



Providing Airport Capacity for London and the South East

**Submission to the Airports Commission
Proposals for making the best use of existing capacity in the short and medium terms**

May 2013



TAG Farnborough Airport

The UK's only airport dedicated to business aviation

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1. POLICY CONTEXT

ROLE AND IMPORTANCE OF TAG FARNBOROUGH AIRPORT

TAG Farnborough Airport is Europe's leading business airport and the only airport in the UK dedicated to business aviation; it rivals the best in the world. It is a key gateway for prominent business decision-makers flying to and from the UK. Farnborough is also the birthplace of British aviation and the home of the country's first powered flight in 1908.

In 2008, Farnborough airport (now TAG Farnborough Airport) celebrated 100 years of continuous operation. Originally owned by the Ministry of Defence, it housed the Royal Aircraft Establishment (RAE), a centre of groundbreaking research and development which was responsible for innovations such as Concorde that have left their mark on aviation worldwide. In 1991, the MoD declared it surplus to requirements and, in December 1994, the government decided it should be redeveloped as a business aviation centre. In 1998, after a competitive process, TAG became the preferred operator of the airport. In 2003, a CAA Aerodrome Licence was granted and in 2007 TAG became the freehold owner of the airport.

Brandon O'Reilly has been TAG Farnborough Airport's chief executive since November 2006. His responsibility is to deliver a world-class, bespoke airport experience for business aviation customers. He has over 30 years' experience in the aviation industry and has held senior positions with British Airways, American Airlines and United Airlines; he is also a Fellow of the Royal Aeronautical Society.

- **Location:** Farnborough, Hampshire, 40 miles from central London.
- **Local authority:** Rushmoor Borough Council.
- **Current use:** Exclusively for business aviation. Bulk freight services, scheduled passenger services and inclusive tour charter flying are specifically prohibited and TAG Farnborough Airport has no intention to vary this position. No aircraft over 80 tonnes maximum take-off weight can take-off or land at the airport except for the period of the biennial Farnborough International Airshow.
- **Award-winning facilities:** TAG Farnborough Airport has invested more than £100m over the past 10 years in world-class infrastructure and state-of-the-art technology, purpose-built for the unique requirements of business aviation customers. The airport has set a new global standard for business aviation airports and has been named International Fixed Based Operator (FBO) of the year for seven consecutive years. It features an award-winning main terminal, control tower, on-site radar and two wave-shaped hangars that offer 240,000 sq ft of hangarage space; it opened a new arrivals lounge in 2012 to improve passenger flow through the airport during busy periods such as the Olympics. Amenities and services for passengers, crew and aircraft include a concierge service, on-site office space, on-site aircraft maintenance and servicing (from TAG Farnborough Engineering), a crew room with snooze cabins and The Aviator Hotel (also owned by TAG). Access to waiting aircraft is seamless and expeditious for customers.
- **Airspace:** TAG Farnborough Airport currently operates within Class G (uncontrolled) airspace shared with other airports, gliding sites and general aviation activities. The airport is seeking a new airspace design, through an Airspace Change Proposal (ACP). This will include procedural changes to the approach and departure environment specifically to improve airspace efficiency; reduce fuel usage, emissions and noise; and enhance safety. Changes will benefit other airspace users and create a more predictable flow of air traffic to and from TAG Farnborough Airport. If approved, the implementation process could start in 2014 with the aim of achieving Class D (controlled) airspace by 2015.
- **Runway, aircraft parking and fuel:** TAG Farnborough Airport has one bi-directional runway with instrument landing system and sophisticated lighting, including a 170 metre starter strip and a 40 metre full-width runway extension. The runway has a landing distance of 1,800 metres and a take off distance of 2,000 metres. This is capable of serving all types of business aviation aircraft up to and including Boeing Business Jets (BBJs) and Airbus Corporate Jets (ACJs). The runway is aligned approximately north-east to south-west (060 degrees or 240 degrees). It has 120,000

square metres of aircraft parking and taxiing aprons at the centre of the site. A modern, secure fuel depot provides storage of 275,000 litres of Jet A1 aviation fuel.

