

WELCOME



Farnborough Airport is consulting on a New Planning Application that supports the Airport's medium-term growth requirements without jeopardising its long-term future.

Supporting the long-term demand for flights from Farnborough Airport is essential if we are to maintain our role as one of the principle economic generators in the region. The Airport supports over 3,000 local jobs and is the UK's largest business aviation gateway serving London and the South East.

Since submitting the Original Planning Application in 2023 we have been working with stakeholders on a number of technical matters which has involved listening and responding to feedback. Naturally these processes can be extremely lengthy, and we envisage more time will be required to bring these discussions to a satisfactory conclusion.

OVERVIEW OF KEY TIMESCALES

Typically part of the EIA process between the Applicant, the LPA and Statutory Consultees LPA have 5 weeks to issue a scoping opinion to the applicant

LPA Consulting on the scope of the EIA

LPA consults with statutory consultees and public on the application. This consultation lasts for at least 30 days

LPA Consulting on the application

Scoping opinion request submitted.

Application updated based on scoping opinion and public consultation.

Rushmoor Borough Council hold a statutory consultation.

Public consultation, led by the Airport.

Application submitted to Rushmoor Borough Council.

Application determined by Rushmoor Borough Council.

Applicant holds consultation to share extent of the application and understand views of public

Applicant Consulting on the proposal

CONSULTATION - SCOPE OF THE APPLICATION

For this reason, we have decided to consult on a New Planning Application which will support the Airport's medium-term growth requirements without jeopardising its long-term future.

	Existing Limits	New Consultation	Original Consultation
Total annual flights	50,000	50,000	70,000
Total annual non-weekday flights	8,900	13,500	18,900
Restricted weight category	50-80 tonnes	55-80 tonnes*	55-80 tonnes
Non-weekday flights within restricted weight category	270	405	570
Non-weekday hours	08:00-20:00	08:00-20:00	07:00-21:00

**The change from 50 to 55 tonnes would only apply to aircraft which are able to satisfy the most stringent noise standard, aircraft over 50 tonnes which are not able to satisfy the most stringent noise standard will continue to fall with the Airport's restricted weight quotas.*

WHAT WE ARE PROPOSING:

Movements by aircraft with a maximum weight of between 50T and 80T currently limited to 1,500 per year with 270 of these allowed on non-weekdays.

- Proportional increase in non-weekday movement limit, from 270 to 405
- No change to the overall number of restricted weight category flights, will remain limited to 1,500 per year
- Change the lower threshold from 50T to 55T, but only for aircraft that meet the latest "Chapter 14" noise standard, which is 7 dB more stringent overall
- No change to the maximum size of aircraft, will remain 80T.

WHY ARE WE PROPOSING THIS:

New generation of business jets with exceptionally long maximum ranges can be slightly heavier

- Long range partly due to more fuel-efficient engines and partly due to larger fuel tanks
- When flying to their maximum range they are heavier and in some cases just over 50T
- Examples include the Bombardier Global 7500, which already operates in small numbers at the airport
- Measurements show the Global 7500 is quieter than many of the smaller aircraft it replaces and is similar to the Global 6500 which is less than 50T.

ECONOMIC BENEFITS

Over the years, Farnborough Airport has been a Local and national success story. Our proposals will help safeguard the economic future of both the Airport and its local area.

Today, the operation of Farnborough Airport supports:

3,100

jobs locally

£220m

of GVA for the local economy

5,300

jobs nationally.

£400m

of GVA for the national economy

By 2034, our application would enable the Airport to support:

3,800

jobs locally

£390m

of GVA for the local economy

6,600

jobs nationally

£630m

of GVA for the national economy

It is estimated that the net present value of the accelerated economic benefit from the New Planning Application would generate an additional £540m of GVA in Rushmoor by 2034.

CONSULTATION - INCREASES TO FUNDING

OUR PROPOSALS WILL PROVIDE AN ADDITIONAL £1,700,000 TOWARDS COMMUNITY AND ENVIRONMENTAL PROJECTS BY 2034.

