

FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

MINUTES OF MEETING HELD ON

Thursday 9th July 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. General Meeting Etiquette & Housekeeping

Chairman informed committee of the established meeting etiquette.

Cllr Chris Dorn briefed the Committee on the fire safety procedures, outlining the location of the designated fire exits.

Item 2. Welcome & Apologies for Absence - 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 3. Minutes of Meeting held on 1st April 2026 – Actions and Matters Arising

The minutes of the previous meeting held on 1st April 2026 had been circulated to members for comment on the 14th April 2026. The final version of these minutes were distributed and uploaded to the FACC website on the 27th April 2026.

Matters arising from the Actions:

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

Item 4. Chairmans Opening Remarks & Update

The Chairman welcomed the Members in the room and online.

Steering Group

Update provided referring to Action 3 from the minutes of the last meeting.

The constitution will require it's 5-year review later this year/start of next, as the current constitution was signed off on 21st October 2021.

Due to a number of constraints e.g. the change of CEO, Local Government Review and political changes the Chairman will seek to get a view from each of three groups who form the committee (Users, Local Authorities, Local Interests to see how they believe the committee should be set up and look into a more structured approach with key focuses to take forward into the next 5 years with implementation being around Springtime 2027.

Airport Designation

The Chairman updated the committee that the Airport have contacted the DfT regarding the Airport Designation, however this is still ongoing. When the Airport Designation is finally approved, it places the airport in the position where it has a legally binding obligation in order to make sure that the duties of an ACC are fulfilled correctly.

The Chairman asked the committee to confirm that they have no objections to the Airport becoming Designated and that they supported the Chairman's proposal to take this issue forward on behalf of the FACC. No committee members raised any objections.

Questions arising:

Cllr Richard Lucas: Are there any disadvantages to becoming designated?

Chairman responded: The Airport will be bound in a way that they are not currently under Section 35. However, he did not see that there are any disadvantages and indeed that this would bring the Airport in line with all other major airports.

Simon Geere added: There are no other impacts for the Airport being Designated beyond ownership of the FACC as the chairman has outlined.

Item 5. **Farnborough Airport Chief Executive Update – Simon Geere (Farnborough Airport CEO)**

- FAL reported that they are seeing exceptionally strong performance across all their key markets
- Total year-to-date reportable ATMs for May are up 6.8% with weekdays up 6.3% and non-weekday up 8.0%
- They are seeing a pronounced increase in ATMs above 50 tonnes MTOW, with an increase of 22.6%, which is an increase of 72 flights across the first 5 months, an average of 14 more ATMs per month
- The uplift in activity is wholly consistent with their planning application assumptions, whereby growth is being driven by both the capacity constraints at other airports and the growth in slightly heavier new generation aircraft in the weight range of 50-55 tonnes.
- Looking across the year and if current trends continue as they expect, their non-weekday cap of 8,900 flights and the 270 cap on non-weekday aircraft over 50 tonnes will be exceeded unless measures are taken to manage demand activity.

This will likely have a knock-on punitive impact on all their based operators and business partners that have brought significant inward investment into the region and created many thousands of jobs in the local area.

FAL are looking at a number of options to minimise this impact, however the successful granting of the planning application will provide the certainty and urgency needed.

- On the planning application itself, the committee will be aware that FAL has notified RBC of its intent to file for non-determination which was formally submitted last week.

For public record, this action has nothing to do with FALs' excellent relationship with RBC or the propriety of the handling of the application by officers and Councillors.

FAL have elected to go down the non-determination route simply because of the urgency with which this application needs to be considered. The expected demand for connectivity from Farnborough and the economic opportunity that was predicted well over three years ago is now happening.

FAL are at a crossroads of opportunity. The Airport is the largest local employment site, its biggest rates payer by far, and the economic gravitational pull of a growing and flourishing aviation cluster are paramount to the prosperity of the region.

Following a non-determination path will provide the much-needed certainty on the timetable for the approvals FAL seek to continue the airport's prominent economic role to the benefit of the communities around us.