- **Level of business:** In February 2011, TAG Farnborough Airport was granted approval by the government to increase the number of permitted business aviation air traffic movements (ATMs) and make best use of the airport's infrastructure and facilities. This allows the airport to phase in an increase of ATMs from 28,000 a year to 50,000 a year through to 2019 with 41,000 ATMs permitted in 2013. The airport also lets premises on site to over 50 tenants including major business aviation manufacturing companies (such as Embraer and Bombardier) as well as companies that manage, maintain and refurbish business aviation aircraft. Tenants include businesses other than aircraft operators, such as those engaged in pilot training. General office space is also available.
- **Employment:** TAG Farnborough Airport is a significant local employer with over 1,000 people working full-time at the airport. It supports approximately 4,000 jobs in total across the UK and this is predicted to increase by 1,500 with the increase to 50,000 ATMs. Jobs vary from National Air Traffic Services (NATS) air traffic controllers, to an environment manager to apprentices. The Inspector at the recent ATM increase appeal and Secretaries of State agreed that, "Farnborough Airport is of very substantial economic benefit to the Farnborough area and to Rushmoor".
- **Public safety:** Public safety is paramount. The DfT-approved public safety zones (PSZs) at each end of the airport's runways were revised in January 2013 in line with CAA requirements. Calculations were based on forecasts looking 15 years ahead.
- **Surface access:** The airport is well served by major road (the A323 and the A327 with links to the M3) and mainline rail (Farnborough on the Waterloo-Southampton line and Farnborough North on the Guildford-Reading line) connections plus a good bus service between the airport and Farnborough. In general, surface transport demands of the business and general aviation sector are low as the market is high value and low volume – smaller aircraft carrying few passengers and crew. Planned growth to 50,000 ATMs a year will not have a discernible impact on transport infrastructure. Business aviation users are generally time-poor therefore good highway access is important to them. Public transport is important for all staff working on and around the airport. The airport has published a travel plan suitable for everyone travelling to and from the airport with the specific aim of reducing single-occupancy car journeys and encouraging a shift towards more sustainable patterns of travel such as cycling and car sharing.
- **Sustainability and climate change:** TAG Farnborough Airport is committed to adopting a sustainable approach to the management and development of the airport with the objective of becoming a leader in sustainability within the airport industry.
 - **Carbon neutrality:** A key element of its sustainability strategy is to become a low carbon airport and to achieve carbon neutrality within the scope of Airports Council International Europe's (ACI Europe) Airport Carbon Accreditation scheme by 2019. A NOx emissions charge for aircraft has been implemented on a polluter pays principle, whereby emissions are in part offset by donating to local ecological, environmental, biodiversity and other enhancement projects on and in the vicinity of the airport. In July 2012, the airport was awarded Airport Carbon Accreditation at the reduction level for the second consecutive year, having provided evidence of a cut in the carbon emissions under its direct control between 1 January 2008 and 31 December 2011. This was achieved following accreditation at the mapping level in 2009 and having implemented smart metering with remote monitoring of gas and electricity; automatic sensing and replacement lighting (PIR and LED technology); and a photovoltaic array under the government Feed-In Tariff scheme.
 - **Sustainability and climate change charter:** A sustainable approach is central to the proposals for growth and therefore the airport has developed a 20-point sustainability and climate change charter as well as an energy and emissions strategy. Specific measures include: implementation of new technology to reduce energy use and increase efficiency within existing buildings; on-site generation of renewable energy; working with aircraft operators to lower carbon emissions; effective site waste management; development of a sustainable staff travel plan; and working with airport staff to raise energy awareness. In addition, the airport has specific and robust policies on air quality, ecology, environment, noise and social responsibility as follows:

