

***Farnborough
Airport***

Master Plan
April 2009





Airport master plans are intended to inform the planning process and the preparation of them provides an opportunity for local communities to engage with airports on future development. Following extensive public consultation, I am pleased to publish the TAG Farnborough Airport Master Plan.

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CEO, TAG Farnborough Airport



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Executive Summary

Introduction

Airport master plans are intended to inform the planning process and the preparation of them provides an opportunity for local communities to engage with airports on future development.

TAG Farnborough Airport ('the Airport') is not currently required by the Government to produce a master plan. However, TAG Aviation ('TAG'), the owner and operator, has decided to prepare a voluntary master plan in order to better inform the local community about the Airport and its operation, and to assist in providing background information for the preparation by Rushmoor Borough Council of a Local Development Framework and deal with any application for planning permission.

The Master Plan does not seek to determine planning policies for the Airport, or to decide on restrictions that may be imposed on use of the Airport. These are matters that will be dealt with by the Council as part of its public consultation for the Local Development Framework.

In preparing the Master Plan, TAG has taken account of the Future of Air Transport White Paper (2003), the Weekend Movements Appeal (March 2008), and the results of the Preliminary Consultation for the Airport (July 2008) and of the Master Plan (Draft for Consultation) (March 2009).

The key objectives of the Master Plan are to:

- provide a voluntary Master Plan in accordance with the White Paper;
- identify physical changes and operational improvements required to make best use of existing facilities to 2019 and, indicatively, to 2030;
- identify how sustainability and climate change is addressed by the Airport's operation;
- secure future growth of the Airport while minimising the effect on the local community and environment;
- inform the Rushmoor Local Development Framework; and
- engage with local residents and other stakeholders.

In relation to the future growth of the Airport, the most significant factors are:

- Planning and Aviation Framework
- About TAG Farnborough Airport
- Economics and Forecasts
- Making Best Use of Infrastructure
- Public Safety
- Environmental Monitoring and Reporting
- Surface Access
- Sustainability and Climate Change
- Community Engagement.

The Master Plan provides an overview of the infrastructure, facilities and operation of the Airport, and sets out the potential opportunities for operational improvements and airport related development that could take place up to 2019 and, indicatively, to 2030.

Following publication of this Master Plan, TAG will seek planning permission to operate the Airport within approximately 50,000 annual Business Aviation Air Traffic Movements (ATM) increasing the current limit from 28,000 ATM. This will ensure best use will be made of the Airport's existing infrastructure in line with the White Paper policy. This proposal will be within limitations imposed by environmental and safety constraints current at that time. It will also assist in meeting clear and increasingly unmet demand for Business Aviation both at Farnborough and in the South East.

Planning and Aviation Framework

The key national policy in relation to aviation is the White Paper: The Future of Air Transport (December 2003) (the 'White Paper') which was subject to a progress report in December 2006 reaffirming this aviation policy.

The Future of Transport White Paper (July 2004) which covers transportation in general, also includes the themes of the White Paper.

In the White Paper, the Government recognises the important role that smaller airports play in providing capacity for Business Aviation. In the South East, it is clear that some further development could be possible at any of the smaller airports that have been assessed without insurmountable environmental constraints. Farnborough Airport is referred to as one of the airports within this category. It also supports the adoption of policies that encourage the continued provision of services to support Business Aviation.

Under the provisions of the Planning and Compulsory Purchase Act 2004, the Regional Spatial Strategy, which is known as the 'South East Plan', will form part of the Development Plan Documents. Until the South East Plan has been adopted, at the strategic level, the Regional Planning Guidance for the South East (RPG9) will form part of the Development Plan Documents, together with the Saved Policies of the Hampshire Structure Plan.

Until the emerging Rushmoor Local Development Framework is adopted, the Development Plan Documents will comprise, at the local level, the Rushmoor Local Plan (Saved Policies).

The new Local Development Framework will include an overall vision and strategy for the Borough (known as the Core Strategy) and a specific document for the Airport (known as the Airport Area Action Plan). The Council is responsible for preparing and consulting on both these documents.

The Airport is required to operate under a CAA Aerodrome Licence, the policy of which is stated in Civil Aviation Publication 168 – Licensing of Aerodromes.

The Airport is regulated under the National Aviation Security Programme by the Department for Transport and is therefore subject to regular formal inspection.

Public Safety Zone policy is outlined within DfT Circular 1/2002: "Control of Development in Airport Public Safety Zones". This states that the areas of the published PSZ correspond to the 1 in 100,000 Third Party Individual Risk Contour as calculated for each airport, based on forecasts about the numbers and types of aircraft movements.

The current planning permission for the operation of the Airport granted in 2002 requires that the 1 in 10,000 Third Party Individual Risk Contour remains within the eastern (Farnborough end) Airport boundary.

To operate an airport safely, it is necessary to protect the airspace around the runway which is achieved through 'obstacle limitation surfaces' (effectively lines in the sky which define, relative to the runway, maximum acceptable heights for buildings and other structures).

Safeguarding of aerodromes occurs through the planning system by a process of consultation between the airport operator, the applicant of any proposed development and the local planning authority.

Rushmoor Borough Council, under the planning agreement entered into in 2000, stipulated that the noise budget set in 1998 will not be exceeded. The noise budget was expressed in terms of an area of 9.09 km² based on a 55 decibel noise contour.

The White Paper states that the Government will press for the adoption by airports, airlines and air traffic controllers of operational practices that minimise the impact of their activities on climate change as well as voluntary action to control greenhouse gas emissions and develop sustainability strategies.

The European Commission has recently confirmed that all flights arriving at or departing from an EU airport will be included in the EU emissions trading scheme from 1 January 2012.

The Airport operates under environmental restrictions specifically imposed by the planning permission for the operation of the Airport and generally imposed by the statutory and regulatory framework of environmental control.

About TAG Farnborough Airport

In 2008, Farnborough Airport celebrated its first 100 years of continuous operation. It was originally a Government airfield and declared surplus to requirements by the Ministry of Defence in April 1991.

In December 1994, the Government decided that the airfield should be redeveloped as a Business Aviation centre. In 1998, TAG Aviation became the preferred operator of Farnborough Airport, following a competitive process. A CAA Aerodrome Licence was granted in 2003 and in 2007 TAG became the freehold owner of the Airport.

TAG has made substantial investments in award-winning, world-class infrastructure and state-of-the-art technology.

The current use of the Airport is legally restricted to Business Aviation and use for bulk freight services, scheduled passenger services and 'inclusive tour' charter flying is specifically prohibited. TAG has no intention to seek to vary this position.

The hours of operation at the Airport are legally restricted to 07.00-22.00 hours on weekdays and 08.00-20.00 hours on Saturdays, Sundays and Bank Holidays. TAG will not seek to increase the hours of operation.

TAG lets premises to over fifty tenants on the site. These include major Business Aviation manufacturing companies, such as Cessna and Bombardier, as well as companies that manage, maintain and refurbish Business Aviation aircraft.

TAG remains committed, now and in the future, to supporting the biennial Farnborough International Airshow, a showcase for global aviation and aerospace. In 2008, the 60th anniversary Farnborough International Airshow attracted record orders of £44.35 billion.

TAG Farnborough Airport is now one of the most modern, high quality and efficient Business Aviation centres in Europe. It is the pre-eminent Business Aviation airport in the UK and rivals the best in the World.

The Airport is a significant local employer.

Economics and Forecasts

In a House of Commons debate on 11 November 2008, Geoff Hoon, Secretary of State for Transport said:

“Aviation in general continues to make a significant contribution to the UK economy. It brings in around £11 billion a year, and it supports 200,000 jobs directly, and many more indirectly.”

Business Aviation is a distinct and important segment of the air transport market. It is a sector that has been growing strongly and the importance of which is recognised in the White Paper.

The White Paper states that *“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 Inspector at the Weekend Movements Appeal found no suitable alternatives to the Airport for meeting Business Aviation demand in the South East of England. This view was shared by the Secretaries of State for Transport and for Communities and Local Government who agreed with the Inspector's opinion that none of the equivalent alternatives has airfield and terminal facilities that can match those of the Airport.

The Airport is specifically chosen by those seeking the highest quality of Business Aviation services and easy access to London and the South East. These businesses and individuals are responsible for substantial inward investment in the UK as well as overseas trade.

The Airport is the premier Business Aviation gateway for the UK and, as such, is of significant importance to the national economy.

From a comparison of airport capacity available in the South East and projected demand at 2019, TAG's consultant, Mott MacDonald, assesses that there will be unmet demand of some 292,000 Commercial Air Transport Movements in the London area, and a further unmet demand of 136,000 ATM.

If the Airport is permitted to raise its annual number of ATM from the current 28,000 to approximately 50,000, this will accommodate 22,000 ATM of the unmet demand and help alleviate part of the shortfall in the South East.

According to the European Business Aviation Association (EBAA), the Business Aviation industry generates over 4.2 billion Euros of the Gross Value Added in the UK, representing slightly over 0.2% of the country's economy. There are almost 50,000 UK jobs linked to the industry and together they generate approximately 1.5 billion Euros in wages and salaries, ("The economic impact of business aviation in Europe" – PwC Economics Macro Consulting 2008).

Further growth in the Airport's ATM will have a positive benefit on employment in the local area.

The Inspector at the Weekend Movement Appeal reached the conclusion, with which the Secretaries of State agreed, *"that Farnborough Airport is of very substantial economic benefit to the Farnborough area and to Rushmoor"*.

A survey in September 2008 by TAG's consultant, RPS, established that some 1,107 people were working full-time at the Airport plus a further 64 part-time posts, representing a Full-Time Equivalent (FTE) of 1,139 direct employees.

It is assessed that increasing the number of ATM from 28,000 to 50,000 by 2019 could lead to an increase in the number of direct, indirect and induced employees by approximately 35%. This would therefore increase employment in the area by some 1,500 jobs which (at an average 2008 value of £51,400 Gross Domestic Product impact) would increase GDP in the local area by a further £76.3m.

Making Best Use of Infrastructure – Proposals to 2019

TAG Farnborough Airport has been designed and constructed with the highest standards of infrastructure to meet the very demanding expectations of its customers.

At the Airport's current level of operation, the infrastructure is significantly under utilised. Whilst the physical capacity of the Airport could accommodate up to approximately 100,000 ATM, approximately 50,000 ATM to 2019 is being considered in light of current safety and environmental constraints.

TAG is confident that the current runway, taxiways, aprons, passenger terminal, hangars and car parking facilities are entirely sufficient to meet this level of future growth.

Public Safety

Public safety is paramount.

To protect the public, the DfT has declared formal Public Safety Zones (PSZ) at each end of airports' runways, which are areas of land within which development is restricted in order to control the number of people on the ground at risk in the event of an aircraft accident on take-off or landing.

The PSZ under which the Airport currently operates was prepared by NATS on behalf of the DfT in 2003 and was confirmed to Rushmoor Borough Council in January 2004.

On behalf of TAG, NATS, using the latest approved DfT model for calculating PSZ, has demonstrated that approximately 50,000 ATM could be accommodated within the constraint that the 1 in 10,000 Third Party Individual Risk Contour is required to remain within the boundary at the eastern (Farnborough) end of the Airport.

Environmental Monitoring and Reporting

TAG is committed to the highest standards of environmental management and has a dedicated Environment Manager to coordinate, monitor and implement environmental enhancement initiatives and controls at the Airport.

The Airport undertakes extensive environmental monitoring and publishes the data in a series of reports which are made available to Rushmoor Borough Council and the Farnborough Aerodrome Consultative Committee, and published on their respective websites.

Noise

Aircraft operating at the Airport are required to comply with noise abatement procedures as published in the UK Aeronautical Information Publication (AIP).

NATS Air Traffic Controllers, operating from the Airport control tower, instruct aircraft to follow these noise abatement procedures.

A real-time radar data feed is continuously fed into the noise monitoring system. This provides information from equipment on board aircraft in the Farnborough radar zone. The noise and track system records a plot of each aircraft's movement relative to its location, direction, speed and altitude. The aircraft radar tracks for Farnborough aircraft are reviewed continuously. Each movement is checked for compliance with the published noise abatement procedures.

The aircraft that operate at the Airport are generally of the most modern design and manufacture. These include extensive noise control features.

Rushmoor Borough Council, under the planning agreement entered into in 2000, stipulated that the noise budget set in 1998 will not be exceeded. The noise budget was expressed in terms of an area of 9.09 km² based on a 55 decibel noise contour. TAG intends that the level of growth at the Airport will produce a noise budget area smaller than 9.09 km².

The Airport will continue to develop its Quiet Flying Programme so as to ensure that aircraft operating at Farnborough do so as quietly as possible.

TAG has already banned all aircraft not meeting ICAO Chapter III noise standards from the Airport.

TAG will take an industry-leading approach to phase out all but the most modern and quietest categories of aircraft. Within five years, the only fixed-wing Business Aviation aircraft permitted will be those meeting ICAO Chapter IV noise standards, the current highest accepted standard.

Projected future growth of the Airport to approximately 50,000 ATM per annum could be accommodated well within the area of the current noise budget under the planning agreement.

Air Quality

The European Commission and UK Government have a range of measures to limit levels of air pollution. EU Directive 2008/50/EC on ambient air quality requires all member states to stay within set limits for a range of pollutants. Department of Environment, Food and Rural Affairs' Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007) sets policy targets for pollutants, known as air quality objectives.

The most challenging objective for much of the UK is in respect of nitrogen dioxide (NO₂). Fuel combustion creates nitrogen oxides (NO_x) which combine with oxygen in the air to form NO₂. In the UK, road transport is by far the main source of NO_x.

TAG has placed numerous air quality monitors around the Airport. Current measurements show that NO₂ levels are well within national objectives.

At the Airport the level of NO_x emissions is not likely to exceed levels set by relevant standards and objectives. This would remain the case even with growth to 100,000 ATM.

TAG is considering the introduction of an emissions charging scheme to include a charge for NO_x emissions. By introducing such a charging system, the Airport would be an industry leader in the UK and provide best practice for Business Aviation elsewhere.

Improvements in aviation technology are likely to bring about reductions in hydrocarbon emissions from aircraft in future, such that odour from un-burnt aviation fuel from aircraft will be reduced.

Ecology

The Airport is bounded by a number of ecologically important sites. These include 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 also within the Airport boundary a Site of Importance for Nature Conservation.

An increase in the annual number of ATM will not result in any loss of natural habitat, because it will not require the construction of any additional infrastructure.

TAG intends to prepare a Biodiversity Action Plan (BAP) which will describe how the existing wildlife interest will be conserved and identify opportunities for enhancing areas of ecological value within the Airport boundary. During preparation of the BAP, TAG will discuss its objectives with relevant stakeholders.

Surface Access

The Airport is well served by major road and mainline rail connections.

TAG will commission a transport assessment to assess the effect of the Airport and proposed future growth, on the road network, in consultation with the local highway authority.

TAG is in the process of preparing a Travel Plan suitable for everyone travelling to and from the Airport with the aim of reducing single occupancy car journeys and encouraging a shift towards more sustainable patterns of travel.

Sustainability and Climate Change

TAG is committed to adopting a sustainable approach to the future management and development of the Airport and has set the objective of becoming a leader in sustainability within the airport industry.

A key element of the Airport's sustainability strategy is to become a low carbon airport and to achieve carbon neutrality as soon as reasonably possible.

TAG is considering the introduction of a NO_x emissions charge for aircraft in the future on a 'polluter pays' principle, to contribute to offsetting emissions by donating to local ecological, environmental, biodiversity and other enhancement projects.

A sustainable approach is central to proposals for growth of the Airport and TAG will therefore develop its own 20 point Sustainability & Climate Change Charter.

TAG will develop an Energy & Emissions Strategy towards achieving the goal of carbon neutrality. Specific measures will include:

- upgrading and improving energy supply and efficiency within existing buildings;
- onsite generation of renewable energy;
- working with aircraft operators to lower their carbon emissions;
- reviewing the efficiency of Airport vehicles; and
- working with the Airport staff to raise energy awareness.

Community Engagement

TAG is committed to continuing and increasing its involvement with the local community. At present, this takes place at a number of levels including:

- Farnborough Aerodrome Consultative Committee;
- local business;
- involvement in local education;
- media; and
- sponsorship of local events and charities.

It has also consulted extensively with the local community and key stakeholders both on the Preliminary Consultation and the Master Plan (Draft for Consultation).

The process of consultation, the responses and how they have informed the finalisation of the Master Plan are summarised in the Statement of Community Involvement at Appendix 2.

Indicative Proposals 2020 to 2030

For the period 2020 to 2030, it is likely that the 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 may be sought in the period 2020 to 2030.

Conclusion

Following publication of this Master Plan, TAG will seek planning permission to operate the Airport within approximately 50,000 annual Business Aviation Air Traffic Movements (ATM) increasing the current limit from 28,000 ATM. This will ensure best use will be made of the Airport's existing infrastructure in line with the White Paper policy. This proposal will be within limitations imposed by environmental and safety constraints current at that time. It will also assist in meeting clear and increasingly unmet demand for Business Aviation both at Farnborough and in the South East.

TAG is committed to adopting a sustainable approach to the future management and development of the Airport and has set the objective of becoming a leader in sustainability within the airport industry.

A key element of the Airport's sustainability strategy is to become a low carbon airport and to achieve carbon neutrality as soon as reasonably possible.