- The Committee will have seen the announcement of senior leadership changes at the airport.

Simon Geere will be taking up the role of Executive Chair from 1st September and his successor, Marine Eugene will become the Airport's new Group CEO.

As such this was Simon Geere's last FACC in his capacity as CEO and thanked the members for their support and constructive challenge over the last six years.

Simon added that Farnborough Airport is committed to open dialogue and proactive consultation that underpins its long-term and successful future.

Questions arising:

Cllr James Radley: The quickest way of getting the planning application resolved would have been to wait for RBC to determine it. To go to the planning inspector is a very long delay as you do not know when they will get around to processing therefore, it is a riskier strategy in terms of timing rather than awaiting RBC to get a response to your Regulation 25 request questions. Would it not have been better to respond to those Regulation 25 questions and then allow us council to decide this for themselves?

Simon Geere responded: We will be responding to the Regulation 25 questions as part of the formal filing, which will be in the next few weeks. We launched our first planning application over three years ago now - if one thing the process has taught us is there's nothing certain about a timetable at a local level that will give us enough assurance of a successful outcome on the application. We felt that following the non-determination route one way or the other, we will have an answer. We believe it is a compelling case, and it will be granted from the beginning of next year and that is why we've chosen that path.

Cllr Edward Hawkins: Is it not the case that going down the predetermination route - does not preclude RBC coming forward. It is a standard approach to concentrate minds to keep matters moving forward. From my experience, matters can drift and predetermination does help all parties focus. Is that the case or would you disagree with me?

Simon Geere responded: I would certainly say that it will give a more prescribed path to determination at the highest level required. This process will require RBC to inform the Planning Inspector what it would have done so that process will happen

and will feed into the inquiry itself, for us it is just the degree of certainty. When we launched the process 3 years ago, I thought we would be done a year and a half ago and now we have major operational and business issues because we have not managed to resolve it. Therefore, we have elected to take this path, and I believe it is the optimal one.

Item 6. Farnborough Airport Reports – Gareth Andrews (Sustainability Manager)

Key information from the Information and Complaints Reports highlighted below;

Information Report

- Runway preference was heavily favored in RW24 operations compared to that of the same period of 2025:
 - March – increase (48 % on RW 24 to 69% in 2026)
 - April - increase (38 % on RW 24 to 50% in 2026)
 - May - increase (40 % on RW 24 to 71% in 2026)

All of which show how unpredictable wind direction is and consequently runway use.

Complaints Report

- FAL received one new complainant each month, they anticipate a few more over the coming summer months
- Overall complaints are roughly down 48% on 2025 (179 to 91) and individuals who complained down 38% (47 individuals to 29)
- 1 individual accounted for 38% of complaints, 5 individuals accounted for 75% of complaints
- Individuals with the Most Complaints (Top 10) - in order to appear on this list - you had to submit 1 complaint
- Three postcodes accounted for 85% of complaints – these being Waverley, Guildford and Frimley

Questions arising:

Cllr Chris Dorn: At the NSC, regarding the noise abatement audit. Breaches in March were upheld and then April and May we have got two upheld each month which seem to be quite a significant uptake. Normally there are none upheld, month after month after month. Did these stand out as anything in particular or just new pilots who did not know the process?

Gareth Andrews responded: More often than not, it is new operators whether it be the first or second time that they've flown out of the airport that generates those types of breaches. One of the actions that came out of the noise subgroup committee which in turn we will filter into the next FACC meeting, is to look at the number of breaches over the last five years that have been from based operator operators versus non-based operators.