- **Air quality:** There are 13 air quality monitors around the airport: nitrogen dioxide (NO₂) emissions fall well-within acceptable limits and national objectives; the level of NO₂ emissions is not likely to exceed relevant standards and objectives even if ATMs were to grow beyond the airport's maximum permitted capacity of 50,000 ATMs by 2019.
- **Ecology:** The airport is in proximity to several ecologically important sites including the Thames Basin Heath Special Protection Area; the Bourley and Long Valley Site of Special Scientific Interest (SSSI); the Eelmoor Marsh SSSI; the Basingstoke Canal SSSI; and, within the airport boundary, a Site of Importance for Nature Conservation (SINC). The airport's permitted increase in ATMs will not result in any loss of natural habitat as it will not require the construction of any additional infrastructure. The airport has a SINC management and mitigation plan which describes how the existing wildlife interest will be conserved and identifies opportunities for enhancing areas of ecological value within the airport boundary.
- **Environment:** TAG Farnborough Airport is committed to the highest standards of environmental management. It has a dedicated environment manager who co-ordinates, monitors and implements environmental enhancement initiatives and controls at the airport. Environmental data is published in a series of reports which are made available on the websites of Rushmoor Borough Council and the Farnborough Aerodrome Consultative Committee.
- **Noise:** TAG Farnborough Airport's hours of operation are legally restricted to between 0700 and 2200 on weekdays and 0800 to 2000 hours on Saturdays, Sundays and Bank Holidays, reflecting the proximity of the local community. The airport has introduced an industry-leading measure to manage noise around the airport. Since 1 January 2013, jet aircraft that do not meet the International Civil Aviation Organisation (ICAO) Chapter IV standard have been banned from using the airport. This noise standard is ICAO's most stringent and quietest classification for jet aircraft and TAG Farnborough Airport is one of the first airports in Europe to introduce this measure. Expected growth to 50,000 ATMs a year can be accommodated well within the current noise budget set by Rushmoor Borough Council (current budget: 9.09 km²) and is forecasted at 4.88 km² based on a 55 decibel contour. The airport also operates an integrated Noise and Track Monitoring System (NTMS) which enables all flight tracks to be audited in adherence with published noise abatement procedures. In addition, the NTMS enables the airport to respond meaningfully to complaints about airport activity raised by community members in accordance with the established complaints charter.
- **Social responsibility:** The airport actively engages with the local community and is committed to continuing the legacy of Farnborough's unique place in British aviation history. In preparing its 2009 Master Plan, it undertook a comprehensive programme of public consultation. The airport's management regularly engages with Rushmoor Borough Council and the Farnborough Aerodrome Consultative Committee (FACC), which includes local stakeholders such as public agencies, residents' associations and airport users, and provides a forum to discuss environmental and other airport-related issues. Since 2008, TAG Farnborough Airport's Flying Scholar scheme has provided one young person each year with pilot training towards a National Private Pilot's Licence (NPPL). The airport also launched an Advanced Apprenticeship in Aeronautical Engineering scheme in the same year, which is available for up to four local students a year. These apprenticeships open doors for young people, providing much needed skills, work experience and guidance. They help secure an economically prosperous future for the community, the business and the aviation industry, by producing skilled and knowledgeable employees. The airport works with local schools through its Education and Aviation Programme and supports local charitable initiatives such as the annual Twilight Runway Challenge, a run organised by local charity fundraiser Community Matters. The airport has recently worked with English Heritage and Rushmoor Borough Council to restore a Grade II listed hangar, investing £1m. The hangar, built in 1913, is the former Royal Flying Corps' main hangar and sheltered many of the first-ever war planes during the First World War.
- **Local economic benefits:** The airport's current contribution to the local area is £222m. This is anticipated to increase to £300m as ATMs increase to 50,000.

- **National economic benefits:** The airport is now the premier business aviation gateway for the UK and, as such, is of significant importance to the national economy. According to the European Business Aviation Association (EBAA), the UK business aviation industry generates over €4.2bn of gross value added (GVA) in the UK, representing slightly over 0.2 per cent of the UK's economy. There are almost 50,000 UK jobs linked to the industry and together they generate approximately €1.5 billion in wages and salaries (Source: The economic impact of business aviation in Europe, PwC Economics Macro Consulting 2008). Businesses and individuals who use the airport are responsible for substantial inward investment in the UK and overseas trade.
- **International profile:** The airport is biennial host to the world's leading airshow, the Farnborough International Airshow (FIA). The event brings together leaders in the industry from all over the world including companies such as Boeing and Airbus, as well as national militaries, to do business. It also provides an opportunity to showcase British icons such as the Red Arrows and the UK's importance to the aviation industry on a world stage. The first five days of the 2012 show attracted just over 109,000 trade visitors; 80 military delegations from 46 countries; and a further 13 delegations from the civil sector. The 2012 show was supported by the government: the Prime Minister opened the show and six cabinet members made keynote speeches; other senior ministers visited from the UK and overseas. Orders and commitments made at the 2012 airshow totalled £46 billion including orders for 758 aircraft.
- **London Olympics 2012:** The airport was allocated up to 20 ATMs an hour, within its usual hours of operation, to accommodate increased air transport to London and recognising the airport's importance as Europe's leading business aviation airport.

