

# Farnborough Noise Group Newsletter

## April 2023

So, the PIR has now closed. Questions to the CAA and FAL seeking clarification on the next steps of the PIR continue to be ignored. This is despite an outcome of the MPs' meeting that FAL/CAA should communicate better. It seems that FNG will not have access to the data that has been collected for the PIR, just the final report but that won't include noise measurement so the whole thing seems pointless.... which, from speaking to other aviation groups, is usually the way with CAA reviews. The general consensus from others who have gone through the PIR process is that once the report has been prepared, it will not be changed.

There is still no update regarding a noise group being set up in the FACC and the noise monitoring equipment that FAL is required to provide under its planning consent still hasn't materialised.

Farnborough Airport hosted the "Sustainable Skies World Summit" on 17<sup>th</sup> and 18<sup>th</sup> April. That would explain the increase in flights before and after the event!

On the positive side, there was a meeting of 20 national aviation groups in London on Friday and a demonstration march by about 5,000 people to the DfT. The groups ranged from those challenging night-flights at the big airports, the many regional airports that are being expanded and the private jet airports of Biggin Hill and Farnborough.



Topics for this newsletter are:

1. Aviation meeting in London
2. Sustainable Skies World Summit
3. Night-flight consultation
4. Ultrafine particles (pollution)
5. Advertising greenwashing
6. In the press
7. Glossary

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### 1. Aviation meeting in London

FNG joined 20 other airport groups for a meeting in London. These ranged from cross-aviation groups like Stay Grounded, big airport groups involved with Heathrow and Gatwick and the many regional groups (e.g. Bristol, Luton, Leeds, Doncaster, Exeter, Liverpool, etc) who are all undergoing airport expansion plans. Biggin Hill was also there as a private jet airport and they have EXACTLY the same issues we have with conflicted local authorities and noise over AONB. It was very useful to meet face-to-face at last and the outcome was that the groups will work closer together on issues that affect all of us such as night-flights. There was general frustration with the CAA that they do not engage and fire off multiple consultations at the same time (7 at the moment) without considering that most aviation groups are volunteers with day jobs and limited capacity to respond. The other frustration was the way that noise impact is measured and there was total agreement that average noise measurements (e.g. LAeq) are completely inappropriate and are only used by the aviation sector to avoid addressing noise issues. The CAA sees no difference in noise disruption from an aircraft over a noisy city vs a quiet rural area. Following the meeting, there was a march of about 5,000 people to the DfT to stop airport expansion. This was part of the four-day climate and environmental protests around "Earth Day". More than 70,000 people attended but of course it didn't hit the news because there were no arrests! That's the media for you.....

FNG is now working with a European aviation group, UECNA. Europe is much more advanced in reducing aviation noise and emissions. You may have seen that the Dutch government decided to ban private jets at Schiphol airport, ban night-flights and reduce the number of flights by 10% (In the press....). The aviation industry immediately had the decision overturned in the high court but the airport decided to implement the changes anyway!

### 2. Farnborough's Sustainable Skies World Summit

This was a conference arranged by the aviation industry, for the aviation industry, to justify why everyone should not only keep flying but fly more. There were presentations by electric aircraft manufacturers and discussions about Sustainable Aviation Fuel (SAF). The industry sees SAF as the solution to its problems and wants UK government to move faster and support SAF production in the UK. So, UK tax payers, many of whom don't fly, will be subsidising fuel for those who do fly. What is needed is a tax on aviation fuel – just like there is on other fuel (petrol, heating oil, etc) and a frequent flyer levy so those who fly the most, and do the most harm, pay more than those who fly once a year for a holiday. That is the right way to finance aviation's decarbonisation and SAF.

