



# **Statement of Community Involvement**

**Prepared by Cavendish Consulting for Farnborough Airport**

**November 2023**

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## Executive Summary

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Farnborough Airport Limited ('the Applicant') has conducted a wide-reaching and comprehensive programme of community consultation on proposed changes to the way the Airport operates and proposed changes to its community funding programme.

The Applicant has ensured that the consultation met and exceeded Rushmoor Borough Council's own *Statement of Community Involvement* and consultation best practice. The consultation was accessible to all those who wanted to engage with the Proposal, with six events held in a variety of locations across multiple local authority areas, and online access throughout the consultation period.

The Applicant has met with many elected representatives at local and national levels as part of this consultation process, and engaged with the community in person, online and over the phone to answer questions and provide information about the Proposal.

The Applicant is grateful for the engagement to date from the community and elected representatives about these proposed changes, and has made a number of changes to the Proposal as a result of the consultation, which are outlined within this Statement.

## 1. INTRODUCTION

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### 1.1. INTRODUCTION

This Statement of Community Involvement (SCI) has been prepared by Cavendish Consulting in support of a planning application by Farnborough Airport Limited ('the Applicant') for a number of key changes to its operations which are necessary for the Applicant to continue to meet its share of future market demand. Farnborough Airport sits within the administrative boundary of Rushmoor Borough Council.

This SCI records the thorough and wide-reaching pre-application consultation activity which has taken place with local residents, elected representatives, local interest groups, and businesses, and details the feedback received as part of the consultation.

### 1.2. THE CONSULTATION PROPOSAL

The Applicant has consulted the local community on four operational changes which will allow the Applicant to continue to successfully meet its share of future market demand. The operational changes which were consulted on are as follows:

- To amend the Airport's existing flight limit from **50,000 to 70,000** flights per year.
- To amend the Airport's existing non-weekday flight limit from **8,900 to 18,900** flights per year.
- To amend the Airport's operating hours on non-weekdays from **8am-8pm to 7am-9pm**; this has now been removed from the application in line with feedback received from the community.
- To amend the Airport's restricted aircraft weight category from **50-80 tonnes to 55-80 tonnes**; and adjust the related number of annual and non-weekday flights allowed within this category.

The Applicant understands that it needs to find a balance between safeguarding, and increasing, the economic benefit of the Airport relative to its environmental impact. The Applicant therefore also sought community feedback on enhancements to the existing Community Environmental Fund and existing Sound Insulation Grant Scheme, as well as a new Sustainability Fund.

## 2. BACKGROUND & APPROACH

### 2.1. POLICY FRAMEWORK

2.1.1. Rushmoor Borough Council's Statement of Community Involvement (SCI), adopted in September 2019, makes clear that community involvement is expected in relation to large-scale development proposals prior to submitting a planning application.

2.1.2. Rushmoor's SCI provides the following advice, with paragraphs 7.3 to 7.5 being of particular relevance:

*'7.3 Community consultation by developers will be expected in relation to the following types of development:*

- Residential schemes over 100 units;
- Employment and warehouse/distribution schemes over 10,000 square metres;
- Retail schemes totalling over 5,000 square metres;
- Leisure schemes totalling over 2,000 square metres;
- All applications for telecommunication development.

*'7.4 Any consultation by developers will need to adhere to the same principles that we use ourselves, although we are happy for developers to use a range of methods and techniques to engage with the community. Potential applications are advised to discuss their proposals for community consultation with the Council beforehand. Their methods could include:*

- Identifying and contacting all key stakeholders and members of the community directly or indirectly affected by the proposals;
- Using websites, social media and emails;
- Producing newsletters, leaflets and posters to keep people informed;
- Organising local exhibitions;
- Holding stakeholder workshops and focus groups;
- Informing consultees through local media and specific newsletters;
- Producing a public consultation statement.

*'7.5 This statement is required to be submitted at the same time as the planning application. The results of the consultation will be reported and taken into consideration in any decisions made by, and on the behalf of, the Council.'*

2.1.3. The above guidance has been met and exceeded throughout the consultation process.

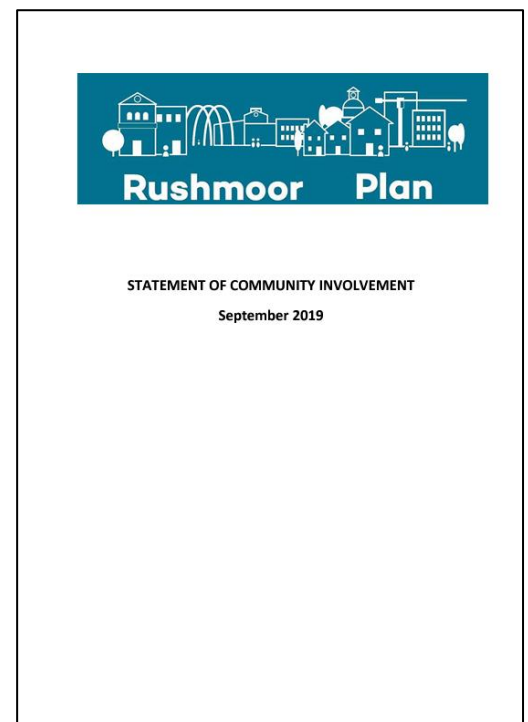


Figure 1: Rushmoor SCI (2019)

## **2.2. AIMS OF CONSULTATION**

The Applicant was keen to ensure the consultation strategy put in place delivered a series of key aims to assist with evolution and development of the Proposal and ensure a comprehensive engagement programme was undertaken. The aims of the consultation were:

- To raise awareness of the Applicant's emerging Proposal for changes to the way it operates and proposed changes to its community funding programme
- To enable a constructive dialogue between local stakeholders, the community, the project team, and the Applicant on these proposed changes
- To run an accessible and inclusive consultation, ensuring everyone who wanted to take part in the consultation was able to
- To ensure community feedback could be incorporated into the final Proposal.

### **3. THE CONSULTATION PROCESS**

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#### **3.1. INTRODUCTION**

The consultation process undertaken meets and exceeds Rushmoor Borough Council's own Statement of Community Involvement and other consultation guidelines.

Specifically, the Applicant has:

- Conducted an engagement programme that is appropriate for the local community;
- Encouraged input from the local community, including residents, interest groups, elected representatives and businesses;
- Invited key stakeholders to meet with the Airport;
- Facilitated meetings with elected representatives, from parish councils to MPs;
- Created a comprehensive consultation website containing an interactive survey to gather feedback;
- Provided hard-copy feedback forms, envelopes and copies of the consultation materials for those without internet access;
- Provided the community with a genuine opportunity to provide feedback on the plans at six events;
- Promoted the consultation via social media, postal advertising, newspaper adverts and interviews with local media;
- Publicised collective responses, with due regard to the Data Protection Act 2018;
- Identified and addressed issues raised by the local community and stakeholders;
- Used community feedback to inform the Proposal submitted to the Council
- Summarised how these responses have informed the Proposal.

#### **3.2. EXCEEDING LOCAL AND NATIONAL GUIDANCE**

The consultation process undertaken by the Applicant has met and exceeded the expectations of local and national guidance, and has corresponded to best practice in the planning consultation for major infrastructure proposals. The Applicant has:

- Contacted local, regional, and industry stakeholders and met with 57 of these individuals to give them an opportunity to discuss the Proposal with senior members of the Applicant team;
- Used the Applicant's existing social media channels to advertise the consultation through a range of mediums, including image and video, using both organic posts and paid advertisements;

- Opened up a mailing list for those who wanted to be kept updated on the consultation and application, members of whom have been contacted ahead of the final two events to encourage their participation, as well as upon submission of the application;
- Advertised the launch of the consultation through a newsletter delivered to 116,952 addresses – a radius which exceeds Rushmoor’s local authority boundary, and includes the areas which have the most interactions with the Applicant;
- Advertised the consultation through other mediums, including paid social media posts and press advertisement in both the *Herald* and *News & Mail* series to reach an even wider area;
- Organised six consultation events in five different communities around the Airport, across both weekday evenings and weekends, with over 1,200 attending this exhibition roadshow;
- Produced a detailed Statement of Community Involvement which details feedback received across the entire consultation, via all mediums, and explains how this has shaped the final Proposal.

### **3.3. PUBLICISING THE CONSULTATION**

#### **Stakeholders**

The Applicant wrote to all councillors in Rushmoor Borough and the leadership of the surrounding authorities upon launch, along with parish and county representatives. The Chief Executive of the Airport also wrote personally to the Members of Parliament who are local to the Airport to invite them to discuss the Proposal with the project team.

Representatives from the following organisations were contacted to notify them of the launch of the consultation:

- |  |   |
|--|---|
| • Rushmoor Borough Council                       | • Jeremy Hunt MP                                  |
| • Hampshire County Council                       | • Michael Gove MP                                 |
| • Surrey County Council                          | • Jonathan Lord MP                                |
| • Surrey Heath Borough Council                   | • Angela Richardson MP                            |
| • Hart District Council                          | • Ranil Jayawardena MP                            |
| • Guildford Borough Council                      | • Damian Hinds MP                                 |
| • Waverley Borough Council                       | • James Sunderland MP                             |
| • Woking Borough Council                         | • Farnborough Aerodrome<br>Consultative Committee |
| • Bisley Parish Council                          | • Crondall Society                                |
| • Churt Parish Council                           | • Farnborough Air Sciences Trust                  |
| • Mytchett, Frimley Green and<br>Deepcut Society | • National Aerospace Library                      |
| • Fleet and Church Crookham Society              | • Royal British Legion                            |
| • Leo Docherty MP                                | • BAe Systems                                     |



- Qinetiq
- RJA Security
- NATS
- Business Travel Association
- Enterprise M3 LEP
- Hampshire Chamber of Commerce
- North East Hampshire Chamber of Commerce
- ADS Group
- Confederation of British Industry
- Farnborough Aerospace Consortium
- Royal Aeronautical Society

A number of operational stakeholders relating to the aviation industry were also contacted. These included:

- Aero Flight Ops
- Crans Aviation
- Dubai Airwing
- Flexjet Operations
- Gama Aviation
- GF Management
- Graff Global
- Grantex
- Greyscape
- GX Holdings
- Jet Concierge
- Mawarid Trading Company
- Netjets
- TAG Aviation
- Vistajet
- Voluxis
- Air Ambulance (Hants and IOW)
- Air Ambulance (Surrey)
- BAE Corporate Travel
- BAE Systems Marine
- Bookajet
- Farnborough Aero Club
- Farnborough International Ltd
- Frimley Park Hospital
- Harrods Aviation
- Head Start Aviation
- Lasham ATC
- Lasham Gliding Club
- LOWA
- Microlight Sport Aviation Ltd
- RAF Odiham
- Royal Aero Club
- Satcom Direct
- TAK Aviation
- Twesledown Racecourse
- Avijet
- Corporate Jet Management
- Direct Aviation
- EasyJet
- IACA
- Oxford Flight School
- Solent School of Flying/Bournemouth Helicopters
- London TC
- Excellent Aviation
- Flyer TV
- ZC Aviation
- Bognor Regis Gliding Centre
- Parham Gliding Site (Southdown Gliding Club)
- Skysurf
- Thorney Island Microlight Club
- Hadfold Farm Airfield
- Pitlands Farm Airstrip
- Thorney Island Royal Artillery Station
- National Police Air Service
- Special Aviation Services (HEMS/Air Ambulance)
- Shoreham Airport
- Colemore Common Airfield
- Aircraft Owners and Pilots Association (AOPA)
- Aviation Environment Federation
- British Airline Pilot's Association (BALPA)
- British Balloon & Airship Club (BBAC)
- British Gliding Association (BGA)
- British Helicopter Association (BHA)
- British Microlight Aircraft Association (BMAA)
- British Model Flying Association (BMFA)
- Guild of Air Pilots & Air Navigators (GAPAN)
- Guild of Air Traffic Control Officers (GATCO)
- Helicopter Club of Great Britain (HCGB)
- Light Aircraft Association (LAA)
- Ministry of Defence - Defence Airspace and Air Traffic Management (MoD DAATM)
- Air Operator's Association (AOA)
- BAE Systems
- British Airways
- PPL/IR Europe
- British Air Transport Association (BATA)
- BHPA
- General Aviation Safety Council (GASCo)
- Airlines UK
- Airspace4All

- Airfield Operators Group (AOG)
- Airspace Change Organising Group (ACOG)
- Association of Remotely Piloted Aircraft Systems UK (ARPAS-UK)
- British Skydiving
- Drone Major
- General Aviation Alliance (GAA)
- Helicopter Club of Great Britain (HCGB)
- Heavy Airlines
- Iprosurv
- Isle of Man CAA
- Military Aviation Authority (MAA)
- Navy Command HQ
- PPL/IR (Europe)
- UK Airprox Board (UKAB)
- ASP
- Dubai Airwing
- Dubai Airwing
- Chief Pilot
- Euro Flight Services
- Gexair
- Greyscape
- London Executive Aviation (LEA)
- Netjets TA
- Premier Aviation
- Thunder Airlines
- Titan Airways
- Qatar Exec
- Eastern Airways
- Execujet UK
- Global Jet
- Goodwood Airport
- UK Flight Safety Committee (UKFSC)

As part of the consultation a number of meetings were arranged with key stakeholders. These were as follows:

Date	Stakeholder	Location
5 <sup>th</sup> September	Rushmoor Borough Councillors	Virtual
6 <sup>th</sup> September	Church Crookham Parish Council	Virtual
6 <sup>th</sup> September	Farnborough Aerodrome Consultative Committee	Virtual
8 <sup>th</sup> September	Farnborough Aerodrome Consultative Committee	Virtual
15 <sup>th</sup> September	Cllr David Whitcroft (Mytchett & Deepcut member, Surrey Heath Borough Council)	Farnborough Airport
18 <sup>th</sup> September	Cllr Ann-Marie Barker (Leader, Woking Borough Council)	Farnborough Airport
22 <sup>nd</sup> September	Jonathan Lord MP (Woking)	Virtual
28 <sup>th</sup> September	Angela Richardson MP (Guildford)	Farnborough Airport
29 <sup>th</sup> September	Cllr Matt Furniss (Cabinet Member for Infrastructure and Shalford division member, Surrey County Council)	Farnborough Airport
29 <sup>th</sup> September	Ranil Jayawardena MP (North East Hampshire)	Farnborough Airport
29 <sup>th</sup> September	Leo Docherty MP (Rushmoor)	Farnborough Airport
5 <sup>th</sup> October	Cllr Rob Humby (Leader, Hampshire County Council), Cllr Roz Chadd (Deputy Leader, HCC), Carolyn Williamson (Chief Executive, HCC) and Gary Westbrook (Assistant Chief Executive, HCC)	Farnborough Airport
6 <sup>th</sup> October	Damian Hinds MP (East Hampshire)	Constituency office
6 <sup>th</sup> October	Jeremy Hunt MP (South West Surrey) and Gregory Stafford (Conservative candidate for Farnham & Bordon)	Constituency office
13 <sup>th</sup> October	Michael Gove MP (Surrey Heath)	Farnborough Airport
16 <sup>th</sup> October	Normandy and Pirbright Parish Councils	Virtual

16 <sup>th</sup> October	Gregory Stafford (Conservative candidate for Farnham and Bordon), Cllr James Staunton (Waverly Borough Council), Cllr Carole Cockburn (Waverley Borough Council)	Farnborough Airport
18 <sup>th</sup> October	Cllr Paul Deach (Frimley Green and Mytchett member, Surrey County Council)	Farnborough Airport

**Public notification newsletter**

To ensure that the local community was aware of the consultation a newsletter advertising this was distributed to a total of 116,952 households and businesses using Royal Mail. The newsletter included a summary of the proposed changes to the way Farnborough Airport operates, details of the consultation, and contact information for the project team. To ensure the consultation was accessible to seldom heard groups, the Applicant advertised clear channels for assistance in accessing materials on this newsletter – including information in Nepalese, Rushmoor’s most common second language, advertising that Nepalese translations of all materials would be available upon request.

