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Subject: Farnborough Airport: Application submitted

Good morning,

Following extensive engagement with the local community, Farnborough Airport has submitted plans to Rushmoor Borough Council for proposed changes to the way the Airport operates and for enhancements to its community funding programme. The application directly reflects valuable feedback that the Airport received from residents and stakeholders.

The Airport has consulted on plans to amend its annual flight limit from 50,000 to 70,000 per year alongside other operational changes to meet the long-term market demand for business aviation connectivity from Farnborough.

The consultation – which took place from 4th September to 18th October 2023 – included six exhibitions in four local authority areas, during which more than 1,200 people discussed the proposals extensively with members of the team from Farnborough Airport. Wider community and stakeholder input also came in from feedback forms, emails and responses to a hard copy and online survey via the dedicated website.

Covering a range of themes, this feedback helped shape the final application:

1. The operational change least supported was the proposal to adjust the Airport's operating times on non-weekdays. In response, this has been removed from the application, instead retaining the current non-weekday operating hours of 08.00-20.00.
2. The operational change with the most support was the proposal to increase the restricted aircraft weight category to accommodate new generation business aviation aircraft, which are often quieter but slightly heavier.
3. A common theme was concern around the Airport's future growth rate. In response, and to ensure growth is phased over time, revised annual and non-weekday flight limits have been proposed. These would replace the Airport's existing 50,000 annual total and 8,900 annual non-weekday flight limits, and commit the Airport to a gradual growth trajectory towards the amended annual flight limits of 70,000 and 18,900 by 2040.
4. The most commonly raised subject across email responses related to noise. As a result, the revised application includes new measures to mitigate and reduce the potential for increased aircraft noise, including proposing the most generous eligibility criteria of any airport in the UK in relation to grant funding for noise insulation.
5. Around 50% of respondents supported increased contributions to the Airport's community funding programme, with majority support for a new Sustainability Fund to help fund local sustainability projects. The proposals were updated to include additional funding, as well as flexibility for an extended geographic reach of the Fund, and the potential for a broader remit in terms of local community initiatives.
6. The plans also allow for a continued and renewed focus on emissions reduction and air quality monitoring, with additional monitoring and reporting being proposed, including the measurement of Particulate Matters. A reaffirmation of the Airport's ambition to be a leader in the adoption of Sustainable Aviation Fuel (SAF), including an aspiration to be the first UK airport to become 100% SAF - as soon as is practicable - has also been included.

A more detailed response on key issues can be found attached.

The proposals are available on Rushmoor Borough Council's planning portal under the ref 23/00794/REVPP whilst the Council considers the application and holds its own consultation process.

The website - www.FarnboroughAirport2040.com - will be updated regularly with information about the application during the determination period.

1. Proposed changes to the non-weekday operating hours have now been excluded from the application.

One of the key operational changes being consulted upon was an extension the opening hours of the Airport on weekends and Public Holidays. This would have reduced potential congestion in the first and last hour on busy days, which in turn would have delivered environmental and customer service benefits.

Consultation feedback highlighted this proposal as scoring the most negatively amongst respondents. For this reason, the proposal to extend the operating hours is no longer being contemplated. Alternatively, Farnborough Airport will look at ways of managing demand during these periods, including the potential for enhanced levels of slot co-ordination, with the aim of achieving the same environmental and customer service benefits as previously envisaged.

2. Revised annual and non-weekday flight limits have been introduced, to ensure growth is phased over time.

A common theme from the consultation was concern around the future rate of growth at the Airport, especially that flights would grow significantly in a short space of time, with the potential for noise and other environmental impacts being materially discernible within a matter of a few years.

In response and to ensure growth is phased over time, revised annual and non-weekday flight limits have been proposed. These would replace the Airport's existing 50,000 annual total and 8,900 annual non-weekday flight limits and commit the Airport to a gradual growth trajectory towards the amended annual flight limits of 70,000 and 18,900 by 2040.

By making this change, Farnborough Airport would be relinquishing its existing total annual permissions of 50,000 flights and replacing it with phased annual flight limits which would be lower until 2030. These annual limits would gradually increase over time to reflect the previously consulted upon long-term market demand forecasts for flights from the Airport.

3. New measures to mitigate and reduce the potential for increased aircraft noise.

The potential for increased noise has been the predominant concern raised during the consultation. Aircraft technology has improved dramatically since the last planning application in 2009 and is again expected to continue to improve into the future. As such, Farnborough Airport's noise footprint will benefit from these technology advances over time and consequently the proposals which have been consulted upon are expected to remain well within the Airport's existing statutory noise budget into the future. However, following the consultation a number of additional measures are now being proposed.

- Enhancements to its existing Sound Insulation Grant Scheme, such that it offers the most generous eligibility criteria of any UK airport.
- Introduction of a new aircraft Noise Levy, whereby only newer and quieter Chapter 14 aircraft will be exempt.
- A phased prohibition of a specific aircraft type for which frequent concerns have been received.

- An expanded noise monitoring and reporting regime.

4. Additional funding and focus on local community initiatives and engagement.

Feedback was also received in relation to the Airport's proposed changes to its community funding programme. There were particular comments on the geographic area, the financial size, and the remit of the new Sustainability Fund. In response, the following changes are being proposed:

- Increased flexibility of the Sustainability Fund in terms of geographic reach and remit, with potential to include community projects alongside environmental initiatives.
- A further increase in funding size of the new Sustainability Fund, with the Fund being double that which was previously consulted upon. This better reflects its anticipated wider geographic area. It will also be indexed over time to reflect inflation.
- Alongside the previous proposal to double the size of the Airport's existing Community Environmental Fund, it is also being proposed to index the Fund over time to reflect inflation.
- The introduction of a new Skills & Employment Plan.

5. A continued and renewed focus on emissions reduction and air quality monitoring.

Climate change and air quality have been an important aspect of the consultation. Whilst Farnborough Airport's absolute levels of emissions are very low and are forecast to be aligned with the UK Government's Net Zero targets by 2050, a number of further commitments are being proposed:

- Additional air quality monitoring and reporting, including measurement of Particulate Matters.
- Continued commitment to Farnborough Airport's Net Zero Road Map and its Carbon Accreditation status.
- A reaffirmation of the Airport's ambition to be a leader in the adoption of Sustainable Aviation Fuel (SAF), including an aspiration to be the first UK airport to become 100% SAF as soon as is practicable.