

FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

ANNUAL REPORT 2019-20

1. Introduction

The Farnborough Aerodrome Consultative Committee acts as an interface between the local community and the management of the aerodrome (TAG).

There are generally three meetings each year where representatives can express their concerns about the operations, plans, working times etc, and TAG can report on their progress as a business and explain their flight actions. Every other year they host an International Air Show. A Parish Councillor represents Ash on the Committee. The meetings are open to the public to attend. Questions may be asked at the meeting by prior arrangement. There are two reports at the meeting, one by the committee and one by TAG.

Meetings are held quarterly, the following reports provides a summary of the significant matters arising within these consultative committees

2. Farnborough Airport information report October 2019

The permitted movement numbers for 2019 are 50,000 total movements with 8,900 permitted on weekends and bank holidays. The restriction on aircraft movements between 50 and 80 tons remains unchanged at 1,500 per annum

A total of 25539 movements took place between Jan 2019 and Sept 2019

Fixed noise monitoring terminal continue to operate on the runways

The next INM Noise Assessment will take place in January and will produce actual contours for Jan to Dec 2019 and predicted contours for Jan to Dec 2020.

Air quality monitoring continues at 13 locations in Rushmoor and Hart

During this reporting period one complaint related to odour was received (August). The complaint was handled in accordance with the published Air Quality and Odour Scheme.

46 flight track infringements have been reported from June to Sept 2019, 27 have been responded too, with 26 upheld.

Approximately 25% of the noise related complained relate to no Farnborough flights

Full reports are available via <https://www.rushmoor.gov.uk/article/3287/Airport-monitoring>

3. Farnborough Airport – Change of Ownership – John Bruen

John Bruen, Senior Managing Director, Macquarie Infrastructure & Real Assets (“MIRA”), introduced himself, his Colleague, Simon Geere and his company MIRA a wholly owned subsidiary of Macquarie Bank. Macquarie bank is the largest investor of infrastructure in the world. MIRA own airports all over the world and 3 in the United Kingdom.

MIRA is delighted to have completed the acquisition of Farnborough Airport in September. The company deliberately bought into a successful business with huge potential for growth

and development, an excellent business model, strong and experienced management team and a globally recognised brand.

MIRA invest for the long term, typically for periods of 12 years. The investors include pension funds.

MIRA bought Farnborough Airport, made the investment, based on current trading history and on the basis of the Master Plan, which has 11 years to run.

There will be consequential changes of the acquisition in a number of areas however there will be no significant changes in business direction or management.

4. Airspace Change Process – Update from Roger Walker

The Judicial Review was completed on 5th and 6th June and rule on 31st July in favour of the CAA. Lasham Gliding Society was granted the right the appeal but did not do so. ACP will be implemented on 27th Feb 2020.

NATS joint training for Swanwick and Farnborough operations is now well underway. Integration procedures for all levels of connectivity across the domain are progressing well and on schedule.

Final plans for departure and arrival corridors are not complete as yet but, with all other relevant documentation, will be ready for submission to the publishers of AIRAC (Aeronautical Information Regulation and Control) on 22nd November, which will notify all airspace users of the changes on 27 Feb 2020.

Farnborough Airport is working with IT consultants and Google Maps to upload flight plans onto the website.

Additionally, the Airport is looking to add a web-based flight tracking system featuring an overlay of the new Farnborough Airport flight corridors. Click on the link below to show how Webtrak works at Heathrow.

<https://webtrak.emsbk.com/lhr4>

5. Information Report – From Brandon O'Reilly

Aircraft movement are up 13% in October over October 2018. Indeed, every month had showed an increase over 2018. Overall movement will likely be over 32,000 for the year.

Part of the reason for the increase in activity is the temporary closure of RAF Northolt for repair and upgrade. It will reopen in early November but will only operate Monday to Friday.

Farnborough Airport has grown its market share; this is down to the Northolt closure and the constant pressure placed on business aviation by the commercial airports like Luton, gradually pushing the business aviation sector away to leave more capacity for commercial flights.

Construction of the new Gulfstream facility is on target to be in operation by June 2020.

Gulfstream already has an operation at the airport, based in the Bay 6 Hangar. This is a 'bridge-head' or mobilisation operation, designed to generate customer awareness, provide support and infra-structure network and, importantly, building the employment and skills base.

Finally, Brandon mentioned the continuing support and involvement of Farnborough Airport to young pilots through the Scholarship Programme. This will be retained by MIRA.

6. Airspace Change and Flight Paths and Farnborough Airport

Farnborough Airport used to be surrounded by 'uncontrolled' airspace, meaning a range of airspace users (i.e. in addition to those flying to / from Farnborough) could operate very close-by without having to be in communication with Air Traffic Control.