To help deliver meaningful and lasting benefits for the communities around us, we're proposing:



Enhancements to our existing Sound Insulation Grant Scheme



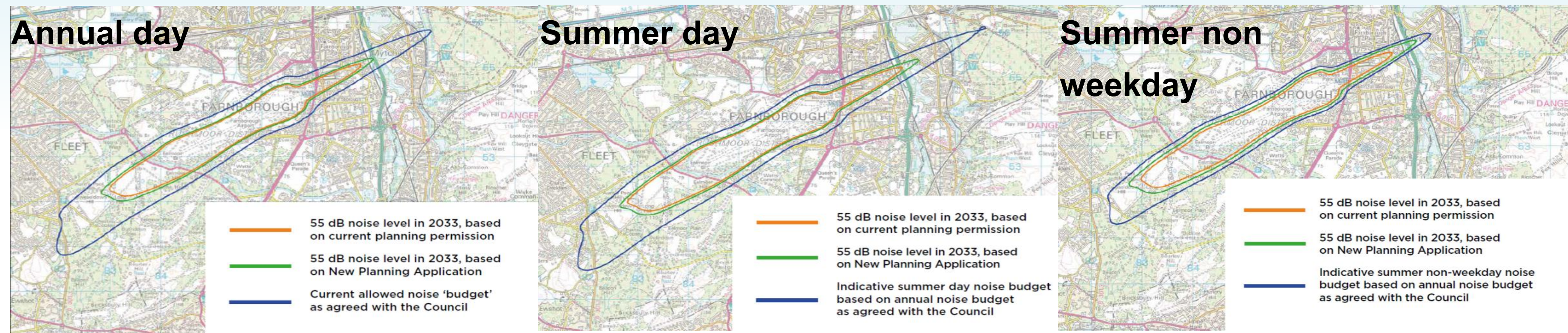
Enhancements to our existing Community Environmental Fund



The introduction of a new Social Value Fund

OUR NOISE LEVELS

Under our proposals, we would remain within our noise budget as prescribed by the 2019 Rushmoor Local Plan. Further, there are no residential dwellings expected to fall within the predicted area of ‘significant observed adverse effect’ as a result of our proposals.

