

Key Facts About Farnborough Airport



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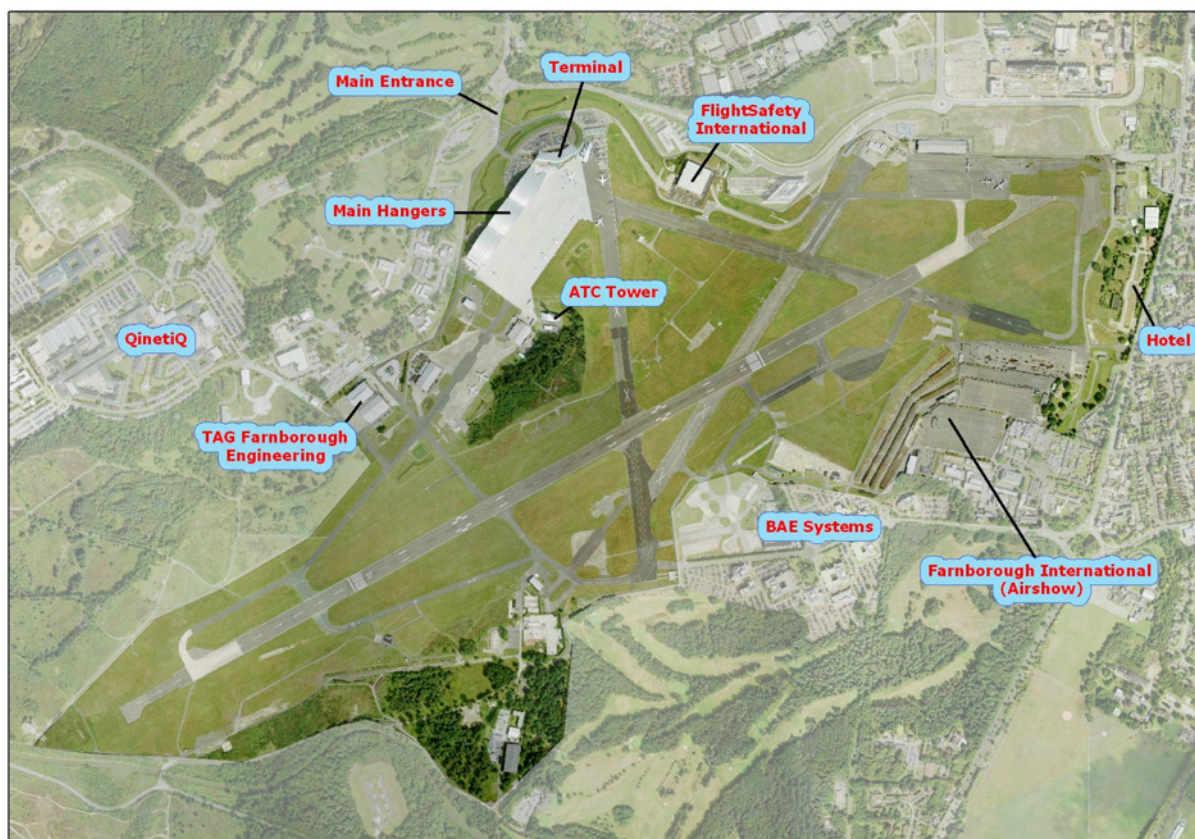
Where is Farnborough Airport?

TAG Farnborough Airport is located in the town of Farnborough in the Borough of Rushmoor, north east Hampshire. The airport is 35 miles south-west of London.

The Airport site is located on former Ministry of Defence (MoD) land. In the 1990s, the Department of Trade and Industry and the Department of Transport, and the Ministry of Defence drew up a strategy for disposal of its landholdings at Farnborough.

A tranche of land was released to BAE Systems for the Farnborough Aerospace Centre. Part of the site was retained by DERA, now QinetiQ for a variety of scientific research and development activities.

The former Factory site was acquired by the Slough Estates Group (SEGRO), which is developing the IQ Farnborough business park, a site that will ultimately accommodate nearly two million square foot of office space, a hotel and 400 homes.



