

LONG SUTTON & WELL PARISH COUNCIL

Long Sutton Village Hall
The Street
Long Sutton
Hampshire
RG29 1SS

15th October 2023

Farnborough Airport 2040
contact@farnboroughairport2040.com

Dear Sirs

FARNBOROUGH AIRPORT – PLANNING CONSULTATION PROCESS ON EXPANDED OPERATIONS

I am the Chair of the Long Sutton & Well Parish Council, and, on behalf of the Parish Council, I write to provide comments on the Farnborough Airport planning consultation with respect to the proposed expansion and intensity of aircraft operations at the airport. As background, Long Sutton & Well is a village in northern Hampshire, close to the town of Odiham. The village is situated approximately eight nautical miles on the extended centre line of runway 06. More precisely from the Farnborough Airport runway 06 approach chart the village is located directly under the airport approach to 06 shortly after the commencement of the descent (from 1900 feet) to final landing, with aircraft having completed the approach pattern and finals turn.

Notwithstanding, this latest planning application, complaints have already been received by the Parish Council from the Long Sutton & Well residents concerning the current number of the Farnborough Airport aircraft movements, combined with the type and weight category of aircraft flying directly over the village on approach to the airport; these complaints relate most especially to Farnborough Airport aircraft operations on Fridays, weekends and holiday periods. These complaints are primarily focussed on detrimental environmental effects, both noise and light pollution (during night operations - eg aircraft landing lights), as well as potential reduction in property prices within the village and local area due to persistent overflight by aircraft destined to Farnborough Airport. Given the location of the village, aircraft flights have, of course, been most noticeable during easterly, but also calm/light winds (more common during high pressure weather systems experienced more readily in the summer) when runway 06 appears to be used almost exclusively by Farnborough Airport for landing aircraft.

Whilst the Parish Council understands the potential local employment benefits of an expansion in operations at Farnborough Airport, it will be apparent from the preceding, there already exists considerable concern from our village residents as to the negative effects of the current level of Farnborough Airport operations without the increases in flights that Farnborough Airport has now proposed. Accordingly, we offer the following comments:

- Increase in annual flight limit from 50,000 to 70,000 flights per year. Representing a circa 40% increase in aircraft movements this is very significant indeed. Whilst understanding that this number is not expected to reach the limit until 2040, what is not clear is the rate of growth per year of aircraft movements up to 2040? Any increase in flights beyond what is an already substantial number would be of great concern to our village residents for the reasons stated above, and would certainly not be acceptable.

- Increase of flight limit at weekends and public holidays from 8900 to 18900. Representing over double the current number of flights during weekends and public holidays this will, in turn, have a further significant detrimental effect on our village residents. Notwithstanding the fact that overflight of the aircraft over the village is visibly obvious to residents, the Flight Radar24 tracking app, demonstrated over recent months that aircraft approach movements of up to one every couple of minutes during busy periods at weekends and public holidays (normally early to mid-morning and late afternoon onwards) was frequent; such a proposed increase in flights would be expected to expand the busy periods throughout the airport operating hours. Specifically, this will increase environmental concerns exponentially and greatly worsen both noise and light pollution when the residents are most likely to be within the village and attempting to enjoy their homes and gardens. To note, that whilst we acknowledge the noise limits imposed on aircraft operations by the CAA, for residents directly living under the approach path to Farnborough Airport, the aircraft are not considered to be quiet.
- Operating hours at weekends and public holidays (described as non-weekdays) extended from 8am-8pm to 7am-9pm. Given the increase in aircraft flights the argument of reducing congestion either end of the day is spurious. What this change in operating hours will likely do is extend the period of discomfort to village residents of the increased aircraft movements at either end of the day.
- Increase restricted aircraft weight from 50-80 tonnes to 55-80 tonnes. Whilst this proposal may well allow more modern aircraft of higher weight it will also allow larger, older aircraft to be used with commensurate increased environmental and noise pollution.

As an overview point, given the well documented climate change effects of CO2 emissions on global warming, not least during this year, it would appear to be counter intuitive at best to increase the number of aircraft movements at Farnborough Airport as is proposed, not least when the majority will be focussed on business jet services. As I am sure that Farnborough Airport are aware, a number of credible studies over recent years have highlighted the comparison of the use of business jet CO2 emissions per passenger versus flights on commercial airliners. An extract from a BBC study in 2021 provides statistics that demonstrate that the average business jet with a capacity of nine would represent emissions of 1.2 tonnes of CO2 per passenger per flight, whilst a commercial flight equivalent would represent circa .25 tonnes per passenger. There have been further studies since again highlighting the need to reduce business jet operations given these statistics. Therefore, notwithstanding local concerns within our village, there is a wider point that any increase in Farnborough Airport aircraft movements would be entirely detrimental to the environment and, arguably should be reduced rather than increased. Whilst this may be offset by the use of biofuels (SAF), as highlighted by Farnborough Airport, the proportional difference between CO2 emissions per business jet passenger compared with passengers travelling on airline commercial airliners remains the same. Moreover, other potential technology developments such as electrically powered aircraft are unlikely to be commercially viable (certainly for business jets) or introduced sufficiently widely within the 2040 timescale, to make a material reduction in CO2 emissions that would offset the proposed increase in, or indeed, the existing number of aircraft flights in and out of Farnborough Airport.

In summary therefore, based on the preceding comments, the Parish Council of Long Sutton and Well offers real concerns with respect to the serious adverse effects of the Farnborough Airport proposals for increasing aircraft movements and related changes, on the Long Sutton and Well residents, but also more widely, and more importantly, as concerns CO2 emissions in general with a

further negative effect on climate change. In turn, we would request that Farnborough Airport re-consider their planning proposals and, equally, considers a revision down in its current number of aircraft flights rather than an increase per se.

Yours Faithfully,

A handwritten signature in blue ink, appearing to be 'J A Goodbourn', with a long horizontal stroke extending to the right.

J A Goodbourn
Chair,
Long Sutton and Well Parish Council.