Item 7. Noise Subgroup-Committee (NSC) Feedback – Gareth Andrews (Sustainability Manager)

- Another positive meeting, with Trevor Jones (our resident pilot with +14,000 hours) coming to the meeting to discuss the forces that act on an aircraft which create noise which was again an engaging informative session
- The NSC looked at the noise abatement process, what this means in the context of the airport, how it is monitored, the runway where most breaches of noise abatement (RW 24) and the mode (Departures), how the Airport interacts with NATS as well as operators and the changes they make to prevent reoccurrence
- Of the 219 investigations (1.81% of total movements), only 5 were breaches (0.04%)
- The NSC also looked at Bombardier Challenger 350 (CL35) and age ranges of the fleet at FAB – 63% are 10 years or younger
- The NSC touched on a few other complaints about helicopters and an action is to get the BHA (British Helicopter Association) in to discuss this with the committee and then finished off the meeting discussing the planning application for a new permanent noise monitor in Ewshot PC recreation ground.

Questions arising:

Gareth Saunders: Highlighted that the last departure on the previous Sunday evening was still on the ground at 8pm and did not depart until after, even though the Airport hours are 8:00am-8:00pm. Is there any penalty on the Captain of the aircraft if they leave after as is common in airfields throughout Europe?

Gareth Andrews responded: Correct, on Sunday we had what we believe was a late departure (approximately 10 seconds after closure). We are currently going through investigation with NATS as well as the operator themselves to understand what the circumstances were. We have notified RBC in the interim. We will notify them of our findings, but for the moment I am unable to comment further but we will look to understand what caused that movements delay.

Jenny Radley: On the movement summary table there is a big jump in weekend movements from almost 600 up to over a thousand and on the heavy aircraft movements they also jumped up in March and seem to have continued. Can we have an explanation about the reasons behind this?

Gareth Andrews responded: The response to this will be covered later under the questions submitted by members prior to the meeting.

Note: Please refer to Appendix 4.

Jenny Radley: Air quality monitoring - in March there seem to be very high figures across the board at all of the monitoring sites. Is there a reason for that?

Gareth Andrews responded: General environmental conditions at the time would have caused slightly above normal responses for air quality.

Jenny Radley: Farnborough Airport Community Fund – Good to see that people are feeding back on how their funding has been used, which we need to be promoting to a wider audience to help encourage more people to apply for the community grants. Who was invited to the Nexus meeting?

Gareth Andrews responded: The community environmental fund has really grown over the last two years. So, they have had sessions (at the Airport) where they have brought in hopeful applicants as well as current applicants to understand the process of applying for the fund and give positive stories of how the funding has helped their organisations.

Jo Franco added: The fund is managed by RBC. So, the invites are generated from them. FAL host the event, and we want to drive projects to benefit from the fund. The people invited to that event are invited by RBC.

Jenny Radley added: Suggestion of an annual feedback session where a bigger group are invited to help promote the fund.

Item 8. **Planning Application Update - Joanne Franco (Head of Social Value & Planning)**

Flight Path

Note: Please refer to the Flight Path & Social Value presentation uploaded on the FACC website under July's meeting.

- 22nd June – FAL advised Rushmoor of their intent to appeal the planning application informally
- 29th June - Formal notification submitted which is sent to the planning inspector and RBC
- 30th June – 70,000 application; extended determination date to the 31st December 2026
- 15th July – Expected that the planning inspector and RBC both receive the documentation
- An appeal process has two stages depending on the complexity of an appeal it might need a more formal, larger scale process and that is then escalated into an inquiry rather than a hearing and written representations.
Note: More information can be found in the 'Inquiries Process Diagram' found under Julys meeting on the FACC website.
- An appeal process can take 26 weeks or 28 weeks for an inquiry. FAL are currently in the pre-notification stage. When FAL progresses from this stage is when the planning inspector validates the appeal.
- What happens to that Regulation 25 response? FAL have responded to all questions and will be submitted as part of the appeal which will be public.

Cllr Keith Dibble added: The portfolio holder for housing planning and property at RBC met this morning (9th July) and provided a statement:

"We would have preferred that this was determined locally. That we are considering our approach to the process and will update on that following engagement with the Planning Inspectorate"

Questions arising:

Cllr George Hesse: Can you clarify is this regarding the 2500615 application or the 2300794?