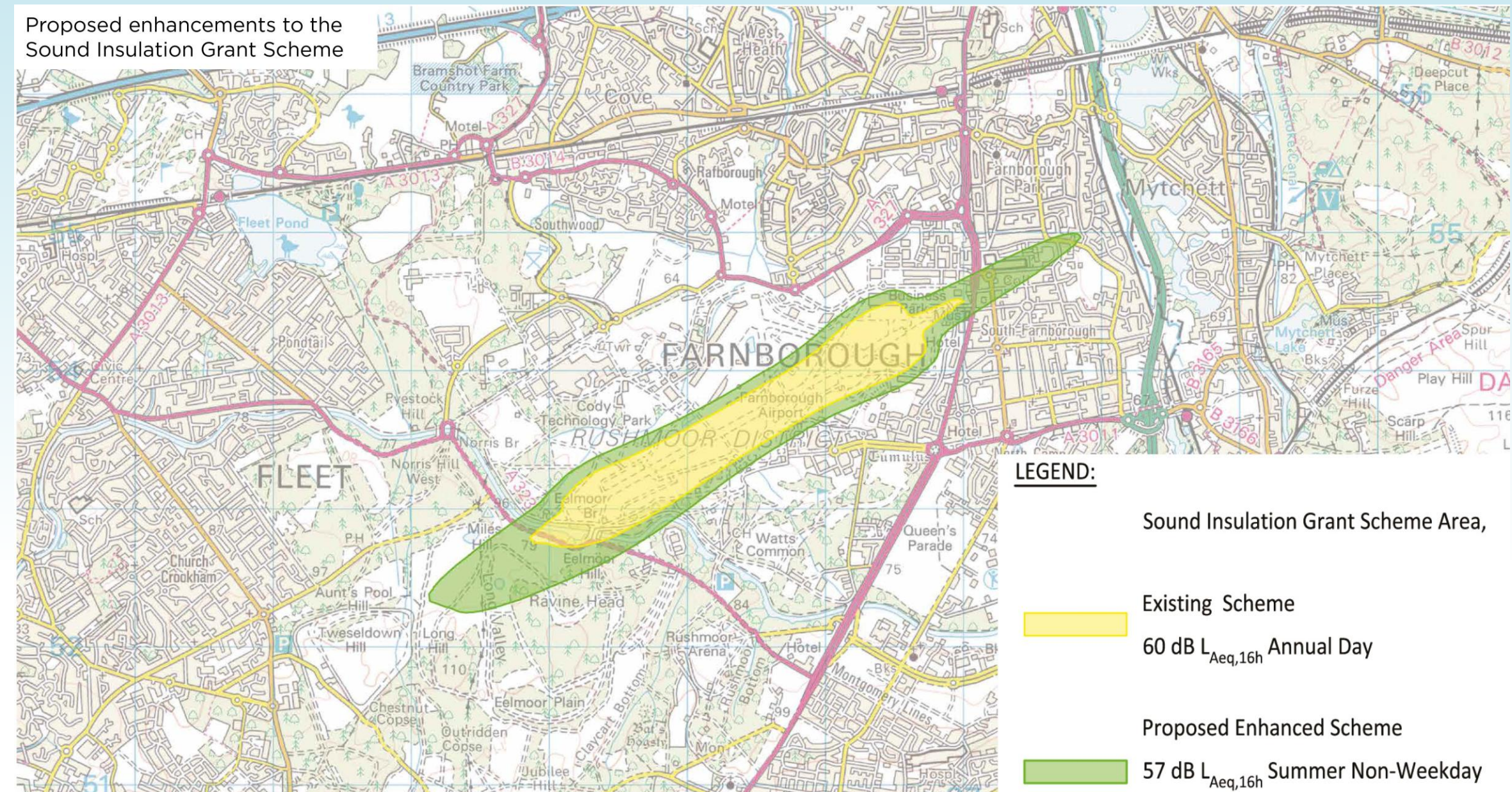


SOUND INSULATION GRANT SCHEME

Under the existing 60dB Annual Day SIGS there are no beneficiaries – we propose to improve the contour to 57dB Summer Non-Weekday

We are proposing to introduce two tiers to the Sound Insulation Grant Scheme:

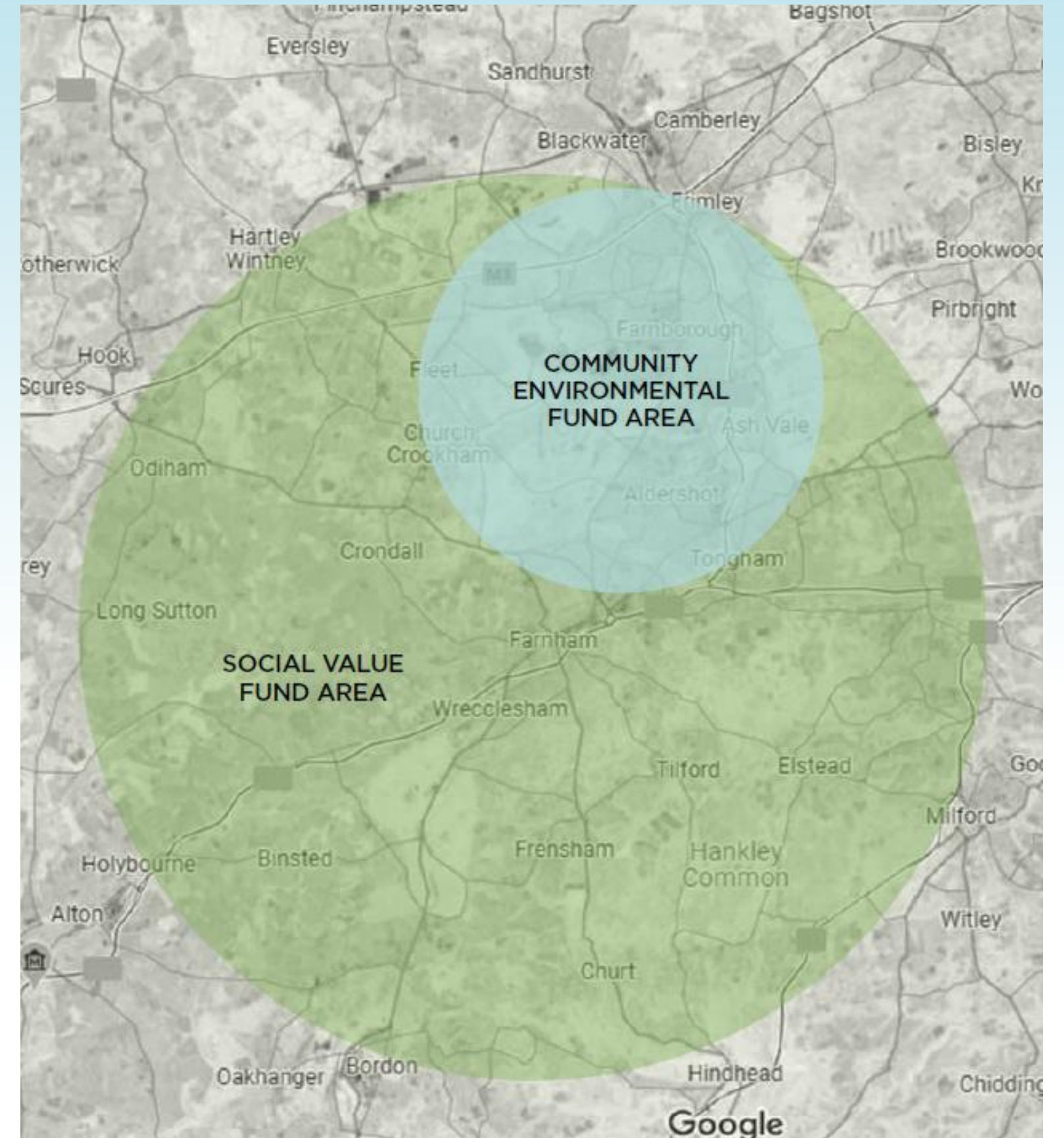
1. Properties that fall within the 60dB Summer Non-Weekday noise contour will be eligible to receive up to a £5,000 grant towards sound insulation costs
2. Properties that fall within the 57dB Summer Non-Weekday noise contour will be eligible to receive up to a £2,500 grant towards sound insulation costs.



