FACC

FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE

Meeting; Thursday 12th November 2026 at 14:00 hrs
at
Hart District Council Offices – for Members & Public

Questions from Members and Members of the Public

- **Questions from Members**

Question received by Gareth Saunders (Church Crookham Parish Council);
This question had been originally raised at the FACC meeting held in July. Full response provided by FAL recently;

1. The last departure on Sunday 5th July 2026 were still on the ground at 8pm and did not depart until after, even though the Airport hours are 8:00am-8:00pm. Explanation required for the late departure.

FAL Response:

The following statement has been added into section 8 of the Information Report also.

"The pilots were advised that the aircraft was required to be airborne by the top of the hour. To facilitate this, ATC issued immediate clearance to enter Runway 24 and depart providing approximately 40 seconds for the aircraft to become airborne.

Unfortunately, delays occurred within the cockpit after the aircraft entered the runway. As the aircraft had already commenced its take-off roll, it was deemed unsafe to reject the departure. Consequently, the aircraft became airborne at 20:00:12.

From ATC's perspective, sufficient time was provided for the aircraft to depart under normal operating conditions. While delays within the cockpit cannot be controlled by ATC, procedures and timings have been reviewed to minimise the likelihood of a similar occurrence in future."

Question received by Cllr Richard Lucas (Ash Parish Council);

1. Given that differential charging is widely accepted as an effective economic tool to internalize social externalities - much like carbon pricing in broader aviation –

   Why has Farnborough Airport Limited not yet implemented a noise-differential landing fee structure that financially penalizes aircraft types imposing disproportionately heavier noise burdens on our local residents, thereby providing a direct economic incentive for operators to deploy quieter, modern fleets to this airport?

FAL Response:

Farnborough Airport operates a differential charging framework, which includes landing charges based on aircraft size bands and NOx-related charges.

The Airport serves a highly diverse operator base comprising of more than 800 operators and over 150 aircraft types, many of which may only visit once or twice per year. Unlike airports with a smaller number of based airlines operating regular scheduled services, Farnborough Airport's traffic consists largely of a broad range of operators with varying operational requirements. Whereby aircraft selection is determined by fleet availability and customer requirements.

The Airport recognises that differential charging is used at other airports where the noise thresholds of certain types of older aircraft are significantly greater than the aircraft which operate at Farnborough. Given the nature of its operator base and traffic profile, the Airport considers that its existing charging arrangements, together with its wider noise management measures, including restrictions on aircraft that do not meet ICAO Chapter 4 noise standards, represent an appropriate and proportionate approach to managing environmental impacts.

- **Questions from Members of the Public**

  None received

ENDS