1.0 Introduction and Context

1.1 Introduction to the TAG Farnborough Airport Master Plan

- 1.1.1** The Department for Transport (DfT) published The Future of Air Transport White Paper (the White Paper) in December 2003. The White Paper sets out a strategic framework for the development of airport capacity in the UK over the next 30 years.
- 1.1.2** The White Paper takes a balanced approach to providing a strategic framework for the development of air travel, recognising the need to cater for airport growth whilst reflecting the Government's commitment to sustainable communities.
- 1.1.3** The White Paper expects that certain airport operators should produce and maintain a master plan document detailing development proposals. The TAG Farnborough Airport Master Plan ('the Master Plan') will not have development plan status, but will inform the Local Development Framework (LDF) for Rushmoor Borough Council (RBC).
- 1.1.4** TAG Farnborough Airport ('the Airport') is not currently required by the White Paper to produce a master plan. However, TAG Aviation ('TAG'), the owner and operator, has decided to prepare a voluntary master plan, in order to better inform the local community about the Airport and its operation, and to assist in providing background information for the preparation by RBC of a LDF.
- 1.1.5** TAG is firmly committed to the long term future of the Airport as the UK's only dedicated and exclusively Business Aviation airport. It is also committed to supporting the world renowned Farnborough International Airshow, which the Airport hosts on a biennial basis. TAG intends to maintain the high quality of the award-winning Airport, which is accepted as being pre-eminent in Europe.
- 1.1.6** The current use of the Airport is legally restricted to Business Aviation and use for bulk freight services, scheduled passenger services and 'inclusive tour' charter flying is specifically prohibited. TAG has no intention to seek to vary this position.
- 1.1.7** The Master Plan provides an overview of the infrastructure, facilities and operation of the Airport, and sets out the potential opportunities for operational improvements and airport related development.
- 1.1.8** This document provides the Airport's own analysis of its operations, its infrastructure and capacity, development potential, public safety and environmental considerations. It represents the Airport's considered view as to how it could plan to meet future demand and make best use of its infrastructure in a sustainable and responsible manner.
- 1.1.9** The Master Plan does not seek to determine planning policies for the Airport, or to decide on restrictions that may be imposed on use of the Airport. These are matters that will be dealt with by RBC as the planning authority and as part of its public consultation for the LDF.
- 1.1.10** Following comments and suggestions from individuals, companies and organisations with an interest in, or affected by the Airport, this Master Plan has been finalised and is now published and submitted to RBC and DfT.
- 1.1.11** TAG is going to seek planning permission to operate the Airport within approximately 50,000 annual Business Aviation Air Traffic Movements.
- 1.1.12** The Master Plan has taken 2019 as the end date for initial proposals. Indicative proposals covering the period 2020 – 2030 are also provided.

1.2 "The Future of Air Transport" White Paper

- 1.2.1** The White Paper confirms that smaller airports have an important role to play in the future provision of South East airport capacity. The White Paper considers that smaller airports' ability to meet local demand, in particular for Business Aviation, helps to alleviate pressure on the larger airports. This is particularly important in the period before a new runway in the South East is built.
- 1.2.2** The White Paper recognises that some further development could be possible at smaller airports in the South East without facing insurmountable environmental constraints.
- TAG Farnborough Airport is referred to in the document as one of the airports within this category. The White Paper acknowledges that a wide range of stakeholders agree that small airports in the South East should be able to cater for as much demand as can be attracted.
- 1.2.3** The White Paper encourages regional and local planning frameworks to take account of the benefits that development at the smaller airports could provide, and considers policies that facilitate the delivery of growth at these airports.
- 1.2.4** The White Paper also notes the importance of smaller airports and their contribution towards providing capacity for Business Aviation. It in turn supports the adoption of policies that encourage the continued provision of services to support Business Aviation.
- 1.2.5** The Master Plan has been produced in response to the White Paper. It explains how the Airport can play a key role in Business Aviation in the South East.

1.3 The Rushmoor Local Development Framework

- 1.3.1** The future development proposals set out in the Master Plan will inform the emerging RBC LDF.
- 1.3.2** In relation to the Airport, the key Local Development Plan Documents which will form part of the LDF are:
- the Core Strategy Development Plan Document; and
 - the Farnborough Airport Area Action Plan.
- 1.3.3** RBC is currently preparing these documents having commenced a public consultation process in January 2009.
- 1.3.4** The Master Plan is intended to provide information on TAG's plans for the Airport to assist RBC in the preparation of its Local Development Plan Documents.

1.4 The 'Weekend Movements' Appeal Decision

- 1.4.1** The Airport received planning permission on 13 March 2008, granted jointly on a recovered decision by the Secretary of State for Communities and Local Government and the Secretary of State for Transport.
- 1.4.2** The public inquiry held into the appeal dealt solely with an application to increase the weekend movements from 2,500 to 5,000 with no increase in the annual number of movements above 28,000. However, many issues were addressed in evidence at the public inquiry including the economic case and the environmental issues – particularly noise and public safety. The decision made by the joint Secretaries of State does therefore provide a context for the consideration of those issues.

1.4.3 Key issues and conclusions of the Secretaries of State were as follows:

- the Secretaries of State had regard to the fact that the White Paper emphasises the need to make the best use of existing capacity of the UK's airports before supporting the provision of additional capacity;
- the important role of the smaller airports in the South East should help to relieve pressure on the main airports before a new runway in the South East is built;
- the importance of TAG Farnborough Airport is recognised as a Business Aviation facility in the South East, albeit the specific details of development at any airport should remain a matter of local determination through the planning system;
- the Secretaries of State agreed with the public inquiry inspector's reasoning that TAG Farnborough Airport is of very substantial economic benefit to the Farnborough area and to Rushmoor;
- they agreed with the public inquiry inspector that there are no equivalent alternatives for operators of aircraft types currently using TAG Farnborough Airport; that all of the potential alternatives suffer from considerable constraints in terms of operating characteristics and that, leaving aside the other fully equipped airports that have slot constraints, none has airfield and terminal facilities that can match those of TAG Farnborough Airport; and
- the Secretaries of State agreed with the public inquiry inspector that there was no persuasive evidence about visual impact or odour from aircraft.

1.5 Consultation and Statement of Community Involvement

1.5.1 As part of TAG's commitment to Community Engagement, it consulted extensively with the local community and key stakeholders both on the Preliminary Consultation and the Master Plan (Draft for Consultation).

1.5.2 In preparing the Master Plan, TAG has had regard to all the responses it received as well as addressing the Government policy:

- to make best use of existing infrastructure at airports;
- to meet business need for the benefit of the economy at national, regional and local level; and
- to minimise and, where possible off-set any adverse effects on the local community and environment.

1.5.3 The process of consultation, the responses and how they have informed the finalisation of the Master Plan are summarised in the Statement of Community Involvement at Appendix 2.

1.6 Objectives and Content of the Master Plan

1.6.1 The key objectives of the Master Plan are to:

- provide a voluntary Master Plan in accordance with the terms of the White Paper;
- identify physical changes and operational improvements required to make best use of existing facilities to 2019 and, indicatively, to 2030;
- identify how sustainability and climate change is addressed by the Airport's operation;
- secure future growth of the Airport while minimising the effect on the local community and environment;
- inform the RBC LDF; and
- engage with local residents and other stakeholders.

1.6.2 Pursuant to the White Paper, the Department for Transport issued 'Guidance on the Preparation of Airport Master Plans'. This guidance states in respect of content that "we would anticipate that, in the case of most airports, master plans will address the following 'core' areas:

- *forecasts*
- *infrastructure proposals*
- *safeguarding and land/property take*
- *surface access initiatives*
- *impact on people and the natural environment*
- *proposals to minimise and mitigate impacts."*

1.6.3 The Master Plan addresses these core issues under the following chapters:

- *Planning and Aviation Framework*
- *TAG Farnborough Airport Today*
- *Economics and Forecasts*
- *Making Best Use of Infrastructure*
- *Public Safety*
- *Environmental Considerations*
- *Surface Access*
- *Sustainability and Climate Change*
- *Community Engagement.*

2.0 Planning and Aviation Framework

2.1 UK Airport Policy

- 2.1.1 The key national policy in relation to aviation is the White Paper: The Future of Air Transport (December 2003) which was subject to a progress report in December 2006 reaffirming this aviation policy.
- 2.1.2 The Future of Transport White Paper (July 2004) which covers transportation in general also included the themes of the Future of Air Transport White Paper.
- 2.1.3 The system by which Nationally Significant Infrastructure Projects (NSIP) are decided by the Infrastructure Planning Commission (IPC) under the Planning Act 2008 is not applicable to the proposed planning application. However, the National Policy Statement (NPS) on aviation, to be issued in connection with that system, may be relevant to the Airport. No statement is expected before 2011 and therefore the White Papers referred to above remain the Government's relevant policy statements until then.

The Future of Air Transport White Paper (December 2003)

- 2.1.4 The White Paper sets out a strategic framework for the development of airport capacity in the UK to 2030. It states that aviation is nationally and locally significant and that the *“provision of adequate infrastructure and capacity is important for national competitiveness, for regional development, and for people’s ability to travel quickly, easily and affordably to where they want to go”*.
- 2.1.5 The White Paper says that at the local level, decisions on the amount and location of future airport capacity should properly reflect environmental concerns. This includes ensuring that airport developments are consistent with existing arrangements for the control of noise and other environmental impacts of aviation.
- 2.1.6 It encourages airport growth in the context of regional economies, advising that airports are an important focus for their development. The document stated that airports attract business and generate employment as well as opening up wider markets including being an impetus for regeneration and a focus for commercial and industrial development.
- 2.1.7 The White Paper states:
“To help the small airports in the South East achieve their development aims, regional and local planning frameworks should take account of the benefits that development at the smaller airports could provide, and consider policies which facilitate the delivery of growth at these airports. The specific details of development at any airport should remain a matter of local determination through the planning system.” (paragraph 11.95)
- 2.1.8 The White Paper recognises the important contribution made by small airports in the South East, including Farnborough, stating that:
“The ability of Business Aviation to gain access to the main airports in South East will continue to be problematic as capacity constraints cause airports to focus on more valuable commercial traffic. 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. We sought views in consultation on six existing Business Aviation aerodromes which we felt had potential to provide additional capacity to cater for Business Aviation demand: Farnborough, Biggin Hill, Blackbushe, Fairoaks, Farnborough (sic), Northolt and Southend...” (paragraph 11.101)
- 2.1.9 The White Paper stresses that the priority is:
“Making best use of existing runways in the South East will provide some much-needed additional capacity...” (paragraph 11.7)

- 2.1.10** The White Paper recognises the important contribution that airports make to the surrounding economy, as well as the national value. The paper comments that airports are an important focus for the development of local and regional economies:

“They attract business and generate employment and open up wider markets. They can provide an important impetus to regeneration and a focus for new commercial and industrial development. Many airports increasingly act as a focal point for ‘clusters’ of business development. By offering the potential for the rapid delivery of products by air freight and convenient access to international markets through the availability of flights for business travel, they can attract inward investment to a region.” (paragraph 4.24)

- 2.1.11** The White Paper committed to provide an update and this was published by the Department for Transport (DfT) in December 2006 confirming that *“the Government remains committed to the strategy set out in the White Paper”* (paragraph 1.2). It also continued to recognise that *“aviation has an important role to play in the future, in developing the UK economy, supporting leisure, and in further enhancing our global connectivity”*. (paragraph 1.14)

- 2.1.12** The December 2006 update report also specifically referred to the role of Business Aviation:

“The industry’s impact goes beyond commercial airports and airlines. The General Aviation (GA) sector (business jets and recreational flyers), for example, makes an important contribution to the economy. It is estimated that over 11,000 people are employed in jobs directly related to GA, and the sector expenditure is estimated to be £1.4 billion, equivalent to about 8 per cent of total aviation expenditure.” (paragraph 4.20)

The Future of Transport White Paper (July 2004)

- 2.1.13** The Future of Transport White Paper mirrors the aims of the Future of Air Transport White Paper in making best possible use of existing runways:

“The Air Transport White Paper concludes that the first priority is to make best possible use of the existing runways. It also supports the provision of two new runways in the South East in the period to 2030 – the first at Stansted (2011-12) and the second at Heathrow (2015-20) provided strict environmental limits can be met. Land at Gatwick will be safeguarded for a new runway in case conditions attached to a new Heathrow runway cannot be met.” (paragraph 7.13)

- 2.1.14** The Future of Transport White Paper also recognises the merit of economic incentives to offset the costs of environmental effects of aviation:

“We will work to ensure that aviation meets its external costs, including its environmental and health costs. The aviation industry has a responsibility to reduce its impacts under the ‘polluter pays’ principle. The biggest impact in monetary terms is aviation’s contribution to climate change and a solution to that end is set out in the Air Transport White Paper. We expect the aviation industry and international bodies to address the problem seriously, responding creatively to the common challenge of global warming.”

“Well-designed economic incentives are an important mechanism for delivering the Government’s environmental objectives, including those for aviation. Potential economic instruments include environmental charges, taxes and trading schemes. These measures use price signals to drive improvements, and can help to encourage the development and use of environmentally beneficial technology. Economic instruments can help ensure that aviation bears the external costs it imposes on society. Any such instruments must be legally robust and deliver real environmental improvements.” (paragraphs 7.16 and 7.17)

2.2 Development Plans

- 2.2.1** Under the provisions of the Planning and Compulsory Purchase Act 2004, the Regional Spatial Strategy, which is known as the ‘South East Plan’, will form part of the Development Plan Documents. Until the South East Plan has been adopted, at the strategic level, the Regional Planning Guidance for the South East (RPG9) will form part of the Development Plan Documents, together with the Saved Policies of the Hampshire Structure Plan.
- 2.2.2** Until the emerging Rushmoor Local Development Framework is adopted, the Development Plan Documents will comprise at the local level the Rushmoor Local Plan (Saved Policies).

2.3 Regional Planning Guidance for the South East

- 2.3.1** Until the South East Plan is adopted, RPG9 provides the regional planning policy framework for the South East up to 2016. The guidance takes account of Government policies and provides a regional framework for local authorities to prepare their Local Development Documents.
- 2.3.2** RPG9 was issued prior to the publication of the 2003 Future of Air Transport White Paper. In relation to airport policy, RPG9 therefore refers to the 1985 White Paper: Airports Policy, although it is stated that at the time it was written, a revision of airport policy was underway and a new Airport White Paper was in the process of being produced. RPG9 states that the guidance within it will be revised once the national policy has been amended.

2.4 Regional Transport Strategy for the South East

- 2.4.1** Regional Transport Strategy for the South East (RTS) was adopted in July 2004 and replaced Chapter 9 of RPG9. In relation to regional airport policy, the RTS has been written within the context of the December 2003 Airport White Paper.
- 2.4.2** RTS states that one of the conclusions of the White Paper in relation to RPG9 is that there is scope for some smaller airports to help meet local demand and their further development is supported in principle, subject to relevant environmental considerations.
- 2.4.3** Policy T6 of the RTS states that relevant regional strategies, development plans and local transport plans should include policies and proposals that take account of airport operator master plans produced in accordance with the White Paper.

2.5 Regional Spatial Strategy: South East Plan

- 2.5.1** The draft South East Plan was submitted to the Government in March 2006 and the examination in public was held between November 2006 and March 2007. The panel report was sent to the Government in July 2007 and was made public in August of that year.
- 2.5.2** The submitted South East Plan stated that the Regional Assembly supports the White Paper's emphasis on the importance of regional airports in reducing the pressure on the international hub airports.
- 2.5.3** The examination in public panel report recommended that an appropriate reference be added to Policy T9 to reflect the White Paper's requirement that airport operators should produce airport master plans.
- 2.5.4** The Secretary of State's Proposed Changes (July 2008), proposed a revised Policy T9 which would follow this recommendation.
- 2.5.5** The Proposed Changes also suggested that paragraph 1.28, part of the supporting text to Policy T9, recognises that:
- the White Paper highlighted the important role that regional airports can play in providing access to air services that reduce the pressure on the international hub airports, particularly in the period before a new runway in the South East is built;
 - in addition to the potential previously identified for Southampton Airport, smaller regional airports could play a valuable role in meeting local demand and contributing to regional economic development; and
 - subject to relevant environmental considerations, their development should be supported, and regional and local planning frameworks should consider policies that facilitate growth at these airports.
- 2.5.6** The Proposed Changes were subject to public consultation to October 2008, following which the Secretary of State considered representations. TAG made representations to the Secretary of State in support of the need for policy recognition of Business Aviation in the South East.

2.6 Hampshire Structure Plan

- 2.6.1** The Hampshire Structure Plan sets out the policy framework for Hampshire, which enables local planning authorities to produce their Local Plan policies. The Hampshire Structure Plan was adopted in March 2000 and includes policies up to 2011.
- 2.6.2** Policy EC5 of the Hampshire Structure Plan states that proposals to expand and enhance the facilities at Farnborough airfield, to accommodate the development of a Business Aviation facility will be supported, except where there are overriding environmental, safety or transport objections and provided that such development is consistent with other policies of the Structure Plan.
- 2.6.3** The Structure Plan continues to state that it is Government policy that Farnborough airfield is retained for Business Aviation use. As a result, the Structure Plan states that the County Council will work with the relevant agencies on the future of Farnborough airfield.

2.7 Rushmoor Local Plan

- 2.7.1** The Rushmoor Local Plan was adopted in August 2000. The Local Plan covers the period 1996 – 2011 and was written in the context of the Hampshire Structure Plan.
- 2.7.2** Chapter 11 of the Rushmoor Local Plan: Farnborough Aerodrome includes statement and policies on the Airport for the plan period:
- the Council recognises that the Aerodrome provides an ‘added value’ to the economy of the area, but the economic advantages must be considered against environmental considerations;
 - guidance on the designation of a business aerodrome operational area and the land uses within it; and
 - operation of the Airport for Business Aviation.

2.8 Rushmoor Local Development Framework

- 2.8.1** Rushmoor Borough Council submitted its Core Strategy to the Secretary of State in December 2006, but this was subsequently withdrawn.
- 2.8.2** A revised Core Strategy and Area Action Plan for the Airport is currently being produced and a consultation process commenced in January 2009.
- 2.8.3** The revision of the Core Strategy will impact on other emerging Development Plan Documents.

2.9 Civil Aviation Authority Aerodrome Licence

- 2.9.1** The Airport is required to operate under a CAA Aerodrome Licence, the policy of which is stated in Civil Aviation Publication 168 – Licensing of Aerodromes.
- 2.9.2** The licensing policy requires an annual inspection which includes an audit of the Safety Management System (SMS) put in place to ensure that a safe environment exists for all airport staff, tenants and customers.
- 2.9.3** The SMS addresses the requirements for Health & Safety, System Safety, Operational Safety and Environmental Safety.

2.10 Airport Security Regulation

- 2.10.1** The Airport is regulated under the National Aviation Security Programme by the Department for Transport and is therefore subject to regular formal inspection.
- 2.10.2** Current legislation for Business Aviation requires that aircraft operating as Public Transport which are over 10 tonnes or have more than 19 passengers on board will undergo screening of passengers and their baggage and searching of the aircraft prior to departure. The Airport provides appropriate facilities and trained staff to fulfil this requirement.

2.11 Public Safety Zones

- 2.11.1** PSZ are the areas of land at ends of airport runways in which development is restricted.
- 2.11.2** PSZ policy is outlined within DfT Circular 1/2002: 'Control of Development in Airport Public Safety Zones'.