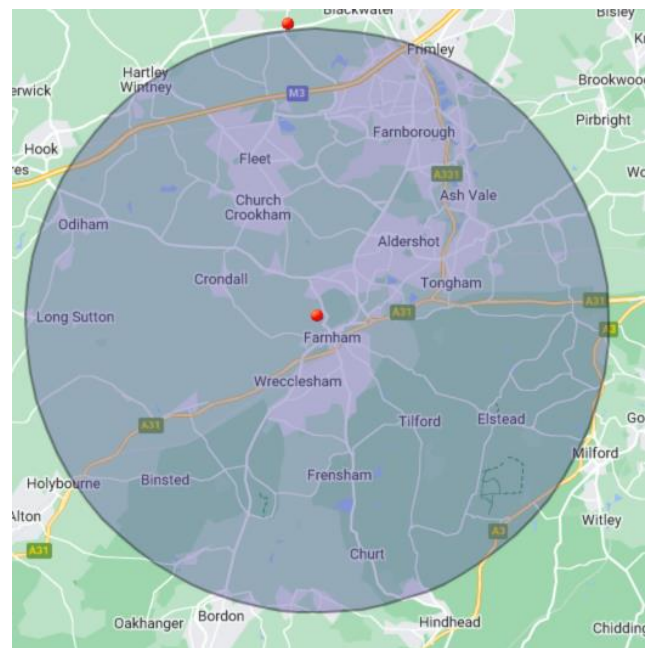


Figure 2: Newsletter distribution area

A copy of the distribution area can be found to the right and the flyer can be found in **Appendix A**.

**Press**

## STATEMENT OF COMMUNITY INVOLVEMENT

The Applicant issued a press release to local media to promote the consultation, and placed paid advertisements which ran on Thursday 7<sup>th</sup> September with key outlets in the *Herald* and *News & Mail* series to guarantee visibility of the consultation event schedule. A further set of promotional adverts ran in the same publications on Thursday 14<sup>th</sup> September.



**FARNBOROUGH AIRPORT**

THE SUCCESS OF FARNBOROUGH AND ITS AIRPORT GO HAND IN HAND. SHARE YOUR VIEWS ON OUR LONG-TERM FUTURE.

Farnborough Airport invites you to take part in our consultation about proposed changes to the way we operate. These changes are necessary for Farnborough Airport to continue to meet its share of future market demand, and to be important if the Airport is to sustain its economic role. As part of this consultation, we are also seeking feedback on proposed enhancements to our community funding programme.

The local area and the Airport are inextricably linked. The airfield at Farnborough has been in existence since 1940 and generations of local families have strong historic connections with the Airport. Today, the Airport continues to generate both significant employment and investment, helping make the local area one of the fastest-growing economic regions in the UK according to data from the Office for National Statistics.

We now need to plan for our long-term future and it is important that any potential changes to the way we operate are discussed with our local community. This is why we are launching this consultation process.

**We are seeking your views on our proposals to submit a planning application to amend the Airport:**

- Existing annual flight limit from 50,000 to 70,000 flights per year to meet the market demand for flights to 2042.
- Existing annual non-weekday (i.e. weekends and public holidays) flight limit from 8,900 to 10,900 flights per year, maintaining the same percentage of non-weekday flights as exists today.
- Operating hours on non-weekdays from 8am-9pm to 7am-9pm to reduce congestion at either end of the day.
- Restricted aircraft weight category from 50-80 tonnes to 55-80 tonnes, and increase the related amount of annual flights allowed within this category, to accommodate modern aircraft which are slightly heavier.

Note that each 'flight' is either a landing or a departure. The proposed increases in flying activity at Farnborough Airport are not expected to be achieved until 2042, but it is essential we consult on the changes now so that we can start to plan and invest for the long term. We also understand that we need to find a balance between safeguarding and increasing the economic benefits of the Airport versus its environmental impact. As a result, we are also seeking your feedback on:

- Our new **Sustainability Fund**
- Enhancements to our **Sound Insulation Grant Scheme**
- Enhancements to our **Community Environmental Fund**

**OUR PROPOSAL WILL:**

- 1. Enable long-term investment to deliver sustained economic growth for the communities we serve.
- 2. Strengthen the attractiveness of the local area to trade and commerce.
- 3. Support our continued journey to achieving Net Zero by 2030 for controllable emissions.
- 4. Safeguard the future role of the Airport.
- 5. Support 4,300 jobs in the local area (either directly or indirectly).
- 6. Generate £475m of GVA\* for the local economy each year.
- 7. Create a potential new Sustainability Fund which we want your help to shape.
- 8. Enhance our existing Sound Insulation Grant Scheme.
- 9. Enhance our existing Community Environmental Fund.

\*GVA stands for Gross Value Added, and refers to the value of goods and services produced in an area or industry.

**JOIN US AT ONE OF OUR DROP-IN CONSULTATION EVENTS:**

Farnborough College of Technology, Boundary Road, Farnborough GU14 6SS <b>Wednesday 20th September 5:30-8:30pm</b>	The Harrington, 255 Fleet Road, Fleet GU14 4EY <b>Tuesday 26th September 4-8pm</b>
Farnham Mallory, Ridge Square, Farnham GU10 2JH <b>Thursday 21st September 4-8pm</b>	Lakeview International Hotel, Wharf Road, Farnham GU10 2JH <b>Thursday 28th September 4-8pm</b>
West End Centre, 48 Queens Road, Alverstoke GU11 3D <b>Saturday 23rd September 10:30am-1:30pm</b>	Farnborough College of Technology, Boundary Road, Farnborough GU14 6SS <b>Sunday 24th September 10am-3pm</b>

All of our enquiries materials will be available on our website (details below) from **Wednesday 20th September**, along with an online feedback form.

**ONE AIRPORT. ONE TOWN. OUR FUTURE.**

We look forward to welcoming you to our upcoming consultation events on these plans and hearing your views. Alternatively, you can visit our website or get in touch using our contact details to find out more.

FARNBOROUGH AIRPORT 2040 CDM  
CONTACT@FARNBOROUGHAIRPORT2040.CDM  
01329 154 5261

Figure 3: Press advert

## Video

The Applicant created a live-action video and three animations to support the accessibility of the consultation and communicate key information about the way Farnborough Airport operates in a digestible format. These were used on social media, were visible on screens at consultation events, and were uploaded to the consultation website.

- *Launch video: Amelia's journey*
- *Animation 1: Promoting the consultation*
- *Animation 2: The history and role of Farnborough Airport*
- *Animation 3: The economic role of the Airport*

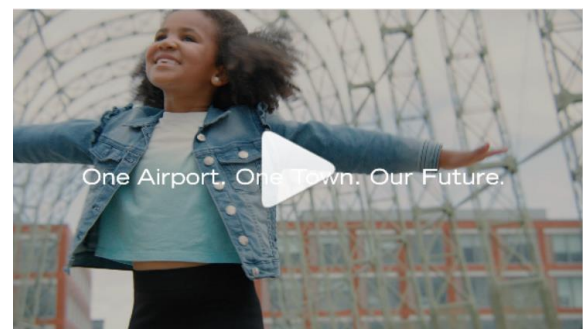


Figure 4: Launch video thumbnail

## Social media

Six posts advertising the consultation were made on three social media platforms. These posts were shared from Farnborough Airport's existing social media channels. Furthermore, paid social media adverts publicising the consultation and targeting those living within a 15km radius of Farnborough Airport and targeting Woking were live between Monday 4<sup>th</sup> September and Wednesday 18<sup>th</sup> October. Figure 5 shows a map of this targeting area, whilst a list of social media posts is below. Example posts are included in **Appendix G**.

Post	Date	Details
Launch video	4 <sup>th</sup> September	Launch video posted on LinkedIn, Instagram and Facebook.
Paid campaign 1 (Launch)	4 <sup>th</sup> to 19 <sup>th</sup> September	Facebook and Instagram ads which called on viewers to participate in the consultation.
Event schedule	6 <sup>th</sup> September	Graphic of event schedule posted onto Facebook and Instagram.
Still of the launch video	15 <sup>th</sup> September	Facebook
Paid campaign 2 (Live consultation)	20 <sup>th</sup> September to 18 <sup>th</sup> October	Facebook and Instagram ads which called on viewers to participate in the consultation.
Consultation promotional animation	21 <sup>st</sup> September	Facebook
The role of Farnborough animation	22 <sup>nd</sup> September	Facebook
Economic role animation	27 <sup>th</sup> September	Facebook



Figure 5: Social media advertising radius

## Staff

All staff at the Airport received a mailing informing them of the launch of Farnborough Airport's consultation on Monday 4<sup>th</sup> September, and the Applicant held a number of briefings over the course of a week to make the online consultation materials available to employees, tenants and contractors at the Nexus facility onsite. These sessions were run by the Airport's leadership team.

### 3.4. CONSULTATION FORMAT

#### Consultation events

Six in-person events took place across afternoons, evenings, and weekends, in five locations in four local authority areas. The schedule of events was intended to give as many local people as possible the opportunity to engage. The Applicant and technical consultants were in attendance at all six events to talk through the Proposal with members of the public and answer any questions.

The first of these events was on Wednesday 20<sup>th</sup> September, which also served as the opening of the feedback window when all materials were published on the website and the online feedback form was made available. The same materials and feedback form were then available at all events, to ensure that there was equal opportunity to engage either at the events or on-line.

#### JOIN US AT ONE OF OUR DROP-IN CONSULTATION EVENTS:

Farnborough College of Technology, Boundary Road, Farnborough GU14 6SB <b>Wednesday 20th September</b> <b>5:30-8:30pm</b>	The Harlington, 236 Fleet Road, Fleet GU51 4BY <b>Tuesday 26th September</b> <b>4-8pm</b>
Farnham Maltings, Bridge Square, Farnham GU9 7QR <b>Thursday 21st September</b> <b>4-8pm</b>	Lakeside International Hotel, Wharf Road, Frimley Green GU16 6JR <b>Thursday 28th September</b> <b>4-8pm</b>
West End Centre, 48 Queens Road, Aldershot GU11 3JD <b>Saturday 23rd September</b> <b>10:30am-1:30pm</b>	Farnborough College of Technology, Boundary Road, Farnborough GU14 6SB <b>Saturday 30th September</b> <b>10am-3pm</b>

All of our exhibition materials will be available on our website (details below) from **Wednesday 20th September**, along with an online feedback form.

Figure 6: Advertised event schedule

The schedule of consultation events was as follows, with attendee numbers at each session noted:

Date	Location	Attendees
Wednesday 20 <sup>th</sup> September	Farnborough College of Technology, Boundary Road, Farnborough	171
Thursday 21 <sup>st</sup> September	Farnham Maltings, Bridge Square, Farnham	264
Saturday 23 <sup>rd</sup> September	West End Centre, 48 Queens Road, Aldershot	74
Tuesday 26 <sup>th</sup> September	The Harlington, 236 Fleet Road, Fleet	289
Thursday 28 <sup>th</sup> September	Lakeside International Hotel, Wharf Road, Frimley Green	195
Saturday 30 <sup>th</sup> September	Farnborough College of Technology, Boundary Road, Farnborough	254
	<b>Total</b>	<b>1,247</b>

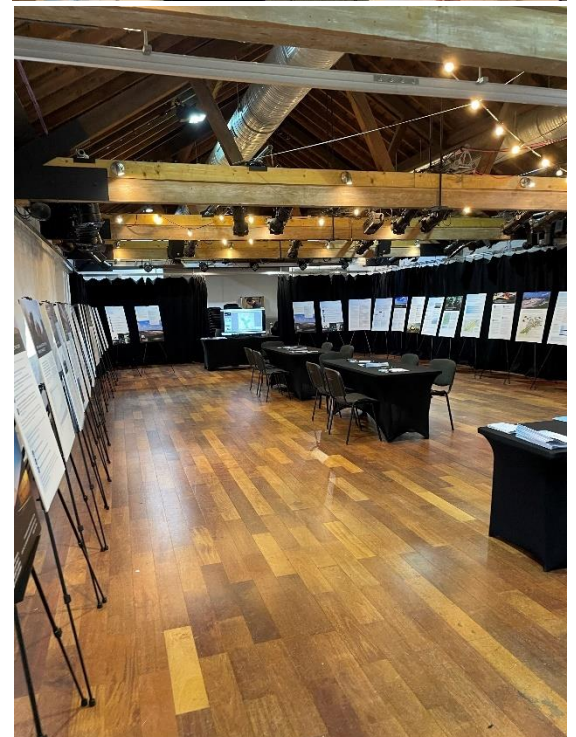


Figure 7: Images from the consultation events at Farnborough, Aldershot and Farnham.

Key stakeholders were invited to attend a preview of each of the exhibitions, with the team welcoming a number of elected representatives to view the materials and put questions and concerns to the project team in advance of the exhibition.

### **Consultation website**

A consultation website formed the 'consultation hub' containing information about the proposed changes to the way Farnborough Airport operates. This website was available at: **farnboroughairport2040.com**.

This consultation website sought the views of local residents and businesses on a range of subjects via an interactive survey to gather meaningful feedback from the local community. The Applicant endeavoured to make this digital engagement platform as accessible as possible, offering both downloadable pdfs of the exhibition boards, along with information on the Proposal broken down into the following clear sections:

- Current infrastructure & operations
- Proposed operational changes
- Proposed community funding changes
- Economic benefits
- Our carbon footprint
- Our relative emissions
- Our noise levels

The consultation website included a digital version of the feedback form which was available at public exhibitions, alongside an FAQs page, so that those who were unable to engage in person had equal opportunity to engage online.

A freephone telephone number and e-mail address were available to ensure that communications could be managed from one place and there was a single point of contact for residents.



The screenshot shows the website's navigation bar with links: About us, Our proposal, Share your views, FAQs, Next steps, and a button 'Become a friend of Farnborough Airport'. Below the navigation is a menu with categories: Our proposals, Current operations & Infrastructure, Proposed operational changes, Proposed community funding changes, Economic benefits, Our carbon footprint, Our relative emissions, and Our noise levels.