TAG Farnborough Airport operates under a CAA Aerodrome Licence and is regulated by the National Aviation Security Programme by the Department for Transport and is, therefore, subject to regular formal inspection.

WHAT IS BUSINESS AVIATION?

Business aviation is a section of general aviation and refers to the use of planes or helicopters for private business transport. The term general aviation encompasses all flights, either by planes or helicopters, which are not conducted by scheduled airlines or the military. As opposed to scheduled airlines, business aviation is not constrained by set timetables or specified routes offering speed and flexibility to customers. Business aviation is a large industry in itself with over 27 aircraft manufacturers around the world. It is also a dynamic industry, offering quality and range of services while anticipating and responding to changes in demand.

Business aviation users include multi-national corporates, international business leaders, small family-owned businesses, entrepreneurs, sportspeople and celebrities travelling locally, regionally and internationally. They value greater levels of privacy, service and flexibility than are available at commercial airports as well as the significant increases in time they gain from having access to: more airports; airports in locations close to their offices, homes and destinations; flexibility of flight times; ease and speed of check-in; bespoke service; and more point-to-point connections. On board, working and conducting business are more easily achieved and confidential discussions can take place in private without interruption.

In efficiency terms, business aviation saves time, reduces costs, increases productivity and improves profits thus delivering a high return on investment.

THE NATIONAL AND INTERNATIONAL VALUE OF BUSINESS AVIATION AIRPORTS

Around 33,000 business aviation aircraft traverse the world at any one time. There are currently 160,000 business aircraft flights in and out of the UK each year, of which 100,000 are to and from London (equivalent to the number of flights in and out of Manchester or Stansted every year). Business aviation airports provide point-to-point connections to many more cities around the world than

can be reached by scheduled airlines. In 2012, TAG Farnborough Airport handled non-stop flights between 835 destinations worldwide, more than three times the number of destinations served by scheduled airlines from other major London airports.

Crucially, in terms of capacity, business aviation airports can relieve congestion at large commercial airports by diverting business aviation aircraft away from them. This could free more slots at major airports and utilise spare capacity at business aviation airports which are more fit-for-purpose.

This has been achieved successfully in New York, for example, which places a higher value on its general aviation airports than the UK currently does on its general aviation airports. New York and other metropolitan areas have designated nearby general aviation airports to be reliever airports. The use of this terminology demonstrates the important role that general and business aviation airports can play in relieving congestion at commercial airports: in the air, on runways, at passport control, in terminals and on the road.

For example, the US Federal Aviation Administration's (FAA's) National Plan of Integrated Airport Systems (NPIAS) report to Congress (2007-2011) states: "Due to different operating requirements between small general aviation aircraft and large commercial aircraft, general aviation pilots often find using a congested commercial service airport can be difficult. In recognition of this, FAA has encouraged the development of high capacity general aviation airports in major metropolitan areas. These specialised airports, called relievers, provide pilots with attractive alternatives to using congested hub airports. They also provide general aviation access to the surrounding area. To be eligible for reliever designation, these airports must have 100 or more based aircraft or 25,000 annual itinerant operations. The 274 reliever airports have an average of 232 based aircraft, which is 29 per cent of the nation's general aviation fleet. All airports that are designated as relievers by FAA are included in the NPIAS."

The UK business aviation sector provides added-value as follows:

- it adds £1.5 billion or more to the UK economy and is responsible for many jobs; there is scope for it to bring in and generate even more business and jobs;
- it provides more mobility, flexibility and point to point services, making it easier to do business;
- it enables travel to areas (particularly to emerging nations) not served, or not served well, by scheduled airlines;
- it helps business leaders avoid increasing congestion and delays at the main airports;
- it enhances work output both during transit and by reducing time spent on travel;
- it offers greater passenger privacy and confidentiality;
- it provides a significant boost to the economic health of businesses, as illustrated by a recent report for the business aviation industry by NEXA in the USA, which found that companies that used business aviation:
 - outperformed companies that did not use business aviation in terms of revenue growth;
 - had higher profits;
 - benefited from higher share prices;
 and that:
 - 95 per cent of the top most innovative companies use business aviation;
 - 86 per cent of the top 100 best places to work use business aviation;
 - 90 per cent of the best customer service companies use business aviation.