Jo Franco responded: The appeal related to the 2500615 application, the one which keeps it within the 50,000 movements cap. The 2300794 application is the 70,000 movements cap application.

Jules Crossley: A member of Blackwater Valley Friends of the Earth spoke to the planning inspector last week and they said based on the information that they currently had that they would be mindful not to grant an appeal. Can the airport give us an idea of if you have any certainty on whether they would or not?

Jo Franco responded: We have not had any discussions as of yet.

Item 9. Social Value Report Update - Joanne Franco (Head of Social Value & Planning)

Note: Please refer to the Flight Path & Social Value presentation uploaded on the FACC website under July's meeting.

Sponsorship

- Armed Forces Day – Silver Sponsor, shared our area with FAST Museum and Reading Force
- Pride of Rushmoor Community Awards

Around the Community

- 10 School tours – totalling 227 students and teachers
 - Including Ferns Primary Academy, who took part in a paper plane competition and were kindly invited onboard an aircraft by Dassault.
- 2 Beaver (Scouts) trips to the Airport Fire Station
- A careers workshop at Cherrywood School
- 3 'Know Your Airport' tours (including the Farnborough Air Enthusiasts, Royal Aeronautical Society, and the PORCA members)
 - One of the 'Enthusiasts' was offered a job post visit
- 3 volunteering days (Frogmore, Brookwood Cemetery, Basingstoke Canal) – totalling 145 volunteer hours
- 2 volunteering days set for next week (Tomlinscote School and Manor Junior School)

Additional projects

- The Source Bike Shed opened their new facility – who are FAL's chosen charity of the year
- Airport Safety Week spotlighting waste to improve FAL's recycling and highlight upcoming changes
- Bike Week 2026 – offering double Sustainable Travel Tokens for those that cycle or walk to work

This year FAL have had 19 successful nest boxes with a total of 185 birds fledging (99 Great Tits and 86 Blue Tits), including one nest with 14 fledglings.

Should any committee members know of projects in the local area needing volunteers, please get in touch with the team.

Questions arising:

None.

Item 10. Airspace Update – Rachel Thomas

Note: Please refer to the Airspace Update presentation uploaded on the FACC website under July's meeting.

- 6th May - NATS have "stood up" the UKADS (UK Airspace Design Service) which is the new body created to handle the airspace modernisation in the southeast
- The change to the NATS license and the law making that had to take place has been achieved

- Currently in the process of transition, which means all the airports in the southeast which had previously initiated airspace change for modernisation are now going to transition those ACPs to UKADS
- Members of the UKADS team have visited FAL to enable learning about the mechanism of the process and FAL educated them on FAL's current operations
- FAL have been to the bespoke set-up in Swanick where UKADS has its own offices and its own simulation activity within those which is great for work required moving forward. FAL briefed them on the work that has been done previously, which parts of the options developed which worked, which parts did not, what has changed since that work was underway, what the airport is looking at for the future
- On the CAA portal, the ACPs are still visible. When they disappear off that portal, they will have been put into the new one that UKADS will be creating
- Awaiting the Air Navigation Guidance (ANG) 2026 (DfT) and CAP 1616 (CAA) to be updated before anything can happen. Publication expected date was due to be July 2026 prior to the political changes. Once these are published, FAL will have a better idea of timelines

Questions arising:

None.

Item 11. Members Questions

Note: Please refer to Appendix 4

The questions raised and responses received within Appendix 4, committee members confirmed they were content with.

Questions from Members of the Public

None were received.

Item 12. Airshow 2026 – Les Freer

Note: Please refer to the Airshow Update presentation uploaded on the FACC website under July's meeting.