This change would provide noise insulation to **around 220 additional properties by 2033.**

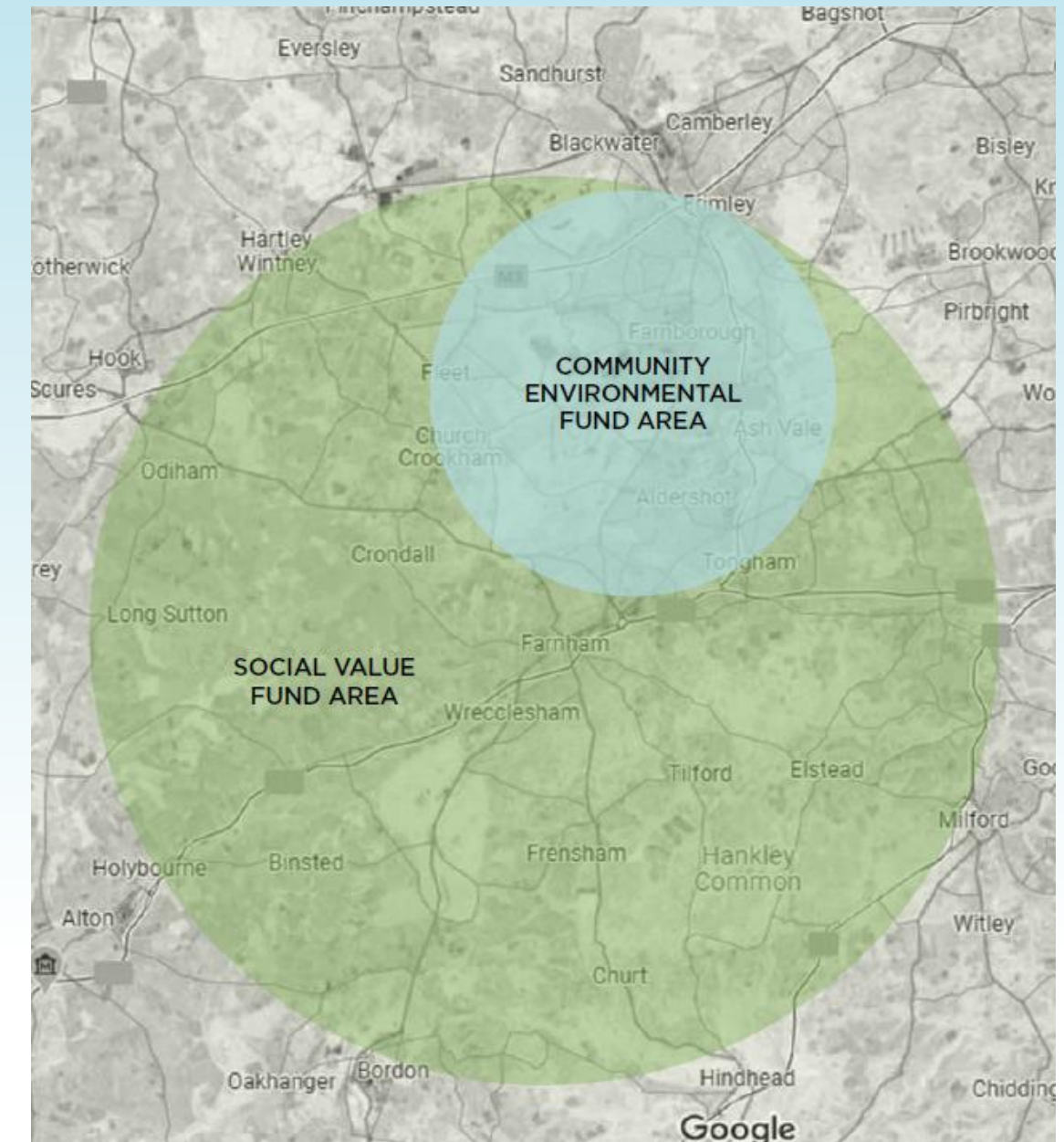
INCREASED COMMUNITY ENVIRONMENTAL FUND

- Current Community Environmental Fund in place, administered by Rushmoor Borough Council
- Has provided in excess of £600,000 over the last 10 years for local projects
- We currently contribute £2 per flight for aircraft 50 tonnes and under, and £5 per flight for aircraft weighing more than 50 tonnes for flights on both the weekdays and non-weekdays.
- We are proposing to **double the contribution per non-weekday flight to £4 and £10** respectively.



PROPOSED NEW SOCIAL VALUE FUND

- Based on a financial contribution linked to flying activity at Farnborough Airport
- To support local community projects across a wider geographic area than our existing Community Environmental Fund
- Only projects within communities which are impacted by the Airport's operations would be included
- The Airport would contribute £8 per non weekday flight for aircraft 50 tonnes and under, and £20 per business aviation flight for aircraft weighing more than 50 tonnes for flights on non-weekdays.



We estimate the total annual size of the Community Environmental Fund and Social Value Fund together could initially contribute around £160k per annum rising to £285,000 per annum by 2034.

