

Farnborough Aerodrome Consultative Committee

Annual Report Feb 2022

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

There are generally three meetings each year where representatives can express their concerns about the operations, plans, working times etc, and FAL can report on their progress as a business and explain their flight actions. Details of all FACC, meetings agendas etc can be read at facc.org.uk

The Secretary states that everyone must bear in mind that the function of this Committee is to consider issues relating to the operations of Farnborough Airport and to communicate its views to the airport operator. It is not the role of the Committee to question whether or not there should be an airport at Farnborough nor to challenge whether certain users of the airport should be entitled to fly from it.

The fact is that the airport operates in accordance with planning consents given by Rushmoor BC and in full compliance with the relevant UK CAA regulations.

Ash Parish Council is represented on the committee by a Parish Councillor.

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 FAL.

This year's meetings were on: 18th February 2021, 17th June 2021 and Thursday 21st October 2021.

Listed below are particular topics which I believe are relevant to APC at this time.

11 February 2021 Airspace Change Process (ACP) Update – Les Freer

The FAL ACP became effective on the 27th February 2020. Whilst the change proposal was progressed in accordance with CAP 725, the CAA requested sponsors follow the PIR requirements outlined within CAP 1616 so as to ensure that the exercise meets the latest standards. The outputs of the PIR will seek to demonstrate compliance with these requirements on behalf of FAL. The PIR is an assessment of whether the anticipated impacts and benefits in the original ACP proposal and published decision are as expected, and where there are any differences, what steps (if any) the CAA requires to be taken. Due to the high interest from the surrounding GA community and the complexity, the CAA have requested two sets of data from FAL for 6 and 12 months. FAL and NATS aim to submit a test package of data to the CAA after the first month. NATS will provide analysis and documentation detailing the required metric outputs, demonstrating the impact of the change and relating that back to the original claims in the ACP. The analysis produced is based on the requirements in Table H1 of CAP 1616 which covers safety, service and environmental metrics which will be referred to in the PIR. There is also some additional analysis being included relating to Class G VFR traffic patterns in some areas (details can be provided). A meeting was held on Friday 5th February 2021 with the CAA, Lasham and Southdown Gliding Societies and Farnborough to discuss the proposed start date of the ACP. Due to the subdued air traffic experienced by each stakeholder, and also the neighbouring London TMA Airports, the decision was made to delay the PIR. Following agreement with the CAA at the above meeting it was agreed to further postpone the start of the FAL PIR until the 1st October 2021. This is solely down to the continual atypical ATM movements caused by the

ongoing situation with COVID. The CAA webpage detailing the Farnborough ACP is expected to be amended in the near future. The CAA has confirmed that this is the approach they are taking across all ACP within the UK currently.

17 June 2021 Farnborough Airport Operational Update

Simon Geere wanted to provide some additional context to his update. The operational business of FAL, is much more than an airport. FAL owns the Aviator Hampshire Hotel and the Swan Public House which are in the hospitality sector. The greater site is also the home to many outstanding companies in their own right, including Farnborough International and the MRO operations of Gulfstream and Dassault. This is in addition to the multitude of operators, brokers and ancillary companies that choose to locate themselves in Farnborough. Nearly half of the Company's direct workforce of over 300 staff members are employed in the hotel and hospitality sector. Pilots and crew comprise nearly a third of all stays at the hotel, with corporate bookings and meeting/events making up the majority of the rest. Further, many of the hotels in the area benefit from being in close proximity to the airport. As such, all these businesses, and many businesses situated in the local and regional area, are interconnected and mutually reliant upon one another. COVID has obviously had a massive impact on both the airport and aviation, but also on the hospitality sector as well as the exhibition and conference industry. Consequently, the business has had a difficult year and yet, despite this, Farnborough Airport has demonstrated itself to be more resilient than many other commercial passenger airports. During these challenging times, FAL has been unwavering in its priorities:

- First and foremost, the safety and wellbeing of its employees, customers and business partners. FAL has rigidly followed all government guidelines in this regard and in spite of a limited number of isolations and COVID cases, FAL has maintained the continuity of its operation.
- Secondly, the protection of jobs, employment and livelihoods. FAL has not made a single redundancy due to COVID. Many other UK airports and hotels have experienced significant job losses.
- Thirdly, through continuity of operation, FAL has been able to continue to support business aviation and UK connectivity throughout the pandemic. This has included the Minutes of Meeting on 18 February 2021 Page No. 4 handling of medical flights to support the logistics of transporting patients to/from available care and treatment.
- Finally, FAL continues to prioritise where it can support of the local community. One such example was opening the Swan pub during October half-term to provide free meals, supplied and prepared at the Aviator Hotel, to disadvantaged local school children and their families.