BENEFITS TO BUSINESS FROM USING BUSINESS AVIATION AIRPORTS

In addition to speed and flexibility, bespoke service, location and good transport links, business aviation generally, and TAG Farnborough Airport in particular:

- **provides exceptional connectivity with the rest of the world:** in 2012, when the most recent calculations were made, direct flights from TAG Farnborough Airport connected to 835 places around the world; this is more than three times the number of destinations served by scheduled

airlines from other London airports. An Oxford Economics survey, *The Role of Business Aviation in the European Economy*, published in October 2012, found that 96 per cent of all destinations served by business aviation cannot be reached by scheduled airlines. In fact, actual connectivity through business aviation is limited only by the number of destinations in the world.

- **gives business leaders a competitive edge in emerging markets:** business leaders, innovators and developers are able to travel between emerging markets and new development areas long before scheduled airline service can be considered or become economically sustainable;
- **increases its users' business competitiveness:** to land a LearJet with one passenger and park for one hour costs £470 at TAG Farnborough Airport compared with £5,253 at Heathrow;
- **facilitates business deal-making:** the October 2012 Oxford Economics survey found that two-thirds of business people declare face-to-face contact to be crucial in deal-making and that business aviation facilitates such meetings like no other form of transport, thanks to the flexibility of its service;
- **offers greater flexibility:** unlike scheduled airlines, business aviation is not constrained by set timetables or specified routes and thus offers increased flexibility to its customers.

CAPACITY IN THE SOUTH EAST

The government's March 2013 Aviation Policy Framework states: "In the most likely scenarios the major South East airports are forecast to be full by 2030."

There is limited information on forecasts for the business aviation sector in South-East England, but (based on forecasts by aircraft manufacturers and others) Eurocontrol has predicted that the number of business aircraft registered in Europe will grow by some 4.4 per cent a year, rising from 3,000 aircraft in 2007 to 4,600 in 2017.

In addition, TAG Farnborough Airport's economic consultant, Mott MacDonald, has forecast that utilisation rates of business aviation aircraft are expected to increase by 3.4 per cent a year over the next decade due to innovations such as fractional ownership (where an aircraft has more than one owner and is shared or used for charter purposes).

TAG Farnborough Airport has spare capacity available and the infrastructure in place to meet the needs of business aviation users immediately. The airport is able, therefore, to support the government's objective outlined in the March 2013 Aviation Policy Framework to "make better use of existing runway capacity at all UK airports [in the short to medium term]".

RELIEVING AIRPORT CONGESTION IN LONDON AND THE SOUTH EAST

Today, almost 50 per cent of current business aviation traffic in and out of London goes through airports that predominantly provide scheduled airline services. These airports are experiencing increasing pressure on capacity and this, inevitably, squeezes out the less lucrative business aviation market. However, the current policy appears to be 'fit in where you can and let the market sort it out', a non-strategy that will be detrimental to economic activity in London and the South East.

Therefore, there is a need to redistribute existing demand and ensure that suitable alternative capacity is available in time for when demand increases.

This is a challenge as the main commercial airports serving the London area (Heathrow, Gatwick, Stansted, Luton, City plus RAF Northolt) are owned by different entities and each has its own planning authority. During the Olympics, working arrangements between all the London airspace and NATS were excellent and helped to show where efficiencies can be found. However, despite it working well, it would require more than short-term collaboration and co-operation to run a year-round service. A cohesive plan must be identified to ensure that all stakeholders can meet demand by making the best use of facilities and services.

TAG Farnborough Airport recommends adopting the New York model, which designates peripheral airports to relieve the main commercial airports to meet demand and utilise spare capacity effectively. The policy does not have to be prescriptive about which types of service should be delivered at which peripheral airport; this will inevitably be determined by location, catchment area and local planning agreements. However, it should give clear guidance.

The need to designate peripheral airports, such as TAG Farnborough Airport, to relieve congestion at commercial airports is clear:

- **to release capacity at major airports:** space at large commercial airports in the South East, particularly Heathrow, but including others which are forecast to be at capacity by 2030, needs to be used more efficiently so that capacity can be increased within their existing infrastructures. To free-up slots, those airports need somewhere more appropriate for general and business aviation flights to go;
- **to meet expected increased demand for, and maximise the potential of, business aviation without reducing capacity at large commercial airports:** Paris already accommodates 160,000 business aviation flights a year and New York accommodates over 220,000 compared to 100,000 business aviation flights to and from London. There is significant scope for growth and potential to attract business aviation customers to do business in the UK;
- **to show that London is open for business and competes with the best as a World City:** by recognising the need to accommodate business aviation in a way that meets the specific needs of business leaders. Business aviation airports offer the flexibility and ease of access that the high value business market wants; it is often faster and more convenient; they are close to where business passengers want to go, and offer good connectivity for onward journeys by rail or road. The airport strategies of other leading World Cities (such as New York, Paris, Frankfurt, Singapore, Chicago and Los Angeles) already include the provision of gateways for business aviation.