2.12 Aerodrome Safeguarding

- 2.12.1** To operate an airport safely, it is necessary to protect the airspace around the runway which is achieved through 'obstacle limitation surfaces' (effectively lines in the sky which define, relative to the runway, maximum acceptable heights for buildings and other structures).
- 2.12.2** Safeguarding of aerodromes occurs through the planning system by a process of consultation between the airport operator, the applicant of any proposed development and the local planning authority. The process is intended to:
- ensure that an airport's operation is not negatively affected by developments, buildings or structures which might infringe the airport's obstacle limitation surfaces;
 - protect visual flight paths, for example by ensuring that runway approach lighting is not obscured by development and that lights elsewhere cannot cause confusion;
 - protect the accuracy of radar and other electronic aids to air navigation; and
 - reduce the hazard from bird strikes to aircraft associated with land uses such as waste disposal and sewage treatment sites.
(CAP 738 – Safeguarding of Aerodrome Safeguarding)
- 2.12.3** Rushmoor Borough Council and other local planning authorities have been issued with Safeguarding Maps for the Airport which identify those areas in respect of which planning applications must be the subject of further consultation with the Airport.

2.13 Noise

- 2.13.1** Rushmoor Borough Council, under the planning agreement entered into in 2000, stipulated that the noise budget set in 1998 will not be exceeded. The noise budget was expressed in terms of an area of 9.09 km² based on a 55 decibel noise contour.

2.14 Air Quality

- 2.14.1** The European Commission and UK Government have a range of measures to limit levels of air pollution.
- 2.14.2** EU Directive 2008/50/EC on ambient air quality requires all member states to stay within set limits for a range of pollutants.
- 2.14.3** Department of Environment, Food and Rural Affairs Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007) sets policy targets for pollutants, known as air quality objectives.

2.15 Sustainability and Climate Change

- 2.15.1** PPS1: Delivering Sustainable Development (May 2005) defines the Government's approach to integrating sustainable development into UK planning policy. It sets out the Government's commitment to delivering four key objectives:
 - promote social cohesion and inclusion;
 - protect and enhance the environment;
 - make prudent use of natural resources; and
 - work towards sustainable economic development.
- 2.15.2** In December 2007 the Government published a Supplement to PPS1: Planning and Climate Change. This explained how the planning process should contribute to reducing emissions and stabilising impacts on the climate, with specific regard to how local planning authorities should promote proposals to address the causes and potential impacts of climate change.

The Supplement encourages developers to demonstrate how their proposals contribute to mitigation of, and adaptation to, climate change.
- 2.15.3** The White Paper states that the Government will press for the adoption by airports, airlines and air traffic controllers of operational practices that minimise the impact of their activities on climate change as well as voluntary action to control greenhouse gas emissions and develop sustainability strategies.
- 2.15.4** In addition, given aviation's contribution to the economy, the White Paper outlines the Government's belief that the best way of ensuring that aviation contributes towards the goal of climate stabilisation would be through inclusion of the sector in the EU Emissions Trading Scheme (ETS). This would ensure that aviation covers its environmental costs and allow the industry to grow, whilst enabling an overall reduction in carbon emissions. The European Commission has recently confirmed that all flights arriving at or departing from an EU airport will be included in the EU ETS from 1 January 2012.

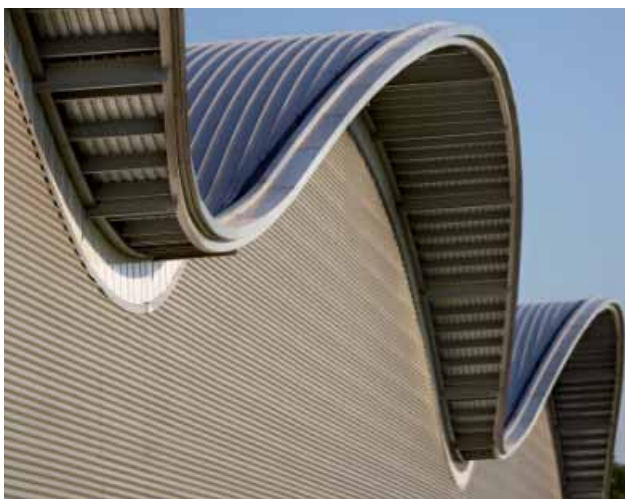
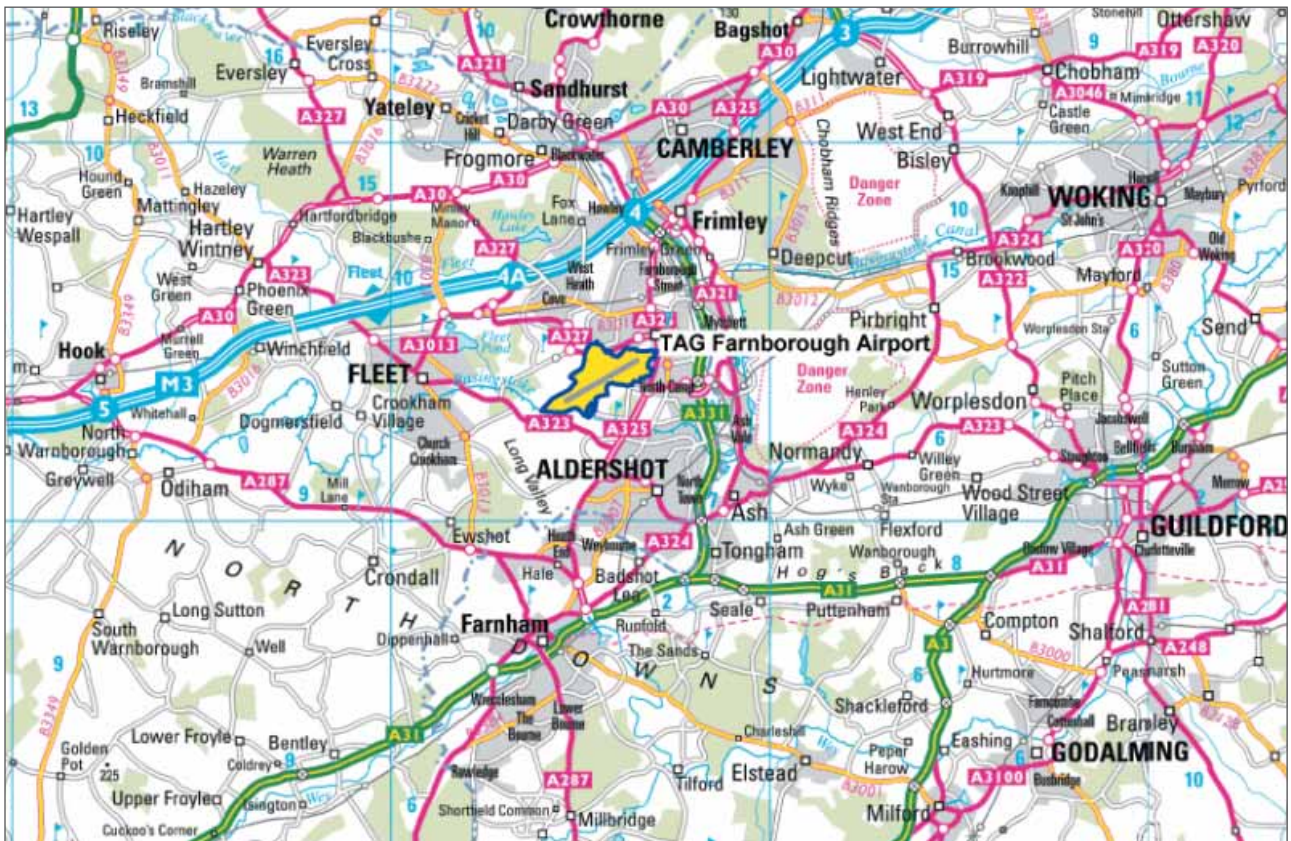
2.16 Other Environmental Regulation

- 2.16.1** The Airport operates under environmental restrictions specifically imposed by the planning permission for the operation of the Airport and generally imposed by the statutory and regulatory framework of environmental control. For example:
 - The Environmental Protection Act 1990
 - Water Resources Act 1991
 - The Control of Pollution Regulations (England) 2001
 - Hazardous Waste Regulations 2005.
- 2.16.2** The Airport is regularly inspected by the Environment Agency to ensure compliance with that statutory and regulatory framework and the Airport is formalising an Environmental Management System.

3.0 About TAG Farnborough Airport

3.1 History of the Airport

- 3.1.1** Farnborough Airport, the UK's first airfield, was established in 1905. The Airport's aviation history predates even the UK's first officially recorded powered flight conducted there in 1908 by Samuel Cody. The first flight in the UK of a jet-powered aircraft was made there, as was the World's first flight of a commuter jet airliner.
- 3.1.2** From its early days, the Airport was used as a centre of military and civil aviation research.
- 3.1.3** The Ministry of Defence (MoD) commenced a strategic review of its aviation research and development operations in the mid-1980s. By this time, the volume of military research and development activity at the site had begun to decline. Other sites, particularly Boscombe Down, expanded their operations and eventually took all the research flying from Farnborough.
- 3.1.4** The review of infrastructure assets by the MoD coincided with a broader review of the need and demand for Business Aviation facilities in the South East. The Business Aviation Working Group, comprising representatives of the Department of Transport, industry representatives, the CAA, NATS, Department of the Environment and the South East Regional Planning Standing Conference, was established in 1984 to evaluate the available capacity for Business Aviation in the South East.
- 3.1.5** The Working Group concluded that Farnborough would be a suitable location for Business Aviation activity on the basis that: there was available capacity; the runway was long enough for trans-Atlantic flights; and the site was well located in relation to London and the South-East. Its conclusions were embodied in the 1985 White Paper; Airports Policy (Cmnd 9542).
- 3.1.6** The 1985 White Paper stated:
"The [Business Aviation] Working Group recommended the development of Farnborough for Business Aviation. The Ministry of Defence have recently confirmed that they will be inviting tenders for the development of a Business Aviation enclave with associated light industry at Farnborough." (paragraph 7.7)
- 3.1.7** A civil enclave was opened in January 1989 under a licence arrangement between the MoD and Carroll Aviation.
- 3.1.8** In April 1991, the MoD declared Farnborough Aerodrome surplus to its requirements.
- 3.1.9** From 1998, the MoD began to transfer control of Farnborough Aerodrome to TAG, with the understanding that the facility would be used solely for Business Aviation and the Farnborough International Air Show (the Airshow). TAG Farnborough Airport Limited took full control of the Airport under a long lease in 2003, and acquired the freehold from the MoD at the end of 2007.
- 3.1.10** On 11 October 2000, RBC granted outline planning permission for erection of new buildings and associated structures and use of the aerodrome for Business Aviation and related activities at the Airport. Together with a planning agreement, this permission contains the planning parameters within which the Airport must operate.
- 3.1.11** TAG has invested over £100m in the Airport and is committed to ensuring that the facilities available at the Airport are of the highest quality.
- 3.1.12** The Farnborough International Airshow has been held at the Airport since 1948. Between 1948 and 1964, the Airshow was held every year and since then it has been held biennially. A condition of TAG's lease of the aerodrome site is that the Airshow should continue. TAG has entered into an under lease of part of the site to the Society of British Aerospace Companies (SBAC) and has agreed arrangements to facilitate the hosting of the Airshow.
- 3.1.13** At the eastern end of the runway is the G29 Black Shed which is Grade II listed due to its historic role of being Britain's first aircraft hangar for aircraft built at Farnborough's Royal Aircraft Factory.
- 3.1.14** The historic Farnborough Air Science Trust Museum is adjacent to the eastern perimeter of the Airport.



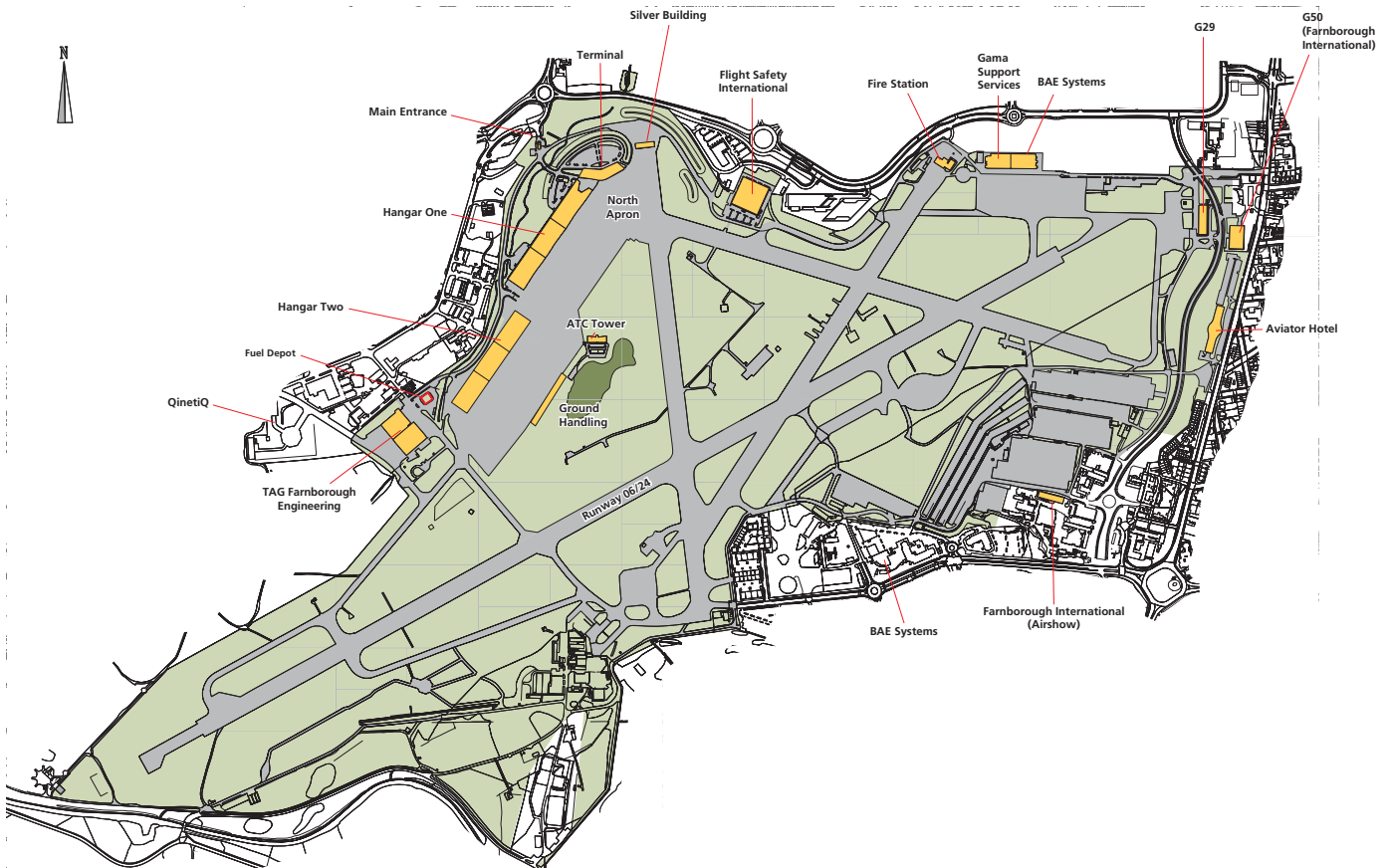
3.2 The Airport's Existing Infrastructure

- 3.2.1** The Airport is the most modern Business Aviation airport in Europe and has some of the best facilities for this market in the World.
- 3.2.2** Current facilities at the Airport include:
- A 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 the Boeing Business Jet. The runway is aligned approximately north-east to south-west (060 degrees or 240 degrees).
 - A terminal facility of an exceptionally high and award-winning standard. It comprises business lounges, a small café, security areas and meeting rooms and offices and covers an area of 4,620 square metres. The building materials used include curtain walling and structural glass to the elevations, interspaced with flat metal cladding to match the hangar buildings and control tower, and are in keeping with the high quality image of the Airport. The terminal is set in a landscaped area and serves as a passenger facility. It also provides the operational and administrative offices of TAG and other aviation associated companies.
 - A modern, 34 metre high Air Traffic Control (ATC) tower was completed in 2002, providing radar and ATC services. NATS' employees staff the tower and the unit also provides a Lower Airspace Radar Service for a number of smaller airports around Farnborough and to aircraft at lower levels within the whole of the London Terminal Manoeuvring Area.
 - 120,000 square metres of aircraft parking and taxiing aprons at the centre of the site.
 - A triple bay, wave-form hangar of 15,600 square metres for aircraft parking which was completed in 2003. In addition, five ex-military hangars are utilised for aircraft maintenance, ground equipment storage and general storage.
 - Construction of a further triple bay, wave-form hangar of 15,600 square metres for aircraft parking and ancillary offices, broadly similar to the existing triple bay hangar, has commenced in accordance with planning permission.
 - A modern, secure fuel depot for the storage of 275,000 litres of Jet A1 aviation fuel.
 - A main car park at the Airport is located near the terminal and provides some 190 spaces.
 - A fully equipped, state-of-the-art fire station, which is staffed during the opening hours of the Airport.
 - A contemporary hotel on the eastern side of the Airport, which has 169 bedrooms, restaurants, bars, gym and conference/business facilities and employs 120 staff.
 - A two-storey office building of 1,150 square metres.
- 3.2.3** TAG has let part of the Airport to Farnborough International, a subsidiary of the Society of British Aerospace Companies (SBAC), which has built a bespoke conference centre, Farnborough International Venue and Events, known as FIVE.
- 3.2.4** Another part is let to Flight Safety International which has built its European Headquarters and a major flight simulator training centre at the Airport.

3.3 The Role of the Airport

- 3.3.1** The Airport currently employs 1,139 people on site. This figure includes those who are employed directly by the Airport, contract staff who provide security, air traffic control and other essential services and additional people who work for TAG Farnborough Airport Limited's tenants.
- 3.3.2** The Airport is unique in the UK in being specifically and exclusively for Business Aviation. It provides the highest standards and quality of facilities as follows:
- a full handling service for Business Aviation aircraft is provided with TAG ground crew and passenger reception staff attending each flight;
 - immigration, customs, flight planning, meteorological, fire & rescue services and a wide range of ancillary services are provided;
 - comprehensive engineering services are available for all types of Business Aviation aircraft using the Airport; and
 - Business Aviation aircraft charter, management and acquisition.
- 3.3.3** The Airport serves destinations worldwide and has infrastructure in place for this purpose. This includes security, border and other control authorities. The runway length enables Business Aviation aircraft of all permitted types to undertake long distance non-stop flights, including across the Atlantic to the west coast of America and to points in the Far East.
- 3.3.4** TAG lets premises to over fifty tenants on the site. These include major Business Aviation manufacturing companies, such as Cessna and Bombardier, as well as companies that manage, maintain and refurbish Business Aviation aircraft.

