

FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

Meeting; Thursday 20th November 2025 at 14:00 hrs
at

Hart District Council Offices – for Members & Public

Questions from Members and Members of the Public

- **Questions from Members**

Question Part 1:

Received from Cllr David Munro (Waverley Borough Council);

Under the airspace design proposals brought into use in 2020, Runway 06 departures by aircraft ultimately travelling South-East are supposed to reach an altitude of 4000 ft AMSL by the time they cross the A31 on the Hog's Back.

It has been asserted that only 10% actually attain this height. Apart from safety considerations, the effect on communities in, near and to the South of Farnham is that aircraft are noisier than if they flew at the prescribed higher altitude.

My questions are:

1. Are the assertions I have quoted accurate? If not, what are the correct statistics?
2. Do FAL accept that the noise and disturbance to Farnham and neighbouring residents can be reduced if aircraft kept to the specified minimum heights?
3. What are the safety implications of these alleged deviations from proposed airspace design?

FAL Response:

We have previously advised that the reasons why aircraft flying RWY 06 DEPs are at certain altitudes can vary which can be due to weather and other traffic. Although aircraft which fly in/out of FAL can climb quickly, due to a variety of interactions in our airspace with the likes of Heathrow, Gatwick, Southampton, Blackbushe, Odiham, Lasham and GA flights FALs operations do get routinely impacted. Suitable wording to this effect was included in Annex A Traffic Dispersion & Environmental Overflight diagram, for example;-

- 2.3.4 After Pirbright, Worplesdon and Wood Street the turn and climb continues southwest towards the A31 Hog's Back, at which point flights are typically at or above 4,000ft as shown by the end of the pink swathe.
- 2.3.5 The A31 Hog's Back is the northern boundary of the Surrey Hills AONB, so most departures from Runway 06 are typically reaching or exceeding 4,000ft.

1. **Are the assertions quoted correct. If not, what are the correct statistics?**

The reference data submitted in the PIR was verified as meeting the 'intended aims'

2. Do FAL accept that the noise and disturbance to Farnham and neighbouring residents can be reduced if aircraft kept to the specified minimum heights.

- a. *The post-ACP departures are consistent with the original material and are behaving in line with expectations.*
- b. *The PIR assessed the airspace changes as 'meeting the intended aims'*
- c. *For reasons started above, it is not always possible to do this.*

3. What are the safety implications of these alleged deviation from proposed airspace design.

FAL operate in accordance with the agreed ACP, hence there are no safety implications.

Question Part 2:

Received from Cllr David Munro (Waverley Borough Council);

At FACC's meeting on 17 July 2025, I asked a verbal question: 'Regarding potential expansion of simulation facilities, will this have a knock-on effect on air movements?'

The answer by the CEx of FAL said, inter alia, that:pilots when they bring an aircraft in for maintenance, they will take the opportunity to top up their training or get their certification.

Will this training and certification involve 'real' flying (not permitted under the 2011 approved planning application) or exclusively using simulators?

FAL Response:

The response given related to FSIs expansion plans. FSI are increasing the size of their operation at Farnborough and are taking the opportunity to upgrade / add to their simulator capabilities. When pilots are revalidating at FSI it is purely in the simulators and does not involve actual flying.

For info, as detailed in FALs AIP;- The use of the aerodrome for training is generally restricted. Instrument training approaches by non-jet/turboprop fixed wing aircraft with a MTWA not exceeding 5700 KG may be accepted Mon-Fri 1000-1600 (0900-1500), subject to prior approval of Farnborough Airport Ops and Farnborough ATC. All other requests for instrument or visual flying training are subject to prior approval by Farnborough Airport Ops.

- **Questions from Members of the Public**

None received