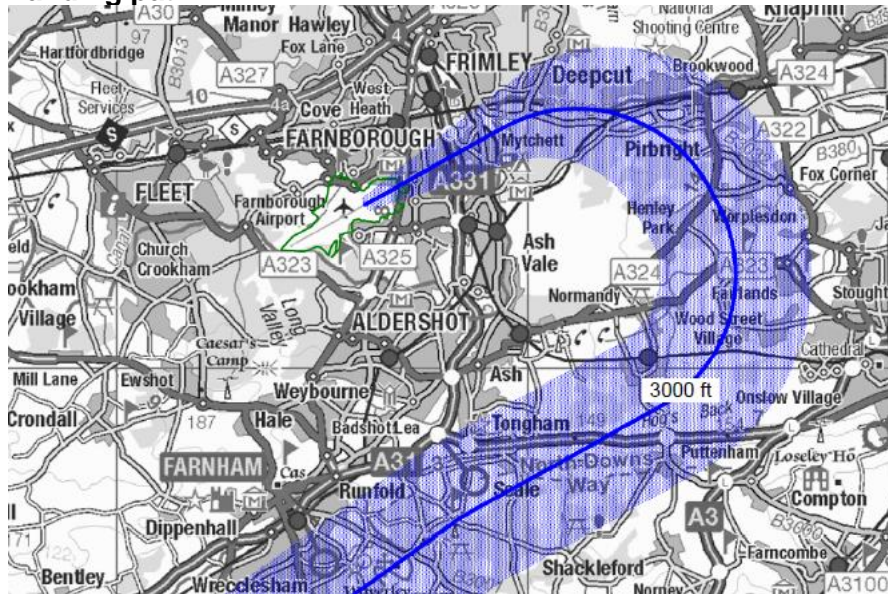
Due to this, it was not always possible to fly Farnborough aircraft along consistent flight paths, as tactical control was needed to maintain safe separation (of Farnborough and non-Farnborough aircraft), leading to inefficient flight, deviation from preferred routings and overflying of more densely populated residential areas. The airspace change was instigated to address this.

Farnborough Airport now operates in 'controlled' airspace where all aircraft must communicate with Air Traffic Control. This allows introduction of flight paths that can be flown consistently by Farnborough aircraft and routed over less populated areas, without the need to deviate and avoid other aircraft; this also facilitates Farnborough aircraft flying to higher altitudes faster as they depart, while remaining higher for longer when positioning for final approach to land.

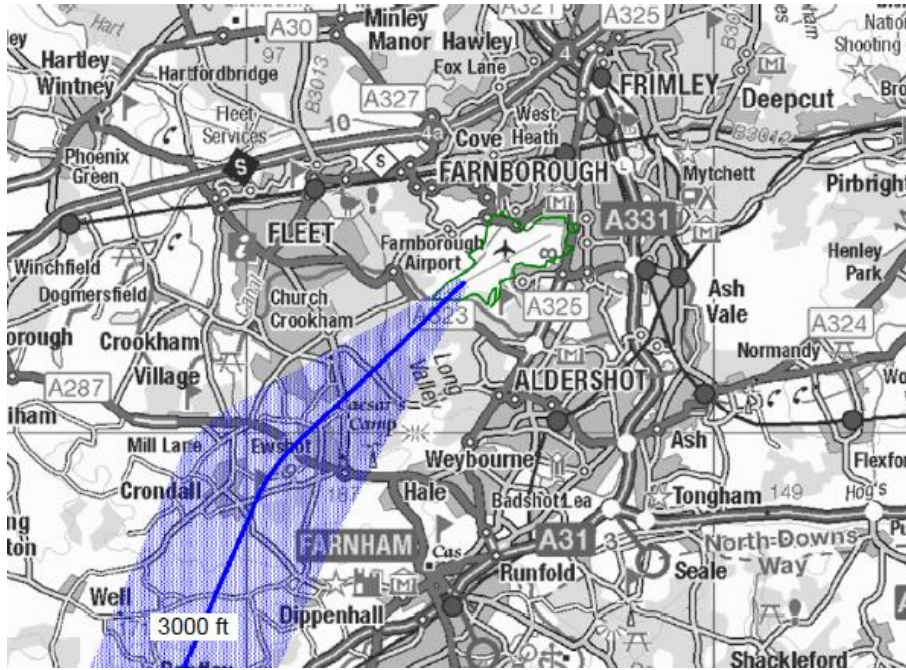
The overall result is fewer people overflown on the ground and a more efficient and predictable environment to operate aircraft in as flight numbers increase, while maintaining safety standards. For those who are overflown by Farnborough aircraft, these will be operating at the highest possible altitudes for their stage of flight.

Regards to Ash Parish residences this in principle will not change the existing flight paths, which do not directly fly over the Parish, they will however mitigate additional traffic held in holding patterns as a result of unmanaged private aircraft from straying into the path of aircraft attempting to land or take off. This helps mitigate noise but also the risk of an incidence over residential areas.

Landing path:



Take off path:



7. Future Meetings

FACC meetings will be on
Thursday 27th February 2020
Thursday 18th June 2020
Thursday 29th October 2020

All meetings will take place at Rushmoor BC at 14:00 hrs.

Councillor John Tonks
Ash Parish Council