Figure 1: TAG Farnborough Site Plan



3.4 The SBAC Farnborough International Airshow

- 3.4.1** Since opening in 1948, the Airshow has become one of the World's foremost aviation events, and is a showcase for UK aviation and aerospace companies. The Airshow involves around 1,000-1,500 air movements over a two-week period.
- 3.4.2** The 2008 Airshow attracted 285,000 visitors, 1,360 commercial and other exhibitors and 40 official delegations from around the World.
- 3.4.3** Each Airshow contributes to the local economy through a broad range of sectors, from contractors to hotels and security services.
- 3.4.4** It is regarded by the UK aviation industry as its most significant shop window event, providing a major advertisement for the aviation industry in the UK, the Airport and for Farnborough, attracting international VIPs, leading aviation and related businesses, press and spectators from around the World.
- 3.4.5** The total orders placed at the 2008 Airshow were worth £44.35 billion, doubling the previous 2006 record.
- 3.4.6** TAG remains committed, now and in the future, to supporting the biennial Farnborough International Airshow, a showcase for global aviation and aerospace.

3.5 Air Traffic

- 3.5.1** Under the current planning permission (and associated planning agreement) granted by Rushmoor Borough Council in 2000, air traffic for normal Business Aviation operations is restricted as follows:
- no more than 28,000 aircraft movements per annum shall take place of which no more than 5,000 movements shall be at weekends or Bank Holidays (as amended on appeal);
 - all flying shall only take place between 0700-2200 on weekdays and 0800-2000 on weekends and Bank Holidays. No flying shall take place on Christmas Day and Boxing Day;
 - no bulk freight services, scheduled passenger services, 'inclusive tour' charter flying shall take place; and
 - with the exception of 1,500 movements per annum by aircraft between 50 and 80 tonnes no aircraft exceeding 50 tonnes shall take off or land at the Airport (as amended on appeal).
- 3.5.2** Since the granting of the CAA operating licence in 2003, annual movements have been as follows:

Year	Movements
2003	16,188
2004	17,175
2005	18,469
2006	21,365
2007	26,507
2008	25,504

3.6 Nitrogen Oxides Emissions

- 3.6.1** The Airport monitors nitrogen oxides (NO_x) emissions produced whilst aircraft are at the Airport, as a measure of emissions that could affect local air quality.
- 3.6.2** NO_x emissions are monitored at the Airport using two methods, located at a total of 13 monitoring positions. Passive diffusion tubes are located at all 13 monitoring sites.
- 3.6.3** The second monitoring method used is an active sampling method, pumping samples of air into an analysis chamber, producing results as 15 minute sample averages.

3.7 Noise and Track Monitoring

- 3.7.1** The Airport operates a sophisticated noise and track monitoring system. For the size of the Airport, it is one of the most advanced in the UK.
- 3.7.2** The noise of current operations is significantly less than the 'noise budget' set by the Secretary of State's Circular in 1997. The Airport has a system in place to deal with all noise complaints, which are investigated and responded to and reported upon to the Farnborough Aerodrome Consultative Committee (FACC). Action is taken where appropriate by taking the matter up with the aircraft operator responsible.
- 3.7.3** A dedicated telephone line has been provided on which interested parties may leave details of complaints and queries, and those complaints are fully investigated and responded to. Action is taken by reporting complaints where appropriate to aircraft operators; repeated infringements result in disciplinary action being taken against aircraft operators and/or pilots.



4.0 Economics and Forecasts

4.1 Value of Air Transport to the Economy

4.1.1 In a House of Commons debate on 11 November 2008, Geoff Hoon, Secretary of State for Transport said:

“Aviation in general continues to make a significant contribution to the UK economy. It brings in around £11 billion a year, and it supports 200,000 jobs directly, and many more indirectly.”

(Hansard Vol. 482 part number 161, column 649)

“I want to deal with the wider context because aviation has enjoyed remarkable growth in recent decades. The increase in the number of flights and of worldwide destinations that can be reached from UK airports has greatly benefited British business, offering faster and more convenient connections to global markets. That is crucial for a trading nation in a global economy.” (column 645)

4.1.2 The 2006 Eddington Transport Study stressed that a healthy economy needs excellent transport systems and that investment is required to provide the global transport connections necessary for economic growth.

4.1.3 The Government's 2007 Budget Report identified globalisation and the integration of the world economy as key forces in Britain's economic future. Many of Britain's strongest industries are internationally mobile and rely on air transport and, specifically, on Business Aviation.

4.1.4 The White Paper states that *“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 White Paper paragraph 11.101)

4.1.5 The Inspector at the Weekend Movements Appeal found no suitable alternatives to the Airport for meeting Business Aviation demand in the South East of England. This view was shared by the Secretaries of State for Transport and for Communities and Local Government who agreed with the Inspector's opinion that none of the equivalent alternatives has airfield and terminal facilities that can match those of the Airport.

4.1.6 According to the European Business Aviation Association (EBAA), the Business Aviation industry generates over 4.2 billion euros of the GVA in the UK, representing slightly over 0.2% of the country's economy. There are almost 50,000 UK jobs linked to the industry and together they generate approximately 1.5 billion euros in wages and salaries, (*“The economic impact of business aviation in Europe”* – PwC Economics Macro Consulting 2008).

4.2 The Business Aviation Sector

4.2.1 Business Aviation is increasingly important to UK companies and international companies based in and trading with the UK. It enables business executives to travel on schedules that they have set in order to optimise the use of their time and resources. Business Aviation is used and preferred by companies over scheduled services, in particular where:

- time is important;
- complex itineraries over a short period of time are required;
- visits to and from provincial cities are necessary, which are not well served by commercial airlines;
- scheduled aircraft routes are inadequate;
- privacy is required; and
- additional security is necessary.

- 4.2.2 The route and timing of a Business Aviation flight is the decision of the user not the operator. This is in contrast to scheduled services. Users benefit from flexibility, choice and efficiency and this results in economic advantage.
- 4.2.3 Business Aviation is a distinct and important segment of the air transport market. It is a sector that has been growing strongly and the importance of which is recognised in the White Paper.

4.3 The Airport's Role

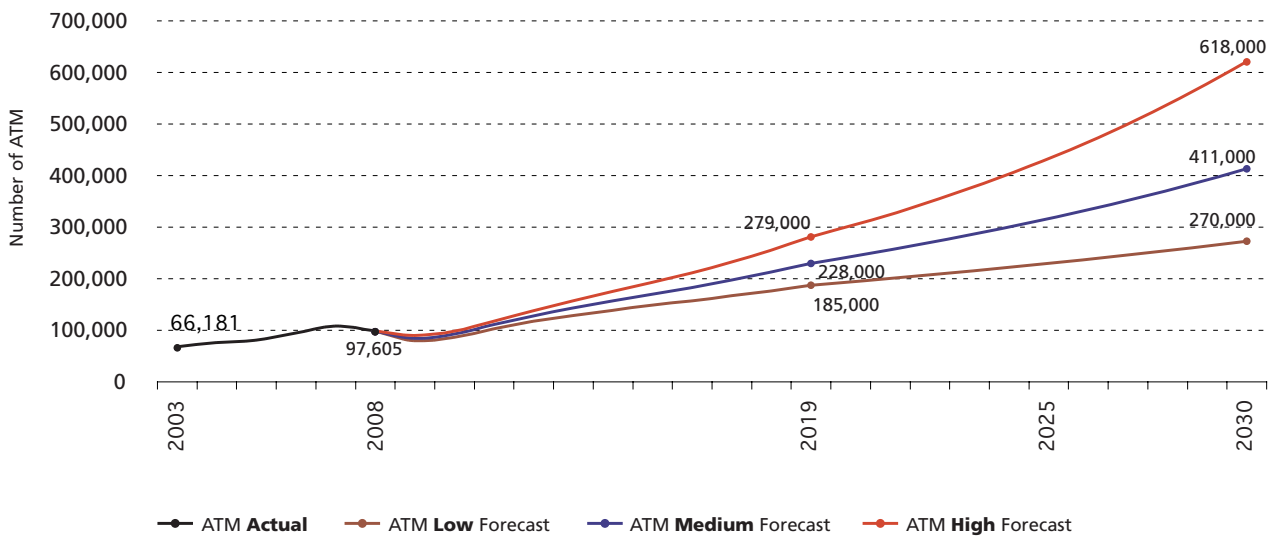
- 4.3.1 The Airport is the premier Business Aviation gateway for the UK and, as such, provides significant benefits to the national, regional and local economy. This was recognised by stakeholders in their response to the Preliminary Consultation, with 68% agreeing that the Airport contributed to the local and regional economy and 56% agreeing that it contributed to the national economy. Similarly, the response to the Master Plan (Draft for Consultation) showed that 53% of respondents agreed that TAG Farnborough Airport is important for local jobs and 38% of respondents said the Airport makes an important contribution to the national economy.
- 4.3.2 The Airport is located to the South West of London and it is well served by major road and mainline rail connections providing efficient links to the centre of London and the South East.
- 4.3.3 London is one of the World's leading financial centres and is of crucial importance to the national economy, with a Gross Value Added (GVA) of £212.9 Billion in 2007. (London's Economic Outlook: Autumn 2008 – GLA Economics, Greater London Authority October 2008).
- 4.3.4 The Airport is specifically chosen by those seeking the highest quality of Business Aviation services and easy access to London and the South East. They include major businesses, high net worth individuals, professionals and management requiring links between London and the South East with the rest of Europe, Middle East, United States and the rest of the World. These businesses and individuals are responsible for substantial inward investment in the UK as well as overseas trade.
- 4.3.5 In the House of Commons debate on 11 November 2008, which was concerned with Heathrow expansion, Mr Hoon also said "... more than 70 per cent of foreign companies moving to the United Kingdom for the first time choose a location within an hour's journey of Heathrow." TAG Farnborough has a similar catchment area and provides the premium Business Aviation services not available at Heathrow.

4.4 Business Aviation Demand in the South East

- 4.4.1 The CAA record annual aircraft movements at the majority of UK airports and their categories that are relevant to the Master Plan are air taxi and business aviation movements (see www.caa.co.uk). For the purposes of this document we refer to ATM which combines these two categories.
- 4.4.2 There are a number of recognised airports for such ATM in the South East and of these we have assessed as the most relevant: Biggin Hill, Farnborough, Gatwick, Heathrow, London City, Luton, Northolt, Southampton, Southend and Stansted. TAG provides data to the CAA for the Airport and it is understood that Northolt, a military airport, operates at its limit of 7,000 civil movements annually. The CAA publishes data for the remaining eight.
- 4.4.3 In 2003, there were 66,181 ATM at these airports, with the Airport accounting for 16,188 (24%). By 2008, there were 97,605 ATM at these airports, representing an annual growth of 8.1%, with the Airport accounting for 25,504 (26%). Annual growth from 2003 to 2007 had averaged 12.5%, but the start of the recession in 2008 led to a slow down in annual growth.
- 4.4.4 This is a significantly higher rate of growth than for commercial (both scheduled and charter) movements at these airports since these grew by only 2.3% annually during the same period.

- 4.4.5 During any forecast period there will be cyclical impacts of recession and growth and the forecasts through to 2019 take these into consideration.
- 4.4.6 There are no published forecasts for the growth of 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% a year, rising from 3,000 aircraft in 2007 to 4,600 in 2017. ('More to the Point: Business Aviation in Europe in 2007', Eurocontrol, 2008, p.42).
- 4.4.7 In addition, TAG's economic consultant, Mott MacDonald, has forecast that utilisation rates of Business Aviation aircraft are expected to increase by 3.4% annually over the next decade, due to innovations such as fractional ownership.
- 4.4.8 This leads to demand for 228,000 ATM in 2019 and 411,000 in 2030 spread across the ten assessed airports.
- 4.4.9 In accordance with best practice, Mott MacDonald used the medium growth forecast for the purposes of their calculations and also produced a range of forecasts showing the highest and lowest estimates of the market. These are shown in Figure 2.

Figure 2: Forecast Growth of ATM in the South East to 2030



4.5 Airport Capacity in the South East

4.5.1 Today, there is a shortage of airport capacity in the South East, which is constraining growth of all aircraft movements.

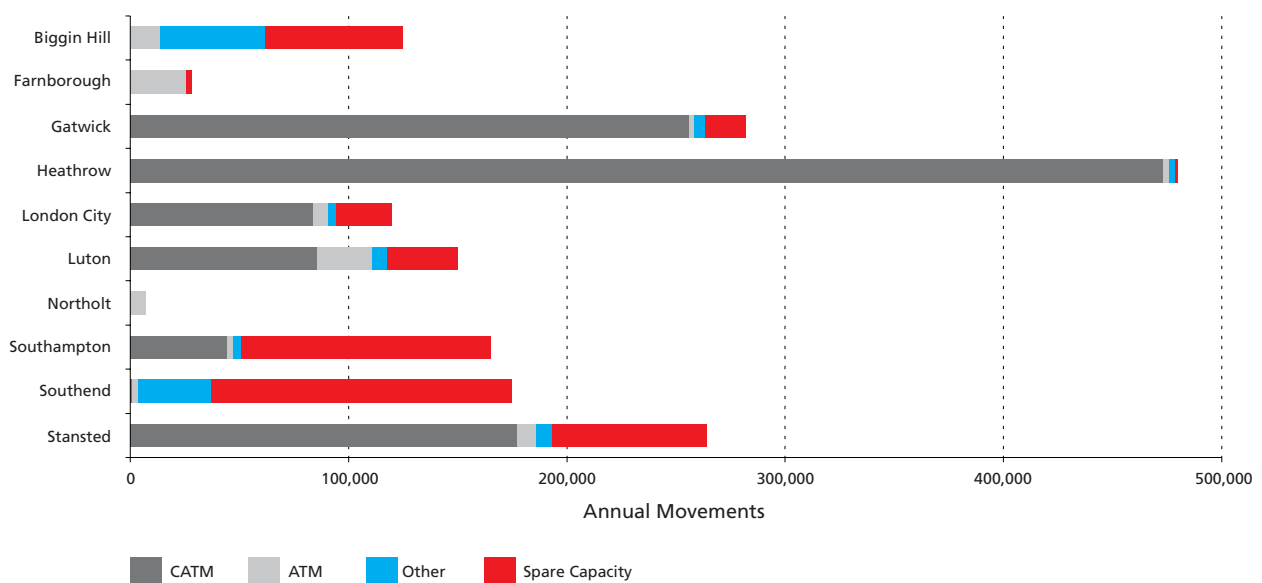
4.5.2 Mott MacDonald has carried out an assessment of existing airport capacity (using CAA 2008 figures, being the most recently available and other published information). In order to fully investigate the capacity for ATM, it is necessary to analyse not only business aviation and air taxi movements, but all aircraft movements.

4.5.3 The following 2008 capacity limits were identified having regard to a number of factors including published master plans and existing planning permissions:

- Biggin Hill 125,000 – under the terms of a lease of the site granted by the local authority
- Farnborough 28,000 – planning permission 2000
- Gatwick 282,000 – Gatwick Draft Master Plan 2006
- Heathrow 480,000 – Heathrow Interim Master Plan 2005
- London City 120,000 – planning permission first granted in 1985 and varied in 1991, 1998 and 2007 and 2008 resolution to grant
- Luton 150,000 – Mott MacDonald estimate 2009
- Northolt 7,000 – Local Authority policy
- Southampton 165,000 – Southampton Master Plan 2006
- Southend 175,000 – Mott MacDonald estimate 2009
- Stansted 264,000 – Stansted Airport Interim Master Plan 2006 and planning permission 2008

4.5.4 These 2008 maximum capacity figures are shown in Figure 3 below, together with actual number of all aircraft movements split into CATMs (Commercial Air Transport Movements), ATMs and all other movements (www.caa.co.uk). The difference between the capacity and the actual use on the chart is the spare capacity existing in 2008.

Figure 3: Capacity and Movements at South East Airports - 2008

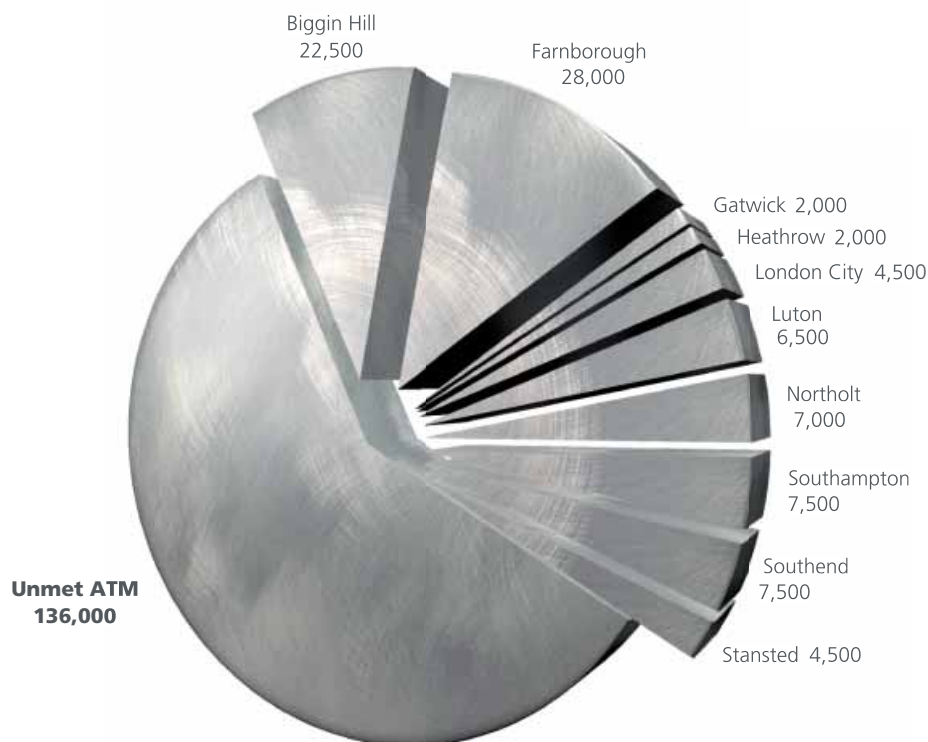


- 4.5.5 It is clear that there is limited existing capacity in the assessed South East airports to cater for any future increase in all aircraft movements. It is likely that this capacity will primarily be used by commercial air transport, where permitted, because it is more profitable to those airport operators.
- 4.5.6 Spare capacity is shown at both Southend and Southampton Airports, but these are both far more distant from the centre of the Business Aviation markets – both in miles and in road journey times – and are not expected to handle substantial increased numbers of such flights.
- 4.5.7 Whilst Figure 3 may also show spare capacity at Biggin Hill in terms of its planning permission, it is unlikely that all of this spare capacity will be used for Business Aviation because of its acknowledged poor surface access. (Biggin Hill Master Plan 2005 paragraph 59).
- 4.5.8 From a comparison of airport capacity available and projected demand at 2019, Mott MacDonald assesses that there will be unmet demand of some 292,000 CATM in the London area (based on a forecast of 2.5% growth annually), and a further unmet demand of 136,000 ATM (taking the medium demand forecast of 228,000).