- Everything FAL do for the airshow is based around safety and compliance and assurance to ensure that FAL are safely compliant
- All of FAL's plans tie into Farnborough International's plans, as well as RBC's
- FAL create and follow a project plan, which is 18 months in the planning and consists of over 500 assigned tasks which are broken down into 'Planning', 'Build Up', 'Validation & Show Week; and 'Close Out' sections – all of which are currently on track
- Airshows are always followed by a debrief between both FAL and Farnborough International to highlight any learnings for future Airshows
- Airshow is governed by CAP 403 which is official guidance on the safety and administrative requirements for civil flying displays and special events
- There is a comprehensive Safety Management Scheme (SMS) created by FAL for the Airshow and this includes Air Traffic Control operations and the

controlled Airspace they put in place, changes to the Airfield to accommodate the airshow, Emergency Orders, Business Continuity Plans, Safety Cases and Risk Assessments as well as Rescue and Fire Fighting plans which are dependent on which aircraft likely to fly in, e.g. eVTOLs which require tailored plans due to them being electric – just to name a few

- Next week for FAL will be focused around accommodating bigger aircraft and fast jets among business-as-usual operations which requires FAL to create gaps in the Airspace to allow for these Aircraft to validation, gain sign off by the Flying Display Director to enable them to fly in the show the following week
- Display timings – The airport closes to business as usual from 12:00 each day, followed by a 30-minute transition window and then the display will take place
- Still awaiting confirmation on what the opening display for the show will look like
- Security Threats – FAL work very closely with the Police and emergency services and at present there is no intel to suggest any specific threats to Airshow

Questions arising:

Jules Crossley: Who is responsible for road traffic issues and road safety?

Les Freer responded: The plans are created by the AA, signed off by all relevant stakeholders including RBC.

Jules Crossley: Local residents have been asking for an estimate of emissions for the airshow period. Do you think there is any chance of that happening?

Les Freer responded: I think it would be difficult to see how we could do that, but we can take that away and give that some thought.

Cllr George Hesse: Can you confirm the dates of show week?

Les Freer responded:

- Monday 13th – Friday 17th July; Validation Week however there are reserved slots on the 18th and 19th (Saturday and Sunday) if required
- Monday 20th – Friday 24th July; Show Week
- Aircraft will be arriving from Saturday 11th July

Cllr George Hesse: What times are display for show week?

Les Freer responded: The flying display starts around 12:30pm each day until around 5:00pm. This differs slightly on Friday because Friday is aimed more at students and trying to encourage people to get into the industry, with a bigger display taking place.

Hamish Johnston: Is the bridge over Farnborough Road in place this year?

Kerry Baldwin responded: That has been removed this year in attempt to redirect the footfall from Northcamp.

Cllr Craig Card: Cross Street and Osborne Road are usually stacked up with people's hire cars. Chauffer driven cars sitting there all day long causing issues for residents. Are you going to take any action in asking them to move their cars to a safe place as the airport?

Les Freer responded: It would not be our action to do but we can feed that back to Farnborough International on your behalf.

Action 1: Relay information regarding hire cars on Cross Street and Osbourne Road to be moved during Airshow to Farnborough International.

Item 13. AOB

- **Jules Crossley:** Raising the issue of the noise from the Bombardier Challenger 350 which is probably the most complained about aircraft and noisiest recorded. FAL had offered to investigate and identify some solutions. Has that happened?

Gareth Andrews responded: In terms of solutions that is quite difficult for FAL. We have reached out to the manufacturer for them to investigate the issue around the noise that it generates. Unfortunately, FAL did reach out around a month ago and yet to receive any further feedback on that. We will update once we have received feedback.

- **Cllr Richard Lucas:** You mentioned the fact that the uptake in business is in part driven by capacity shortfall in surrounding airports and you also talked about the need for potential demand management if we get into planning constraints or planning delays. How does the airport go about selecting what sort of business it wants to attract from other airports? Have you looked at the feasibility of running differentiated tariffs and pricing according to the externalities the next an air traffic movement would cause on local residents - in other words for example would you charge more for a Bombardier Challenger 35 aircraft than an equivalent from Gulfstream or similar?