OUR CARBON FOOTPRINT

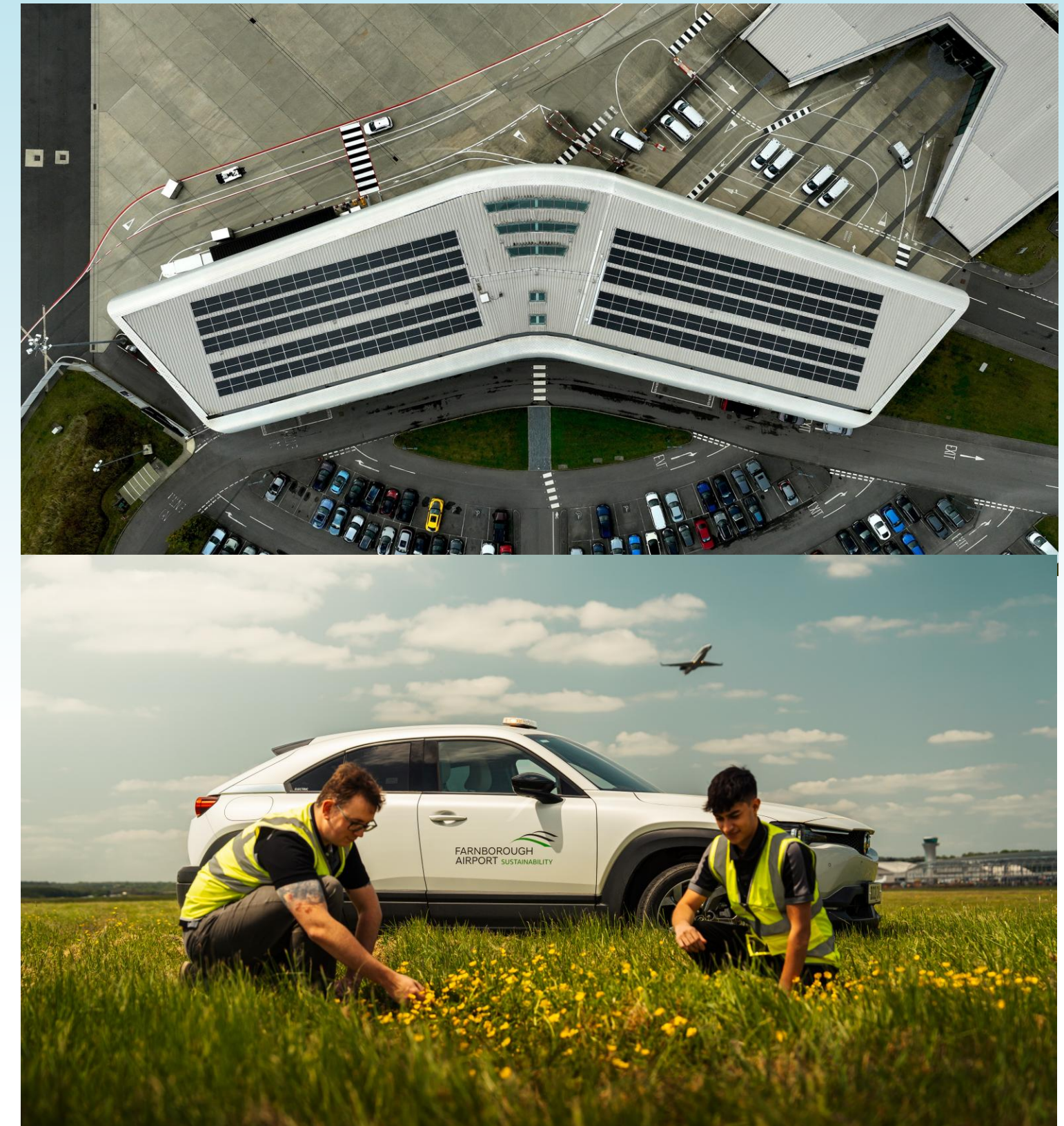
Airport emissions come from a number of sources, including:

- **Airport operations** – Buildings, operational vehicles, de-icing, and electricity
- **Passenger & staff travel** – Surface access to and from the Airport
- **Aircraft** – Landing, take-off, taxiing, as well as cruise altitude emissions