TAG Farnborough Airport is already geographically and organisationally well-placed to be the designated business aviation airport for west London.

THE NEED FOR A CO-ORDINATED AND COHESIVE PLAN FOR BUSINESS AVIATION

TAG Farnborough Airport notes that there is increased recognition by government (in the March 2013 Aviation Policy Framework) of the business aviation sector, but the sector is perceived as an add-on rather than an integral part of an overall aviation strategy. This needs to change because of:

- **local authority planning needs:** without a coordinated and cohesive plan for how to manage the growing business aviation sector, local authorities cannot be expected to anticipate the issues they need to address or how to plan for their development;
- **private sector investment:** there is competition for private sector investment and it is only projects with clear and calculable investment potential, backed by policy commitment and plans, that win; the private sector cannot be expected to invest in something that does not have strategic recognition;
- **stakeholder involvement:** having a more clearly articulated and coherent approach to airports for the business aviation sector will deliver a clear signal to all stakeholders, such as airspace providers, planning authorities and investors, that the policy is robust and their involvement is viable over the long term;
- **capacity spread:** TAG Farnborough Airport covers the west of London well and offers excellent connectivity but being part of a cohesive plan would demonstrate that it, and other business aviation airports, have a clear role in managing capacity spread;
- **global competitiveness:** the Commission should ensure that capacity for the business aviation sector is provided, in the right place and on the right terms, for London and the UK generally. This will enable the UK to benefit from this growing sector and the business it can bring. Given that London currently has 100,000 business aviation ATMs a year, against 160,000 ATMs in

Paris and over 220,000 ATMs in New York, it is clear that our business aviation policy should be to plan for growth and provide the necessary infrastructure to demonstrate that the UK competes in the global market place.

TAG FARNBOROUGH AIRPORT IN THE FUTURE

The government's March 2013 Aviation Policy Framework recognises the value and importance of business and general aviation and, in particular, the network of aerodromes of varying sizes that cater for these flights. The framework states that "maintaining access to such a national network is vital to the continuing success of the [business and general aviation] sector". It states that, "[general aviation] aerodromes can also complement commercial air transport and provide increased connectivity at important hubs such as London. These links are particularly important for local businesses" and "we encourage airport operators to ensure that [general aviation] aircraft are able to continue to enjoy equitable access to their airports and in doing so take account of the needs of all users, alongside other relevant considerations".

TAG Farnborough Airport contributes significantly to the government's aim, as stated in the March 2013 Aviation Policy Framework, "that the UK's air links continue to make it one of the best connected countries in the world".

The Future of Air Transport White Paper (December 2003) recognises the importance and value of smaller airports in providing capacity for business aviation. The White Paper refers to TAG Farnborough Airport as one of the airports where development is possible, without insurmountable environmental constraints, to encourage the continued provision of services to support business aviation.

The White Paper states: "the government recognises the important contribution made by small airports in the South East in providing capacity for business aviation. We support the adoption of policies which encourage the continued provision of these services". The planning inspector at a public inquiry for TAG Farnborough found no suitable alternatives to the airport for meeting business aviation demand in the South East and said that none of the equivalent alternatives has airfield or terminal facilities that can match those of TAG Farnborough Airport. This view was shared by the Secretaries of State for Transport and for Communities and Local Government.

Additionally, the House of Commons All Party Parliamentary Group for Aviation Inquiry into Aviation Policy and Air Passenger Duty, August 2012, recommended that "The government should carry out a full assessment of the impact of mixed mode use of Heathrow's runways and of using the runway at Northolt more effectively. This could be achieved by the transfer of the existing 7,000 business aviation movements to Farnborough...".

Physical changes and operations

The TAG Farnborough Airport Master Plan identifies physical changes and operational movements required to make best use of the airport and its facilities to 2019 and, indicatively, to 2030. It emphasises the airport's commitment to minimise impact of operations on the local community while securing future growth.