It is rather inconvenient for the aviation industry that the Royal Society report (In the press....) and even the CEO of Total Energies (In the press....) state that commercial electric and hydrogen aircraft are a long way off and SAF is a dream as there isn't enough feedstock in the world to make it. Nor is it sustainable unless it is made from carbon and hydrogen but that type of SAF is ten times more expensive than current aviation fuel and there isn't enough renewable electricity to make it. It would seem that the aviation industry thinks it will have a call on the world's biofuel feedstock at the expense of all the other industries that plan to use it. The EU made a major announcement on SAF on Wednesday <https://www.transportenvironment.org/discover/eu-agrees-to-worlds-largest-green-fuels-mandate-for-aviation/>

### 3. Night-flight consultation

The national Airspace Modernisation Strategy consultation that is currently running is looking at how to double aircraft capacity by 2030. One way to do that is to allow more night-flights. There is currently an interim ban on noisy aircraft taking off and landing during the night but that ban expires

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in 2024. After that time, noisy aircraft and more night-flight could be allowed to operate. So, the CAA is running another consultation about night-flights. The deadline for comments is 9<sup>th</sup> May. Everyone in this area could be impacted, particularly in rural areas as the intention, as before, is to fly over rural areas so that fewer people are impacted by these noisy aircraft at night. Again, the CAA is using “average noise” as a measure. It means that one aircraft every half an hour waking you up is not a problem as the average noise over your seven hours of sleep is very low.... Since the plan is to integrate Farnborough’s, Gatwick’s and Heathrow’s airspace, additional noisy aircraft could be from any of these airports. Allowing aircraft to take-off and land at night is the easiest way to increase aviation capacity but it has a HUGE impact on people’s health.

If you want to respond to this consultation, and you really should, the link is here.

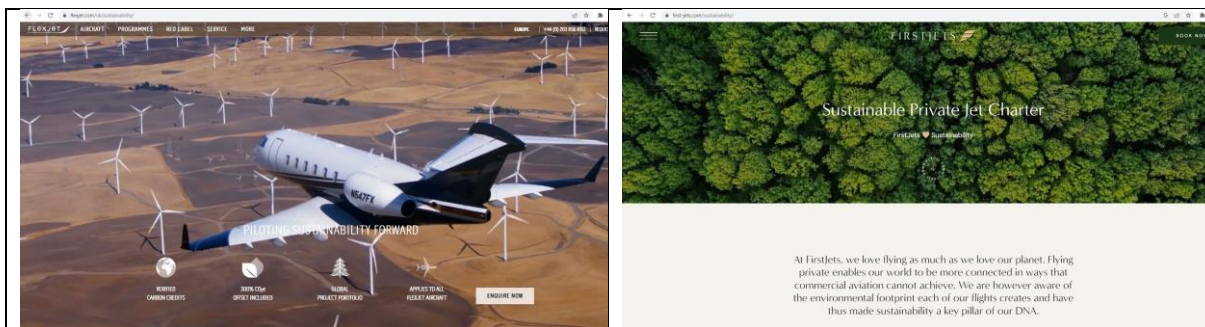
<https://www.gov.uk/government/consultations/night-time-noise-abatement-objectives-for-the-designated-airports>. If you need text to support your views, please contact FNG.

#### 4. Ultrafine particles

The issue of ultrafine particles is being researched globally and there is increasing evidence of their harm to health as they can easily cross into body tissues and have been linked with cancers and respiratory diseases. They are also responsible for contrails which are nearly doubling the warming effect of aircraft CO<sub>2</sub> in the atmosphere. Several class actions have started in the USA against airports (in the press...). The S106 planning agreement for Farnborough airport requires the airport to monitor the environmental impact of its operations but all it records is nitrogen dioxide. FNG has been discussing potential research into ultrafine particles at Farnborough Airport with universities and is talking to equipment manufacturers of Ultrafine Particle Counters, such as TSI Incorporated to see what can be arranged. Hopefully this is something that Rushmoor Borough Council will support to ensure the wellbeing of residents.