The main content area includes the text: 'USE THE BUTTONS ABOVE TO VIEW OUR CONSULTATION INFORMATION ON THE DIFFERENT ELEMENTS OF OUR PROPOSALS.' Below this is a section titled 'WHAT ARE WE CONSULTING ON?' with the text: 'We are seeking your views on our proposals to submit a planning application to amend the Airport's:'. It lists four key areas of consultation:
 

- Existing annual flight limit from 50,000 to 70,000 flights per year to meet the market demand for flights by 2040
- Existing annual non-weekday (i.e. weekends and public holidays) flight limit from 8,900 to 18,900 flights per year, maintaining the same percentage of non-weekday flights as exists today
- Operating hours on non-weekdays from 8am-8pm to 7am-9pm to reduce congestion at either end of the day
- Restricted aircraft weight category from 50-80 tonnes to 55-80 tonnes; and adjust the related number of annual flights allowed within this category, to accommodate new generation business aviation aircraft which are slightly heavier

 A note states: 'The increases in flying activity at Farnborough Airport are not expected to reach the proposed limits until 2040; however it is essential we consult on these changes now so that we can start to plan for the long term.'

On the right, there is a section titled 'We also recognise that we need to find a balance between the economic benefit we can provide and our environmental impact. As a result, we also want your feedback on:' followed by three items:
 

- Introducing a new Sustainability Fund
- Enhancements to our Sound Insulation Grant Scheme
- Enhancements to our Community Environmental Fund

 A concluding text says: 'We want your views on our proposed changes to our current Sound Insulation Grant Scheme and Community Environmental Fund, as well as what you think about a new Sustainability Fund, which would focus on providing grant funding for local sustainability projects.'

Figure 8: First page of the virtual exhibition at [farnboroughairport2040.com](http://farnboroughairport2040.com)

### 3.5. LEVELS OF ENGAGEMENT

Responses were received from over 3,000 different addresses across Hampshire and Surrey, as well as outlying addresses from across the UK. The map below illustrates the distribution of feedback across the consultation area, with Rushmoor Borough's boundaries marked. Particular concentrations of feedback are evident in Farnborough itself, as well as Farnham, Fleet and Church Crookham.



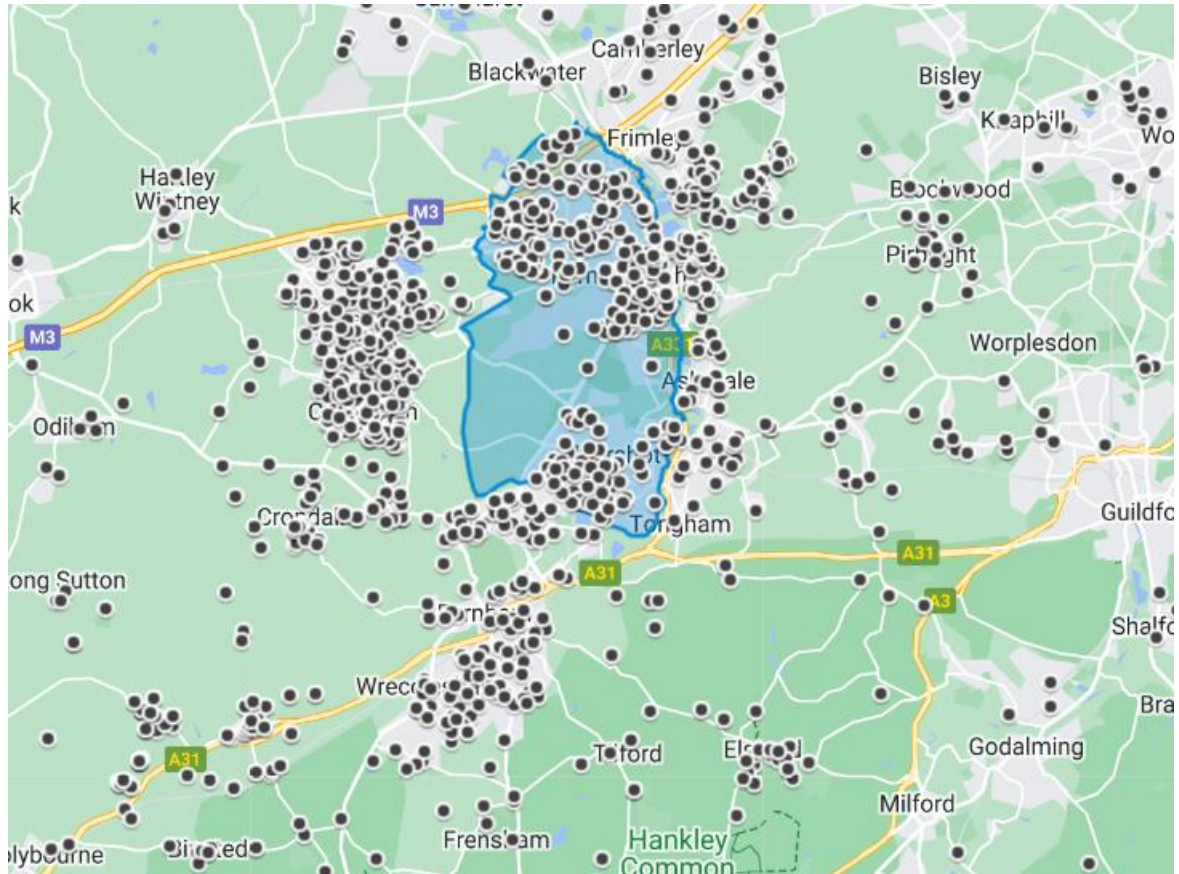


Figure 9: Distribution of feedback, with outlying areas not included

Other areas where interest in the Proposal was evident include Crondall, Bentley, Aldershot, and Camberley. The below table breaks down which local authority areas feedback was received from, and the number of survey responses from each district.

## 4. FEEDBACK

### 4.1. INTRODUCTION

Across the consultation (4<sup>th</sup> September to 18<sup>th</sup> October 2023), a total of 12,000 users visited the consultation website. A total of 2,511 feedback form submissions were made.

The operational change with the most support (16%) is the change to increase the restricted aircraft weight category.

Around 50% of respondents support increased contributions to the Applicant's community funding programmes, with majority support for a new Sustainability Fund to help fund local sustainability projects.

The most common theme raised across email responses related to noise.

A summary of responses to the qualitative questions is provided here, with the responses to each question broken down in detail below.

Question	Number of respondents	Responses
Q1. Farnborough Airport has a role to play in the economic success of the local area.	2,171 respondents	Agree – 38% Neutral/Don't know – 25% Disagree – 37%
Q2. It is important that Farnborough Airport is able to plan for its long-term future and support the forecast market demand.	2,162 respondents	Agree – 33% Neutral/Don't know – 18% Disagree – 49%
Q3.a To support the forecast market demand for flights, we want to increase our flight limit to 70,000 flights per year by 2040. What do you think about this?	2,183 respondents	Agree – 15% Neutral/Don't know – 3% Disagree – 82%
Q3.b We are proposing to amend our non-weekday flight limit to meet market demand. Do you support this proposed change?	2,184 respondents	Agree – 14% Neutral/Don't know – 3% Disagree – 83%
Q3.c What do you think about our plans to adjust the operating times on non-weekdays from 8am-8pm to 7am-9pm?	2,183 respondents	Agree – 14% Neutral/Don't know – 3% Disagree – 83%
Q3.d We are proposing to amend the restricted aircraft weight category to help us accommodate the slightly heavier new generation business aviation aircraft. Do you support this change?	1,676 respondents	Agree – 16% Neutral/Don't know – 10% Disagree – 74%

Q4.a We are proposing to enhance our Sound Insulation Grant Scheme. Do you support this?	2,131 respondents	Agree – 49% Neutral/Don't know – 31% Disagree – 20%
Q4.b We are proposing to increase our contributions to our community funding programme. Do you support this?	2,113 respondents	Agree – 50% Neutral/Don't know – 30% Disagree – 20%
Q4.c We are proposing to create a new Sustainability Fund to help fund local sustainability projects. Do you support this?	2,112 respondents	Agree – 51% Neutral/Don't know – 29% Disagree – 20%

## 4.2. STAKEHOLDER FEEDBACK

The Applicant has received written feedback from the following stakeholders, in addition to feedback received via the formal consultation feedback form.

Alton Climate Action Network	Jeremy Hunt MP
Blackbushe Airport	Leo Docherty MP
Churt Parish Council	Long Sutton and Well Parish Council
Crondall Parish Council	Peper Harow Parish Council
Damian Hinds MP	Rotherfield Farms
East Hampshire District Council	Safe Landing
Elstead Parish Council	Seale and Sands Parish Council
Farnborough Aerodrome Residents' Association	Shackleford Parish Council
Farnham Town Council	Surrey Heath Borough Council
Frensham Parish Council	Tilford Parish Council
Froxfield and Privett Parish Council	Waverley Borough Council
Froxfield and Privett Renewable Energy Group	Witley and Milford Parish Council
Gregory Stafford	Woking Borough Council
Hart District Council	Wonersh Parish Council
Haslemere Town Council	

### **4.3. IN-PERSON EXHIBITIONS**

4.3.1. The Airport's Senior Leadership team attended the consultation events alongside several key department heads, supported by technical experts in noise, emissions, and planning. This combined team was available for members of the public to talk to across the six in-person events held across the consultation period.

4.3.2. The below represents a brief summary of topics discussed across the consultation events:

- Concerns about increased noise overall due to increased movements, and for longer periods over the weekends.
- Concerns about disruption at weekends earlier and later due to changed hours, and increased noise due to increased flight activity.
- Increased carbon production as a result of increased flight activity, which is at odds with the climate emergency.
- The community funding programme should be available to all those overflown and affected by the increase in flights.
- The existing community funds should be more widely publicised.
- Would like to understand how the job and economic contribution figures were calculated.
- Scepticism about how many local people worked for the Airport.
- Questions about Farnborough Airport's airspace change process and the Post Implementation Review for the 2020 change.
- Concern that property prices would be affected.
- The Airport serves extremely wealthy individuals, who do not spend money locally, and therefore has limited local benefit.
- These proposals do not offer anything valuable to local people.
- The Airport's sustainability work to date is commendable but these proposals will make this more difficult for the Airport to continue as it will undoubtedly generate more pollution.
- Support for the Airport continuing to grow and support jobs, investment and opportunity for Farnborough.
- Recognition of the aviation history present in Farnborough.
- Questions about the split between business flights and leisure flights at the Airport.
- Queries about where air quality and noise monitoring takes place and whether there is scope to add more locations.
- Requests for information on empty flights and average passenger numbers per flight.

### **4.4. SURVEY RESPONSES**

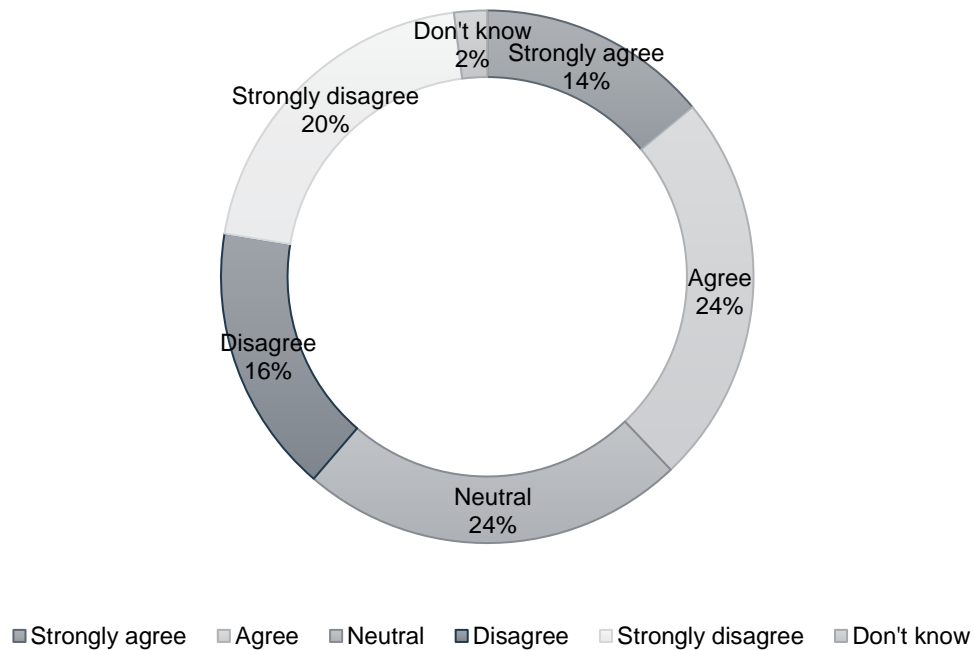
The following charts provide an analysis of responses to each section of the feedback form.

All percentages have been rounded to the nearest whole number. Not all respondents gave an answer to every question.

Note that when first launched the online feedback form did not give respondents the chance to answer Q3d. This was corrected on 4<sup>th</sup> October. At this point, all earlier respondents who had filled out a survey online and left either email or postal contact details were contacted to give them the opportunity to respond to this question. The hard copy paper feedback forms available at events and sent out via post were unaffected.

**Q1. Farnborough Airport has a role to play in the economic success of the local area.**

*2,171 respondents answered this question.*



‘Agree’ made up 24% of responses. Together with the ‘Strongly Agree’ responses (14%), this represents 38% positive responses, versus 36% negative responses. It can be said that more respondents agreed that Farnborough Airport has a role to play in the economic success of the local area than the converse.

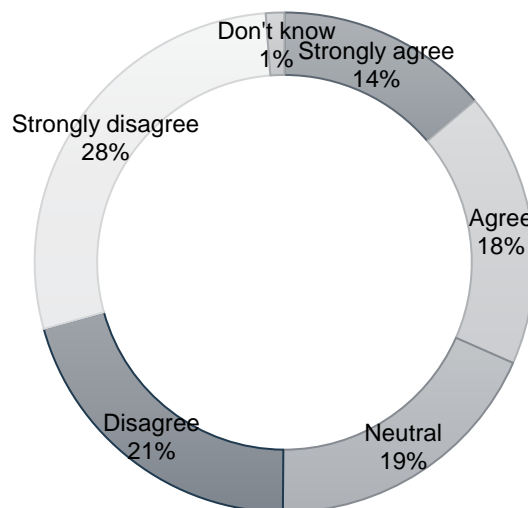
The key themes raised in the open-ended comments to this question were:

- The Airport creates well-paid jobs and supports local businesses. Farnborough Airport has a key role locally in job stability, economic growth, and maintaining property values, as well as creating new jobs to reduce local unemployment.
- Others respondents stated that the Airport does not significantly contribute to the local economy and broader community, with the passengers and businesses using the Airport not being local.

- Some respondents raised doubts about the relevance of flight volume to the local economy, and called for more data and evidence regarding job creation and skills.
- Concerns about the Airport’s environmental impact in terms of both emissions and noise – on a per passenger basis. Belief that economic success should not be prioritised over environmental impacts.
- Concerns about the need to reduce air travel in general, with airport expansion seen as detrimental to the environment. This was frequently associated with a call for governments to be more interventionist in the aviation sector.
- Calls for the Airport to focus on sustainability as it plans for the future, alongside the well-being of the people who live and work in the area.
- Acknowledgement of the Airport’s historical and economic significance but nevertheless opposition to flight expansion.
- The view that there is not a strong enough justification for Farnborough Airport to increase its flight cap.
- Expansion is seen as a potential cause of road congestion and pollution.
- Suggestion that the Airport’s land could be used for more sustainable purposes than aviation.