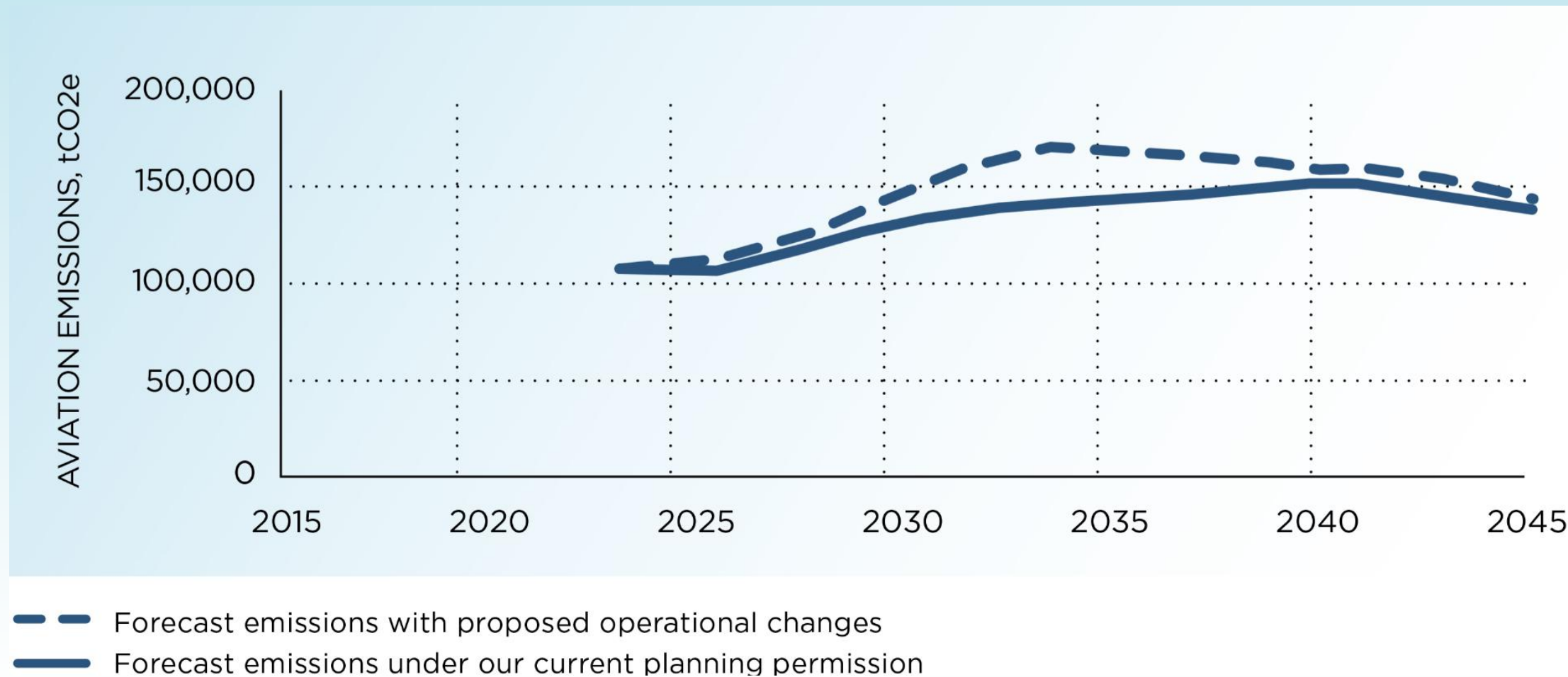
Emissions are measured in carbon dioxide equivalent, which is the total greenhouse gas (GHG) emitted, expressed in terms of the equivalent measurement of carbon dioxide. We express this in tonnes by using the term tCO₂e.

Emissions are classified into Scopes, with Scopes 1 & 2 defined as emissions within the control of the Airport, and Scope 3 being emissions which the Airport does not have direct control over but has some influence upon.

As part of the approach to managing environmental performance, Farnborough Airport measures and discloses its emissions every year in its Annual Report.

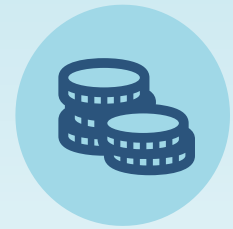


WHAT ARE OUR FORECAST EMISSIONS?



- No change to the annual flight limits and therefore anticipate only a marginal change to the emissions profile as a result of the New Planning Application.
- In addition, the combination of newer aircraft, more efficient airport and airspace operations, and the progressive implementation of the UK's Net Zero strategy, are all expected to significantly reduce carbon pollution, both on a per flight basis and in absolute terms.

THIS NEW PLANNING APPLICATION WILL:



Enable long-term investment to deliver continued economic growth to the communities we serve



Strengthen the attractiveness and economic position of the local area to trade and commerce



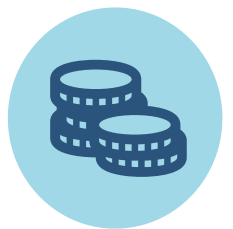
Support our continued journey to achieving Net Zero by 2030 for controllable emissions



Safeguard the future role of the airport by protecting its existing market share



Enhance our Sound Insulation Grant Scheme



Provide increased community funding, enabling greater support for local initiatives and lasting social impact



QUESTIONS & ANSWERS