Operational Performance - 2020 In terms of operational performance data for 2020, the headlines are as follows:

- Air Traffic Movements (ATMs) were down c -40% against 2019 due to the impact of COVID on travel demand
- Occupancy at the Aviator Hotel averaged only c 40% across the year, down from c 70%
- The Swan pub has been closed since the beginning of December 2020

Other points of note:

- FAL has used furlough arrangements during Lockdowns 1 and 2 and, mainly at the Aviator and Swan, during Lockdown 3
- However, it continues not to take up its full eligibility to various other grants that have been available, especially in the hospitality sector; and
- FAL has increased its employee base especially in the area of safety & compliance and is further resourcing our sustainability efforts

Operational performance - 2021 It was the first year anniversary of the purchase of the airport by Macquarie at end October 2020. The support of the shareholder and board during this challenging time has been steadfast, as has been the support of Rushmoor BC and the wider employee community. Moving into the New Year FAL entered Lockdown 3 on 4 January 2021 and traffic performance in January is down significantly with hotel occupancy also down materially. The Swan pub unfortunately still remains closed. February looks like it will follow a similar pattern, FAL is hoping for a recovery subject to the relaxation of government restrictions. FAL continues to be incredibly proud of all its colleagues across the business as they grapple with the prevailing uncertainty. Societal goals remain unchanged, with focus on being:

- An employer of choice, opportunity and growth
- A global sustainability showcase for airports
- Industry-leading safety and compliance execution

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Covid-19 Specific Measures: All government guidelines have been followed. For the Committee's information, the following measures were implemented to maintain operational integrity during the period: • Information and updates across the airport • Social distancing of 2 metres where possible • Where social distancing was not possible masks were mandated • Hand sanitisers introduced throughout the airport complex • Mandatory requirement to wear masks throughout the terminal • Home-working supported where practical Red-list Designation More recently, the government announced that Farnborough Airport was one of a number of airports designated by UK government to process arriving passengers whom have visited, or transited through, red list countries within 10 days of their arrival into the UK. Key points: • These are only passengers arriving into the UK on business aviation flights • UK government has advised that there is no increased risk to employees or passengers • All existing COVID preventative measures continue to be adhered to • There are no direct flights allowed from red list countries, this relates to arrivals on indirect flights • FAL already accepts these flights and as such nothing has changed, except that now they are working with government agencies to facilitate the processing of such arrivals in accordance with the new hotel quarantine requirements. • No such passengers have so far arrived through FAL • FAL is proud to be playing its part in supporting the UK Government and business aviation in these difficult times.

17 June 2021 Climate Change Proposals

Mike Grant on behalf of XR FFC (Fleet, Farnborough and Camberley), XR Farnham, XR Godalming, Blackwater Valley Friends of the Earth, Waverley Friends of the Earth, Alton Climate Action Network and North Camp Support Group.

The Emission Reduction Proposal for Private Jet Operations at Farnborough dated 10 June 2021 had been circulated to the Committee before the meeting and is on the FACC website. Mike Grant provided the following additional claims:

FAL hides behind the convenience of what Scope 1 and 2 emissions represent, as they comprise only 2% of the emissions problem (as established at the 2010 Planning Appeal). 98% of emissions at Farnborough are Scope 3, which FAL claims not to control. The FACC should expect FAL to engage with aircraft operators to investigate ways to reduce demand. This next decade will be pivotal to the sustainability of our environment. The Proposal is based on the IPCC's core recommendation to reduce emissions by 45% over the next 10 years, baselined against 2010 levels. At the current rate of emissions, the world has 8 years before it breaches the remaining 1.5 degree carbon budget. The aviation industry cannot be allowed to continue with a free hand over the next 10 years as meaningful technological solutions will not present themselves in this next decade; intervention is required. The aviation industry has stuck its head in the sand for the past 30 years, knowing, much like Big Oil, the damage being done by fossil fuels. It hasn't woken up to this problem until now when this crisis of its own making has reached this point. Aviation is the most carbon intensive form of travel and business aviation is the most carbon intensive form of flying. This is why the FACC needs to be involved in this discussion. The lack of understanding of the climate crisis among members of the FACC is quite frightening. You have a responsibility as a Committee to local citizens to mitigate the impact on the climate of actions at Farnborough. Self-education is encouraged and ignorance should not be used as a reason not to look at the biggest problem that we now face.

The Chairman suggested the Committee should review the Emissions Reduction Proposal and review at the next FACC meeting. This was accepted by the Committee.

21 October 2021 Constitution Changes

As the changes have been agreed, they will be circulated to all members, and that Woking Borough Council, Guildford Borough Council and Ewshot Parish Council will be invited to join the FACC. Action: Secretary to amend and circulate the New agreed Constitution to

Members. Action: The Webmaster will upload the New Constitution to FACC website. Action: The Chairman and Secretary will contact Woking BC, Guildford BC and Ewshot PC to invite them to join the Committee.

10 March 2022 Gulfstream

The Members have been invited to attend 'Gulfstream Farnborough Open House' to celebrate the opening of the Gulfstream Farnborough Service Centre, with a tour and Reception (RSVP BY 4 Mar 2022).

Gulfstream have moved from Luton to Farnborough and will provide jobs for up to 600 employees, plus training, working with FCOT. They are thus potentially a major employer in Farnborough at the Airfield.

Date of Next Committee Meeting. The next meetings of the Committee will take place on: Thursday 24th February 2022, Thursday 23rd June 2022 and Thursday 27th October 2022. Medium/Location to be advised. The Meeting was declared closed.

Cllr William Cole,
Ash Parish Council
07/03/2022