4.6 The Airport's Ability to Accommodate Unmet Demand in 2019

- 4.6.1 Of the 228,000 demand forecast ATM, Figure 4 below shows that these ten airports can only expect to handle around 92,000 ATM, leaving 136,000 unmet ATM in 2019.

Figure 4: ATM Medium Forecast by Airport in 2019 – Total Forecast Demand 228,000 ATM



4.6.2

If the Airport is permitted to raise its annual number of ATM from the current 28,000 to approximately 50,000, this will accommodate 22,000 ATM of the unmet demand and help alleviate part of the shortfall in the South East.

Forecast ATM Growth at the Airport

Year	Capacity permitted	ATM forecast	Annual growth rate %
2009	28,000	23,000	- 10% ¹
2010	50,000 ²	25,500	+ 11% ¹
2011	50,000	31,000	+ 22% ¹
2012	50,000	37,000	+ 19% ³
2013	50,000	41,000	+ 11%
2014	50,000	43,000	+ 5%
2015	50,000	45,000	+ 5%
2016	50,000	47,000	+ 4%
2017	50,000	48,000	+ 2%
2018	50,000	49,000	+ 2%
2019	50,000	50,000	+ 2%

¹ Forecast effect of economic recession

² Assumed planning permission granted

³ London 2012 Olympics

4.7 Economic Benefits

- 4.7.1** Further growth in the Airport's ATM will have a positive benefit on employment in the local and regional areas.
- 4.7.2** In 2004, Roger Tym & Partners undertook a local economic assessment study for RBC as part of the background work on its Development Plan. It concluded the following: *"In large part, the weaknesses we have found in the economy and potential threats to future prosperity are borne out of the area's success. There is a very tight labour market and tight property market. Whilst the latter can be reasonably easily addressed, the tight labour market is more difficult to solve."*
- 4.7.3** The last point reflected the area's then low unemployment rate. Since the summer of 2008 unemployment has increased in RBC's area to the extent that that ratio of claimants to vacancies has increased from less than 1:1 to 4.5:1 in January /February 2009.
- 4.7.4** The workplace based population of RBC's area is highly skilled and considerably more affluent than the regional and national averages. It is a location for high-end technology industries. This attracts skilled workers and pays higher than average salaries. The research identified that 60% of workers travelling into the area for employment were in managerial or professional jobs. This compares with 48% of those that live in RBC's area but travel out to go to work.
- 4.7.5** The Inspector at the Weekend Movement Appeal reached the conclusion, with which the Secretaries of State agreed, *"that Farnborough Airport is of very substantial economic benefit to the Farnborough area and to Rushmoor"* (Inspector's Report paragraph 7.35).
- 4.7.6** A survey in September 2008 by TAG's consultant, RPS, established that some 1,107 people were working full-time at the Airport plus a further 64 part-time posts, representing a Full-Time Equivalent (FTE) of 1,139 direct employees.
- 4.7.7** In its evidence to RBC regarding the economic impact of granting the Weekend Movement Appeal, York Aviation, TAG's consultant for that appeal, estimated that every direct job at the Airport generates a further 2.05 indirect jobs off-site. In addition, a further 0.75 jobs per direct employee were induced.

- 4.7.8** Applying this approach to the 2008 employment level of 1,139 FTE, results in 2,335 indirect jobs and 854 induced jobs; totalling 4,328 jobs across the UK as a whole. With the average impact on Gross Domestic Product (GDP) being assessed at some £74,000 per direct employee, £44,500 per indirect employee, and £40,000 per induced job (based on a study undertaken by Mott MacDonald/Oxford Economic Forum for TAG in 2005), the net GDP benefit to the UK is some £222m annually.
- 4.7.9** It is assessed that increasing the number of ATM from 28,000 to approximately 50,000 could lead to an increase in the number of direct, indirect and induced employees by approximately 35%. This would therefore increase employment by some 1,500 jobs in the UK which at an average 2008 value of £51,400 GDP impact would increase GDP by a further £76.3m.
- 4.7.10** Current research indicates that some 25% - 30% of these employment and income benefits would accrue to the local economy.

5.0 Making Best Use of Infrastructure – Proposals to 2019

5.1 Making Best Use of Existing Infrastructure

- 5.1.1** The Airport is exclusively used for Business Aviation and the biennial Airshow. The Airport's infrastructure is world class and comparable to the best in Europe, the USA, Middle and Far East in terms of aviation facilities. It is a gateway to the UK for inward investment. Professionals and managers, including those from internationally important businesses, use the Airport as their business airport of preference in the South East.
- 5.1.2** Full use of the Airport is, however, constrained by the limitation on aircraft movements. The Inspector at the Weekend Movements Appeal found no suitable alternatives to the Airport for meeting Business Aviation demand in the South East of England. There is substantial spare existing runway, terminal and apron capability which could accommodate an increased level of ATM, subject to safety and environmental constraints. Measures to make best use of the infrastructure have therefore been considered and are addressed in the following sections.

5.2 Air Traffic Movements

- 5.2.1** The number of ATM is a factor of demand, as referred to in Section 4, but is ultimately limited by the infrastructure of the Airport and limitations imposed by safety and environmental constraints as well as the planning process which may impose restrictions.
- 5.2.2** The final number of ATM will be determined through the planning process, taking all of these matters into account. The purpose of the Master Plan is to identify the level at which the Airport considers it to be appropriate having regards to all of the relevant factors.
- 5.2.3** TAG has considered technical advice from its professional advisors and the responses to the Preliminary Consultation and Master Plan (Draft for Consultation). TAG has concluded that, whilst the physical capacity of the Airport could accommodate up to approximately 100,000 ATM, approximately 50,000 ATM is being considered.

5.3 Runway, Taxiways and Aprons

- 5.3.1** The current runway and taxiways can accommodate this level of growth.
- 5.3.2** The Airport will seek to make best use of existing infrastructure by improved utilisation of current built and permitted apron space.

5.4 Passenger Terminal

- 5.4.1** The existing passenger terminal has sufficient capacity to cater for this level of growth.
- 5.4.2** The prefabricated two storey office block immediately adjacent to the passenger terminal offers the potential for re-development to provide longer term additional passenger capacity. In terms of design this new building could mirror the form of the existing passenger terminal creating a more coherent aesthetic appearance to the buildings at the Airport.

5.5 Hangar Facilities

- 5.5.1** The existing triple bay hangar and the additional hangar under construction will be able to cater for this level of growth.
- 5.5.2** Consideration is also being given to the replacement and/or re-cladding of a number of older, ex-military hangars and stores. Such improvements would be in keeping with the aesthetic design of the triple bay hangars and enhance environmental efficiency.

5.6 Car Parking

- 5.6.1** The Airport has sufficient car parking capacity to cater for this level of growth. In addition, the Travel Plan (see Section 11.8) for employees and passengers promoting alternatives to car travel is intended to reduce reliance on the car and therefore, the need for parking, over time.



6.0 Public Safety

6.1 Current Public Safety Zones

- 6.1.1** Public safety is paramount.
- 6.1.2** To protect the public, the DfT has declared formal PSZ at each end of airports' runways, which are areas of land within which development is restricted in order to control the number of people on the ground at risk in the event of an aircraft accident on take-off or landing.
- 6.1.3** The basic policy objective is that there should be no increase in the number of people living, working or congregating in PSZ and that, over time, the number should be reduced as circumstances allow.
- 6.1.4** PSZ are comprised of two Third Party Individual Risk Contours: the higher risk 1 in 10,000 contour and, the 1 in 100,000 contour. For further information see Circular DfT 1/2002.
- 6.1.5** The basic policy in respect of the 1 in 10,000 contour is that people should not be expected to live or have their workplaces within such areas, other than development which involves a very low density of people coming and going. However, at the Airport it is a planning requirement that this contour does remain within the Airport boundary at the eastern (Farnborough) end. At the western end of the Airport it is not a constraint, as the contour extends over unpopulated areas.
- 6.1.6** The basic policy in respect of the 1 in 100,000 contour is a general presumption against new or replacement development or change of use of buildings, although certain exceptions are permitted which either involve a low density of people living, working or congregating there or extensions and alterations to existing dwelling houses.
- 6.1.7** The PSZ under which the Airport currently operates was prepared by NATS on behalf of the DfT in 2003 and was confirmed to Rushmoor Borough Council in January 2004. (See Figure 5)

6.2 Forecast Public Safety Zones

- 6.2.1** On behalf of TAG, NATS, using the latest approved DfT model for calculating PSZ, has calculated that approximately 50,000 ATM could be accommodated within the constraint that the 1 in 10,000 Third Party Individual Risk Contour is required to remain within the boundary at the eastern (Farnborough) end of the Airport.
- 6.2.2** The 1 in 10,000 Third Party Individual Risk Contour continues not to be a constraint at the western end of the Airport, as it remains over unpopulated areas.
- 6.2.3** The forecast 1 in 100,000 Risk Contour will extend over approximately the same area as the current PSZ.
- 6.2.4** Extensive third party risk assessment studies have been undertaken by NATS which have demonstrated that the forecast growth in traffic at the Airport could be accommodated with minimal change to the existing PSZ. This has been attributed to improved safety records of aircraft types using the Airport since the original establishment of the PSZ. (See Figure 6)

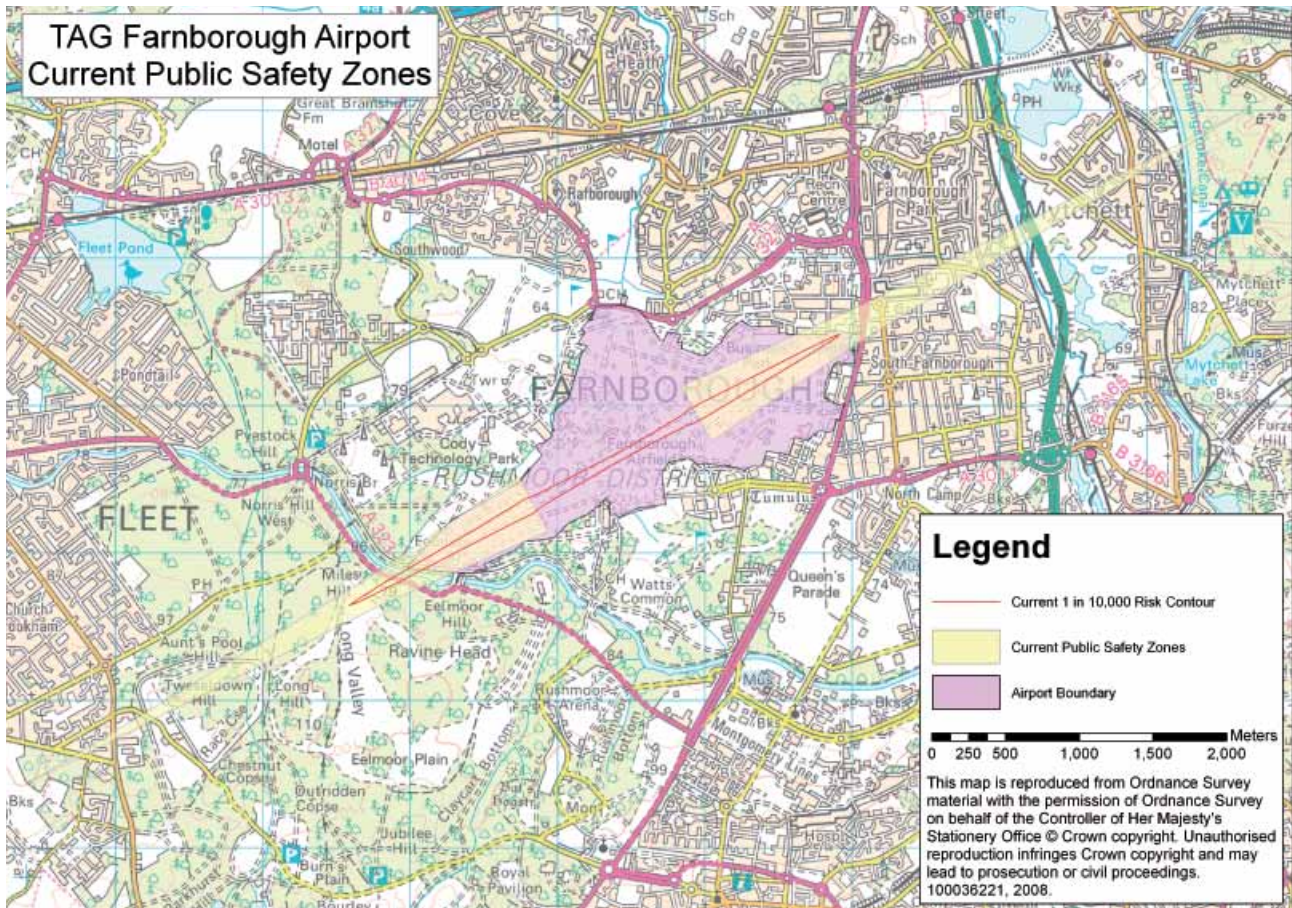


Figure 5

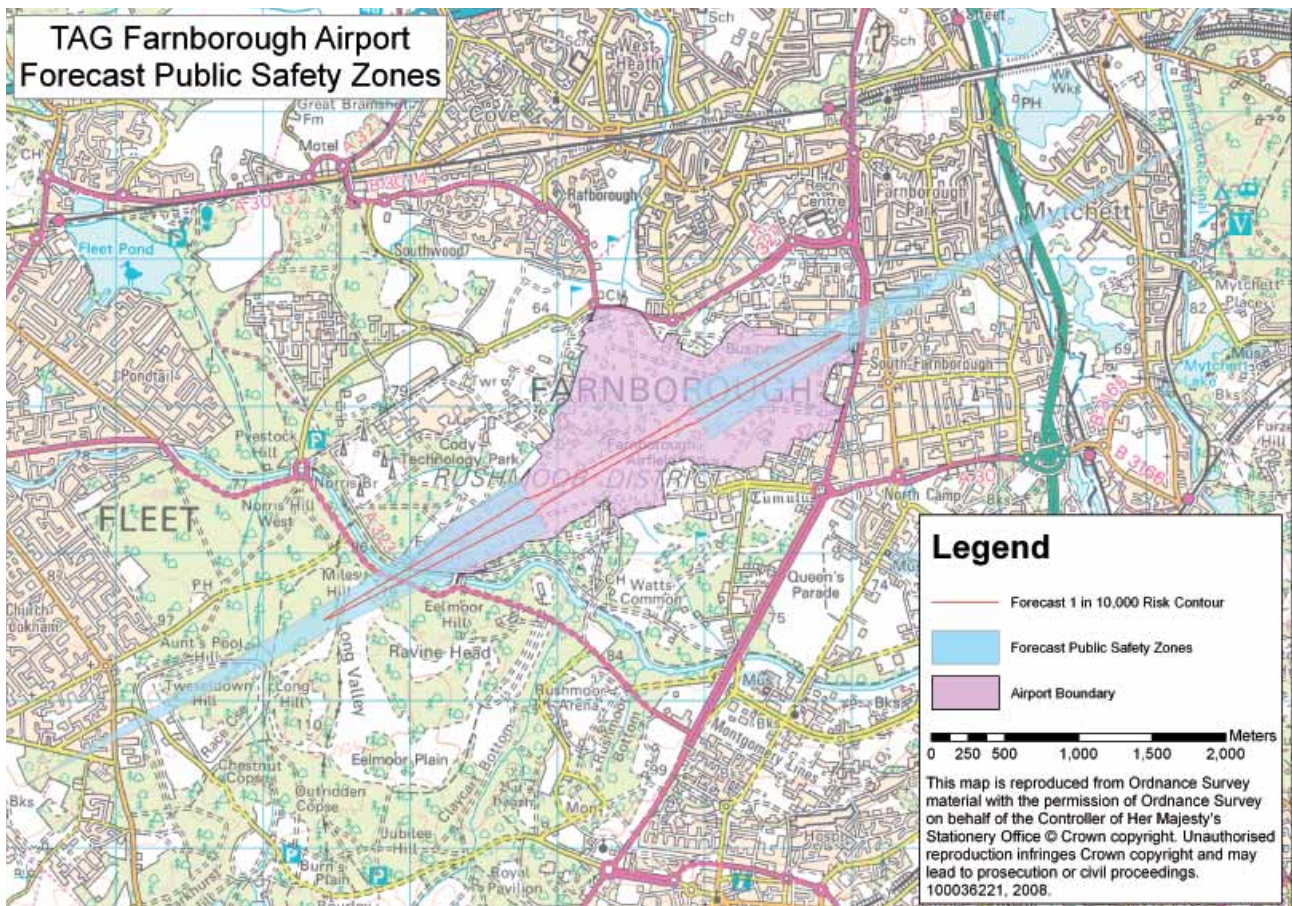


Figure 6

7.0 Environmental Monitoring and Reporting

7.1 Environmental Management

- 7.1.1** TAG is committed to the highest standards of environmental management and has a dedicated Environment Manager to coordinate, monitor and implement environmental enhancement initiatives and controls at the Airport. The position is a permanent one and the Manager's primary duties include monitoring and reporting, development of the Environment Management System (EMS), policing of day-to-day operational compliance and community and stakeholder liaison.

7.2 Monitoring and Reporting

- 7.2.1** The Airport undertakes extensive environmental monitoring and publishes the data in a series of reports which are made available to RBC and the FACC, and published on their respective websites as follows:

- **Annual Performance Monitoring Report**

This is submitted to RBC in February each year and reviews the previous year's ATM records, noise control, air quality, safety and complaints.

- **Quarterly Performance Monitoring Report**

This is submitted to RBC after each quarter and reviews as above for the previous quarter.

- **Monthly Complaints Report**

This is submitted monthly to RBC, Hart and Surrey Heath Councils detailing number and nature of complaints for the previous month.

- **Twice Yearly Integrated Noise Monitoring (INM) Report:**

This is submitted to RBC, Hart and Surrey Heath Councils and details:

- actual noise contours for the period January to June for that year and predicted contours for the forthcoming period of July to December (submitted in July).
- actual contours for the entire past year (January to December) with predicted contours for the full year ahead (January to December) which are submitted in February.

- **TAG Information Report**

This is submitted to the FACC for discussion three times a year giving details of ATM, noise contours, air quality monitoring, runway usage, complaints, new developments, airport initiatives and discussion of potential ways in which concerns of the local population can be addressed.

