

FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

Meeting; Thursday 9th July 2026 at 14:00 hrs
at
Hart District Council Offices – for Members & Public

Questions from Members and Members of the Public

- **Questions from Members**

Questions received by Hamish Johnston (Farnborough Airport Residents' Association Deputy)

1. The total FAL movements in May was some was some 800 above the average for Jan to April. Perhaps this could be explained?

FAL Response:

Every year May is always substantially above the average month for January to April. The same is true for Q2 and Q3 versus Q1 and Q4. For 2026 we are seeing very strong growth across all our markets. In particular we are being positively impacted by declines at other airports, especially Luton, as the effect of capacity constraints take hold. These trends were anticipated in our planning applications and are now coming to fruition.

2. There was so far this year, a 22.6% increase in the 50-80T flights compared with the previous year. Why was this?

FAL Response:

This is driven by both the capacity constraints at other airports and the growth in slightly heavier new-generation aircraft increasingly coming into operational service. While many of these aircraft are still below 55 tonnes, they are classified within the 50–80 tonne category and deliver enhanced environmental performance through lower noise and emissions. These trends were anticipated in our planning applications.

3. Also do the Members know that FAL submits monthly to the CAA the movement figures broken down by type of flights. For example, the number of empty position flights which are between 20 & 25%. Shouldn't these figures be published alongside all the other reported figures, so that everyone has fuller information on the activities at Farnborough Airport.

FAL Response:

The proportion of positioning flights is a function of the maintenance operations based at FAL as well as the current planning restrictions which purposefully limit FAL's operation to smaller-lighter aircraft and explicitly prohibit scheduled services. As flights consolidate at FAL over time we expect the number of positioning flights to inherently reduce as an overall percentage. FAL is not required to report these flights separately under its S106 obligations.

Question received by Gareth Saunders (Church Crookham Parish Council)

In the document setting out the case for the New Frimley Park Hospital, Frimley Health NHS Foundation Trust included the following...

“A number of sites were identified in the vicinity of Farnborough Airport, all within Rushmoor Borough.

An aviation safeguarding study was commissioned to understand the impact of development on the airport's protected airspace.

The study concluded that a new hospital in this area would not be feasible, as it would create unacceptable impacts on airspace and airport operations.”

Could FAL elaborate on what those “unacceptable impacts” might be, and did FAL have any input to the aviation safeguarding study?

FAL Response:

Unfortunately, FAL was not approached by the Trust and did not contribute to, review, or provide data for this study.

As FAL was not involved in the safeguarding work referenced, we are unable to comment on the study, its methodology, assumptions, or conclusions. Without reading the report, any questions relating to the findings would be best directed to Frimley Health NHS Foundation Trust.

As such, we don't believe this requires escalation to the Committee.

- **Questions from Members of the Public**

None received

ENDS