**Q2. It is important that Farnborough Airport is able to plan for its long-term future and support the forecast market demand.**

*2,162 respondents answered this question.*



■ Strongly agree ■ Agree ■ Neutral ■ Disagree ■ Strongly disagree ■ Don't know

28% of respondents to this question selected ‘Strongly disagree’. This was followed by ‘Disagree’ at 21%, meaning 49% of responses overall were negative. 32% of responses to this question were positive. Overall, responses were fairly balanced across Positive, Negative, and Neutral options.

The key themes raised in the open-ended comments to this question were:

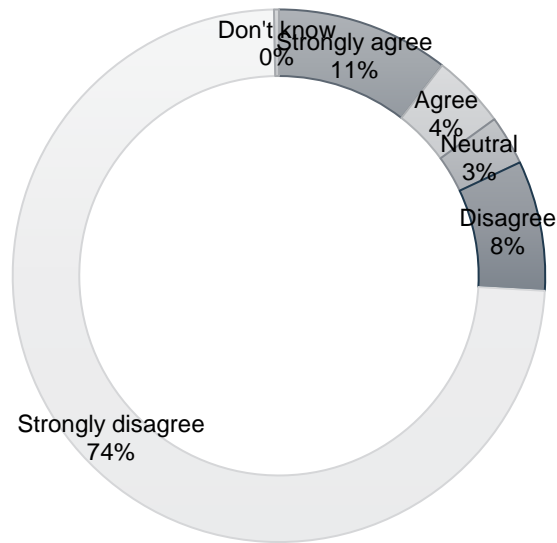
- Concerns about the efficiency of private jets, particularly their high emissions per pax, and opposition to the expansion of their use.
- A perception that financial status allows high-net-worth passengers to prioritise convenience over environmental concerns.
- Some respondents argued that the Airport is already profitable and that more flights are unnecessary.
- Recognition of the importance of planning for the long-term future, but with a distinction made between planning and supporting increased demand.
- Concern about the impact of expansion on residents, primarily around noise.
- Emphasis on the importance of considering CO2 emissions, and opposition to any proposals that go against Government guidelines on these emissions.
- Calls for Farnborough Airport to lead aviation research and solutions into the next generation.
- A belief that airspace is being over-exploited, with negative long-term consequences.
- Calls for a reduction in air travel in the context of global warming, with airports being key sources of pollution.
- Emphasis on the need for planning but with a focus on sustainable growth.
- Calls for investment in rail and electric vehicles instead of airport expansion.

**Q3. We are proposing a number of changes to the way we operate, and would welcome your views on each of these.**

- a. To support the forecast market demand for flights, we want to increase our flight limit to 70,000 flights per year by 2040. What do you think about this?

*2,183 respondents answered this question.*

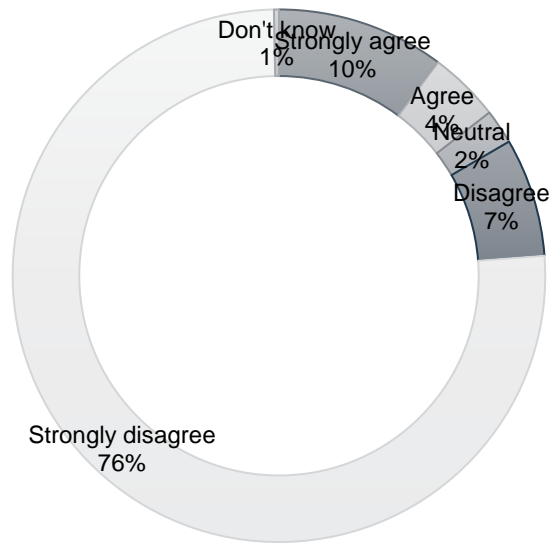




■ Strongly agree ■ Agree ■ Neutral ■ Disagree ■ Strongly disagree ■ Don't know

- b. We are proposing to amend our non-weekday flight limit to meet market demand. Do you support this proposed change?

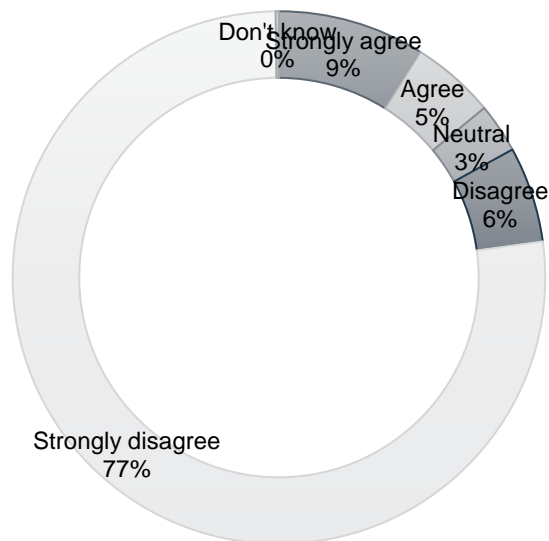
*2,184 respondents answered this question.*



Strongly agree
  Agree
  Neutral
  Disagree
  Strongly disagree
  Don't know

c. What do you think about our plans to adjust the operating times on non-weekdays from 8am-8pm to 7am-9pm?

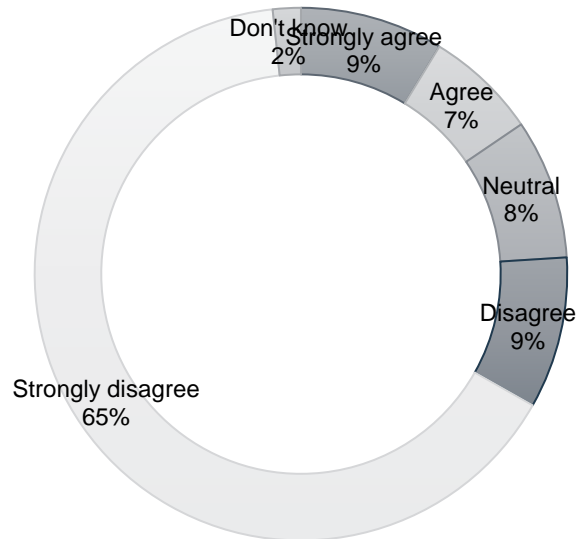
*2,183 respondents answered this question.*



Strongly agree
  Agree
  Neutral
  Disagree
  Strongly disagree
  Don't know

d. We are proposing to amend the restricted aircraft weight category to help us accommodate the slightly heavier new generation business aviation aircraft. Do you support this change?

1,676 respondents answered this question.



■ Strongly agree ■ Agree ■ Neutral ■ Disagree ■ Strongly disagree ■ Don't know

The operational change with the most opposition was the proposal to adjust the Airport’s operating times on non-weekdays, with 77% of respondents choosing ‘Strongly disagree’. The operational change with the least opposition was the proposal to amend the restricted weight category, with 65% of respondents choosing ‘Strongly disagree’. Overall, the response to the proposed operational changes was negative, with a majority choosing to strongly disagree with each of the four proposals.

The main themes raised in the open-ended comment box for Q3 are as follows:

- Arguments that Farnborough Airport has not utilised its existing capacity, and that there is not demand for an increase to the current flight cap.
- Specific concerns about the potential increase in weekend flights and the adverse impact on residents.
- Scepticism that amending hours would relieve any flight congestion; and concerns that it would result in the same level of noise starting earlier and finishing later at the weekends.
- Opposition to the proposed operational changes due to negative consequences on the tranquillity of the area, especially in the summer, including disturbance taking place for a longer period at the weekend.
- The coverage and the effectiveness of sound insulation grant scheme was also a concern, with improvements to the grant scheme needed to address current noise levels.
- Concerns about increased flight frequency, noise, and pollution affecting quality of life and property values.

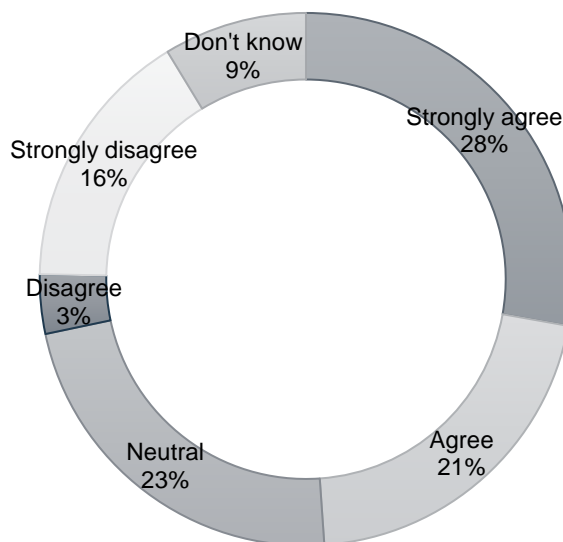
- Some comments expressed the view that the proposed operational changes would achieve profit at the expense of local residents.
- Criticism of the principle of private jets use.
- Concerns about increased congestion, related emissions, and the negative impacts that this will have on the area.

**Q4. We understand that there needs to be a balance between the economic benefits we can provide and our environmental impact.**

We are therefore proposing a number of changes to our community funding programmes which we would like your views on.

- a. We are proposing to enhance our Sound Insulation Grant Scheme. Do you support this?

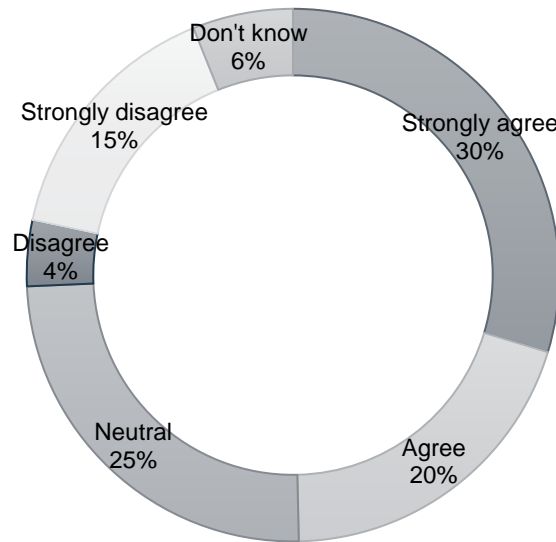
*2,131 respondents answered this question.*



■ Strongly agree ■ Agree ■ Neutral ■ Disagree ■ Strongly disagree ■ Don't know

- b. We are proposing to increase our contributions to our community funding programme. Do you support this?

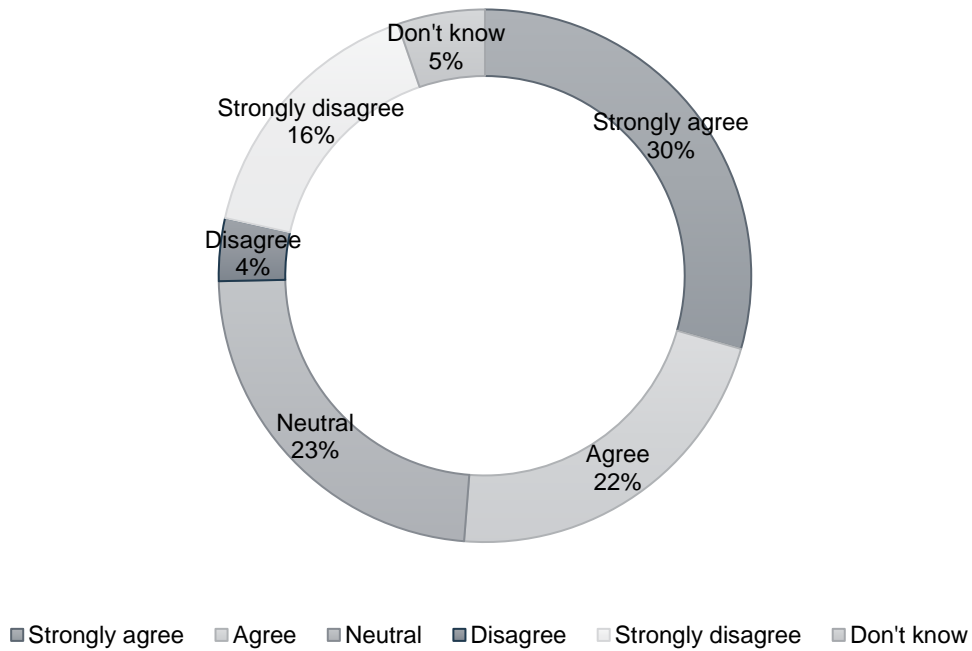
*2,113 respondents answered this question.*



■ Strongly agree ■ Agree ■ Neutral ■ Disagree ■ Strongly disagree ■ Don't know

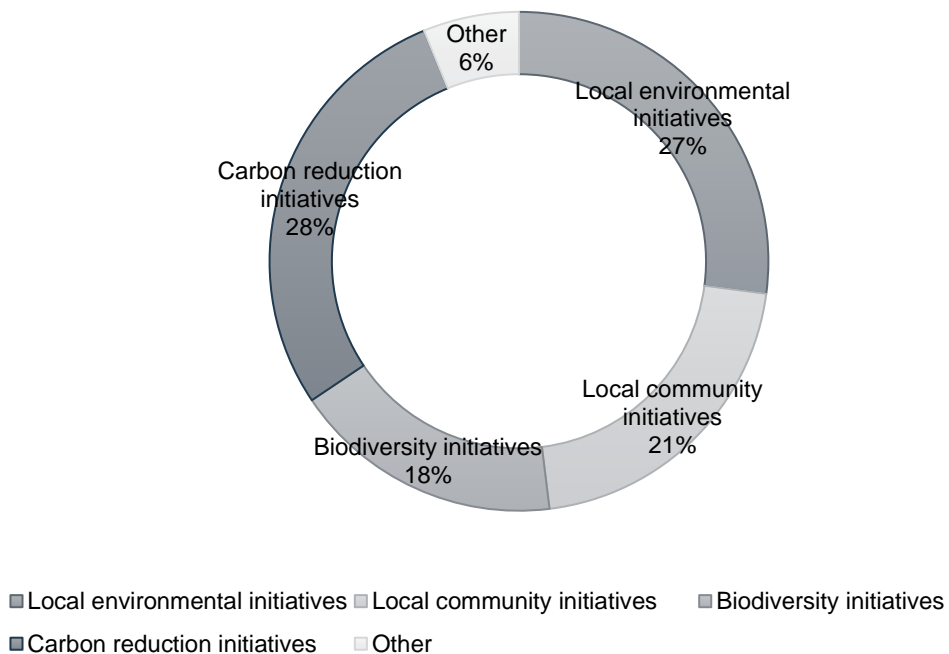
- c. We are proposing to create a new Sustainability Fund to help fund local sustainability projects. Do you support this?

*2,112 respondents answered this question.*



d. If we were to introduce a Sustainability Fund, what would you like to see it used for? Please tick all that apply.

1,806 respondents answered this question.



The main points raised by those who answered 'Other' were:

- There is a need to reduce air travel as a means of addressing environmental concerns, alongside calls for private jets to be banned.

- Calls for initiatives based on moral correctness and ethical principles.
- Concerns about increased pollution due to airport expansion.
- Calls to repair roads between Farnborough and Fleet
- A desire to curtail and reduce the number of flights already using the airport, and strong opposition to any increase.
- Suggestions for silent electric flights as an alternative.
- Calls for money to benefit the environment without increasing flight numbers.
- Suggestions to close the Airport and change the site use to a business park.
- A desire to reduce noise and pollution for local residents compared to current levels.