8.0 Noise

8.1 Noise Monitoring and Procedures

- 8.1.1** Aircraft operating at the Airport are required to comply with noise abatement procedures as published in the UK Aeronautical Information Publication (AIP).
- 8.1.2** NATS Air Traffic Controllers, operating from the Airport control tower, instruct aircraft to follow these noise abatement procedures. Adherence is mandatory, however, operational considerations such as maintaining aircraft separation can exceptionally result in the cancellation of the noise abatement requirement.
- 8.1.3** Two permanent noise monitoring terminals (NMT) are located one at either end of the runway on the extended centreline. These monitors are located 0.9 and 1.5 nautical miles from the runway thresholds at Farnborough College of Technology and Tweseldown Racecourse respectively.
- 8.1.4** The third NMT is a portable version that sends aircraft noise data via a wireless link. This unit has been used to monitor noise levels at a variety of locations around the Airport in order to build-up a comprehensive picture of the noise environment surrounding the Airport. Over recent years this NMT has been located in Farnborough, Mytchett, Ewshot, Church Crookham and around the Airport perimeter.
- 8.1.5** A real-time radar data feed is continuously fed into the noise monitoring system. This provides information from equipment on board aircraft in the Farnborough radar zone. The noise and track system records a plot of each aircraft's movement relative to its location, direction, speed and altitude. The aircraft radar tracks for Farnborough aircraft are reviewed continuously. Each movement is checked for compliance with the published noise abatement procedures.

8.2 Aviation Noise Improvements

- 8.2.1** For over four decades, both the UK Government and the aircraft manufacturing industry have tried to tackle aircraft noise. The first action was taken following the arrival of pure-jet engined passenger transports.
- 8.2.2** The aircraft that operate at the Airport are generally of the most modern design and manufacture. These include extensive noise control features.
- 8.2.3** The EU Advisory Council for Aeronautical Research in Europe, (ACARE), has set a target that technologies must be available by 2020 to reduce perceived aircraft noise to half the average levels achieved in 2000. A 10 decibel (dB) reduction in the noise certification levels is to be expected by 2020.
- 8.2.4** The EU Framework research project 'SILENCE(R)', launched in April 2001, has recently concluded and indicates how further reduction in aircraft noise will occur in the future.

8.3 Noise Monitoring Technology Improvements

- 8.3.1** The Airport already operates a sophisticated noise and radar track monitoring system and will continue to update it ensuring the equipment meets best current practice requirements.
- 8.3.2** The other noise monitoring method used at Farnborough is regular predications of noise contours. This method will continue and the software used will be updated when new versions are available. The current generally accepted optimum version is that of the Federal Aviation Administration Integrated Noise Model (INM). Past contours have been produced using INM Version 6 and the latest, Version 7, (excluding helicopters in accordance with current generally accepted practice) will be implemented as soon as practically possible.

8.4 Approach to Noise Minimisation

- 8.4.1** Since assuming control of the Airport, TAG has taken considerable steps to minimise noise and these are detailed in the UK Aeronautical Information Publication. When civil operations were established, the location of the landing thresholds was arranged so as to reduce noise for the local environment.
- 8.4.2** RBC, under the planning agreement entered into in 2000, stipulated that the noise budget set in 1998 will not be exceeded. The noise budget was expressed in terms of an area of 9.09 km² based on a 55 decibel noise contour. TAG intends that the level of growth at the Airport will produce a noise budget area smaller than 9.09 km².
- 8.4.3** Due to the proximity of other airports there are a number of aircraft, including helicopters, operating in the area which are not using TAG Farnborough, and therefore are not under its control.
- 8.4.4** TAG has promoted the creation of the Noise Working Group (a sub-committee of the FACC) which is made up of representatives from the Farnborough Airport Residents' Association, the Mytchett, Frimley Green and Deepcut Society, Fleet and Crookham Civic Society and TAG. It meets regularly to specifically address noise issues and TAG ensures that representatives of NATS attend in order to provide expert input. The current Quiet Flying Programme was developed by the Noise Working Group.
- 8.4.5** The Airport will continue to develop its Quiet Flying Programme so as to ensure that aircraft operating at Farnborough do so as quietly as possible.
- 8.4.6** TAG has already banned all fixed-wing aircraft not meeting ICAO Chapter III noise standards from the Airport.
- 8.4.7** TAG will take an industry leading approach to phase out all but the most modern and quietest categories of aircraft. Within five years, only fixed-wing aircraft meeting ICAO Chapter IV noise standards, the current highest accepted standard, will be permitted.
- 8.4.8** During the interim period TAG will apply financial penalties for those falling below this standard.
- 8.4.9** TAG will work with the CAA to explore the possibility of applying for an Airspace Change Proposal. If granted, this would result in TAG having a greater degree of control over a larger area of airspace around the Airport, and enable the introduction of procedures which could result in further noise mitigation.
- 8.4.10** The Department of the Environment, Food and Rural Affairs (Defra) has recently set out proposals requiring the preparation of action plans to address noise from larger UK airports.
- 8.4.11** Although Defra's advice applies to larger airports, and not specifically to Farnborough, the advice usefully lists the issues for consideration when assessing noise impact and it is TAG's intention to follow that advice.
- 8.4.12** The Defra guidance indicates when considering the acceptability of current noise impact that the numerical criterion to be used is the 69 decibel contour daytime value. Current and future areas at this high noise level do not and will not occur outside the Airport.
- 8.4.13** In addition, the Airport already addresses issues suggested by Defra including:
- having an effective complaint handling system in place;
 - studying the complaints to consider any measures that might be taken to manage further noise input;
 - the Quiet Flying Programme Committee working to devise quiet flying measures; and
 - considering further initiatives to ensure operations are carried out as quietly as possible.
- 8.4.14** TAG understands that helicopter noise is of concern to the local community and is, therefore, investigating operational methods of reducing this particular impact of those using the Airport.

8.5 Projected Noise Contours

8.5.1 Initial estimates have been made of the way in which the noise impact, expressed as the area of the noise contours, would alter if activity grows. In particular, a noise contour has been produced to estimate future aircraft noise.

8.5.2 For this estimate it is assumed that the mix of aircraft using the Airport would not change materially from the present. The noise contour estimate adopts a 'worst case', whereby there is no improvement in the individual noise characteristics of the aircraft at the Airport. Also, it does not take into account any benefit arising from the developing Farnborough Quiet Flying Programme.

8.5.3 The table below shows the results of this estimate.

Contour Details	Population within area of 55 decibel noise contour	Area of 55 decibel noise contour (km ²)
Current noise budget under the planning agreement.	5,075	9.09
Projected noise budget for approximately 50,000 ATM	2,400	4.88

8.5.4 This exercise shows that the projected future growth of the Airport to approximately 50,000 ATM per annum could be accommodated well within the area of the current noise budget under the planning agreement.

9.0 Air Quality

9.1 Air Quality Objectives

- 9.1.1** The European Commission and UK Government have a range of measures to limit levels of air pollution. EU Directive 2008/50/EC on ambient air quality requires all member states to stay within set limits for a range of pollutants. Defra's Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007) sets policy targets for pollutants, known as air quality objectives.
- 9.1.2** Local authorities are required to work towards national air quality objectives for seven pollutants. Where an area is at risk of not meeting the required standard, the relevant local authority must issue an order designating it an Air Quality Management Area (AQMA). Whilst there is an AQMA in RBC's district, this is associated with motorway activities and does not extend to operations at the Airport.
- 9.1.3** The most challenging objective for much of the UK is in respect of nitrogen dioxide (NO₂). Fuel combustion creates nitrogen oxides (NO_x) which combine with oxygen in the air to form NO₂. In the UK, road transport is by far the main source of NO_x.
- 9.1.4** Major airports can be significant sources of NO_x emissions. Some locations around Heathrow, for example, are currently above the NO₂ objective and a few other major UK airports (Gatwick and Manchester) are within or next to AQMAs, and there is concern that objectives may not be met in future. There may also be significant emissions from road vehicles travelling to and from major airports. Air quality is not usually a significant issue around smaller airports where emissions are substantially lower than at major airports.
- 9.1.5** At the Airport the level of NO_x emissions is not likely to lead to NO₂ levels set by relevant standards and objectives being exceeded. This would remain the case even with growth to 100,000 ATM.
- 9.1.6** Objectives for particles (PM10) are also a significant challenge in some areas, but compliance with those objectives, due to aviation activities, is not generally an issue around airports. Objectives for fine particles (PM2.5) were introduced in Defra's 2007 Air Quality Strategy and these are expected to be met at most background locations nationwide.

9.2 Air Quality Readings

- 9.2.1** TAG has placed numerous air quality monitors around the Airport. Current measurements show that NO₂ levels are well within national objectives.
- 9.2.2** Although the level of growth is not expected to breach air quality objectives, TAG commissioned a detailed assessment of air quality around the Airport in order to more fully understand its impact.
- 9.2.3** The principal findings were that:
- latest monitoring data confirms NO₂ is well within national objective levels around the Airport;
 - whilst the Airport is an emission source for NO_x, emissions from roads dominate in the region, and the Airport's contribution to NO_x and NO₂ concentrations is very small; and
 - in the future, even without taking into account likely improvements in aircraft technology, NO₂ concentrations will remain well below national air quality objectives. In 2019, even if there was unconstrained growth up to 100,000 ATM and if improvements in aircraft emissions did not arise, air quality objectives would still be met around the Airport.
- 9.2.4** TAG will ensure that any future growth in ATM will continue to comply with air quality controls.

9.3 NO_x Emissions Charge

- 9.3.1** Even though air quality is not a significant issue at the Airport, TAG considers that account must be taken of emissions generated by aircraft using the Airport and any possible increases in the future. TAG is considering the introduction of an emissions charging scheme to include a charge for NO_x emissions. The scheme may be based on the European Civil Aviation Conference's recommendations on NO_x landing charge systems (European Civil Aviation Conference, Recommendation ECAC/27-4). Aircraft that produce more NO_x would pay more to use the Airport.
- 9.3.2** Similar emissions charging schemes are in place at a number of major airports including Heathrow and Gatwick in the UK, and Zurich and Stockholm-Arlanda elsewhere in Europe, but their use at smaller airports is currently limited. By introducing such a charging system, the Airport would be an industry leader in the UK and provide best practice for Business Aviation elsewhere.

9.4 Future Technology and Emissions

- 9.4.1** ICAO has set emissions standards for regulating aircraft jet engines. The current standard is called CAEP/6. New engines must comply with prescribed NO_x emissions limits. Many aircraft engines already have NO_x emissions significantly lower than the CAEP/6 standard allows. Aircraft engine emissions have been reducing in recent years and this trend is set to continue.
- 9.4.2** The European aviation industry has a set of challenging environmental goals for 2020. ACARE is committed to reducing NO_x emissions by 80 percent for new aircraft technology by 2020 compared to a benchmark large civil aircraft from 2000 (ACARE (2004) Strategic Research Agenda Volume 1). ACARE targets were set voluntarily by the European aviation industry and are broadly in line with USA research goals set by NASA.
- 9.4.3** The European Clean Sky Joint Technology Initiative is a seven year programme towards a greener generation of European air transport. Programmes within Clean Sky such as Green Regional Aircraft and Green Engines are aiming to deliver significant improvements in NO_x emissions. Many of these initiatives are forecast to be in place by 2019.

9.5 Odour

- 9.5.1** Aircraft tend to produce greater emissions of hydrocarbons starting up and taxiing than when taking off, climbing and landing. Concentrations of the range of hydrocarbons in aircraft fuel are very low, often below the limits of detection of sophisticated monitors. The human nose is very sensitive to smells and can sometimes detect these very low concentrations. This is more likely to happen at times of low wind and when there is a temperature inversion.
- 9.5.2** Improvements in aviation technology are likely to bring about reductions in hydrocarbon emissions from aircraft in future, such that odour from un-burnt aviation fuel from aircraft will be reduced.

9.6 Biofuels

- 9.6.1** Potential impacts of biofuels on aircraft NO_x emissions are not yet fully understood. There is some evidence that its use in road vehicles may lead to a small increase in NO_x emissions (Defra Air Quality Expert Group (2007), Air Quality and Climate Change – a UK Perspective). In considering any future position on biofuels, TAG will take into account possible air quality impacts and other indirect environmental and socio-economic effects. TAG will consider their introduction in accordance with further advice in particular from Government and industry.

10.0 Ecology

10.1 Existing Habitats

- 10.1.1** The Airport is bounded to the north west, west and south west by the Thames Basin Heath Special Protection Area (SPA). The SPA is designated for breeding bird populations of the Dartford Warbler, Nightjar and Woodlark species. No part of the SPA is on the Airport land.
- 10.1.2** The Airport is bounded to the west and south west by the Bourley and Long Valley Site of Special Scientific Interest (SSSI), which is part of the SPA. This SSSI is noted for its heathland, woodland, mire, scrub and grassland habitats that support a rich flora and fauna including nationally scarce plants, nationally rare insects, adders and the three bird species for which the SPA is designated.
- 10.1.3** The Airport is bounded to the north west by Eelmoor Marsh SSSI. A small section of this SSSI is also within the Airport boundary (the majority is within the adjacent QinetiQ site). This SSSI is noted for its range of habitat types, including an area of deep peat with structural affinities to a raised bog, a network of ditches and an area of species-rich grass heath that support a diverse invertebrate fauna. The part of the Eelmoor Marsh SSSI that is managed by the Airport was recorded by Natural England in 2008 as being in 'favourable condition'.
- 10.1.4** The Basingstoke Canal SSSI runs along part of the southern boundary of the Airport. The SSSI is notified for aquatic plants and invertebrates and is the most species-rich aquatic system in England. TAG has contributed to habitat improvement works along the canal. In addition to sensitive management of the SSSI area, two parts of the grassland areas receive special treatment in TAG's grass management programme.
- 10.1.5** The Farnborough Airport Site of Importance for Nature Conservation (SINC) includes a large majority of Airport land that is not occupied by buildings, runways or other hardstandings. The SINC has been identified by the Hampshire Biodiversity Information Centre and included in the RBC Local Plan because of its herb-rich and unimproved grasslands.
- 10.1.6** Cove Brook rises in Eelmoor Marsh before running through the north western side of the Airport. Large stretches of the brook had been culverted in the past, restricting its ecological and amenity value. Recently, TAG has removed much of the culverting to create a new open channel that has since developed valuable waterside habitat. Representatives of TAG sit on the Cove Brook Steering Group.
- 10.1.7** To reduce the likelihood of bird strike incidents, the Airport has an active bird management programme in accordance with CAA requirements. The primary means of reducing bird strike risk is a long grass policy, an approach that manages the grasslands to reduce their attractiveness to those bird species that present the greatest risk to aircraft – particularly wildfowl, gulls and crows. A variety of bird scaring measures are used as recommended in CAP772 – Bird Risk Management for Aerodromes.

10.2 Ecological Enhancements

- 10.2.1** An increase in the annual number of ATM will not result in any loss of natural habitat, because it will not require the construction of any additional infrastructure.
- 10.2.2** TAG intends to prepare a Biodiversity Action Plan (BAP) which will describe how the existing wildlife interest will be conserved and identify opportunities for enhancing areas of ecological value within the Airport boundary. During preparation of the BAP, TAG will discuss its objectives with relevant stakeholders.
- 10.2.3** TAG will engage with those bodies managing adjacent important wildlife areas to consider ways in which areas of ecological and biodiversity interest in the vicinity could be enhanced. TAG will consider, in consultation with relevant stakeholders, how ecological and biodiversity enhancement works could be supported.

11.0 Surface Access

11.1 Existing Surface Access Infrastructure

- 11.1.1 The planned future growth in number of ATM will not have a discernable impact on the transport infrastructure.
- 11.1.2 The Airport is well served by major road and mainline rail connections.

11.2 Road

- 11.2.1 The Airport is located to the south west of Farnborough town centre. The site is bounded by the A325 Farnborough Road to the east, the A327 Elles Road to the north, the A327 Ively Road to the north and west (providing a link to the M3 via junction 4A), and the A323 Fleet Road to the south.
- 11.2.2 TAG will commission a transport assessment to assess the effect of the Airport and proposed future growth on the road network, in consultation with the local highway authority.

11.3 Rail

- 11.3.1 The closest railway stations to the Airport are Farnborough Main station on the London Waterloo to Southampton main line, and Farnborough North station on the Reading to Guildford line.
- 11.3.2 Farnborough Main is the principal station in the area and the fastest journey times to and from London Waterloo are approximately 35 minutes in each direction. During rush hours, South West Trains runs an increased service.
- 11.3.3 Farnborough North station is served by an hourly service between Guildford and Reading provided by Thames Trains.
- 11.3.4 Train travel by staff and passengers, as an alternative to use of the car, is encouraged by TAG.

11.4 Buses

- 11.4.1 Bus services in the area are generally good and there is a regular bus service between the Airport and Farnborough town centre/Farnborough Main railway station.
- 11.4.2 Bus travel, particularly by staff, as an alternative to use of the car, is encouraged by TAG.

11.5 Taxis and Mini-cabs

- 11.5.1 Farnborough is well served by Hackney Cabs that operate from the station and the town centre. There are a wide selection of mini-cab and chauffeur-driven car companies operating in the area.

11.6 Car Sharing

- 11.6.1 Car sharing by staff is encouraged by TAG.

11.7 Bicycles

- 11.7.1** Farnborough has a network of cycle routes and dedicated cycle lanes, which connect to the Airport. TAG supports RBC's promotion of cycling.
- 11.7.2** TAG participates in the 'Cycle to Work' scheme, with 25% of staff signing-up in 2008.
- 11.7.3** TAG provides facilities for showering/changing and secure storage of bicycles at the Airport.

11.8 Travel Plan

- 11.8.1** Government policy encourages the formulation of travel plans with the aim of reducing single occupancy car journeys and encouraging a shift towards more sustainable patterns of travel.
- 11.8.2** In support of this initiative, TAG is in the process of preparing a Travel Plan suitable for everyone travelling to and from the Airport and key elements of this include:
 - information on available means of public transport, cycle routes and facilities, pedestrian routes and how they connect to each other;
 - encouragement of greener travel by staff including use of public transport, cycling and car sharing;
 - incentives for staff to use sustainable means of transport;
 - exploration of potential investments in and encouragement of alternatives to car travel, working in association with RBC and public transport service providers;
 - investigation of the potential for taxi and chauffeur-driven car companies to use 'hybrid' or other eco-efficient car fleets;
 - review of efficiency of vehicles which operate within the Airport;
 - exploration of ways in which TAG's suppliers can assist in meeting the Travel Plan's objectives;
 - setting targets for making best use of more sustainable modes of transport; and
 - appointment of a Travel Plan Coordinator to implement and monitor progress of the Travel Plan.
- 11.8.3** The Travel Plan will be actively promoted using internal and external websites and other appropriate means of publicity.