Employment and local economic benefits

Increasing the number of ATMs from 28,000 to 50,000 by 2019 could lead to a 35 per cent increase in the number of direct, indirect and induced employees. This would therefore increase employment in the area by about 1,500 jobs which (at an average 2008 value of £51,400 GDP impact) would increase GDP in the local area by a further £76.3m.

Capacity

TAG Farnborough accommodated approximately 24,000 ATMs in 2012. With the ability to accommodate up to 50,000 ATMs, phased in by 2019 (41,000 in 2013), the airport has spare capacity now to absorb business aviation flights from other, more congested major airports.

At its current level of operation, the airport's infrastructure is under-utilised. The current runway, taxiways, aprons, hangars, passenger terminal, public safety zones and car parking facilities are entirely sufficient to meet this level of growth.

For the period 2020 to 2030, it is likely that TAG Farnborough Airport will continue to strengthen its role as the leading European business aviation airport. Given the forecast growth of business aviation and the airport's unique position as a dedicated business aviation airport, it is possible that further expansion of the use of the airport might be sought in the period 2020 to 2030.

2. HIGH LEVEL OUTLINE

This high level summary follows the outline of, and answers the questions on, page 13 of the Airports Commission Guidance Document 01 of February 2013.

The issue of capacity cannot be adequately addressed without recognising the importance of the business aviation sector and the potential business aviation airports have to relieve capacity at larger commercial airports. This system works well in other major cities including Paris and New York. TAG Farnborough Airport offers excellent connections with London and the South East and has spare capacity available to relieve congestion at other airports in the region.

- **The amount of additional traffic capacity likely to be provided**

TAG Farnborough Airport has planning approval to increase the number of permitted business aviation ATMs at the airport. This allows the airport to phase in an increase to 50,000 ATMs a year through to 2019. The airport has physical capacity for approximately 100,000 ATMs a year, but this would be subject to local planning consent.

- **Timescale within which additional capacity may be available**

The additional ATMs per year will be phased in by 2019. The airport is permitted 41,000 ATMs in 2013 and is operating at approximately 24,000 ATMs.

- **Operational feasibility, referring to continued ability to operate both UK airspace and airports in a safe manner, as part of the overall air traffic system**

TAG Farnborough Airport operates to the highest safety standards within the current airspace environment.

One of the conditions of the airport's approval to increase capacity to 50,000 ATMs was to use reasonable endeavours to deliver airspace changes to maintain an efficient and environmentally sound operation as the number of ATMs increase. As a result, TAG Farnborough Airport intends to submit an Airspace Change Proposal to the Civil Aviation Authority (CAA) in 2013 following comprehensive consultation with all stakeholders.

- **Changes to the number of people exposed to aircraft noise by the proposal and the extent of the noise to which they are exposed**

There would be no increase in the number of people exposed to aircraft noise as 50,000 ATMs a year can be accommodated within the current noise contours; the hours of operation will also remain the same.

Indeed, one objective of TAG Farnborough Airport's Airspace Change Proposal is to minimise the impact of noise, emissions and fuel usage. The Airspace Change Proposal is also in line with the government's support of the Single European Sky (SES) initiative, "which has the potential to deliver real benefits by minimising air traffic delays, reducing aircraft fuel consumption and lowering the amount of emissions produced by the aviation sector" (Source: March 2013 Aviation Policy Framework).

- **Overall benefits to the consumer and the UK economy, particularly in terms of increased connectivity**

The increased connectivity that comes from increased capacity will inevitably make TAG Farnborough Airport even more attractive to business leaders and is likely to generate increased inward investment, to the local area and to the UK. That, in turn, would create more jobs. It is likely, too, that the airport would be able to accommodate a larger number of apprenticeships as increased business will bring more opportunities for skills-based learning.

- **Cost implications, including for air passengers and freight users, the aviation industry and the UK taxpayer**

- **Air passengers:** The cost for business aviation customers at TAG Farnborough Airport is significantly lower than at Heathrow for example and as a dedicated business aviation airport it provides many additional benefits.
- **Freight users:** TAG Farnborough Airport does not accommodate freight aircraft
- **Aviation industry:** Utilising spare capacity at TAG Farnborough Airport will not involve any cost implication to the aviation industry.
- **UK taxpayer:** TAG Farnborough Airport is privately owned and derives all its income from its business; no public sector funding has ever been utilised. It is considered that increased numbers of travellers would not impact on road and rail services to such an extent that they would need to be modified. There would, therefore, be no cost implications from increasing capacity, within current planning consent, at TAG Farnborough Airport.