Simon Geere responded: The dynamics of the market are such that FAL is the largest business aviation gateway in London. However, it does compete with London Luton and also to a degree Biggin Hill and Northolt. As Luton gets busier and prioritises commercial airlines, smaller lighter jet aircraft get squeezed out and struggle for the slots that they need and FAL benefits from that overspill. So, FAL's long-term growth comes from the overall market growing which we believe is a factor of GDP over the long term, plus market share gain as a result of constraints at other commercial airports. Over the last 20-25 years Heathrow and Gatwick airport have squeezed out smaller lighter jet aircraft and no longer handle them. It is commercially rational for big traditional airports to do that because they make more money from an aircraft carrying 200 people than they do from an aircraft with four people.

Our pricing structures are linked to the weight of aircraft i.e. the Bombardier Challenger would be charged based on its weight. It is not the heaviest aircraft, so it would not pay more than an aircraft that is say 48 tons. So, we don't explicitly have discriminatory charging against that aircraft because we have more noise complaints against it.

In terms of how we demand manage, it is first come first serve. We take the bookings from whichever operator makes the request and when we run out of capacity at the weekend or for a certain aircraft weight, then we cannot take anymore, and we turn aircraft away. Traditionally, that would happen on the aircraft over 50 tonnes at the weekends in and around September time. We

would start to actively think about what is going to happen for the rest of the year and not take bookings if we think we are going to breach that threshold.

This year we are going to have to do it not just for the weekend weight issue, but also for the overall total movements for the weekends because it looks like if we just let demand happen unvetted, we would breach the 8,900 cap.

Cllr Richard Lucas: Have you done any feasibilities of differentiated pricing according to the level of complaints that are attracted to an aircraft?

Simon Geere responded: No. I think our charging structure is the correct one in a competitive market therefore it is not something that we are considering. Aircraft over time will get quieter as newer models come up come into place. So, we do not have noise penalties based on noise output for different aircraft types.

- **Cllr George Hesse –** What is the position of FAL on helicopters? Do FAL have any plans in the future for becoming a helicopter commuter club?

Simon Geere responded: We have a relatively low portion of helicopter flights. Commercially for us, helicopters are not very attractive because as we charge on weight, they are lighter. A helicopter taking a slot that could be taken by an aircraft that was higher yielding is less attractive. So, commercially we have no interest or practical strategy to want to encourage helicopters.

- **Cllr James Radley:** Proposed a vote of thanks to Simon Geere for his engagement with the committee and with individuals across his tenure and wished him the best of luck in his new role. The committee were in unanimous agreement.
- **2026 Meeting dates;**
 - Thursday 12th November 2026, 14:00-16:00

The Meeting was declared closed at 15:15.

Appendix 1 - Glossary of Abbreviations used by the FACC

ACA	Airport Carbon Accreditation Scheme
ACP	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
FIL	Farnborough International 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
RAAC	Reinforced Autoclaved Aerated Concrete
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
TMA	Terminal Maneuvering Area
ToR	Terms of Reference
TUPE	Transfer of Undertakings (Protection of Employment)
UKACC	UK Airport Consultative Committees
UKADS	The UK Airspace Design Service
VFR	Visual Flight Rules
YTD	Year-to-date