12.0 Sustainability and Climate Change

12.1 A Sustainable Approach

- 12.1.1** TAG is committed to adopting a sustainable approach to the future management and development of the Airport and has set the objective of becoming a leader in sustainability within the airport industry.
- 12.1.2** A key element of the Airport's sustainability strategy is to become a low carbon airport and to achieve carbon neutrality as soon as reasonably possible. Even though air quality is not a significant issue at the Airport, it is recognised that major reductions in NO_x emissions will require further development in jet propulsion systems, airframes and materials, much of which is outside the control of TAG.
- 12.1.3** TAG is considering the introduction of a NO_x emissions charge for aircraft in the future, on a 'polluter pays' principle, to contribute to offsetting emissions by donating to local ecological, environmental, biodiversity and other enhancement projects.
- 12.1.4** TAG endorses the introduction of a carbon balancing scheme designed by the British Business and General Aviation Association (BBGA) to help business jet operators address aircraft emissions. It also supports initiatives by manufacturers to continue the development of clean engine technology.
- 12.1.5** A sustainable approach is central to proposals for growth of the Airport and TAG will therefore develop its own Sustainability & Climate Change Charter.

12.2 TAG Farnborough Airport Sustainability & Climate Change Charter

- 12.2.1** A TAG Sustainability & Climate Change Charter is being developed to provide a framework for delivering sustainability.
- 12.2.2** The Charter will cover all priority areas of the Government's Sustainable Development Strategy and will identify measures to help deliver more sustainable consumption, protect natural resources, limit energy use and manage emissions from ground operations.
- 12.2.3** The Charter will include the following 20 key points.

Point 1 – A Leader in Sustainability

TAG's Board of Directors is committed to becoming a leader in sustainability and delivering continual improvements at the Airport towards this objective. As part of this commitment, the Airport will create the role of a 'Sustainability Champion', who has the overarching responsibility of ensuring that measures are implemented successfully and in the desired timescale.

Point 2 – Environmental Management

TAG will implement an ISO 14001 Environmental Management System. The Airport will therefore adopt the 'plan, do, check, act' management approach to the sustainability initiatives in accordance with this internationally recognised standard. This will ensure that progress towards environmental improvements is measured and systematic.

Point 3 – Reporting

TAG already undertakes extensive environmental monitoring and publishes this data in a series of reports which are made available to Rushmoor Borough Council and the Farnborough Aerodrome Consultative Committee. The Airport will expand these reports to include an account of progress towards sustainability goals.

Point 4 – Innovation

TAG believes in the role that innovation will have towards delivering sustainable development and will explore future application of emerging sustainable technologies, both within and beyond the aviation industry. Future building development and refurbishment at the Airport will be designed to achieve as high a standard of energy efficiency and environmental performance as practically possible.

Point 5 – Water Monitoring

TAG will implement a programme of monitoring water consumption through sub-metering of all areas of the Airport.

Point 6 – Reduce Water Wastage

TAG plans to install leak detection devices in any new development and to identify opportunities to install these systems in areas of existing high water use.

Point 7 – Promote the Efficient Use of Water

TAG will promote water efficiency measures throughout the site at the point of use. This will include a programme of installing water saving devices in the existing building stock through a phased replacement strategy.

Point 8 – Match Water Quality with Need

TAG will seek to install water harvesting systems in future or refurbished buildings which will collect rainfall for appropriate non-potable water uses such as washroom facilities and fire training.

Point 9 – Materials Strategy

TAG will develop a strategy to ensure that materials used within the construction of new or refurbishment of existing buildings will meet high environmental standards including taking into account the 'embodied energy' (energy used in composition, manufacture and transport) of those materials.

Point 10 – Materials 'Black List'

TAG will develop a materials 'Black List' which will include those which cause harm to the environment and human health. The list will form part of the tender specification for all contractors and suppliers.

Point 11 – Sustainable Procurement Policy

TAG will establish a Sustainable Procurement Policy to ensure that environmental considerations are embedded in new purchasing choices.

Point 12 – Waste Strategy

TAG will implement a Waste Strategy to reduce the amount of waste going to landfill. This will set progressive targets for the reduction of different waste streams generated at the Airport and increased recycling. TAG will continue to promote its existing programme of staff awareness of waste reduction and recycling.

Point 13 – Work with the Airport Waste Contractor

TAG has appointed a dedicated waste management company to manage the Airport's waste. TAG is working closely with this company to revise current waste and recycling procedures in order to improve recycling rates.

Point 14 – Work with Tenants

TAG will work with tenants to reduce their waste streams and increase recycling, and proposes to achieve this through raising awareness and by including waste management requirements in new leases and lease renewals.

Point 15 – Work with Aircraft Operators

TAG will work with aircraft operators to find new ways to reduce their waste streams and recycle waste where possible.

Point 16 – Promote Sustainable Travel for Staff

TAG is in the process of preparing a Travel Plan suitable for everyone travelling to and from the Airport with the aim of reducing single occupancy car journeys and encouraging a shift towards more sustainable patterns of travel.

Point 17 – Establish a Biodiversity Action Plan

TAG will establish a Biodiversity Action Plan for the Airport in consultation with Natural England and the Wildlife Trust. This plan will formalise management procedures that are currently in place at the Airport and identify how such procedures can be modified or improved. New procedures will also be explored with a view to providing further ecologically valuable areas at the Airport, where safe and practical to do so.

Point 18 – Invest in Local Nature Conservation Projects

TAG will consider, in consultation with relevant stakeholders, opportunities for further investing in local nature conservation projects to promote biodiversity in the surrounding area. Receipts from any emissions charging scheme could help fund this objective.

Point 19 – Donations

TAG currently makes regular charitable donations to local organisations and will continue to do so, at the same time evaluating ways in which these can benefit sustainable development in the local community.

Point 20 – Energy & Emissions Strategy

TAG will develop an Energy & Emissions Strategy towards achieving the goal of carbon neutrality. Specific measures will include:

- upgrading and improving energy supply and efficiency within existing buildings;
- onsite generation of renewable energy;
- working with aircraft operators to lower their carbon emissions;
- reviewing the efficiency of Airport vehicles; and
- working with the Airport staff to raise energy awareness.

Any change would be phased and be flexible enough to allow the introduction of new technologies as they mature.

12.3 TAG Farnborough Airport Energy & Emission Strategy

- 12.3.1** Any increase in the use of the Airport will mean that more energy is required for ground operations and aircraft movements. It does not follow, however, that there has to be a proportionate impact on the neighbouring environment.
- 12.3.2** TAG intends to further develop the strategy to manage emissions that will stabilise and then reduce associated CO₂. In the medium term TAG will:
- reduce energy consumption from existing facilities;
 - set best practice emission targets for new facilities;
 - generate energy on-site to increase efficiency and reduce emissions; and
 - generate energy on-site using renewable sources.
- 12.3.3** Subject to further feasibility studies and taking account of technological advances, TAG proposes to introduce the following:
- Combined Heat and Power (CHP) plant, providing electricity and heat to a range of buildings and facilities at the Airport;
 - Photovoltaic/solar panels to be placed on the roofs of the new hangars and other buildings;
 - Re-cladding and installing new lighting and heating systems in the older buildings at the Airport; and
 - The installation of a medium sized vertical axis wind turbine, compatible with the Airport operations.
- 12.3.4** A combination of the above could assist the Airport in becoming a low carbon airport and to achieve a reduction in carbon emissions of around 80 per cent in the medium term.
- 12.3.5** The long term aim is for the Airport to become carbon neutral within the lifetime of the Master Plan. Consideration is being given to a range of further efficiency measures, financial incentives and carbon off-setting. It is proposed that such measures as part of a coordinated effort with aircraft operators and Airport tenants and other stakeholders, will achieve this.

13.0 Community Engagement

13.1 Community Involvement

- 13.1.1** TAG is committed to continuing and increasing its involvement with the local community and, at present, this already takes place at a number of levels, including;
- reporting information to RBC which is subsequently made available to the public;
 - local business;
 - membership of the Farnborough Aerodrome Consultative Committee;
 - press and media announcements; and
 - direct responses to residents' comments and questions.

13.2 Farnborough Aerodrome Consultative Committee

- 13.2.1** The FACC is an independent body established by TAG and Rushmoor Borough Council pursuant to the Civil Aviation Act. It is the forum at which the management of the Airport interacts with local stakeholders including public agencies, residents' associations and Airport users on a range of environmental and other Airport related issues.
- 13.2.2** It seeks to reach a common understanding between the various interests about the nature and operation of the Airport so that these issues can be resolved positively. The objective is to ensure the future success of the Airport in providing high quality services to its customers and operators whilst having regard to the impact on the surrounding communities. The Committee meets three times a year.
- 13.2.3** TAG has promoted the creation of the Noise Working Group (a sub-committee of the FACC) which is made up of representatives from the Farnborough Airport Residents' Association, the Mytchett, Frimley Green and Deepcut Society, Fleet and Crookham Civic Society and TAG. It meets regularly to specifically address noise issues and TAG ensures that representatives of NATS attend in order to provide expert input. The current Quiet Flying Programme was developed by the Noise Working Group.
- 13.2.4** In addition to its commitment to the FACC, TAG, as part of the Weekend Movements Appeal, undertook to carry out an annual review of arrival and departure routes to and from the Airport. The results are submitted to RBC and are used by TAG in trialling new procedures with the aim of reducing flying over residential areas.

13.3 Local Business

- 13.3.1** TAG considers itself to be a significant member of the local business community and takes its responsibility seriously. As such, TAG plays an active role in engaging with local business through membership of the North Hampshire Chamber of Commerce and Industry and the CBI's South East Council.



13.4 Education

- 13.4.1** As part of its commitment to education in the local community, TAG has established a programme called Education and Aviation run by First Partnership, which is a not-for-profit educational business partnership. It supplies and delivers educational support to schools and colleges through a variety of creative programmes designed to bring business and education together. As part of the programme, a number of schools now visit the Airport and some lessons and teacher briefings are held on site.
- 13.4.2** TAG Farnborough Engineering has introduced a four year apprenticeship at the Airport in collaboration with Farnborough College of Technology.
- 13.4.3** An annual Flying Scholarship for three local students who wish to further their interest in aviation is sponsored by TAG, through the Air League Educational Trust, a national organisation founded in 1909, with roots at Farnborough.
- 13.4.4** A comprehensive series of tours of the Airport for members of the local community, including schools, are made available and there were 35 such tours in 2008.

13.5 Media

- 13.5.1** The local media play an important role in community relations and a recent initiative to promote a more open and engaging relationship with newspapers, radio and television has ensured a broader and more balanced communication of activities at the Airport. TAG intends that this will continue in the future and that the local community should be fully and accurately informed of matters affecting them as a result of the operation and use of the Airport.

13.6 Sponsorship

- 13.6.1** TAG's local sponsorship and support has included Aldershot and Fleet Rugby Club, Rushmoor Rose Bowl Gymnastic Competition, Music to Picnic in the Park supporting the Phyllis Tuckwell Hospice, the Henry Tyndale School and Church Crookham Summer Fair.

13.7 Master Plan Consultation

- 13.7.1** As part of TAG's commitment to Community Engagement, it consulted extensively with the local community and key stakeholders both on the Preliminary Consultation and the Master Plan (Draft for Consultation).
- 13.7.2** The process of consultation, the responses and how they have informed the finalisation of the Master Plan are summarised in Appendix 2.

14.0 Indicative Proposals 2020 to 2030

- 14.1** The information contained in Sections 5 to 12 of the Master Plan sets out proposals for the Airport to 2019, having regard to the constraints in relation to physical infrastructure, public safety, noise, air quality, ecology, surface access and sustainability and climate change.
- 14.2** For the period 2020 to 2030, it is likely that the 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 may be sought in the period 2020 to 2030.
- 14.3** TAG is committed to the long term future of the Airport as a Business Aviation centre, and will seek to continue to make best use of its existing infrastructure. It will seek to embrace emerging technologies and to fully comply with developing environmental regulation and future sustainability objectives.

15.0 Conclusion

- 15.1** Airport master plans are intended to inform the planning process and the preparation of them provides an opportunity for local communities to engage with airports on future development.
- 15.2** The Master Plan does not seek to determine planning policies for the Airport, or to decide on restrictions that may be imposed on use of the Airport. These are matters that will be dealt with by RBC as part of its public consultation for the LDF.
- 15.3** The Master Plan provides an overview of the infrastructure, facilities and operation of the Airport, and sets out the potential opportunities for operational improvements and airport related development that could take place up to 2019 and, indicatively, to 2030.
- 15.4** Following publication of this Master Plan, TAG will seek planning permission to operate the Airport within approximately 50,000 annual Business Aviation Air Traffic Movements (ATM) increasing the current limit from 28,000 ATM. This will ensure best use will be made of the Airport's existing infrastructure in line with the White Paper policy. This proposal will be within limitations imposed by environmental and safety constraints current at that time. It will also assist in meeting clear and increasingly unmet demand for Business Aviation both at Farnborough and in the South East.
- 15.5** TAG is committed to adopting a sustainable approach to the future management and development of the Airport and has set the objective of becoming a leader in sustainability within the airport industry. A key element of the Airport's sustainability strategy is to become a low carbon airport and to achieve carbon neutrality as soon as reasonably possible.
- 15.6** The Master Plan will be regularly reviewed to ensure that it remains relevant.

Glossary of Terms

'Apron'	A defined area on an aerodrome provided for the stationing of aircraft for the embarkation and disembarkation of passengers, and for parking.
'ATM'	'Air Traffic Movement' – a take-off or landing of a Business Aviation or air taxi aircraft.
'Business Aviation'	That sector of aviation which concerns the use of aircraft by companies, individuals or organisations as an aid to the conduct of their business. These flights are generally of an unscheduled, on demand nature providing a premium, flexible and secure service.
'CAA Aerodrome Licence'	Licence granted by the Civil Aviation Authority to operate a civil aerodrome.
'Chapter III'	An ICAO aircraft noise certification standard.
'Chapter IV'	An ICAO aircraft noise certification standard adopted in 2006 which is more stringent than Chapter III.
'CAP'	Civil Aviation Publication.
'Core Strategy'	The document within the Local Development Framework/ Development Plan Documents that defines the planning vision, objectives and key policies for the future development in a planning authority.
'Decibel'	Unit of noise measurement.
'Development Plan Documents'	<p>The suite of documents that define the Local Development Framework for an area introduced by the Planning and Compulsory Purchase Act 2004. These are currently being developed by Rushmoor Borough Council (as the local planning authority) and should comprise:</p> <ul style="list-style-type: none"> • the Core Strategy; • development control policies; • proposal maps; and • Area Action Plans. <p>Before these documents can be adopted, the local planning authority must consult on each and then submit it to the Secretary of State for Communities and Local Government for agreement.</p>
'Direct Employment'	Employment and income wholly or largely related to the operation of the Airport and generated within the Airport boundary.
'Fractional Ownership'	Sector of Business Aviation where several individuals own a percentage of an aircraft.
'Gross Domestic Product'	A measure in economics of the total market value of final goods and services produced in the economy.
'Gross Value Added (GVA)'	A measure in economics of the value of goods and services produced in an area or sector of an economy.
'ICAO'	International Civil Aviation Organisation.
'Indirect Employment'	Employment and income generated in the chain of suppliers of goods and services top the direct activities, e.g. off-site in-flight catering suppliers, cleaning, construction.

'Induced Employment'	Employment generated by the spending of incomes earned in the direct and indirect activities, e.g. retailing, restaurants and entertainment.
'Local Development Framework' (LDF)	The LDF sets out the planning framework within which planning decisions are made. An LDF is made up of a number of documents which replace the previous system of District Local Plans.
'NATS'	The main air navigation service provider in the UK.
'Noise Contour'	The area exposed to particular levels of noise from aircraft flying into and out of an airport.
'PPG24'	PPGs (Planning Policy Guidance) are statements of the Government's national policy and principles towards certain aspects of the town planning framework. PPG24 deals with noise in particular.
'PPS1'	PPSs (Planning Policy Statement) are also statements of the Government's national policy and principles towards certain aspects of the town planning framework. PPS1 deals with delivery of sustainable development.
'Public Safety Zone'	Public Safety Zones (PSZ) are the areas of land at ends of airport runways in which development is restricted. Public Safety Zone policy is outlined within DfT Circular 1/2002: "Control of Development in Airport Public Safety Zones"
'Public Transport'	Transport other than private vehicles, open to all, where a fare is paid in return for access to a regular service. Usually used to describe bus, coach and train travel.
'Quiet Flying Programme'	An initiative sanctioned by the Farnborough Aerodrome Consultative Committee to look at noise mitigation for the areas surrounding the Airport.
'RPG9'	RPGs (Regional Planning Guidance) set out the Government's planning and transport policy for each region for a 15 - 20 year period. RPG9 is the policy of the South East of England.
'Safeguarding Maps'	A coloured grid map produced by an airport for the local planning authority reflecting the obstacle limitation surfaces of the airport which may be affected by proposals for development.
'Third Party Risk Contour'	Third Party Risk Contour areas relate to areas at both ends of the airport runways. These areas are subject to the strict control of land use, preventing development in order to safeguard the public.
'Weekend Movements Appeal'	TAG applied for planning permission for an increase in weekend ATM permitted at the Airport from 2,500 to 5,000 with no overall increase in the total number of annual flights. Planning permission was refused by RBC and TAG appealed to the Secretary of State. This resulted in a public inquiry being held by a Planning Inspector. The Inspector then recommended to the Secretaries of State for Transport and for Communities and Local Government that the planning permission be granted. The Secretaries of State agreed and the planning permission was granted on 13 March 2008.

A2.1 Statement of Community Involvement

As part of the Master Plan process, TAG Farnborough Airport undertook a comprehensive programme of public consultation between May 2008 and February 2009. The consultation was held in two stages. Stage 1 involved a Preliminary Consultation to gather views to help inform the preparation of the Master Plan (Draft for Consultation). Stage 2 launched the Master Plan (Draft for Consultation) and involved a more comprehensive consultation involving a series of public exhibitions.

