

Dear Mr Eriksson,

Thank you for your email of 9th December 2023 and attachments.

As FNG is not an FACC Committee Member, if it wishes to engage with the FACC, it should do this in accordance with the Constitution. Accordingly, for the avoidance of doubt, this means FNG should ask a Member to raise the relevant question with the appropriate FAL manager or at the Committee. This also answers your point about recognition; I have never said the FACC does not recognise FNG. To date, we always provide appropriate attribution, record and publish your questions and allow appropriate questions to be asked at meetings.

Contrary to recent local and national press coverage, FNG has not in any way been silenced by the Airport or the FACC; as mentioned below, Mr Shearn was invited to give a presentation at the last FACC meeting on behalf of FNG, as agreed at the preceding FACC meeting. Both the Airport and the FACC have responded to questions put to them. Where the same questions are raised repeatedly with full and detailed responses having already been provided, it is reasonable for the Airport and the FACC to decline to comment further on these same points.

So, to your list of questions, I would respond as follows:

1. FACC Meetings are not required to be Public Meetings, rather they are meetings the public may attend and observe at the discretion of the Committee. The public are also allowed to ask questions. There is also no requirement for the meeting papers to be made available to the public.
2. This question is raised twice a year by FNG and the answer remains the same.. The Secretariat endeavours to keep the contact details of Members up to date. If a Member Organisation changes its representation on the Committee without advising the Secretariat, then it is conceivable that the Contact List may be incorrect. This is something the FACC has no control over. If in doubt about the identity of their representative, members of the public can always contact the FACC Secretary to confirm the up-to-date membership.
3. There is no obligation to respond to any question submitted and no prescribed time frame for a response. FNG itself chooses not to follow and ignores many of the provisions in the FACC Constitution or those suggested by the DfT.
4. The YouTube recording was available within days of the meeting; I can only imagine there was a technical issue that may have prevented access. There is no obligation or requirement to upload recordings of meetings and no time limit placed on this.
5. FNG was invited to address the meeting for 10 to 15 minutes and were offered media facilities to make a formal presentation. There was no suggestion at any time, that there would be a discussion.
6. The Draft Minutes were circulated to Members for comment ahead of being uploaded to the website, as they always are. In addition to the minutes, there is a YouTube recording of the meeting available online.
7. The drafting of the terms of reference for the Noise Sub-Committee and the composition of that committee, are solely a matter for the FACC and its Members. Should specific specialist expertise be required, the ToR's makes provision for this and how this will provided.
8. 'Action Items'- The Minutes, together with the Actions of the June 2023 Meeting, have been reviewed by Members and were approved at the last meeting.

9. Your point regarding Section 3 is incorrect. The Guidelines for Airport Consultative Committees are simply guidelines; they are not mandatory. For practical and commercial reasons and for confidentiality, deviation from the Guidelines is completely appropriate.

Against the backdrop of your questions and persistent challenge of the manner in which the FACC operates, brought by FNG, it is worth remembering:

- The FACC was established in compliance with Condition 1 , Schedule 3 to the S106 Deed of Agreement dated 29th June 2010. That condition simply says, “The Council agrees to retain the Airport Consultative Committee in consultation with the Company”. It follows that provided that RBC is satisfied with the operation of the FACC, then FAL is complying with its planning obligations.
- Farnborough is not a Designated Airport under the provisions of the Civil Aviation Act 1982. It follows that it is not obliged to set up the FACC in accordance with the DfT Guidelines although, in practice, the FACC has always substantially followed of the Guidelines.
- Although FACC meetings are open to the public, many ACCs do not allow public access and of those that do, a large proportion do not allow questions.

The FACC wishes to be as inclusive as possible to all stakeholders and for this reason I have done my best to show leniency, flexibility and respect towards FNG despite well publicised provocations. The FACC will continue in this approach if reciprocated by FNG from now on.

Regards,

Philip Riley,
Chairman - FACC

20th March 2024