The community funding change with the most support was the new Sustainability Fund, with a combined 52% stating they Agreed or Strongly agreed with this question. Of the options available for where this new fund should be directed, the most popular was 'Carbon reduction initiatives' (28%), followed by 'Local environmental initiatives'. Many of the open-ended 'Other' comments also related to the environment.

The main points raised in the open-ended comment box for Q4 are as follows:

- Claims that the proposed community funding changes are being used to 'sweeten the deal' of operational changes that will have a negative impact on the quality of life of local residents.
- Frequent mention of the ineffectiveness of sound insulation grants, especially in outdoor spaces.
- Concerns about pollution and carbon emissions from increased flights, and the impact this will have on achieving net zero emissions by 2050.
- Criticism of the existing compensation schemes as insufficient, with calls for more substantial contributions to environmental and community projects.
- Questions raised about how the funds will be publicised, and alongside calls for more transparency in general regarding these initiatives.

### **Q5. Is there anything else you would like to share with us about proposed changes to the way we operate?**

Question 5 gave respondents the opportunity to share any further thoughts or concerns with the team. The below lists the main themes raised in response to Q5:

- Concerns over increased flights leading to more road traffic, air pollution from aviation fumes, and noise pollution, all of which can have adverse effects on people's health and quality of life - including not being able to use gardens or open windows.
- The effect of these operational changes on future house sales and the area's attractiveness.
- Emphasis on considering the climate crisis and environmental friendliness, with the need to reduce carbon emissions.
- The Piaggio P.180 is particularly loud, and is particularly disliked among the local community.
- Suggestions to alter flight paths, especially over schools and populated areas.

- Emphasis on using sustainable aviation fuels and aligning with the Government's net zero carbon emissions goals.
- Arguments for economic benefits and job creation.
- Worries about increased aircraft numbers and size.
- The impact of aircraft noise on television and signal interference.
- Criticism of the expansion plans benefiting a small minority, with doubts about the economic benefits for local communities and the number of jobs created by the expansion.
- Requests for further community engagement, including public meetings and email updates.
- Demands for information about noise monitoring and access to air quality data.
- Suggestions to attract quieter aircraft through pricing policies.

#### **4.5. EMAIL RESPONSES**

A total of 526 emails were received across the consultation period from members of the public. A summary of the main themes raised across these emails is below:

- Opposition to the proposed uplift in flights, citing concerns about noise, air pollution, and Climate Change
- Many arguments against the uplift in flight argue that the increase in movements will contribute to higher carbon emissions and exacerbate Climate Change. Some respondents argue that aviation as a whole should be reduced as an industry owing to Climate Change.
- Air quality and pollution concerns are raised, many of which focus on the higher emissions per pax of private jets versus commercial flights. The potential impact on respiratory health is mentioned.
- The proposed number of flights, especially at weekends, will negatively impact the quality of life of local residents and the local environment
- Concerns around the potential consequences for property values in the area
- Some residents questioned the consultation, particularly about whether their concerns will be considered.
- Support for the Airport's expansion, focussing on the Airport's status as a local hub, and the economic benefits it would have for the area by attracting new business.
- Information requests on aircraft types, noise restrictions, flight path changes, and no-fly zones.
- Information requests for the number of Farnborough residents employed by the Airport.
- Questions around the impact on local traffic and healthcare.
- Some individuals sought information about the date and location of the in-person consultation events, or how to send in feedback for the consultation.
- Suggestions to change the current flight path.
- Encouragement for the promotion of quieter aircraft.
- Complaints around private jets having priority over general aviation.
- Support for opening Farnborough Airport to international commercial flights.



#### 4.6. RESPONDING TO FEEDBACK

All comments received have been reviewed by the project team and where possible amendments were made to the Proposal. During the consultation feedback period the Applicant's project team responded directly to specific enquiries and questions relating to the Proposal and individual responses were drafted and issued. Constructive feedback which was received during the pre-application consultation process and the Applicant's response to each theme and resulting amends to the application are detailed below.

Feedback themes		
Economic impact	Response	Action
The Airport does not significantly contribute to the local economy and broader community.	<p>The economic impact of the Airport has been analysed in thorough detail by specialist consultants and based upon well-founded and statistically robust concepts and methodology.</p> <p>Earlier in the year another study was undertaken by Lichfieds on behalf of Rushmoor BC which reached similar conclusions.</p>	The economic impact analysis forms an integral part of the Statement of Need submission which is part of the planning application submission.
The proposals do not offer any economic benefit to the community.	<p>The economic benefits of the Airport are on three levels; local, regional, and national.</p> <p>The Applicant recognises that some communities benefit more than others from the employment and economic impact of the Airport.</p> <p>However, the Applicant believes regional prosperity is an important consideration from which all communities ultimately benefit.</p>	<p>The Applicant's Sustainability Fund will provide financial grants directly into local communities who are demonstrably impacted by the Airport's flights.</p> <p>This initiative will provide economic contributions to those communities impacted by the Airport but do not experience the direct employment or economic clustering benefits.</p> <p>As part of the application, the Applicant is proposing</p>

		a Skills & Employment Plan to set out how it could expand these opportunities for local people.
<b>Proposed operational changes</b>	<b>Response</b>	<b>Action</b>
The speed of growth for the proposed changes will affect frequency of flights immediately	The Applicant's forecasts are long-term, and growth will be gradual over time.	The Applicant has included a Phased Annual Flight Limit in the application, which ensures annual growth is phased over the long-term.
Increasing non-weekday flights to 18,900 a year – effectively doubling the existing limit This is a disproportional rate of growth	The Applicant's forecasts are long-term and growth at weekends will be gradual over time. The Applicant expects the rate of growth on non-weekdays to be similar to weekdays.	The Applicant has included a Phased Annual Non-Weekday Limit in the application, which ensures non-weekday growth is phased over the long-term.
Extending non-weekday hours	Based on feedback received during the consultation, the Applicant understands that extending the non-weekday hours would have an immediate impact on surrounding communities. The Applicant recognises that this proposed operational change was the least popular with the community, with 77% choosing 'Strongly disagree'	The Applicant has removed the proposal to extend the non-weekday hours from the application.
Changing the weight restrictions will mean there can be heavier aircraft, more often	The Applicant recognises community concern in relation to this proposal. However, this proposed condition change relates to ensuring some of the quietest new generation business aviation aircraft are able to continue using the Airport, and these aircraft are	The Applicant is also proposing to introduce a new Noise Levy on specific aircraft types which will encourage quieter aircraft. These additional measures can be taken whilst still ensuring the newer, but

	slightly heavier than their counterparts.	slightly heavier, aircraft can continue to use the Airport.
<b>Noise impact</b>	<b>Response</b>	<b>Action</b>
Specific aircraft are disproportionately loud	The Applicant understands that some aircraft can be noisier than others. Over time, aircraft will become quieter as older models are replaced.	The Applicant will prohibit the aircraft type which was raised often in the consultation feedback as particularly disruptive (for example, the Piaggio P.180).  The Applicant is also proposing to introduce a new Noise Levy on specific aircraft types which will encourage quieter aircraft.
The noise generated by the Airport is already too much and these proposals will make that worse	The Applicant's noise levels will remain within the 'noise budget' set out in the 2019 Rushmoor Borough Council Local Plan. The forecast for growth is long-term, meaning change will be gradual (including at the weekend) and aircraft will become quieter over time as older models are replaced.	In the application, the Applicant has further enhanced the Sound Insulation Grant Scheme to expand the area from 57 dB Summer Day to 55 dB Summer Day, which means approximately 900 dwellings will become eligible for funding, in comparison to the 350 additional dwellings proposed under the plans presented during the consultation.  The Applicant is also proposing increased noise monitoring sites within a revised Noise Charter commitment in response to community feedback about this.
<b>Emissions</b>	<b>Response</b>	<b>Action</b>
These proposals are at odds with the climate	The Applicant understands the climate concerns relating to this	The Applicant is committed to becoming

<p>emergency and will result in significant increases in emissions</p>	<p>Proposal. Business aviation accounts for 0.02% of all GHG emissions, however the Applicant believes Farnborough can play a key role in helping to de-carbonise the UK sector.</p> <p>The Proposal is consistent with UK Government Net Zero goals by 2050 and the Applicant is a member of the Sustainable Aviation alliance which is targeting more ambitious outcomes.</p>	<p>Net Zero for those emissions within its direct control by 2030. The Applicant wants to become the UK's first airport to only supply 100% Sustainable Aviation Fuel.</p> <p>The Applicant continues to make investments in airfield infrastructure and operational equipment to reduce overall emissions, and is committed to participating in the Airport Carbon Accreditation (ACA) programme, for which it currently has achieved the highest rating of Level 4+.</p>
<p>The emissions which will be produced are disproportionate because the flights only carry 2 or 3 passengers</p>	<p>The Applicant's existing planning conditions mean that only smaller and lighter aircraft with fewer seats are allowed to use the airport.</p> <p>These conditions are intended to reduce the absolute environmental footprint of the Airport, which they demonstrably achieve.</p> <p>The Applicant acknowledges that the emissions per passenger profile is different to that of a commercial airport, as is the economic profile.</p>	<p>Many of the Applicant's users already offset their carbon emissions.</p> <p>Furthermore, the Applicant is seeing increased demand for SAF (Sustainable Aviation Fuel) across its customer base with many corporates mandating the use of SAF. As a result, the Applicant is looking at its SAF strategy and exploring how it can become the UK's first airport to only supply 100% Sustainable Aviation Fuel.</p>
<p>Empty positioning flights are too frequent and contribute to increasing emissions</p>	<p>The Applicant recognises that a number of flights using the Airport are operating without passengers, either because they are positioning, returning based aircraft, or maintenance flights.</p>	<p>The Applicant is looking at how empty leg flights can be better utilised to improve efficiency within the overall system.</p>

<p>There are concerns about the impact of the Airport on air quality and how these proposals could impact that in the future</p>	<p>Over time these flights are expected to reduce as business aviation increasingly consolidates across the London airport system.</p> <p>The Applicant undertakes regular localised monitoring, and recognises that concerns about localised air quality was raised as an area of focus during the consultation, including monitoring of Particulate Matters (PM).</p>	<p>The Applicant is proposing to increase the Air Quality monitoring regime which will include additional permanent and portable monitoring as well as specialist PM measurement equipment.</p>
<b>Traffic</b>	<b>Response</b>	<b>Action</b>
<p>These plans will make local road congestion worse</p>	<p>The Proposal does not have a material impact on the roads in and around the Airport.</p>	<p>A full transport assessment and updated Travel Plan forms part of the planning application.</p>
<b>Community funding</b>	<b>Response</b>	<b>Action</b>
<p>The new Sustainability Fund does not cover all affected communities or provide enough funding</p>	<p>The Applicant is grateful for feedback received about the proposed new Sustainability Fund during the consultation, including its size, scope and remit.</p> <p>The Applicant anticipates that the Sustainability Fund will offer opportunities for the Airport and its communities to collaborate on local projects which matter to local people.</p>	<p>The Applicant is proposing to increase the size of the Fund from £4 / £10 per flight (&lt;50tonnes / &gt; 50 tonnes) to £8 / £20 per flight which will generate circa £740,000 per annum by 2040, based upon 70,000 flights and the expected aircraft mix.</p> <p>Furthermore, the Applicant will work with the communities around the Airport to offer flexibility in the geographic scope and remit of the Fund – for example, by ensuring areas in close proximity to the Fund area can also be eligible, or that community initiatives of a</p>

<p>The existing Community Environmental Fund is not publicised enough or accessible enough</p> <p>The Sound Insulation Grant Scheme does not benefit enough properties affected by Airport operations</p>	<p>The Applicant is grateful for the community feedback received about how the existing Fund could be best used to benefit the community.</p> <p>The Applicant welcomes feedback about the scope and purpose of its existing and proposed community funding programme.</p>	<p>broader scope can also be considered.</p> <p>The Applicant is proposing to double its contribution to the existing Community Environmental Fund, to £4/£10 per flight (&lt;50tonnes / &gt;50 tonnes).</p> <p>In the application, the Applicant has further enhanced the Sound Insulation Grant Scheme to expand the area from 57 dB Summer Day to 55 dB Summer Day, which means approximately 900 dwellings will become eligible for funding, in comparison to the 350 additional dwellings proposed under the plans presented during the consultation.</p>
<b>Skills and training</b>	<b>Response</b>	<b>Action</b>
<p>The Airport does not benefit local people with jobs, skills development or training</p>	<p>The Applicant is committed to expanding its apprenticeship opportunities and offer different methods of skills development and training for local people.</p>	<p>As part of the application, the Applicant is proposing a Skills &amp; Employment Plan to set out how it could expand opportunities for local people.</p>
<b>Consultation</b>	<b>Response</b>	<b>Action</b>
<p>There should have been consultation events in other areas.</p> <p>This process is pre-determined and community feedback will not be considered.</p>	<p>It was difficult to choose the various locations for the public consultation events, and ultimately they were selected based upon a number of factors, reflecting the communities which experience both adverse and positive effects from the Airport and held in central locations which were accessible to</p>	<p>A Statement of Community Involvement document has been prepared as part of the planning application to set out the community engagement and consultation undertaken</p>

	<p>as many of these communities as possible.</p> <p>We recognise that there are areas outside the places we held events which experience some overflying from Farnborough Airport. We worked to ensure our consultation was accessible to as many people as possible with our consultation website hosting all of the same information as was available at the events, an online mechanism for giving feedback, and an email address and phone line available where people could ask questions, give comments, or request hard copy information packs.</p>	<p>in respect of the planning application.</p>
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## 5. CONCLUSION

### 5.1. SUMMARY

- 5.1.1. The Applicant has conducted a thorough and comprehensive consultation process on these proposed operational changes and proposed changes to the community funding programme.
- 5.1.2. The Applicant ensured the consultation was accessible to as many people as possible, with six drop-in events held in four local authorities, and online and postal feedback opportunities available for those who could not attend a physical event.
- 5.1.3. The consultation was promoted to 116,952 addresses by post, and advertised on social media, in the local press and via interviews with print and broadcast media.
- 5.1.4. The Applicant team contacted community and elected representatives about the consultation, and met with a number of stakeholders to discuss the Proposal.
- 5.1.5. The consultation has exceeded the standards set out in Rushmoor Borough Council's own *Statement of Community Involvement* and other consultation guidelines.
- 5.1.6. The Applicant has made a number of changes to the Proposal following community consultation. Notably, these changes include:
- Removal of the proposal to amend non-weekday operating hours to 7am-9pm; meaning non-weekday operating hours will remain as 8am-8pm.
  - Introduction of a Phased Annual Flight Limit to ensure annual growth is phased over the long-term.
  - Introduction of new aircraft restrictions which will prohibit aircraft such as the Piaggio P.180 using the Airport.
  - Expansion of the Sound Insulation Grant Scheme from the existing 60 dB Annual Day limit to the 55 dB Summer Day limit, encompassing 900 properties compared to 350 additional eligible properties based on the 57 dB Summer Day limit proposed at the consultation.
  - Creation of a new Noise Levy.
  - Increased contributions to the proposed new Sustainability Fund from £4/10 per flight proposed at the consultation to £8/20 per flight (indexed) to fund local environmental projects.
  - Increased contributions to the existing Community Environmental Fund to £4/£10 per flight (<50tonnes / >50 tonnes).
  - Greater flexibility with the proposed Sustainability Fund to allow those from outside the designated area to apply for funding.
  - Introduction of a Skills & Employment Plan to prioritise local employment for new jobs created through the Proposal.