Aerial view of the Airport site

Who operates Farnborough Airport?

Farnborough Airport is operated by **TAG Farnborough Airport Ltd.** who became the freehold owner of the Airport in 2007⁽ⁱ⁾. TAG Farnborough Airport Ltd. is a subsidiary of TAG Aviation.

i TAG is an acronym of Techniques d'Avant Garde.

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Farnborough Airport is TAG Aviation's principal operational base, forming the only airport TAG Aviation operates in its entirety. Elsewhere TAG Aviation holds interests in other airports, but none as large as at Farnborough.

TAG aims to provide a high quality aviation environment for every customer, and the airport is recognised as Europe's premier business aviation airport.

How long has there been an airport in Farnborough?

Farnborough Airport has an extensive and impressive aviation history. Following development of the balloon factory and Samuel Cody's first powered flight in 1908, Farnborough was the centre of military and civil aviation research and development in the UK until the 1990s.

The facility now operated by TAG at Farnborough was the first operational airfield in the UK. The site has enjoyed a wide variety of uninterrupted use by a number of different aviation bodies since its establishment as a balloon factory for the Royal Engineers in 1905.

The airport site has been associated with aircraft and airships after the Army's Balloon Equipment Store was moved from Greenwich and renamed the HM Balloon Factory. From 1911-18 it was called the Royal Aircraft Factory but changed its name to **Royal Aircraft Establishment** (RAE) to avoid confusion with the new Royal Air Force, which shared the same initials.

In the early 1990s, the RAE became the Aerospace Division of the newly created Defence Research Agency (DRA) and then the Defence Evaluation and Research Agency (now separated into two organisations - QinetiQ and DSTL).

The site has been a host to a number of other Ministry of Defence units, other government departments (such as the Air Accident Investigation Branch and the British National Space Centre) and some private companies that provide support services.



View from Farnborough Road

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What activity takes place at Farnborough Airport?

The activities are essentially **business aviation** involving executive jets, and other aeroplanes and helicopters operated as corporate aircraft or air taxis.

Under the current planning permissions, only business aircraft can use the aerodrome. Scheduled passenger, bulk freight services, tour charter and recreational flying are **not allowed**. Freight is limited to 100 kg per aircraft except movement of racehorses.

A small amount of aviation by Government, DERA flying club and for Farnborough International Airshow is allowed outside of some of the controls.

Why is the Airport used for Business Aviation?

In the late 1980s, the Government realised that the **lack of space in the South East for business aviation** could have serious impacts on the regional economy. Farnborough was therefore earmarked as a site suitable as a business aviation airport. A small civil operation commenced in 1989 and the Ministry of Defence then drew up a development brief for a complete conversion of the site to business operations.

In 1991, the Ministry of Defence declared Farnborough surplus to its requirements. The Government wished to keep the operational areas of the Farnborough airfield in **aviation use**.

Work on the Rushmoor Local Plan Review in 1994 led to the incorporation of policies for the future of the aerodrome in the Draft Plan published in 1996. In 1997, the MoD commenced the marketing of the site for business aviation.

In February 1998, TAG was confirmed by the Government as the future operator of the site. In the summer of 1998 there was a Local Plan Public Inquiry when the Council's policies were examined by an independent Inspector. In August 2000 the Rushmoor Local Plan Review was adopted.

In October 2000, TAG was **granted planning permission** for the use of the site for business aviation, for works needed to bring the site up to Civil Aviation Authority (CAA) standards and, in principle, for the new air traffic control tower, hangars and terminal building.

