

Farnborough Noise Group Newsletter

March 2023

This is nominally the last newsletter before the end of the data collection stage of the PIR process. If you have any comments about the impact of the airspace changes they need to be sent to acp-pir@farnboroughairport.com before 31st March. An email was sent on 7th March with the points you might raise. We still haven't had clarification from the CAA about the timing of the PIR.

The long awaited meeting with the CAA, FAL, FACC, MPs and FNG took place last Friday 17th March. This is covered in point 2. It remains to be seen if there will now be proper engagement. We will be following up with the CAA and FAL.

The challenges to Rushmoor Borough Council regarding the airport's breaches to the 2010 planning consent were submitted to the Local Government Ombudsman and they have now been accepted so there will be some time to wait until we get a response.

Topics for this newsletter are:

1. Request to CAA to extend 28-day review of PIR data
2. Meeting with MPs, CAA, FAL and FNG
3. Pollution issues
4. Airspace Modernisation Strategy – Latest news
5. In the press
6. Glossary

1. Request to CAA to extend 28-day review of PIR data

The CAA review process normally gives 28 days for stakeholders to review and respond to the data collected in the PIR. That's fine if you have a team of experts ready, you know that the data is complete and the format that the data is going to be provided in. FNG has been trying to find out what data is going to be provided but we haven't had a response. We have limited resources and most people who will be reviewing the data are in full-time jobs. We've requested an extension to the CAA and we are waiting to hear the response.

2. Meeting with MPs, CAA, FAL and FNG

The CAA, FAL and the FACC have persistently tried to ignore and side-line efforts from the public and FNG to investigate and challenge what is going on at the airport and the changes in airspace. It's been like standing in front of a steam-roller. Difficult questions are ignored and we frequently have to resort to Freedom of Information requests to get a response. With the sponsorship of Jeremy Hunt, MP for South West Surrey, where many of the impacted residents live, a meeting was arranged with all the stakeholders on 17th March. His concluding comments were "this is a time critical period" and "for this process to be considered fair, we are going to have to have a better level of engagement from the airport" and "if there isn't engagement, there won't be social consent for the decision that is made at the end of the process". Damian Hinds from East Hampshire also attended but there was no engagement from other MPs.

The expectation is that there will be meetings very soon between the CAA, FAL and FNG to address the shortcomings in engagement. Minutes for the meeting were sent out from Jeremy Hunt's office with the five points that FNG raised in the meeting.

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3. Pollution issues

The European aviation group UECNA ran a meeting last week to discuss aircraft pollution, especially ultrafine particles. These are considerably smaller than PM 2.5 and PM 10 particles that have traditionally been recognised as harmful to health. Ultrafine particles easily get into the body and can cause a range of health issues. They are being found in large quantities up to 10 miles from airports. There is more research and information here <https://www.uecna.eu/key-issues/emissions-health/impact-ultra-fine-particles-health/>.

FNG has been in touch with research organisations to see if they can monitor the levels around the airport and up to 10 miles out.

4. AMS – Latest news

The national Airspace Modernisation Strategy (AMS) was mentioned in the last newsletter. This is the CAA's programme to double the capacity of airspace in the UK by 2030. The latest round of meetings with the CAA have taken place. Remember, the public can't attend these. Documentation is on the CAA website. <https://airspacechange.caa.co.uk/PublicProposalArea?pid=497>.

FNG has been submitting input. It feels like a case of the CAA "leading the jury". While doubling the number of flights, it will pack them into very narrow corridors. It then plans to "give back" airspace. Sounds nice, unless you are living under one of the new flightpaths (location yet to be decided). As with the Farnborough airspace, the aim is to reduce the number of people overflowed so that will mean the flightpaths are likely be put over rural areas. That's thousands (not hundreds) of flights, day and night, over people that may not currently be overflowed. Other countries like France and Netherlands are going in the opposite direction – reducing the number of flights by banning private jets for internal flights and reducing the total number of flights from airports. Even the government's Jet Zero strategy has committed to not increase emissions beyond that of 2019 so it is hard to understand what the CAA is doing.

5. In the press.....

There has been a lot about aviation in the press recently. Here's some light reading.

Aviation industry rejects calls to curb the environmental impact of contrails

https://www.theguardian.com/science/2023/mar/18/aviation-chiefs-rejected-measures-to-curb-climate-impact-of-jet-vapours?CMP=Share_iOSApp_Other

Aviation businesses pushing for subsidised and ultra-low prices on domestic flights

https://www.theguardian.com/uk-news/2023/mar/12/revealed-uk-airline-industrys-push-for-ultra-low-prices-on-domestic-flights?CMP=Share_iOSApp_Other

Carbon credits used to offset emissions from flights are greenwash

<https://www.theguardian.com/environment/2023/mar/10/biggest-carbon-credit-certifier-replace-rainforest-offsets-scheme-verra-aoe>

Lufthansa's adverts banned

https://www.theguardian.com/business/2023/mar/01/airline-green-adverts-banned-uk-lufthansa-asa?CMP=Share_AndroidApp_Other

Owner of jet fuel business is biggest donor to Conservative Party

<https://www.desmog.com/2023/03/02/fossil-fuel-linked-donors-gift-half-million-to-conservative-party/>

Low carbon flights are a long, long way away

<https://www.bbc.co.uk/news/science-environment-64788106>

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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
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 th 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