

FARNBOROUGH AIRPORT EXPANSION – BRIEFING NOTE FOR RESIDENTS

CONSULTATION CLOSES 18TH OCTOBER 2023

HOW TO RESPOND:

- A) GO TO WEBSITE – FARNBOROUGHAIROPRT2040.COM – comments to a short questionnaire being managed by agents acting on behalf of the airport
- B) ADD YOUR NAME AND COMMENTS TO PETITION - <https://www.change.org/p/petition-against-expansion-of-farnborough-airport>

BACKGROUND:

Farnborough Airport currently handles 32,600 individual flights (total of take-off and landing) per annum (2022 numbers). The expansion plan proposes increasing this to 70,000 by 2040 – effectively a doubling of flights.

The expansion includes a significant increase in flights at weekends and flights will start earlier in the morning and end later at night. In 2022 there were 8,700 weekend flights and the new proposal will allow for up to 570 flights per weekend day ... so if they used their capacity, this could result in a massive 63,800 weekend flights. Flights are planned to start an hour earlier (from 8.00am to 7.00 am) and will end later (9.00pm instead of 8.00pm).

In addition, there is a proposal to change the number of flights allowed within a restricted weight category – it is not clear what this will mean but the consultation says that this is needed to “accommodate modern aircraft which are slightly heavier”. It appears that the majority of these heavier flights will be at the weekends.

Farnborough Airport argue that this expansion is needed economically and that it will create approx. 700 new jobs and support another c. 3,000 jobs indirectly (not clear how calculated). They put forward an argument that a successful airport encourages other companies to come into the area – although no evidence is presented to support this or to project how a larger airport will make a real difference.

Flight plans show that flights into and out of Farnborough impact a huge area from West of Hartley Wintney to a far South as Hindhead ... it looks like we are on the edge of the area where planes could be as low as 4000 feet. They have plans for noise dampening ... but that only applies in Farnborough.

The consultation document talks about mitigating any environmental impact, but very little evidence is presented to support this. The consultation uses facts about the impact of the additional traffic but most of that is disputed by the many environmental protesters who have commented. A few comments from protesters are:

- Private jets generated up to 40 times as much CO2 per passenger as commercial flights (note Farnborough says that private jets produce less CO2 than larger commercial jets but this is in totality and not per passenger)
- Farnborough Airport assesses that on average there are just 2.5 passengers on each flight into and out of the airport
- Fuel at Farnborough is tax free and duty free – so no major economic benefit to the UK will come from this route

- Farnborough Noise (local protest group) state that despite the claims of significant employment benefit, the airport actually employs only 200 people of which 40 live in the borough

Farnborough Airport owners say that they plan to contribute to a Community Environment Fund – they already contribute £150k pa to go up to £370k pa – administered by Rushmoor – it is unlikely that any of this fund would come to Hart or Dogmersfield. In addition, there will be a new Sustainability Fund to the tune of £150k pa but it is unclear what this is for.

The consultation consists of a short questionnaire – responses can be submitted on the FarnboroughAirport2040.com website.

Residents who want to object might be better off signing one of the on-line petitions against the expansion:

Change.Org - "Petition against expansion of Farnborough Airport" - which can be found at:

<https://chnge.it/FHMNLh6JHh>

This petition is supported by the Stop Farnborough Airport Expansion Group.