Flack OBE
FACC Chairman

- Chair meetings effectively and impartially, ensuring all members have the opportunity to contribute
- Uphold the terms of reference of the ACC
- Ensure the committee operates in line with regulatory and statutory requirements
- Approve agendas, minutes, and papers prepared by the committee secretary
- Encourage proactive engagement on emerging issues
- Facilitate constructive dialogue between stakeholders with sometimes conflicting interests



Kerry Baldwin
FACC Secretary

- Central point of contact for all members
- Prepares agenda and papers for FACC meetings and produces the key messages and minutes
- Maintains membership list and member contact details
- At the direction of the Chairman consults and seeks comments from members to assist in the preparation of reports and responses to other organisations
- Point of contact for the members and public wishing to raise questions at meetings
- Updates to the [FACC website](#)

Membership Structure

Chairman - No Vote
Secretary - No Vote

Users (10 Members)

Members appointed at the nomination of the FAB

Local Authorities (10 Members)

County, Borough and District Councils

Local Interests (10 Members)

Town and Parish Councils, Resident Groups/Associations, Technical College and Environmental Interest Groups

TOTAL VOTING MEMBERSHIP: 30

CHAIRMAN: Colin Flack OBE
SECRETARY: Kerry Baldwin

USERS (10)

Simon Geere	Farnborough Airport Ltd
Les Freer	Farnborough Airport Ltd
Gareth Andrews	Farnborough Airport Ltd
John Whatley	Dassault Aviation Group Ltd
Marwan Khalek	GAMA Aviation Ltd
Mark Bates	Gulfstream Aerospace Ltd
Ben Gleeson	Farnborough International Ltd
Elizabeth Arnold	NATS
Joanne Goodall	TAG Aviation Ltd
Wally Epton	WJE Associates

LOCAL AUTHORITIES (10)

Cllr James Radley	Hart District Council
Cllr. Chris Dorn	Hart District Council
Cllr Keith Dibble	Rushmoor Borough Council
Cllr Craig Card	Rushmoor Borough Council
Cllr Geoff Davis	Guildford Borough Council
Cllr Rod Cooper	Hampshire County Council
Cllr Edward Hawkins	Surrey County Council
Cllr Jacques Olmo	Surrey Heath Borough Council
Cllr David Munro	Waverley Borough Council
Cllr John Pearce	Woking Borough Council

LOCAL INTERESTS (10)

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

Member Code of Conduct

The FACC adopted the Code of Conduct outlined in the DfT's Guidelines for ACCs in 2021.

- **Respect:** committee members should treat each other with respect and courtesy at all times.
- **Commitment:** members should dedicate sufficient time to prepare for and attend meetings, including seeking advice and views from others in their organisations where appropriate.
- **Conflicts of Interest:** members should identify and declare any conflicts of interest (actual, potential or perceived), particularly where members do not represent an organisation.
- **Participation:** members should participate fully in meetings. They should listen to what others say and keep an open mind while contributing constructively to discussions. Actions assigned to members should be fulfilled in a timely manner and progress reported back at the next meeting.
- **Openness and Accountability:** members should be open and accountable to each other and the organisations and communities they represent about the work of the committee.
- **Confidentiality:** members should respect the status of any confidential issues they discuss. (Especially any commercially confidential information provided by the airport).

**An unedited version can be found in the Constitution*

Role of FACC Members

- To represent the views of their organisation – although personal experience can be useful, members should represent the views of their wider organisation
- Respond to genuine questions from stakeholders with support of the Chairman and Secretary, the Committee or the FAB as appropriate
- Filter inappropriate/nuisance questions as appropriate
- To take an interest in all issues being discussed at meetings and be prepared to seek advice from others in your organisation (such as officers in the case of local authority representatives)
- To feedback the key messages and work of FACC to their organisation and wider communities
- To have mutual respect for the views of other members
- To respond to requests for views on consultations from the Secretariat

Terms of Reference

The Terms of Reference of the Committee shall have regard to the provisions of Section 35(1) of the Civil Aviation Act 1982 (as amended) (ANNEX A) and to the latest advisory Guidelines for Airport Consultative Committees issued from time to time by the Department of Transport.

Specifically, the Terms of Reference of the Committee are as follows:

- a. To consider, scrutinise and advise on matters primarily concerning the management, development, operations and administration of the Airport.
- b. To consider the impact of the Airport on the local community, the economy and the environment.
- c. To consider matters affecting the experience of Airport users, including in particular passengers.
- d. To consider the corporate affairs of the Airport which are publicly available.
- e. To promote an informed understanding of Airport operations and of their impact on communities of interest.
- f. To consider matters specifically referred by interest groups represented on the Committee, by the management of the Farnborough Airport Licence Holder or by the Government.
- g. To share ideas and consider best practice from and with other airports and organisations.
- h. To liaise with other Airport Consultative Committees on matters of common concern.
- i. To make representations to the Government and other organisations as appropriate.
- j. To take any action incidental to any of the above Terms of Reference.