**5.2. CONTINUED ENGAGEMENT**

- 5.2.1. The Applicant is committed to continued engagement with the community, and will continue to work with residents, community representatives and elected officials as the application for proposed operational changes is considered.
- 5.2.2. The Applicant is grateful for all engagement to date on the Proposal and looks forward to continuing to work with the community.

# Appendices

## Appendix A – Public notification flyer



**Farnborough Airport invites you to take part in our consultation about proposed changes to the way we operate. These changes are necessary for Farnborough Airport to continue to meet its share of future market demand, which will be important if the Airport is to sustain its economic role. As part of this consultation, we are also seeking feedback on proposed enhancements to our community funding programme.**

The local area and the Airport are intrinsically linked. The airfield at Farnborough has been in existence since 1904 and generations of local families have strong historic connections with the Airport. Today, the Airport continues to generate both significant employment and investment, helping make the local area one of the fastest-growing economic regions in the UK according to data from the Office for National Statistics.

We now need to plan for our long-term future and it is important that any potential changes to the way we operate are discussed with our local community. This is why we are launching this consultation process.

**We are seeking your views on our proposals to submit a planning application to amend the Airport's:**

- Existing annual flight limit from **50,000 to 70,000** flights per year to meet the market demand for flights by 2040
- Existing annual non-weekday (i.e. weekends and public holidays) flight limit from **8,900 to 18,900** flights per year, maintaining the same percentage of non-weekday flights as exists today

- Operating hours on non-weekdays from **8am-8pm to 7am-9pm** to reduce congestion at either end of the day
- Restricted aircraft weight category from **50-80 tonnes to 55-80 tonnes**, and increase the related amount of annual flights allowed within this category, to accommodate modern aircraft which are slightly heavier

*Note that each 'flight' is either a landing or a departure.*

The proposed increases in flying activity at Farnborough Airport are not expected to be achieved until 2040, but it is essential we consult on the changes now so that we can start to plan and invest for the long term.

We also understand that we need to find a balance between safeguarding and increasing the economic benefit of the Airport versus its environmental impact. As a result, we are also seeking your feedback on:

- Our new **Sustainability Fund**
- Enhancements to our **Sound Insulation Grant Scheme**
- Enhancements to our **Community Environmental Fund**

We look forward to welcoming you to our upcoming consultation events on these plans and hearing your views. Alternatively, you can visit our website or get in touch using our contact details to find out more.

FARNBOROUGHAIROPORT2040.COM  
CONTACT@FARNBOROUGHAIROPORT2040.COM  
0808 164 6061

**OUR PROPOSAL 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
-  **Support 4,100 jobs** in the local area (either directly or indirectly)
-  **Generate £470m of GVA\*** for the local economy each year
-  Create a potential **new Sustainability Fund** which we want your help to shape
-  Enhance our existing **Sound Insulation Grant Scheme**
-  Enhance our existing **Community Environmental Fund**

*\*GVA stands for Gross Value Added, and refers to the value of goods and services produced in an area or industry.*

**JOIN US AT ONE OF OUR DROP-IN CONSULTATION EVENTS:**

Farnborough College of Technology,  
Boundary Road, Farnborough GU14 6SB  
**Wednesday 20th September**  
**5:30-8:30pm**

Farnham Maltings, Bridge Square,  
Farnham GU9 7QR  
**Thursday 21st September**  
**4-8pm**

West End Centre, 48 Queens Road,  
Aldershot GU11 3JD  
**Saturday 23rd September**  
**10:30am-1:30pm**

The Harlington, 236 Fleet Road,  
Fleet GU51 4BY  
**Tuesday 26th September**  
**4-8pm**

Lakeside International Hotel, Wharf Road,  
Frimley Green GU16 6JR  
**Thursday 28th September**  
**4-8pm**

Farnborough College of Technology,  
Boundary Road, Farnborough GU14 6SB  
**Saturday 30th September**  
**10am-3pm**

All of our exhibition materials will be available on our website (details below) from **Wednesday 20th September**, along with an online feedback form.



If you have any questions or comments, or do not have access to the internet and would like to receive hard copies of the consultation material, please contact us using the details below.  
यस विषयमा यदि तपाईंलाई नेपाली भाषामा थप जानकारी चाहिएमा कृपया तल दिईएको हाम्रो टिम मेम्बरलाई सम्पर्क गर्नुहोस् |

FARNBOROUGHAIROPRT2040.COM  
CONTACT@FARNBOROUGHAIROPRT2040.COM  
0808 164 6061



**ONE AIRPORT. ONE TOWN. OUR FUTURE.**

## Appendix B – Stakeholder letter



4<sup>th</sup> September 2023

Dear Chair,

I am writing to inform you that today, Monday 4<sup>th</sup> September, we have launched a consultation on proposed changes to the way we operate, which includes proposed enhancements to our community funding programme.

The consultation process will be seeking feedback on important proposals to safeguard the future role of Farnborough Airport, supporting long-term planning which will underpin economic growth, at both a local and national level.

Airports and the connectivity they provide are fundamental to the prosperity and wellbeing of the regions they serve. Over the years the proximity of Farnborough Airport to London, combined with restrictions on the types of flights that are permitted to use the Airport, have resulted in Farnborough Airport becoming one of the largest and most important business aviation gateways in the UK.

The local area and the Airport are intrinsically linked. The airfield at Farnborough has been in existence since 1904 and generations of local families have strong historic connections with the Airport. Today, the Airport continues to generate significant employment and investment, helping make the local area one of the fastest-growing economic regions in the UK according to data from the ONS.

The changes we are proposing are necessary for Farnborough Airport to continue to meet future market demand and ensure the Airport can sustain its important economic role. Farnborough Airport and the aerospace cluster to which it belongs currently generates an estimated 5,000 direct and indirect jobs, creating £350 million of Gross Value Added (GVA) within the UK economy each year.

As well as airports being locally and nationally important, they also require long-term planning and investment. This is especially true as airports look to invest in Net Zero projects, and particularly pertinent for Farnborough Airport as we strive to become a Global Showcase for Airport Sustainability. For these reasons, we have now launched a public consultation process on the future of Farnborough Airport.

Specifically, we are consulting on our proposals to submit a planning application to amend the Airport's:

- **Existing annual flight limit from 50,000 to 70,000 flights per year** to meet the market demand for flights by 2040.
- **Existing annual non-weekday (i.e. weekends and public holidays) flight limit from 8,900 to 18,900 flights per year** maintaining the same percentage of non-weekday flights as exists today.
- **Operating hours on non-weekdays from 8am-8pm to 7am-9pm** to reduce congestion at either end of the day.

- **Restricted aircraft weight category from 50-80 tonnes to 55-80 tonnes and increase the number of annual flights allowed within this category** to accommodate modern aircraft which are slightly heavier.

Although the proposed increases in flying activity at Farnborough Airport are not expected to be achieved until 2040, it is essential we consult on these changes now so that we can start to plan and invest for the long term.

Further, we understand that we need to find a balance between safeguarding and increasing the economic benefit of the Airport versus its environmental impact. As a result, we are also seeking feedback on:

- **Our new Sustainability Fund**
- **Enhancements to our Sound Insulation Grant Scheme**
- **Enhancements to our Community Environmental Fund**

Our proposals will enable us to meet the long-term market demand for connectivity from Farnborough Airport, generating additional employment and helping to strengthen the attractiveness of the local area to trade and commerce.

We estimate that by 2040 our proposals will support 7,100 direct and indirect jobs and generate £710m of GVA, of which 4,100 jobs and £470m of GVA will be attributable to the local area.

We are committed to consulting with the community and stakeholders ahead of submitting a planning application. A copy of the flyer which has been distributed today setting out our consultation event schedule is attached, and our website can be found at [www.FarnboroughAirport2040.com](http://www.FarnboroughAirport2040.com).

Please note that detailed information on the proposals will be available on the website from Wednesday 20<sup>th</sup> September.

Yours sincerely,

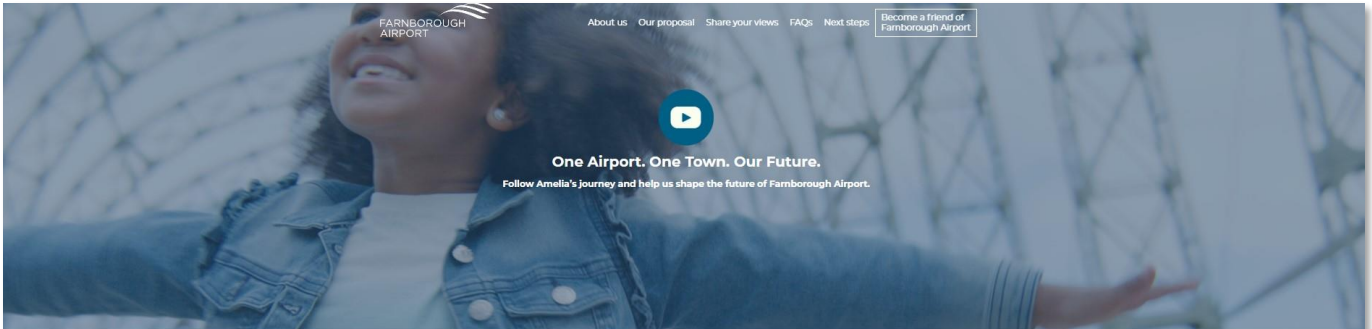


Simon Geere  
CEO, Farnborough Airport

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Farnborough  
Hampshire, GU14 6XA  
United Kingdom  
+44 (0)1252 379000  
farnboroughairport.com

Registered in England and Wales 3454447

## Appendix C – Website landing page



FARNBOROUGH  
AIRPORT

[About us](#) [Our proposal](#) [Share your views](#) [FAQs](#) [Next steps](#)

[Become a friend of Farnborough Airport](#)



**One Airport. One Town. Our Future.**

Follow Amelia's journey and help us shape the future of Farnborough Airport.



### The success of Farnborough and its Airport go hand in hand. Share your views on our long-term future.

Farnborough Airport invites you to take part in our consultation about proposed changes to the way we operate. These changes are necessary for Farnborough Airport to continue to meet its share of future market demand, which will be important if the Airport is to sustain its economic role. As part of this consultation, we are also seeking feedback on proposed enhancements to our community funding programme.

The local area and the Airport are intrinsically linked. The airfield at Farnborough has been in existence since 1914 and generations of local families have strong historic connections with the Airport. Today, the Airport continues to generate both significant employment and investment, helping make the local area one of the fastest growing economic regions in the UK according to data from the Office for National Statistics.

We now need to plan for our long term future and it is important that any potential changes to the way we operate are discussed with our local community. This is why we are launching this consultation process.

To find out more and share your feedback you can attend one of our below drop-in consultation events, or visit our website from **Wednesday 20<sup>th</sup> September** to view our virtual exhibition and complete an online feedback form.



FARNBOROUGH  
AIRPORT

[About us](#) [Our proposal](#) [Share your views](#) [FAQs](#) [Next steps](#)

[Become a friend of Farnborough Airport](#)

### SHARE YOUR VIEWS

We will be hosting six public consultation events where you are welcome to drop in to find out more about the plans, talk to our team, view our exhibition materials and share your views with us.

Please note that the events at Farnborough College of Technology are still proceeding, as the space for the consultation events is unaffected.

#### Join us at one of our drop-in consultation events.

While confirming your attendance isn't necessary, if you would like to let us know you will be visiting or have any accessibility requirements you would like to tell us about, please get in touch using the details below.

<b>Farnborough College of Technology</b> Boundary Road, Farnborough GU14 6SB	<b>Wednesday 20<sup>th</sup> September</b> 5:30-8:30pm	<a href="#">View in map</a>
<b>Farnham Maltings</b> Bridge Square, Farnham GU14 7QR	<b>Thursday 21<sup>st</sup> September</b> 4-8pm	<a href="#">View in map</a>
<b>West End Centre</b> 48 Queens Road, Aldershot GU11 3JD	<b>Saturday 23<sup>rd</sup> September</b> 10:30am-1:00pm	<a href="#">View in map</a>
<b>The Harrington</b> 236 Fleet Road, Fleet GU14 4BY	<b>Tuesday 26<sup>th</sup> September</b> 4-8pm	<a href="#">View in map</a>
<b>LakeSide International Hotel</b> Wharf Road, Hitley Green GU16 6JR	<b>Thursday 28<sup>th</sup> September</b> 4-8pm	<a href="#">View in map</a>
<b>Farnborough College of Technology</b> Boundary Road, Farnborough GU14 6SB	<b>Saturday 30<sup>th</sup> September</b> 10am-3pm	<a href="#">View in map</a>

### CONTACT US

If you have any questions or comments please contact us using:

Email: [Contact@FarnboroughAirport2040.com](mailto:Contact@FarnboroughAirport2040.com)  
Phone: 0800 164 6061

Sign up here for updates about the consultation process

Appendix D – Exhibition boards

FARNBOROUGH AIRPORT

# WELCOME

**Welcome to our public consultation on the long-term future of Farnborough Airport.**

Farnborough Airport invites you to take part in our consultation about proposed changes to the way we operate.

These changes are necessary for us to be able to serve the future market demand for connectivity from Farnborough Airport. This will be important if we are to safeguard and sustain the Airport's economic role going forward.

As part of this consultation, we are also seeking feedback on proposed enhancements to our community funding programme.

Farnborough Airport is committed to engaging with the community to shape these proposals, and we want to hear what you think.

Please review our exhibition boards and complete the feedback form to share your views with us.

We are gathering feedback until **18th October 2023**.

If you need to request hard copy materials, or ask any questions, you can get in touch with us directly using the contact details below.



Scan the QR code to share your views or register for updates on our consultation





FARNBOROUGH AIRPORT 2040.COM  
CONTACT@FARNBOROUGH AIRPORT 2040.COM  
0808 164 6061





## WHAT ARE WE CONSULTING ON?




We are seeking your views on our proposals to submit a planning application to amend the Airport's:

-  **Existing annual flight limit from 50,000 to 70,000 flights per year** to meet the market demand for flights by 2040
-  **Existing annual non-weekday (i.e. weekends and public holidays) flight limit from 8,900 to 18,900 flights per year**, maintaining the same percentage of non-weekday flights as exists today
-  **Operating hours on non-weekdays from 8am-8pm to 7am-9pm** to reduce congestion at either end of the day
-  **Restricted aircraft weight category from 50-80 tonnes to 55-80 tonnes;** and adjust the related number of annual flights allowed within this category, to accommodate new generation business aviation aircraft which are slightly heavier

The increases in flying activity at Farnborough Airport are not expected to reach the proposed limits until 2040; however it is essential we consult on these changes now so that we can start to plan for the long term.

We also recognise that we need to find a balance between the economic benefit we can provide and our environmental impact.

As a result, we also want your feedback on:

-  **Introducing a new Sustainability Fund**
-  **Enhancements to our Sound Insulation Grant Scheme**
-  **Enhancements to our Community Environmental Fund**

We want your views on our proposed changes to our current Sound Insulation Grant Scheme and Community Environmental Fund, as well as what you think about a new Sustainability Fund, which would focus on providing grant funding for local sustainability projects.