- **Alignment with local economic growth and regional development strategies**

The increase from 28,000 ATMs a year to 50,000 ATMs a year has been approved by Rushmoor Borough Council. The Rushmoor Plan is currently being developed and will incorporate policies relating to TAG Farnborough Airport and the surrounding employment sites. Hampshire County Council states that, as an international gateway, TAG Farnborough Airport "is fundamentally important to some of the Hampshire Economic Area's key sectors".

- **Impacts on the emission of greenhouse gases covered by the Kyoto Protocol**

Detailed assessment of all the greenhouse gases covered by the Kyoto Protocol is outside the airport's existing environmental requirements and was not undertaken as part of the application process for the increase to 50,000 ATMs. TAG Farnborough Airport will take the necessary steps to determine the effect of such emissions if identified as a specific requirement.

- **Environmental impacts affecting the health of local populations, for instance in terms of air quality**

Nitrogen dioxide (NO₂) levels are likely to fall well within acceptable levels even if the airport reaches its permitted capacity of 50,000 ATMs.

- **The potential need for new surface transport infrastructure**

Planned growth to 50,000 ATMs a year will not have a discernible impact on surface transport infrastructure.

- **Implications for existing surface transport networks**

There will be a small increase in users of the transport networks which will be easily accommodated on the existing surface transport networks. The airport has published a travel plan suitable for everyone travelling to and from the airport with the specific aim of reducing single-occupancy car journeys and encouraging a shift towards more sustainable patterns of travel.

- **Any legal (UK or EU) or technical barriers to implementing the proposal and whether these can be overcome**

There are no barriers to increasing capacity to 50,000 ATMs a year to 2019 as this has already been approved.

- **Alignment with longer-term options.**

The best option, which should be introduced as soon as possible, is to designate specific peripheral airports to relieve congestion at major commercial airports, diverting business aviation to those peripheral airports thereby increasing capacity at major airports for scheduled and freight airlines. This should be a fundamental part of an overall aviation strategy. The policy should give clear guidance on what is expected of larger airports and peripheral airports, but it need not be prescriptive. For example, TAG Farnborough Airport can fulfill additional demand during the hours through which it is permitted to operate; other peripheral airports could take up capacity for night flights, and so on, according on their designated hours of operation.

3. **CONCLUSION**

TAG Farnborough Airport is already geographically and organisationally well-placed to be the designated business aviation airport for London and could act as a reliever airport for major London airports including Heathrow.

In 2012, TAG Farnborough Airport operated approximately 24,000 ATMs which – with appropriate infrastructure already in place and permission to increase to 41,000 ATMs in 2013 – demonstrates it has spare capacity that can be utilised immediately.

The airport has planning consent which allows it to grow to 50,000 ATMs a year in a phased programme to 2019. Therefore, TAG Farnborough Airport is in a position to absorb business aviation ATMs from major commercial airports around London now. Beyond this, there is physical potential for the airport to accommodate 100,000 ATMs a year, although this would require local planning consent and no such application is currently being considered.

Customers of the business aviation industry add value wherever they do business by bringing investment and creating jobs. They are exactly the people the UK seeks to attract. It is imperative that UK aviation policy makes it easy and attractive for them to bring and develop their businesses here. Business aviation needs to be recognised as an essential and fundamental part of a national aviation strategy and regulatory framework.

4. SOURCES AND ADDITIONAL INFORMATION AVAILABLE

- TAG Farnborough Airport Master Plan April 2009.
- Evidence given by TAG Farnborough Airport and Biggin Hill Airport to the Transport Select Committee Inquiry into Aviation Strategy on Monday, 14 January 2013.
- Extracts and a brief explanation of the Federal Aviation Authority (FAA) system of airports and its application in New York – includes a useful explanation, and definitions, of hub airports, general aviation airports, reliever airports and other airports and how the system works in New York, separating business aviation from commercial aviation thereby freeing capacity.
- NBAA (National Business Aviation Association) Oxford Economics study of The Role of Business Aviation in the European Economy, October 2012.



16 May 2013