Appendix 2 – Attendance List for Meeting held 1st April 2026

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	Apologies
TBC	Gulfstream Aerospace Ltd	N/A
Ben Gleeson	Farnborough International Ltd	Apologies
Elizabeth Arnold	NATS	In Person
Joanne Goodall	TAG Aviation Ltd	No response
Wally Epton	WJE Associates	Apologies
LOCAL AUTHORITIES (10)		
Cllr James Radley	Hart District Council	Online
Cllr Chris Dorn	Hart District Council	In Person
Cllr Keith Dibble	Rushmoor Borough Council	In Person
Cllr Craig Card	Rushmoor Borough Council	In Person
Cllr Geoff Davis	Guildford Borough Council	Online
Cllr Kevin Betsworth	Hampshire County Council	Apologies
Cllr Edward Hawkins	Surrey County Council	Online
Cllr Jacques Olmo	Surrey Heath Borough Council	Apologies
Cllr David Munro	Waverley Borough Council	Apologies
Cllr John Pearce	Woking Borough Council	No response
LOCAL INTERESTS (10)		
Cllr Richard Lucas	Ash Parish Council	In Person
Cllr Gareth Saunders	Church Crookham Parish Council	In Person
Cllr David Argent	Crondall Parish Council	Apologies
Cllr Carl Turner	Ewshot Parish Council	Apologies
Geoffrey Marks OBE	Farnborough Airport Residents' Assoc	Apologies
Cllr George Hesse	Farnham Town Council	In Person
Jenny Radley	Fleet and Church Crookham Society	Online
Cllr David Whitcroft	Mytchett, Frimley Green & Deepcut	Online
Virginia Barret	Farnborough College of Technology	Online
Jules Crossley	Blackwater Valley Friends of the Earth	Online

Reserves/Deputies/Alternates

Hamish Johnston	Farnborough Airport Residents Assoc	In Person
Sarah Wood	Blackwater Valley Friends of the Earth	In Person
Cllr Mara Makunura	Rushmoor Borough Council	In Person

In Attendance:

Joanne Franco	Farnborough Airport Ltd	In Person
Matt Jago	Farnborough Airport Ltd	In Person
Rachel Thomas	Farnborough Airport Ltd	In Person
Faye Paizes	Farnborough Airport Ltd	Online
Darren Blair	Farnborough Airport Ltd	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	
22	FACC Members	26	FACC Members	25
	In Attendance	34	In Attendance	22
0	Members of the Public	0	Members of the Public	
2	Viewers followed the live stream	5	Viewers followed the live stream	24

Changes to the Committee

Users

No changes

Local Authorities

- Cllr Kevin Betsworth has replaced Cllr Rod Cooper for Hampshire County Council.

Local Interests

- Cllr David Argent has replaced Cllr Clair Howlett-Molloy for Crondall Parish Council.

Appendix 3 - Actions from previous Meetings

Actions from Meeting held on 20th November 2025

- Action 3:** **Further investigation to be carried out at the NSC around training/ recreational flying** **Complete**
- Gareth Andrews has been enquiring internally around the policies and procedures in place and will bring this to the next NSC for further discussion.*

Actions from Meeting held on 1st April 2026

- Action 1:** **Add the Induction Presentation to the FACC website** **Complete**
- 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: [PowerPoint Presentation](#)*
- Action 2:** **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** **Complete**
- 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'.*
- Action 3:** **The chairman will add a proposal for the steering group as a follow on to these minutes** **Ongoing**
- Updated provided within the meeting held Thursday 9th July*
- Action 4:** **Gareth Andrews to follow up with the NSC regarding trend information and moving to quieter, more fuel-efficient planes** **Ongoing**
- Ongoing – to be presented at NSC in Q3.*

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|------------------|---|-----------------|
| Action 5: | Gareth Andrews to follow up with the NSC when feedback from the manufacturer is received | Complete |
| | <i>Engaged with manufacturer – An update will be provided when received.</i> | |
| Action 6: | Gareth Andrews to analyse noise monitoring reports to understand trends/patterns and report back to the NSC in the first instance | Ongoing |
| | <i>Ongoing – reports have been combined into a single table, once Tweseldown and FCOT information has been included into the table – this will be presented to the NSC and filtered to the FACC.</i> | |
| Action 7: | Social Value Impact Report to be circulated to the committee once finalised | Complete |
| | <i>Link to the Social Value Impact Report was distributed to members on 18th May 2026. Copies of this report will be brought to the FACC Meeting being held on the 9th July.</i>
https://www.farnboroughairport.com/community/community-matters#social-value | |

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

▪ Questions from Members

Questions received by Hamish Johnston (Farnborough Airport Residents' Association Deputy)

1. The total FAL movements in May was some 800 above the average for Jan to April. Perhaps this could be explained?

FAL Response:

Every year May is always substantially above the average month for January to April. The same is true for Q2 and Q3 versus Q1 and Q4. For 2026 we are seeing very strong growth across all our markets. In particular we are being positively impacted by declines at other airports, especially Luton, as the effect of capacity constraints take hold. These trends were anticipated in our planning applications and are now coming to fruition.