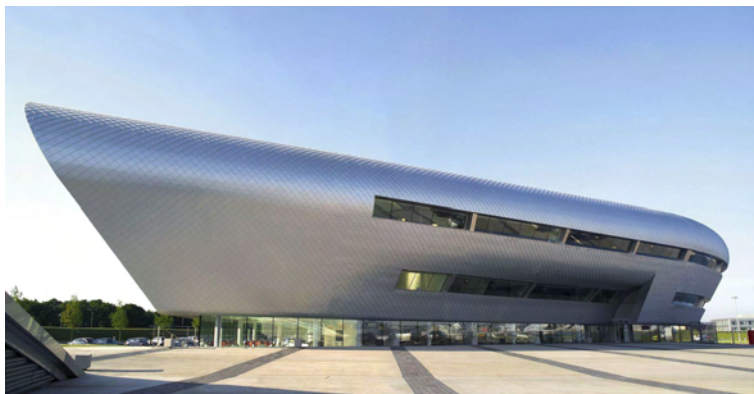


Image Credit: REID Architecture

Key Facts about Farnborough Airport

Who uses Farnborough Airport?

It is understood that Farnborough Airport's clients include professionals including business leaders, senior decision makers, investors and politicians. **Security checks** are undertaken before customers are driven to their aircraft.

What improvements have taken place in recent years?

The Airport was transferred from the MoD to become a private airport in the late 1990s on the understanding that it would only be used for business aviation and the Farnborough Airshow. Since then, there has been considerable investment to modernise the airport and its infrastructure.

The planning permission given in 2000 gave the Council the opportunity to bring the previously unregulated flying activities at Farnborough under public control.

Rushmoor Borough Council granted planning permission in 2000 for new buildings and associated structures; an aerodrome and associated infrastructure works; new vehicle access and the use of the aerodrome for business aviation and related activities.

It is recognised that while some people are more sensitive to noise than others, the impact of aircraft noise on the local area is less than ten years ago, with improved technology creating quieter aircraft. Modern aircraft are more fuel-efficient, and aircraft routing and procedures can influence noise disturbance.

Routine monitoring of compliance with noise abatement routes, air quality targets, and aircraft movements continues at the airport (see below).

What environmental controls are established?

In 2000, the Council granted planning permission that set out the limits defining the Airport's terms of operation. The main controls associated with this permission include:

- Noisier aircraft have to be phased out for the operator to exceed 20,000 movements per annum in order to comply with a **'noise budget'**.
- Flying can only take place between 0700 - 2200 weekdays and 0800 - 2000 at weekends and bank holidays.
- Aircraft are limited to those types with a manufacturer's **maximum take-off weight** below 50 tonnes. This limit allows the operation of inter-continental business aircraft such as the Gulfstream V and Global Express. An exception is made for up to 1,500 movements per annum by purpose designed business aircraft up to 80 tonnes to accommodate the Boeing Business Jet and Airbus Corporate Jet.

As a part of the planning permission, a number of environmental controls were also established at the airport. These came into effect on January 1 2003 when the Civil Aviation Authority (CAA) licence was granted.

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Rushmoor Borough Council has a Local Plan which covers the period up to 2011 and which guides the development of the Borough. This includes planning policies for the development of the airport and flying policies.



Control tower

What is Farnborough International Airshow?

Farnborough Airfield has been home to the Farnborough Airshow since 1948, when it opened its gates to the public for the first time. In 1962 the show changed from an annual event to the new biennial international air display and exhibition. Hundreds of companies exhibit at the show, and thousands of people visit each year the air show is on.

Farnborough International Airshow takes place every alternate (even) year in early July. It is one of the world's most famous airshows and attracts total crowds in excess of 250,000.

The show is organised by **Farnborough International Ltd**, a subsidiary company of the UK's aerospace trade association, the Society of British Aerospace Companies (SBAC). There are currently no planning controls over airshow activities because of their occasional nature. The current length of the runway allows the biennial air show to be accommodated at the airport.

When it is not being used for the Farnborough Airshow, the exhibition site is increasingly being used for events, such as exhibitions and corporate functions. These are centred on the new FIVE exhibition and venue centre.

Where are the flight paths?

Aircraft movements at and around the Airport are managed by NATS⁽ⁱⁱ⁾. Aircraft take off from the runway from either direction (towards Fleet or Mytchett) and generally follow a two mile straight course, before turning.

ii NATS provides air traffic control services to aircraft flying in UK airspace, and over the eastern part of the North Atlantic.

