



## FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

Meeting on 13<sup>th</sup> February 2025.

### Questions from FACC Members:

None on this occasion.

### Questions from Members of the Public.

A question from Mr Eriksson – Farnborough Noise Group.

#### Question

Bearing in mind the frequent adoption of Rushmoor Borough Council's more liberal definition of "Business aviation", which no longer requires a flight to be "as an aid to the conduct of their business", and the need for Farnborough Airport now to report a breakdown of flights to the CAA, should we now not have a better more detailed breakdown of the type of flight movements within FAL's own Environment Report. Simply stating that RBC's definition and CAA definition are different is not sufficient. The Farnborough Noise Group and I are receiving numerous questions due to this discrepancy. Residents deserve more detail and consistency.

#### Context

The 6 months figures to 31 December 2024 are not yet available, I have therefore commented on June 2024 data. CAA definitions are also attached although the relevant definitions are listed below.

CAA figures for June 2024 show "Business Aviation" movements as 412.

CAA definition of "Business Aviation" however only includes

*Business aviation movements* are non-commercial movements operated on aircraft of 2730kgs MTOM or greater (with no upper weight limit) conducting business operations. (e.g. aircraft owned and operated by Shell or Ford)

It does not include the other relevant aircraft categories that would also justifiably be included in the more widely used "business aviation" definition such as:

*Other non-commercial movements* are non-revenue earning movements by air transport operators or manufacturers for the sole purpose of moving their own personnel or stores from one place to another, for delivery, refuelling or maintenance of empty aircraft and air transport flights forced to return to base by bad weather, engine failure or other causes.

Air transport movements are landings or take-offs of aircraft engaged on the transport of passengers, cargo or mail on commercial terms. All scheduled movements, including those operated empty, loaded charter and air taxi movements are included. For the purpose of these statistics where flights are operated on a sub charter basis the operator is identified according to the flight number. In the case of code sharing and franchise services the flight is allocated to the operator who has commercial responsibility for the service.

Air taxi movement is a movement by an aircraft of less than 15 tonnes MTOM - Maximum take Off Mass - operating on a non-scheduled service. These are predominantly sole-use charter operations and could include Air Ambulance flights.

As a comparison, FAL's Environment Report for June 2025, deems all the flights on the CAA data breakdown to be "Business" other than Military -10, Flying club - 62 and other- 92 (Private - 58 and official - 34), giving a total reported of 3,073 business flights. Even the empty repositioning flights of 681 were deemed to be "business"!

Aircraft movements generating growth from business flights "for the purposes of business" in Rushmoor BC and beyond is an important distinction for residents.

### **Response from Farnborough Airport Ltd.**

The definition of Business Aviation for the purposes of reporting data to the CAA is overly narrow and has not been updated for many years. There also appears to be many inconsistencies in the data reporting of such movements across UK airports. Both these issues have been raised with the CAA. Farnborough Airport has no plans to change its own reporting methodology.