A2.2 Stage One – Preliminary Consultation

- A2.2.1** The Preliminary Consultation was open for six weeks from Tuesday 20 May to Monday 30 June and subsequently extended to Friday 4 July to allow more people to respond. Following discussions with RBC, it was agreed that the Preliminary Consultation should be distributed as widely as possible with particular emphasis on the residents most affected i.e. those living at either end of the runway and those living immediately to the north and south of the Airport.
- A2.2.2** The Preliminary Consultation was distributed by a specialist company to 13,500 individual residents, businesses, local schools, GP surgeries, community buildings and council offices. A separate mail shot, enclosing a copy of the Preliminary Consultation was also sent to named stakeholders, including district councillors, county councillors, MPs and parish clerks. Posters advertising the consultation and its dedicated website were delivered to council buildings and libraries. Advertisements were placed in all four local newspapers one week prior to the launch of the Preliminary Consultation and again in the week that the consultation period opened.
- A2.2.3** A dedicated website, www.farnboroughairportconsultation.com, and telephone helpline were available for the duration of the consultation period. The website followed the same format as the printed Preliminary Consultation and provided an opportunity for respondents to submit their comments online.

A2.3 Media coverage

- A2.3.1** A targeted media programme was implemented to support the launch of the Preliminary Consultation. In addition to the newspaper advertisements in the four local newspapers, television and radio interviews were held with regional and local media, including BBC Southern Counties Radio and ITV South (Meridien).

A2.4 Areas for consideration

- A2.4.1** The Preliminary Consultation addressed a number of key points in determining future growth of the Airport, including:
- the capacity of the Airport using existing infrastructure was assessed at approximately 100,000 ATM per annum;
 - the number of ATM could increase to approximately 55,000 per annum without an unacceptable noise impact, in accordance with Government guidelines in PPG24 and the Future of Air Transport White Paper; and
 - in relation to public safety, approximately 50,000 ATM per annum would comply with current Third Party Risk Contour and Public Safety Zone policy.
- A2.4.2** Respondents were invited to comment on the following areas:
- perception of the Airport's contribution to both the local and national economies and how this would be affected by an increase in movements above 28,000;
 - awareness of Public Safety Zones;
 - impact of air pollution;
 - noise levels and how they would be affected by increasing both hours and ATM; and
 - importance of carbon reduction.

A2.5 Meetings

A2.5.1 The table below sets out key dates together with details of meetings held with community members and stakeholders for Stage 1.

Date	Location	Stakeholder
12 February 2008	Fernhill Primary School	Presentation about the Airport to Year 5 pupils
27 February 2008	Zebon Copse Community Hall	Zebon Copse Residents' Association AGM
6 March 2008	BAE Systems	FACC
10 March 2008	Farnborough 6th Form College	Careers Fair
14 March 2008	Mytchett Primary School	Presentation about the Airport to Year 5 pupils
8 April 2008	TAG Farnborough Airport	Farnborough Airport Tenants
25 April 2008	TAG Farnborough Airport	FACC Extraordinary Meeting regarding Preliminary Consultation
20 May 2008	Distribution of Preliminary Consultation	13,500 local residents
9 June 2008	St Nicholas School, Church Crookham	Briefing headmistress on plans for the Airport
3 July 2008	BAE Systems	FACC

A2.6 Responses

- A2.6.1** In total, 1,800 responses were received. Of those, 379 were received through the online form on the website and 1,421 responded using the hard copy questionnaire and freepost address. Excluding electronic responses, it means that the consultation received a 10% return rate.
- A2.6.2** A report on the consultation, providing feedback and analysis on the main findings of the Preliminary Consultation, was produced in September 2008. The results were taken into account in preparing the Master Plan (Draft for Consultation). Key conclusions drawn from the responses are:
- A2.6.3** About 95% of the 1,800 respondents were residents, of which nearly half were from Farnborough GU14 (east of the Airport), nearly a quarter from Church Crookham GU52 (west of the Airport) and nearly a quarter from Frimley Green, Mytchett GU16. These areas broadly correspond to the arrival and departure flight paths, highlighting the sensitivity and concerns of residents in those locations.
- A2.6.4** Even though nearly half (47%) of the respondents considered that they were at least fairly well informed about the Airport prior to the consultation, 71% felt better informed as a result of the consultation. Part of the role of the Master Plan is to continue to help increase public awareness of the Airport's proposals.
- A2.6.5** 68% agreed that the Airport contributed to the local and regional economy and only 15% disagreed, 56% agreed that the Airport contributed to the national economy and 20% disagreed.
- A2.6.6** Only 55% of the respondents were aware of the Public Safety Zone and Third Party Risk Contours.
- A2.6.7** 56% of the respondents felt that they were affected by air pollution with 19% unaffected.
- A2.6.8** Asked how they would be affected if operating hours were to increase, 87% of respondents said they would be affected.
- A2.6.9** 87% of respondents felt that they would be affected by noise if ATM increased.
- A2.6.10** 90% of respondents considered TAG's commitment to reducing carbon dioxide emissions to be important.

A2.6.11 In preparing the Master Plan (Draft for Consultation), TAG had regard to the above responses and in particular:

- Assessed in greater detail the effect of air pollution and noise and mitigation.
- Committed not to proceed with any proposals to increase the hours of operation.
- Provided more detailed information about Public Safety Zones and Third Party Risk Contours.
- Produced a 20 point Sustainability & Climate Change Charter.
- Increased the scope of consultation for the Master Plan (Draft for Consultation) and improved the usability of the website.

A2.7 Stage Two – Master Plan (Draft for Consultation)

A2.7.1 The second stage of consultation commenced with the launch of the Master Plan (Draft for Consultation) on 19 December 2008. The consultation was open until 28 February 2009. It was extended to accommodate Hart District Council's response in March 2009. Newsletters advertising details of 12 public exhibitions across ten locations were distributed by a specialist distribution company to over 96,000 residents in the surrounding area.

A2.7.2 On the day of the launch, there was also a separate mailing of the Master Plan (Draft for Consultation) to MPs, local district and county councillors, residents' associations, schools and GP surgeries.

A2.7.3 As with the Preliminary Consultation, a dedicated telephone enquiry line and website were set up for the duration of the Master Plan consultation. Following feedback from the Preliminary Consultation from both FACC members and members of the public, a more user-friendly website was created with a new url – www.tagconsultation.com – together with new features that enabled people to save their responses and also receive confirmation that their responses had been successfully submitted.

A2.7.4 TAG Farnborough Airport commissioned independent research consultancy ComRes to prepare and analyse the associated questionnaire. This research was conducted in accordance with the Market Research Society Code of Conduct.

A2.8 Media coverage

A2.8.1 The local media were briefed on the day the launch. A press release and further briefings with print and broadcast media were held in January 2009 to mark the start of the public exhibitions.

A2.8.2 Advertisements were placed in local newspapers announcing the launch of the Master Plan (Draft for Consultation) and providing details of the public exhibitions.

A2.9 Areas for consideration

A2.9.1 The points addressed in the Master Plan (Draft for Consultation) built upon those in the Preliminary Consultation and the questionnaire specifically invited views on:

- increasing annual ATM from 28,000 to approximately 50,000;
- the Airport's economic contribution;
- the importance of factors such as noise, public safety and air quality in relation to increased movements;
- the Airport's Sustainability & Climate Change Charter; and
- local transport infrastructure.

A2.10 Exhibitions and Meetings

A2.10.1 The purpose of the exhibitions was to consult with the community and stakeholders, in person, on the Master Plan (Draft for Consultation) and provided the opportunity to raise specific local issues or concerns with members of the TAG Farnborough Airport management team.

A2.10.2 Seven exhibition panels provided information about the Airport and its future plans and a model of the Airport provided a focus for the exhibition. All attendees were encouraged to either complete a questionnaire or to visit the website and register their views electronically. Hard copies of the Master Plan (Draft for Consultation) were available on request.

A2.10.3 The table below sets out key dates together with details of public exhibitions and meetings held with community members and stakeholders for Stage 2.

Date	Location	Stakeholder
21 August 2008	TAG Farnborough Airport	Farnborough Airport Tenants
17 October 2008	TAG Farnborough Airport	Humfrey Malins, MP for Woking
4 November 2008	TAG Farnborough Airport	Hart District Councillors
6 November 2008	BAE Systems	FACC
4 December 2008	TAG Farnborough Airport	Farnborough Airport Tenants
18 December 2008	TAG Farnborough Airport	Briefing on Master Plan (Draft for Consultation) for FACC members
December 2008 – January 2009	Distribution of newsletter promoting Master Plan (Draft for Consultation) exhibitions	96,000 local residents
6 January 2009	Princes Mead Shopping Centre, Farnborough	Approximately 100 local residents
10 January 2009	Princes Mead Shopping Centre, Farnborough	Approximately 100 local residents
14 January 2009	Princes Hall, Aldershot	24 residents
17 January 2009	St Mark's Church Hall, North Camp	60 residents
22 January 2009	Cron dall Village Hall	31 residents
23 January 2009	The Maltings, Farnham	26 residents
28 January 2009	Ash Community Centre	86 residents
29 January 2009	Deepcut Village Centre	27 residents
31 January 2009	Harlington Centre, Fleet	115 residents
4 February 2009	Harlington Centre, Fleet	17 residents
7 February 2009	Church Crookham Memorial Hall	67 residents
12 February 2009	The Mytchett Centre	69 residents
25 February 2009	St Nicholas School, Church Crookham	Follow-up meeting with headmistress on the Airport's plans
5 March 2009	BAE Systems	FACC

A2.10.4 Approximately 800 local people attended twelve exhibitions in ten locations and attendees included local residents, councillors and MPs.

A2.11 Responses

A2.11.1 A total of 360 people submitted responses. Of those, 224 were postal questionnaires and 136 were completed online. Key conclusions drawn from the written responses are:

- 66% of respondents opposed an increase in the number of movements. 30% supported an increase.
- 26% of respondents would be more likely to support an increase in movements if aircraft that meet the latest noise standards were the only ones permitted to use the Airport. 7% of respondents would be more likely to oppose.
- 35% of respondents would be more likely to support an increase in movements if the Airport did not increase its hours of operations. 4% would be more likely to oppose it.
- 53% of respondents agreed that the Airport is important for local jobs. 24% disagreed.
- 38% of respondents agreed that the Airport makes an important contribution to the national economy. 35% disagreed.
- Public safety, noise and air quality were the most important factors to respondents when they considered an increase in ATM.
- 20% of respondents thought that the Sustainability & Climate Change Charter would have a positive impact on the local environment. 21% thought that it would have a negative impact and 27% thought that it would make no difference. 21% of respondents did not read the Charter.
- 27% of respondents agreed that the economic benefit of permitting more ATM at the Airport could be balanced with the environmental cost. 60% disagreed.
- 60% of respondents agreed that the Airport only generates a lot of traffic when the Airshow is on. 24% disagreed.
- 55% of respondents agreed that any increase in the number of ATM at the Airport will significantly increase the amount of traffic on local roads. 19% disagreed.
- 18% of respondents agreed that the Airport already causes a lot of traffic problems in the local area all year round. 42% disagreed.
- 37% of respondents agreed that the Airport does not normally cause any major traffic problems outside of the Airshow period and that the proposed increase in ATM would not have a negative impact. 40% disagreed.
- 37% of respondents felt reassured about the safety considerations in the Public Safety section of the Master Plan (Draft for Consultation). 42% disagreed.
- 60% of respondents felt more informed about safety considerations after reading the Master Plan (Draft for Consultation). 17% disagreed.
- 54% of respondents agreed that Master Plan (Draft for Consultation) was helpful in explaining the DfT's role in creating Public Safety Zones and Third Party Risk Contours. 17% disagreed.
- 27% of respondents agreed that the Master Plan (Draft for Consultation) did not explain how safety measures have been considered. 42% disagreed.

A2.11.2 The key points discussed with the Airport Management Team at the 12 public exhibitions during January and February were:

- Aircraft noise associated with an increase in movements beyond those currently permitted. The Quiet Flying Programme was also discussed.
- Aircraft flight paths. Significant discussion was held with regard to the nature of the airspace around Farnborough, the routes aircraft fly and why. These discussions included the difference between controlled and uncontrolled airspace, the proximity of the London Terminal Manoeuvring Area, Blackbushe, Fair Oaks, Odiham, Lasham and Heathrow. The use of the Instrument Landing System was described.
- The current and future maximum size of aircraft.
- The current and future weekend ATM limit.
- The impact of an increase in flights on air quality in general and more specifically on odour from aircraft fumes.
- The impact of an increase in ATM on local traffic congestion.
- Rumoured future use of the airport as a cargo import / export hub associated with the proposed Pyestock logistics and warehousing development.
- The impact on local public safety associated with any increase in ATM.
- The long term future of the Airshow.
- The consequences of a growth in ATM on local employment.
- The future of the Airport once 50,000 ATM are reached.
- The definition, purpose and benefits / disadvantages of Business Aviation.
- Helicopter movements and flight paths.
- Hours of operation.
- The prospect of commercial airline operations.

A2.11.3 In preparing the Master Plan, TAG had regard to the above responses and in particular the following issues were addressed:

- Noise continues to be a significant concern for local residents. TAG will take an industry leading approach to phase out all but the most modern and quietest categories of aircraft. Within five years, only fixed-wing aircraft meeting ICAO Chapter IV noise standards, the current highest accepted standard, will be permitted.
- TAG understands that helicopter noise is of concern to the local community and is, therefore, investigating operational methods of reducing this particular impact of those using the Airport.
- There are a number of aircraft, including helicopters, operating in the area that do not use TAG Farnborough Airport and therefore are not under its control. TAG will explore with the CAA the possibility of applying for an Airspace Change Proposal. If granted, TAG would have a greater degree of control over a larger area of airspace around the Airport and so would be able to introduce procedures that could result in further noise mitigation.
- The current use of the Airport is legally restricted to Business Aviation, and use for bulk freight services is specifically prohibited. TAG has no intention to seek to vary this position.
- Scheduled passenger services and 'inclusive tour' charter flying are also prohibited. Again, TAG has no intention to seek to vary this position.
- The hours of operation at the Airport are legally restricted to 07.00-22.00 hours on weekdays and 08.00-20.00 hours on Saturdays, Sundays and Bank Holidays. TAG will not seek to increase the hours of operation.
- TAG has confirmed its commitment, now and in the future, to supporting the biennial Farnborough International Airshow.
- TAG has committed to assess the effect of the Airport and proposed future growth on the road network in consultation with the local highway authority.
- TAG has recognised the importance placed by the local community on restricting weekend ATM. The weekend ATM are currently restricted to 5,000 out of a total of 28,000 ATM annually. TAG has committed not to seek to increase this proportion of weekend ATM.
- TAG has also recognised the importance placed by the local community on restricting ATM of aircraft in the 50-80 tonne Maximum Take Off Weight category. These ATM are currently restricted to 1,500 out of a total of 28,000 annually. TAG has committed not to seek to increase this proportion of 50-80 tonne ATM.

Advisory Team

TAG has assembled a team of experts to advise on the future development of TAG Farnborough Airport.

UK Air Navigation Service Provider

NATS

Acoustic Consultants

Bickerdike Allen Partners
architects, acousticians and construction technology consultants 

Economic Consultants

**m Mott
MacDonald**

Planning Consultants

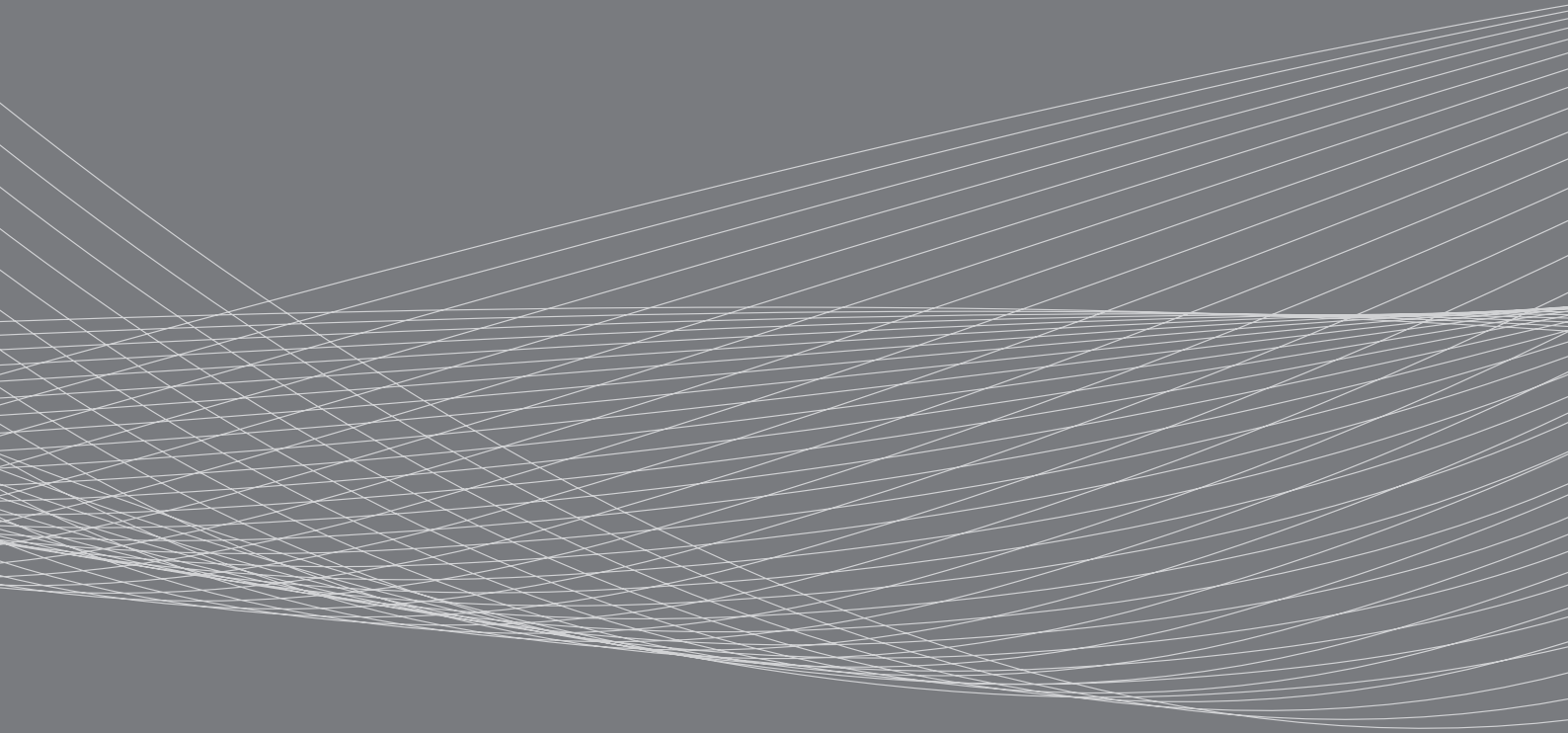
RPS

Solicitors

th trowers & hamlins

Air Quality and Climate Change

 **Evan Lester Limited**



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