## WHY ARE WE PROPOSING THESE CHANGES?

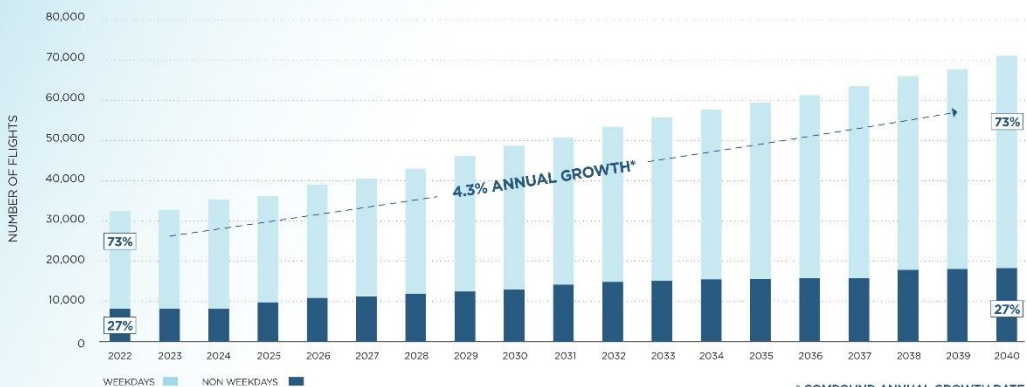
**Airports play an important role in the communities they serve, and Farnborough Airport is no different. In particular, they generate significant economic benefits, drive employment, and support local businesses.**

However, airports also require significant investment and long-term planning if they are to achieve their full regional potential.

Market demand for flights from Farnborough Airport is forecast to increase, driven by overall market growth and capacity constraints within the London airports system. Meeting this demand will make best use of the UK's available airport infrastructure.

The success of Farnborough Airport and the local area is intrinsically linked. Our proposed operational changes mean that we can plan for the long term, allowing us to continue to support the economic growth potential of the region.

### FORECAST MARKET DEMAND FOR FLIGHTS



\* COMPOUND ANNUAL GROWTH RATE  
THIS IS FOR ILLUSTRATIVE PURPOSES ONLY



OUR HISTORY



**Farnborough and its Airport have a unique place in aviation history.**

The airfield was established in 1904 and it was the location of the first UK powered flight in 1908. Ever since, Farnborough has been recognised as the birthplace of British aviation.

Born out of these pioneering beginnings, Farnborough Airport has been one of the most significant contributors to aviation innovation and aeronautical science for over a century.

Owned by the Ministry of Defence during the two World Wars and the Cold War, the Airport was a centre of military and civil aviation research. In 1948 the inaugural Farnborough International Airshow took place. Today the Airshow continues to be the world's leading aerospace exhibition and trade event, attracting thousands of business organisations and visitors to Farnborough from across the globe.

In 1989, Farnborough Airport handled its first civil aviation operations. This was followed soon after by plans to develop the Airport with a particular focus on business aviation and related activities.

A planning application was subsequently approved in 1999 and this has shaped the nature of the Airport's operations that exist today.

**TIMELINE**

- **1904** - Airfield established in Farnborough.
- **1908** - Farnborough was the UK's first airfield in aviation history and home to the country's first powered flight, which saw Samuel Franklin Cody take off in his British Army Aeroplane No. 1.
- **1908-1991** - Primarily used as a military aviation research base, Farnborough was owned by the British Ministry of Defence (MOD) during the two World Wars and the Cold War.
- **1948** - The inception of the inaugural Farnborough International Airshow.
- **1989** - Farnborough's first civil aviation operations begin.
- **1991** - MOD announce that the airfield is surplus to military requirements.
- **1994** - Government declares that the airfield should be redeveloped as a business aviation centre.
- **1997** - Private operator wins the competitive process to operate the airfield.
- **1999** - Planning for the redevelopment of the airfield begins.
- **2003** - Civil Aviation Authority licence is granted.
- **2007** - Airfield freehold is acquired and major renovations commence.
- **2009** - Airport masterplan setting out growth proposals to 2019, and indicatively to 2030.
- **2011** - Grant of approval to increase flights from 28,000 a year to 50,000.
- **2012** - Airspace Change Proposal commences.
- **2018** - Airport becomes the first business aviation airport in the world to achieve carbon neutral status.
- **2019** - Airport is acquired under new long-term ownership.
- **2020** - Airspace Change Proposal is implemented.
- **2022** - Construction of the Airport's third hangar begins - Domus III.
- **2022** - Launch of the Airport's Net Zero Roadmap.
- **2022** - Airport enters the UK's Airspace Modernisation Strategy and initiates an Airspace Change.
- **2023** - Farnborough Airport becomes the first UK business aviation airport to achieve Level 4+, the highest level of carbon accreditation.



# THE ROLE OF FARNBOROUGH AIRPORT

## The role of Farnborough Airport is shaped by our history.

The Airport's current operation has been shaped by its past. The permissions to develop Farnborough Airport for business aviation came with restrictions on the size of aircraft and the type of flights which were allowed.

These were intended to minimise the environmental impact of the Airport's operation by ensuring it focussed on serving the business aviation market and did not develop into a traditional commercial passenger airport.

Although not restricted solely to business aviation, the proximity of Farnborough Airport to London has resulted in the Airport becoming one of the most important gateways for business aviation in the UK.

It has consistently been voted the best airport of its kind in Europe, and its iconic architecture and state-of-the-art facilities make it one of the most impressive airports in the world.



## WHAT IS BUSINESS AVIATION?

**High economic consequence, essential in purpose, and time-sensitive in nature. Business aviation serves this market.**

The term 'business aviation' refers to a subset of the wider business air travel market. Using smaller and lighter aircraft, business aviation serves a market where its users require enhanced levels of connectivity and assurance.

Whilst the majority of the business air travel market is served by scheduled airlines operating between traditional commercial passenger airports, some business travel purposes have very specific requirements.

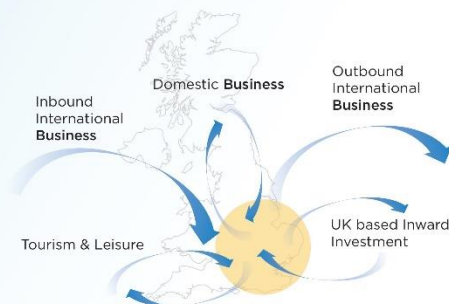
### For example:

- Where direct connections and flight times are not otherwise available on scheduled flights
- Where the flight requires greater certainty on timings and connections
- Where travel flexibility is an essential aspect of the trip
- Where complex travel itineraries need to be accommodated
- Where enhanced levels of security and personal assurance is a priority

These requirements, combined with the relatively high costs of using business aviation, mean that business aviation flights are often of high economic consequence, essential in purpose, and time-sensitive in nature. Business aviation serves this market.

## WHO ARE OUR USERS?

Business aviation has a diverse customer base, ranging from global companies to small business enterprises, representing commerce and trade from across the economic spectrum.



## OUR CURRENT OPERATIONS

**Operating the Airport requires close, collaborative working relationships between operators, crews, air traffic control and our suppliers.**

We are collectively focused on running a responsible, safe and secure airport which looks to deliver transformational change within our operations in line with emerging technologies and industry best practice.

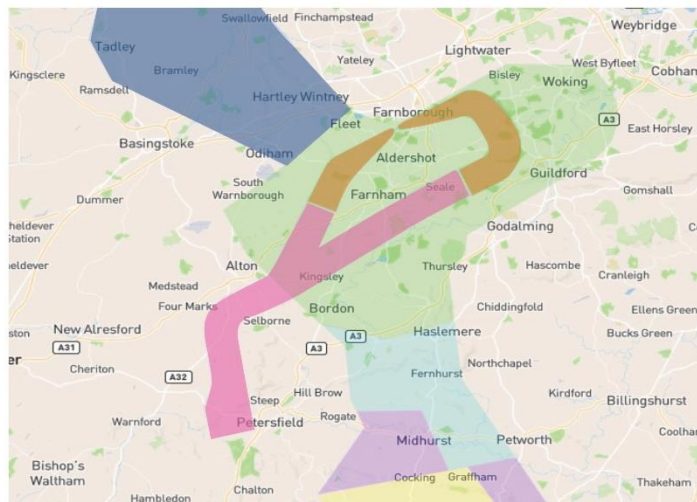
Our runway at Farnborough Airport can be approached from either direction and is referred to as either Runway 24 or Runway 06 depending on the prevailing wind and operational conditions at the time. Currently, flights at Farnborough Airport arrive and depart using Runway 24 approximately 70% of the time, and arrive and depart using Runway 06 approximately 30% of the time.

### Arrivals

- Aircraft arriving from the south in this area are likely to be flying between 6000-7000ft
- Aircraft arriving from the south in this area are likely to be flying between 5000-6000ft
- Aircraft arriving from the south in this area are likely to be flying between 4000-5000ft
- Aircraft arriving from the north in this area are likely to be flying between 4000-7000ft
- Aircraft arriving from either the north or the south in this area are likely to be flying below 4000ft

### Departures

- Departures in this area are likely to be flying at up to 4000ft
- Departures in this area are likely to be flying at up to 4000-7000ft

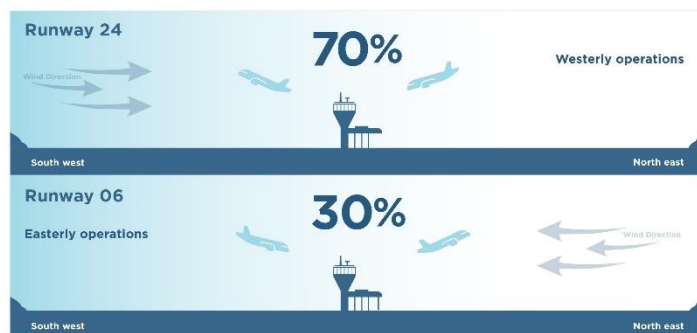


### Airspace change

Government policy is to modernise airspace. As part of their Airspace Modernisation Strategy, Farnborough Airport and other airports across the UK are progressing airspace change proposals, which will mean that current routings may change.

This process is completely separate to the planning process we are currently consulting on.

### Prevailing winds



More information on airspace change at Farnborough Airport can be found online by scanning the QR code or visiting the Airspace Change portal on the Civil Aviation Authority's (CAA) website, or on Farnborough Airport's own website under 'Airport matters'.

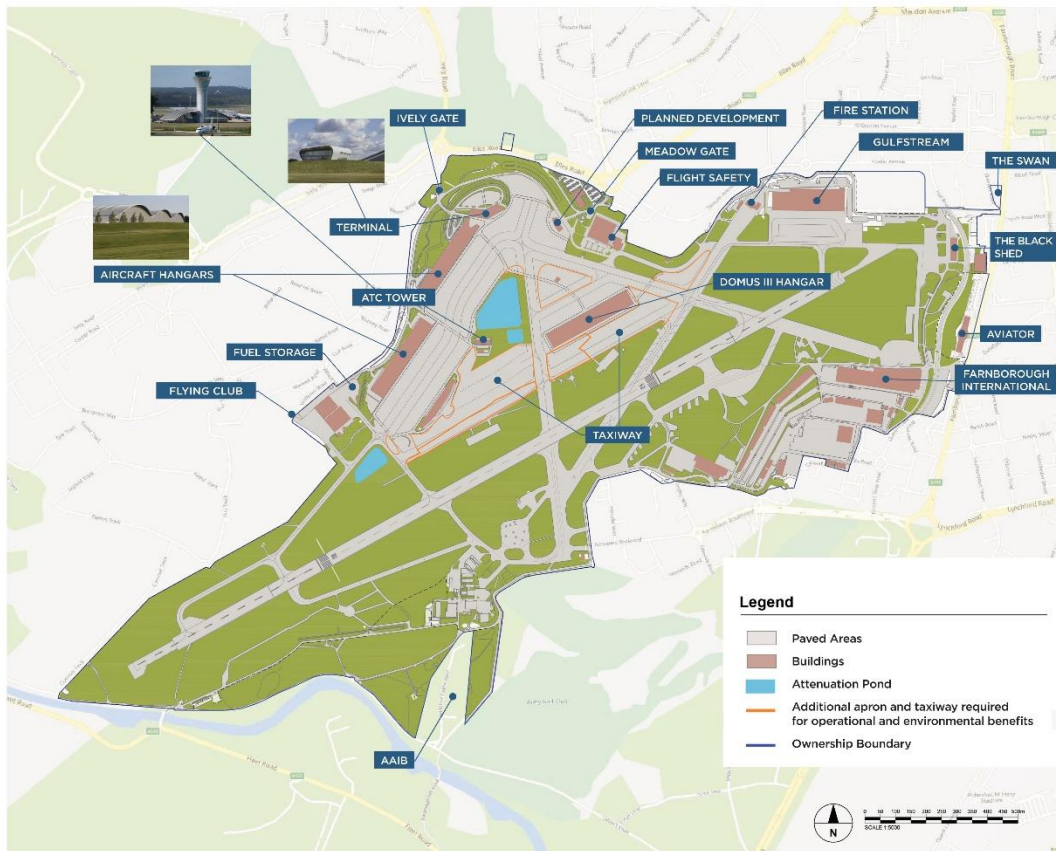
Farnborough Airport is following the airspace change process as published by the CAA and engaging in accordance with that process. A full public consultation will occur in due course.





We do not expect that our proposals will require any additional infrastructure to support the forecast market demand for 70,000 flights by 2040.

The plan below shows the Airport’s existing infrastructure with future known projects required to deliver an efficient and environmentally optimised Airport as we grow towards our existing permissions of 50,000 flights per annum.





**Annual flight limit**

**To amend the Airport’s existing flight limit from 50,000 to 70,000 flights per year.**

We currently have a planning constraint on the annual number of flights that we are allowed to handle. A flight means either a departure or arrival. Our existing permissions allow us to handle 50,000 flights per year.

In 2022 we handled 32,600 flights, however by circa 2030 we expect the market demand for flights from Farnborough Airport to be nearing our existing 50,000 flight limit. By 2040 we expect the market demand to reach 70,000.

Some flights do not fall within the category of business aviation and therefore do not count towards our annual flight limit. For instance, Government/Royal operated flights, Farnborough Flying Club flights, and Farnborough International Airshow flights.



**Operating hours on non-weekdays**

**To amend the Airport’s operating hours on non-weekdays from 8am-8pm to 7am-9pm.**

We are consulting on extending the operating hours of the Airport on non-weekdays from 8am-8pm to 7am-9pm.

This will reduce flight congestion at the start and end of each day, bringing environmental benefits by allowing us to move aircraft on and off the runway more quickly, reducing aircraft emissions and noise in the process.

This change is not predicted to increase the number of flights in itself.



**Non-weekday annual flight limit**

**To amend the Airport’s existing non-weekday flight limit from 8,900 to 18,900 flights per year.**

We have an existing non-weekday limit of 8,900 flights per year, which is 17.8% of our existing annual flight limit.

In 2022, the Airport handled 8,700 flights on non-weekdays, which was 27% of our annual total of 32,600. We are proposing to amend the non-weekday flight limit to 27% of the proposed new annual flight limit, which is 18,900.