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There are four primary routes for helicopters arriving at the airport: northern, southern, eastern and western.



View across the Farnborough Airport site

How many flights movements are allowed?

Under the current planning permissions, flight movements are limited to a total of 28,000 take-offs and landings per annum, of which no more than 5000 can be at weekends or bank holidays. At 2001, there were about 17,000 movements. The limits on flight numbers were based on past and predicted growth rates.

In 2006 the airport operators sought to increase weekend and Bank Holiday flight movements from 2,500 to 5,000 per annum, because this was said to be preventing them from meeting and serving the business needs of this part of the country during the weekends.

TAG appealed against the Council's decision to refuse increased weekend flying at Farnborough, and in March 2008 the Government made a decision to allow an increase from the previous annual limit of 2500 weekend flying movements to 5000 movements. The total number of movements remains at 28,000 per year.

How are the number of aircraft movements monitored?

One of the environmental requirements of the original planning permission is the preparation of **quarterly and annual monitoring reports**. The annual report summarises environmental performance over the previous year.

It sits alongside quarterly reports that monitor noise and air quality criteria and provides an opportunity to report more widely on the performance of the airport.

The monitoring reports are available on our web site (www.rushmoor.gov.uk/farnboroughairport).

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Aircraft movements are monitored in the quarterly and annual monitoring reports. The reports summarise the number of aircraft movements by type of flight each month (i.e. business flights, helicopters, military, flying club). The figures reported by TAG are those derived from Air Traffic Controller records.

Monitoring reports show that all movements operated at the airport are restricted to those permitted by the terms of the planning consent and the accompanying agreement.

How is aircraft noise monitored?

Aircraft noise is also monitored in the **quarterly and annual monitoring reports**. There are two permanent noise monitoring terminals situated at Farnborough College and Tweseldown Racecourse in operation. A portable noise monitor is currently being utilised for noise monitoring in a range of locations local to the airport, in connection with the **Quiet Flying Programme** and associated Noise Abatement Trials.

How is air quality monitored?

Air quality is also monitored in the **quarterly and annual monitoring reports**. Nitrogen oxide diffusion tubes and the two Learian Streetbox monitors are located for the purposes of local Air Quality Management.

The results taken from the diffusion tubes are used to indicate whether the Nitrogen oxide levels around the airfield have achieved national air quality objectives.

What are Public Safety Zones?

The Civil Aviation Authority (CAA) is responsible for aviation safety and sets and monitors stringent regulations on aircraft safety at the airport. **Public Safety Zones** are areas at either end of the runways at airports. In these areas, new development should be controlled to restrict the number of people who may be exposed to risk if there is an aircraft accident on take-off or landing.

In February 2004, the Department for Transport designated a Public Safety Zone at Farnborough. Nothing changes simply because a Public Safety Zone has been declared, and people can live or work normally in a Public Safety Zone. The reason behind the declared of Public Safety Zones is simply that there should be **no increase in the number of people** living, working or gathering in Public Safety Zones.

Public Safety Zone policy has full effect only where any *new* development needs planning permission.

The Department for Transport declares Public Safety Zones but Rushmoor Borough Council will make all planning decisions within the Public Safety Zones at Farnborough. The Department for Transport has published policy guidance to help us to decide planning applications and consider road proposals affecting land within Public Safety Zones.

Government Circular 1/2002: *Control of Development in Airports Public Safety Zones* gives very clear advice on what development is allowable within an Airport Public Safety Zone.

The Council has provided a guidance note online (see www.rushmoor.gov.uk/farnboroughairport).

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How are trees managed around the airport?

Farnborough Airport is required to maintain tree heights in the vicinity of the take off and landing surfaces of its runway as part of its duty to protect public safety.

To ensure that the works are properly and effectively identified the airport has regular surveys of Farnborough town carried out. These surveys give detailed information on the location, height and take off and landing surface penetration of trees within the survey area.

The Aerodrome uses independent Arboricultural Consultants to carry out all tree surveys, to plan all works and to liaise with landowners and Rushmoor Borough Council as necessary.