History of Farnborough Airport

- Farnborough UK's first airfield in aviation history and home to the country's first powered flight in 1908.
- Owned by the British Ministry of Defence (MOD) during two World Wars and 40 years of the Cold War,
- Farnborough saw its first civil aviation operations in 1989.
- MOD declared the airfield surplus to military requirements in 1991; the government then decided the airfield should be redeveloped as a business aviation centre in 1994.
- Following a competitive process led by the government, TAG Aviation (TAG) won the bid and took over in 1997
- TAG Farnborough Airport Limited took full control under a 99-year lease in 2003 as a fully compliant CAA airport for business aviation. TAG bought the airfield freehold at the end of 2007.
- In 2019 the shareholders sold TAG Farnborough Holdings Limited (including the airport, Aviator Hotel and The Swan pub) to a long-term infrastructure fund managed by Macquarie Infrastructure and Real Assets (MIRA).
- Part of Macquarie Group (a top 10 Australian company), MIRA is the world's largest infrastructure manager, managing investments in nine commercial airports across Europe and Australia, and 68 fixed-based operations across the US.
- The Farnborough International Airshow continues to be held every two years.

FACC



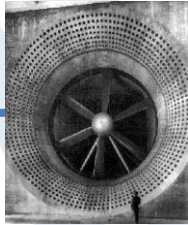
1908

Farnborough was the UK's first airfield in aviation history and home to the country's first powered flight, which saw Samuel Franklin Cody take off in his British Army Aeroplane No. 1, covering some 1,400 feet over Farnborough, in 27 seconds and at an altitude of 30 to 40 ft.



1948

The inception of the Farnborough International Airshow, which has become one of the world's leading aviation events. With origins in exhibitions by the Royal Air Force and Society of British Aircraft Companies, the Airshow takes place every two years.



1908 - 1991

Primarily used as a military and aviation research base,

Farnborough was owned by the British Ministry of Defence (MOD) during two World Wars and 40 years of the Cold War.



1989

Farnborough's first civil aviation operations begin.



1991

The MOD announce that the airfield is surplus to military requirements.



1997

TAG Aviation wins the bid and takes over the airfield, following a competitive process led by the British Government.



2003

TAG Farnborough Airport Limited takes complete control under a 99-year lease as a fully compliant CAA airport for business aviation.



1994

The Government declares that the airfield should be redeveloped as a business aviation center.



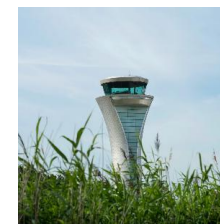
1999

Planning for the redevelopment of the airfield begins.



2007

TAG purchases the airfield freehold and major renovations commence on Farnborough Airport.



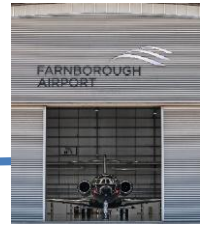
2018

Farnborough Airport becomes the first business aviation airport in the world to achieve carbon neutral status.



2022

Farnborough Airport progresses its strategy to become a global showcase for airport sustainability with the launch of its Net Zero Roadmap in June 2022, establishing one of the most ambitious Net Zero targets in the aviation sector.



2019

Shareholders sell TAG Farnborough Holdings Limited (including the Airport, Aviator hotel and The Swan pub) to a long-term infrastructure fund managed by Macquarie Infrastructure and Real Assets (MIRA). Part of Macquarie Group (a top 10 Australian company), MIRA is the world's largest infrastructure manager.



2023

Farnborough Airport became the UK's first business aviation airport to be awarded Level 4+, the highest level of carbon accreditation, by the Airport Carbon Accreditation (ACA) scheme, advancing its Net Zero commitments. 2023 also sees Farnborough Airport embark on one of the largest solar installations in the Southeast, enabling the Airport to generate 25% of its own power.

Farnborough Airport – Current Matters

This section will cover current issues and updates active at the time of induction.



Issues for Consultation



Airport development and investment – including impact and recovery from COVID-19 pandemic, future runway capacity and airspace modernisation



Economy - local, regional and national, including employment and skills



Environmental issues - including climate change, noise, air quality, landscape, waste, water, energy use



Local community – addressing concerns such as impacts of illegal car parking, increased traffic, mitigation schemes, aircraft overflight and noise



Surface access - road, rail, coach, buses, taxis, car parking, cycling



Security and crime



Government, industry and other consultations

FACC

Questions?