Specifically we are not seeking to grow the non-weekday any faster than the weekday, only to maintain the current split at 27%. This is below 30% for non-weekdays if all days were treated equally, and continues to reflect a greater sensitivity to non-weekdays in the future.

The existing constraint of 8,900 was based upon a historical split from 2006 which assumed the demand for business aviation flights from the Airport was primarily across Monday to Friday; however, travel patterns have changed over time.

Further, the positive ‘business clustering’ effect that has occurred over the years has increased the number of operators and maintenance providers who have chosen to base themselves at the Airport. These companies now need operational access to Farnborough Airport from Monday to Sunday.



**Restricted aircraft weight category**

**To amend the Airport’s restricted aircraft weight category from 50-80 tonnes to 55-80 tonnes; and adjust the related number of annual flights allowed within this category.**

We are not allowed to handle aircraft over a maximum take-off weight of 80 tonnes, apart from a small number of exemptions including the biennial Airshow.

We also have a restriction on the annual number of business aviation aircraft we can handle between 50-80 tonnes. This is set at 1,500 annually, of which only 270 can be on non-weekdays.

We are proposing to change the existing restricted aircraft weight category from 50-80 tonnes to 55-80 tonnes, so that we can accommodate the growing trend towards new generation business aviation aircraft, which are slightly heavier.

We are also proposing to adjust the allowable flights within this category from 1,500 to 2,100 on an annual basis, and adjust those flights allowed to take place on a non-weekday basis from 270 to 570.

## OUR PROPOSED COMMUNITY FUNDING CHANGES

**OUR PROPOSALS COULD PROVIDE AN ADDITIONAL £6,600,000 TOWARDS COMMUNITY AND ENVIRONMENTAL PROJECTS BY 2040.**

**We understand that we need to find a balance between safeguarding, and increasing, the economic benefit of the Airport relative to our environmental impact.**

We are therefore proposing some enhancements to our existing Community Environmental Fund and our existing Sound Insulation Grant Scheme, as well as proposing to introduce a new Sustainability Fund. We want to do more to manage our environmental impact and have a positive impact on our communities where we can.

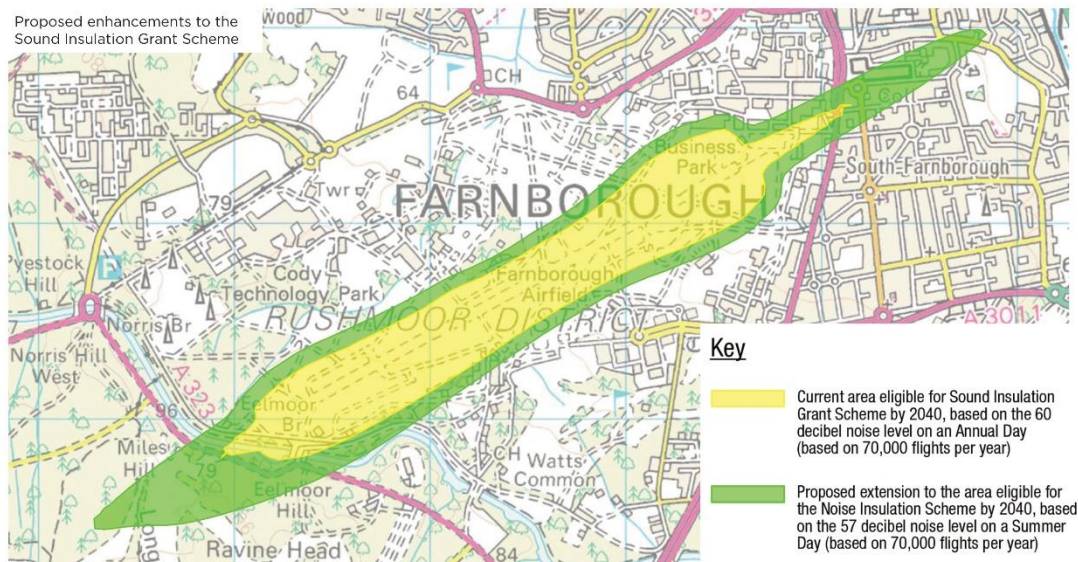
With our proposed changes, we anticipate that our community funding contributions between 2025 and 2040 will increase substantially on a cumulative basis, from £1,600,000 under the current scheme to £8,200,000 with the proposed enhancements.

**By 2040, our proposed changes would mean that we would be contributing £740,000 per year to community environmental projects, compared to £127,000 under the current scheme arrangements and with the current planning conditions in place.**

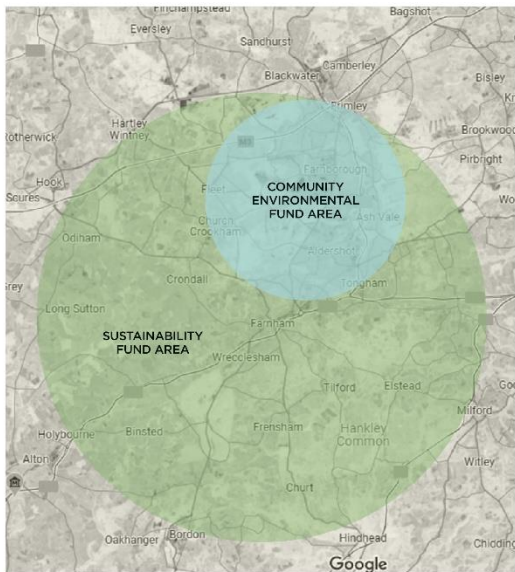
### ENHANCEMENTS TO OUR SOUND INSULATION GRANT SCHEME

We are proposing some improvements to our existing Sound Insulation Grant Scheme. We want your views on increasing the number of properties eligible for potential noise insulation funding by extending the eligible noise levels from the current 60 decibels (based on an Annual Day) to 57 decibels (based on a Summer Day).

**These changes would potentially provide noise insulation grants to approximately 350 additional properties by 2040.**







The larger circle shows the area proposed to be covered by our new Sustainability Fund, with the smaller circle showing the area covered by the existing Community Environmental Fund.

**Our proposed new Sustainability Fund**

Our proposed new Sustainability Fund is a new initiative which we are seeking your feedback on. Based on a financial contribution linked to flying activity at Farnborough Airport, the Fund would be used to fund local environmental projects across a wider geographic area than our existing Community Environmental Fund. The Fund would be administered by the Airport, and we would contribute £4 per business aviation flight for aircraft 50 tonnes and under, and £10 per business aviation flight for aircraft weighing more than 50 tonnes.

**We estimate the total annual Fund size would be £150,000 per annum based on the 2025 flight projections and growing over time. By 2040 the Fund would potentially generate £370,000 per annum.**

We are seeking your views on how this Fund could be used to support sustainability projects in the local community.

**Enhancements to our existing Community Environmental Fund**

We currently have a Community Environmental Fund in place which is administered by Rushmoor Borough Council and to date has provided over £850,000 in funding for local projects. We currently contribute £2 per business aviation flight for aircraft 50 tonnes and under, and £5 per business aviation flight for aircraft weighing more than 50 tonnes. We are proposing to double the contribution per business aviation flight to £4 and £10 respectively.

**We estimate the total annual Fund size would be £150,000 per annum based on the 2025 flight projections and growing over time. By 2040 the Fund would potentially generate £370,000 per annum.** The current scheme would generate approximately £75,000 in 2025.

## OUR FOCUS ON SUSTAINABILITY

**Farnborough Airport has a proud history of leading on sustainability, becoming the first airport of its kind to be Carbon Neutral accredited in 2018.**

We want to be a Global Showcase for Airport Sustainability. Our ambitions include becoming a 100% Sustainable Aviation Fuel (SAF) airport before 2030, and we want to be a catalyst for change, not just in our core markets, but within the aviation industry more generally.

Since 2018, Farnborough Airport has been carbon neutral for Scope 1 & 2 emission sources. Recently we were awarded Level 4+, the highest level of carbon accreditation, by the Airport Carbon Accreditation (ACA) scheme.

The ACA is the only institutionally endorsed, global carbon management certification programme for airports, independently assessing and recognising the efforts of airports to manage and reduce their carbon emissions. To achieve carbon neutrality the Airport currently uses REGO backed electricity (Renewable Energy Guarantees of Origin) and offsets residual emissions.

We have also committed to being Net Zero for Scope 1 & 2 emissions sources by 2030 or sooner, which will reduce these emissions by over 90%. This means there will be significantly less reliance on carbon offsetting, although residual emissions will still need to be offset consistent with Net Zero protocols.

The aviation industry is working hard to develop new fuel and aircraft technology in response to the global climate challenge. In response to Government targets to achieve Net Zero by 2050, the aviation sector has established its own Net Zero Carbon Road Map, developed by Sustainable Aviation ([www.sustainableaviation.co.uk](http://www.sustainableaviation.co.uk)).

As a member of Sustainable Aviation, Farnborough Airport is working with stakeholders from across the industry to help tackle the challenge of ensuring a cleaner, quieter, and smarter future for the aviation industry.

### HERE ARE SOME OF THE THINGS WE ARE DOING TO OPERATE AS SUSTAINABLY AS POSSIBLE:

-  **Level 4+** Carbon Accreditation
-  **Sustainable Aviation Fuel** available to customers since 2021
-  **Monthly air quality monitoring** at 13 locations across the Airport site and local communities
-  **Noise measurements** recorded continuously at either end of the runway
-  **Prohibiting some of the noisiest aircraft** (requiring aircraft to be at least ICAO Chapter 4 and above)
-  **Zero waste** to landfill approach
-  **Protection of flora and fauna** on and around the Airport



## OUR 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, Farnborough Airport supports:

- 3,000 jobs locally
- £200m of Gross Value Added (GVA\*) for the local economy  
\*GVA stands for Gross Value Added, which refers to the value of goods and services produced in an area or industry.
- 5,150 jobs nationally\*  
\*Our national figures relate to London and the South East
- £350m of GVA for the national economy

By 2040, our proposals are expected to support:

- 4,100 jobs locally
- £470m of GVA for the local economy
- 7,100 jobs nationally
- £710m of GVA for the national economy
- Additional 'business clustering' effects which are difficult to estimate

	2022	2040 (our proposals)	2040 (existing limits)
Direct jobs	2,050	2,800	2,350
Indirect jobs	950	1,300	1,100
<b>Local jobs*</b>	<b>3,000</b>	<b>4,100</b>	<b>3,450</b>
Local GVA	£200m	£470m	£290m
<b>National jobs</b>	<b>5,150</b>	<b>7,100</b>	<b>5,950</b>
National GVA	£350m	£710m	£470m

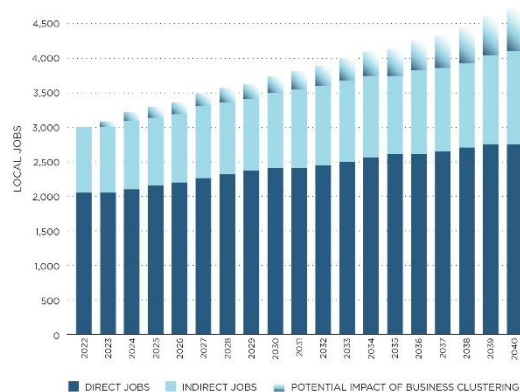
\*Local area covers Rushmoor Borough Council, Hart District Council and Surrey Heath Borough Council

### The impact of 'business clustering' can be seen historically, and is significant.

These projections of the economic benefits of our growth by 2040 do not explicitly include the role that the Airport plays in encouraging other businesses to locate themselves in the local area.

The impact of 'business clustering' can be observed historically, where between 2009 and 2022 the Airport's flight numbers increased by 28% however local employment attributable to the Airport was seen to increase by 100%.

We do not try to quantify the effects of business clustering as it is difficult to forecast. For this reason, it is extremely likely that there will be economic upsides to our proposals which we have not been able to quantify.



### WHY IS BUSINESS AVIATION IMPORTANT TO THE UK?

As well as excluding the effects of business clustering, our forecasts also do not consider the economic value of the actual business aviation flights themselves, which contribute significantly to UK inward investment and national economic growth more widely. The business aviation sector:

- Supports 41,000 jobs across the country
- Contributes more than £7.3 billion a year to the UK economy
- Demonstrably increases foreign direct investment into the UK
- The flights themselves are of high value to the passengers and companies who use them - increasing productivity and creating economic opportunity, and therefore positively contributing to the economy as a whole



# OUR CARBON FOOTPRINT

## WHAT ARE OUR EMISSIONS?

Airport emissions come from a number of sources, including:

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

Emissions are measured in CO<sub>2</sub>e, 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 tCO<sub>2</sub>e.

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 our approach to managing environmental performance, Farnborough Airport measures and discloses its emissions every year in its Annual Report.

## WORKING TO MINIMISE OUR IMPACT

Farnborough Airport's total emissions in 2022 were 126,000 tCO<sub>2</sub>e, of which 1,800 tCO<sub>2</sub>e were Scopes 1 & 2, and 124,200 tCO<sub>2</sub>e were Scope 3.

These emissions exclude any carbon offsetting by either the Airport or by its operators. Many of Farnborough Airport's users actively offset their own carbon emissions, which is an increasing trend within the sector.

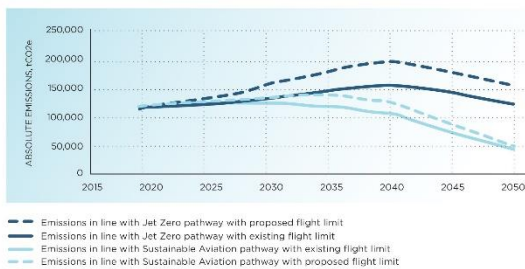
For Scope 3 emissions, the vast majority (98%) are related to aircraft, where it is the role of national and international policy to establish the framework for decarbonisation. Government policy on aviation emissions is set out in their 'Jet Zero' strategy, recognising that aviation is a comparatively hard sector to abate.

Farnborough Airport is also a member of the Sustainable Aviation alliance. Sustainable Aviation has a long-term strategy which sets out the collective approach of UK aviation to tackle the challenge of ensuring a cleaner, quieter, and smarter future for the aviation industry. Sustainable Aviation has developed its own Net Zero Carbon Road Map.

## WHAT ARE THE FORECAST EMISSIONS?

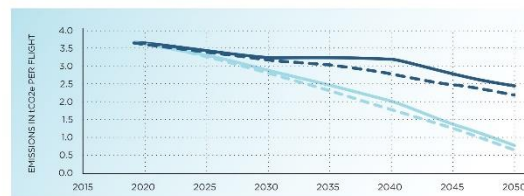
Our forecast emissions will vary depending upon which pathway is followed. Here we show how our proposals compare against the UK Government's Jet Zero pathway, as well as Sustainable Aviation's Net Zero Carbon Road Map. We acknowledge that other pathways exist and may eventuate.

### TOTAL EMISSIONS



Increased flying activity will naturally increase total emissions, however by 2050, the Government's target date for Net Zero, under each of the pathways the uplift is not proportional to the increase in flight numbers.

### EMISSIONS PER FLIGHT



On an emission per flight basis a significant reduction over time is forecast as new aircraft and fuel technology is adopted, alongside increased efficiencies in airspace and airport operations. Passenger emissions per flight will follow the same trend as emissions per flight, assuming the number of passengers per flight remains constant over time.