#### 5. Advertising Greenwashing

The UK’s advertising Standards Authority stated back in 2021 that it was going to challenge environmental claims in advertising (“Greenwashing”) and so it has come to pass. Count this as just the beginning. Lufthansa and Etihad have already had their adverts banned (In the press...). What is less visible are the unsupported claims being made by operators of private jets at Farnborough Airport. There are quite a number making “green” claims or trying to associate their products with “green credentials”. These have been sent to the ASA. It is clearly wrong to suggest to people using private jets that they can continue harming the environment and do so guilt-free.



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### 6. In the press.....

Royal Society report on the aviation industry's plans to decarbonise

<https://royalsociety.org/topics-policy/projects/low-carbon-energy-programme/net-zero-aviation-fuels/>

Total Energies' CEO, Partick Pouyanne, explains a few home-truths of SAF (English version attached)

[Pourquoi Patrick Pouyanne étrille les biocarburants de deuxième génération et va produire ses fuels synthétiques aux Etats-Unis \(usinenouvelle.com\)](https://www.usinenouvelle.com/Pourquoi-Patrick-Pouyanne-etrille-les-biocarburants-de-deuxieme-generation-et-va-produire-ses-fuels-synthetiques-aux-Etats-Unis)

Schiphol to ban private jets and night-flights

<https://news.schiphol.com/schiphol-to-be-quieter-cleaner-and-better-night-closure-ban-on-private-jets-and-people-first/>

Aviation needs to be green in the next seven years, not by 2050

[https://www.theguardian.com/environment/2023/apr/16/we-are-flying-in-the-face-of-climate-evidence?fbclid=IwAR0cn8it93ulDQquNS7kMquiOW\\_ahQ9qteSvRWFpPiOAovNKYnYRU7Tpcw](https://www.theguardian.com/environment/2023/apr/16/we-are-flying-in-the-face-of-climate-evidence?fbclid=IwAR0cn8it93ulDQquNS7kMquiOW_ahQ9qteSvRWFpPiOAovNKYnYRU7Tpcw)

Eat less meat so people can fly more

<https://www.euractiv.com/section/politics/news/eat-less-meat-we-need-space-for-biofuels-german-producer-says/>

UK government continues to fund aviation in breach of Paris climate agreement and its own laws

<https://www.theguardian.com/environment/2023/apr/06/uk-agency-has-backed-billions-worth-of-aviation-deals-since-paris-agreement>

Etihad adverts banned for greenwashing

<https://www.theguardian.com/business/2023/apr/12/etihad-airways-sustainable-aviation-ads-banned-uk>

Class action in USA regarding pollution and ultrafine particles

<https://www.hbsslaw.com/cases/seattle-tacoma-international-airport-sea-tac-pollution>

### Glossary

Acronym	Term	Explanation
ACP	Airspace Change Proposal	The CAA's process to change airspace (uses CAP1616)
AMS	Airspace Modernisation Strategy	Government's plan to re-design the UK's airspace. FASI-S or FASI-N (South and North) are part of this
CAA	Civil Aviation Authority	UK's aviation regulator
CCC	Climate Change Committee	Independent UK body formed by government to advise policymakers
CAP1616	CAP1616	The process the CAA must follow when considering a change in airspace
FACC	Farnborough Aerodrome Consultative Committee	The formal consultative body to engage with Farnborough Airport and all stakeholders
FAL	Farnborough Airport Limited	The owner of the airport (previously TAG). Ultimate owner is Macquarie
ICCAN	Independent Commission on Civil Aviation Noise	Now abolished independent group established to investigate aircraft noise
IPCC	Intergovernmental Panel on Climate Change	UN global body advising governments on climate change
GA	General Aviation	Any non-commercial aircraft such as helicopters and light aircraft. Includes some jets
LGW	London Gatwick	London Gatwick
LHR	London Heathrow	London Heathrow
MIRA	Macquarie Infrastructure and Real Assets	Australian venture capital business that owns Farnborough Airport
PIR	Post Implementation Review	The 7 <sup>th</sup> stage of the ACP to determine if the anticipated benefits have been achieved (FAL's running from 1/4/22 to 31/3/23)
RBC	Rushmoor Borough Council	The Local Authority for Farnborough Airport