2. There was so far this year, a 22.6% increase in the 50-80T flights compared with the previous year. Why was this?

FAL Response:

This is driven by both the capacity constraints at other airports and the growth in slightly heavier new-generation aircraft increasingly coming into operational service. While many of these aircraft are still below 55 tonnes, they are classified within the 50–80 tonne category and deliver enhanced environmental performance through lower noise and emissions. These trends were anticipated in our planning applications.

3. Also do the Members know that FAL submits monthly to the CAA the movement figures broken down by type of flights. For example, the number of empty position flights which are between 20 & 25%. Shouldn't these figures be published alongside all the other reported figures, so that everyone has fuller information on the activities at Farnborough Airport.

FAL Response:

The proportion of positioning flights is a function of the maintenance operations based at FAL as well as the current planning restrictions which purposefully limit FAL's operation to smaller-lighter aircraft and explicitly prohibit scheduled services. As flights consolidate at FAL over time we expect the number of positioning flights to inherently reduce as an overall percentage. FAL is not required to report these flights separately under its S106 obligations.

Question received by Gareth Saunders (Church Crookham Parish Council)

In the document setting out the case for the New Frimley Park Hospital, Frimley Health NHS Foundation Trust included the following...

"A number of sites were identified in the vicinity of Farnborough Airport, all within Rushmoor Borough.

An aviation safeguarding study was commissioned to understand the impact of development on the airport's protected airspace.

The study concluded that a new hospital in this area would not be feasible, as it would create unacceptable impacts on airspace and airport operations."

Could FAL elaborate on what those “unacceptable impacts” might be, and did FAL have any input to the aviation safeguarding study?

FAL Response:

Unfortunately, FAL was not approached by the Trust and did not contribute to, review, or provide data for this study.

As FAL was not involved in the safeguarding work referenced, we are unable to comment on the study, its methodology, assumptions, or conclusions. Without reading the report, any questions relating to the findings would be best directed to Frimley Health NHS Foundation Trust.

As such, we don't believe this requires escalation to the Committee.

Post Meeting Question

Questions received by Jules Crossley (Blackwater Valley Friends of Earth)

BVFoE had their monthly meeting and a couple of questions regarding the recent press release were raised.

Could we ask for an explanation of the extract below please?

"The application sought to allow the Airport to grow its non-weekday flights at the same rate as its weekday flights. This requires an amendment to an existing planning condition, which if remained unchanged would restrict the Airport's future non-weekday flights to a significantly smaller and ever-decreasing proportion of its overall annual flying activity."

As you are aware, the Planning Inspectorate set the percentage of non-weekday flights when the ATM cap was set at 50,000 flights in order to protect the amenity of residents.

We think it is therefore somewhat misleading not to mention this fact as this is the figure that the airport is trying to amend in both planning applications, but particularly in the most recent one?

FAL Response:

The press release was intended to provide a high-level summary of the application and the reasons for pursuing a non-determination appeal, rather than set out the full planning case.

We fully recognise that the existing non-weekday flight limits were established through the previous planning process and that their purpose, including considerations relating to local amenity, is an important matter for determination through the planning system. That context is set out in detail within the planning application documentation.

The statement in the press release was simply intended to explain the practical effect of the current planning condition, namely that it would result in non-weekday flights representing a progressively smaller proportion of overall annual activity. It was not intended to be misleading or to revisit the planning arguments for or against the existing restriction, which will continue to be considered as part of the formal planning process.

- **Questions from Members of the Public**

None received

Appendix 5 - Actions from this Meeting

Action 1:	Relay information regarding hire cars on Cross Street and Osbourne Road to be moved during Airshow to Farnborough International	Complete
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