Does Farnborough Airport receive complaints?

TAG receives complaints directly about specific aircraft movements, and publishes monthly complaints reports. Complaints typically relate to fumes, noisy or low flying aircraft. The reports identify whether any violations have actually occurred. Often the complaints are not in relation to flight movements from the Airport itself for instance, but from aircraft using the air space.

Farnborough Aerodrome Consultancy Committee meets three times a year to monitor Farnborough Airport and any complaints received. The Committee comprises councillors from Rushmoor and adjoining district and county councils, local residents groups, and includes the airport operator and users.

Complaints can be made to:

Environment Manager,
TAG Farnborough Airport Ltd,
Farnborough Airport,
Hampshire,
GU14 6XA
Tel. 01252 526001

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Where can I find out more about Farnborough Airport?

This document and other information about Farnborough Airport is available online at www.rushmoor.gov.uk/farnboroughairport. Other useful web sites are show below:

Organisation	Web Site	Contact
TAG Farnborough Airport	www.tagaviation.com/farnborough/home_farn.htm	0208 7549506
Farnborough International	www.farnborough.com/	enquiries@farnborough.com
Farnborough Aerodrome Consultative Committee	www.facc.org.uk/	gregory-john@btconnect.com
Rushmoor Borough Council (Planning Policy)	www.rushmoor.gov.uk/farnboroughairportarea	plan@rushmoor.gov.uk 01252 398 410

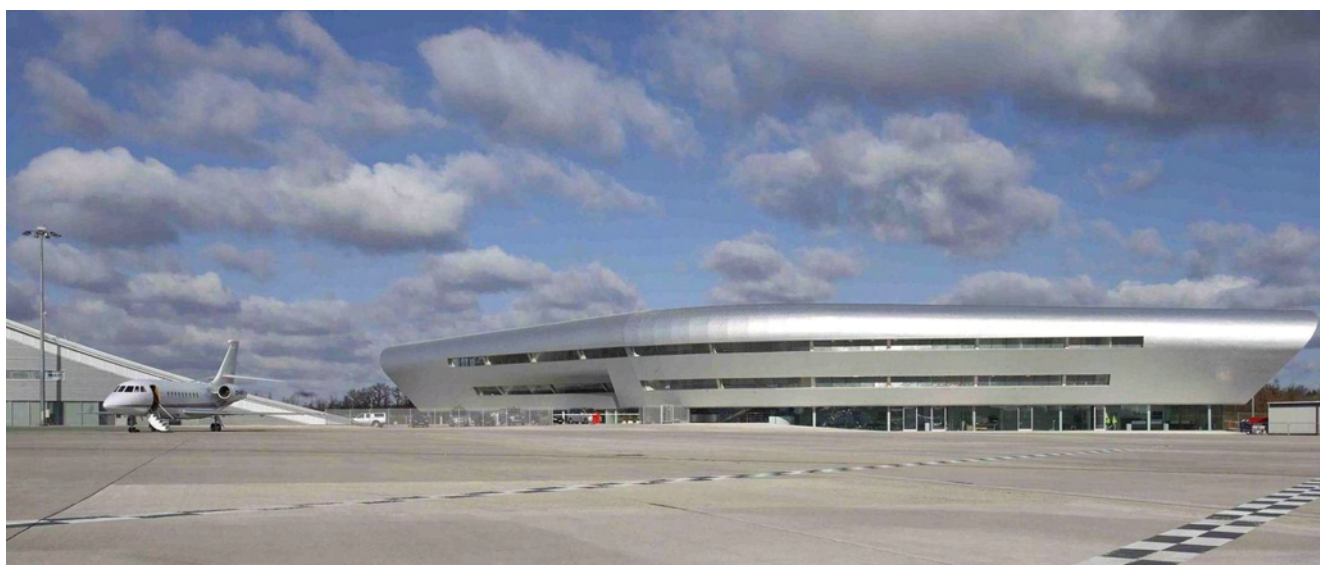


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