

## **Farnborough Airport & Aviation fact sheet**

**Public presentation regarding the airport is here:**

[https://www.farnboroughnoise.org/files/ugd/17001e\\_42424409ea9d4201a42c3df353fb3834.pdf](https://www.farnboroughnoise.org/files/ugd/17001e_42424409ea9d4201a42c3df353fb3834.pdf)

### **The key facts**

1. Currently 2.5 passengers per plane, 40% flying empty<sup>1</sup>, emissions 20 – 40 times that of an equivalent commercial flight (per passenger mile)<sup>2</sup>.
2. Airport claims it is near carbon neutral (using carbon offsets) but that excludes emissions from flights themselves. Ground emissions are just 1.4% of total emissions that are currently estimated at 385,000 tonnes CO<sub>2</sub>e per year. For context, that is more than 1/10<sup>th</sup> of all Surrey's transport emissions<sup>3</sup>.
3. Airport submitted a planning application to double the current number of flights and operate larger aircraft. Rushmoor Borough Council is deciding the application in a couple of months but it is not considering the impact on areas outside RBC.
4. Airport only has a licence for "business aviation" yet half the flights are for leisure<sup>4</sup>. It even offers flights for dogs and scheduled flights that it doesn't have a licence for either<sup>5</sup>.
5. Airport claims it creates wealth and jobs. Business case submitted by the airport to RBC is based on estimates and does not include disbenefits (e.g. harm to environment and property prices around Farnborough estimated at £2.5bn). Employment at airport is 1/10<sup>th</sup> that claimed. Very few jobs are associated with private jet flights and the majority are unskilled<sup>6</sup>.
6. Airport is in the process of changing flightpaths again. There will be a significant impact on surrounding residents and a holding stack over Farnham. Public not consulted<sup>7</sup>.
7. CAA planning to change Heathrow & Gatwick flightpaths and double the number of flights by 2030. Will have a huge impact on this area, especially rural areas. Likely increase in night-flights. Public not consulted. Completely contradicts government's legally binding Net Zero obligations.
8. 47,000 children in 110 schools less than 3,000ft under Farnborough Airport's flightpaths. Noise known to impact learning<sup>8</sup>.
9. Aviation is a significant contributor to particulate pollution (specifically ultrafine particles)<sup>9</sup>. Airborne pollution is the largest cause of premature deaths in UK<sup>10</sup>. No measurement of particulate pollution by Farnborough Airport/RBC.
10. Levels of NO<sub>2</sub> already regularly exceed World Health Organisation "safe levels"<sup>11</sup>.
11. Sustainable Aviation Fuel being promoted as the solution to aviation's emissions. Recognised as not feasible, even within the aviation industry<sup>12</sup>. Current government has financed SAF industry with hundreds of millions of pounds in subsidies – money that should have gone to the NHS, education or local authorities<sup>13</sup>.
12. The Farnborough Aerodrome Consultative Committee is meant to be independent and a conduit for the dissemination of airport information. It should represent public concerns and hold the airport to account. It is generally ineffective because the agenda is controlled by the airport (airport selects and pays the chair).

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## **References**

1 – Farnborough flight information

Data provided by Farnborough Airport and widely documented.

2 – Farnborough operations emissions calculations

Data and calculations available on request

3 – Surrey’s emissions data

<https://www.surreyi.gov.uk/dataset/emy8l/greenhouse-gas-emissions>

4 – History of Farnborough airport development and Business Aviation licence

<https://www.rushmoor.gov.uk/planning-and-building-control/farnborough-airport/farnborough-airport-s-planning-history/>

5 – Flights for dogs

<https://www.k9jets.com/private-jet-charter-pet-friendly/>

6 – Evaluation of Farnborough Airport’s business case

[https://www.farnboroughnoise.org/files/ugd/17001e\\_d11058f7d63147fb971bbdafb5731195.pdf](https://www.farnboroughnoise.org/files/ugd/17001e_d11058f7d63147fb971bbdafb5731195.pdf)

7 – Background to Airspace Modernisation Strategy

<https://www.caa.co.uk/commercial-industry/airspace/airspace-modernisation/airspace-modernisation-strategy/about-the-strategy/>

8 – Aircraft noise impacts children’s education

<https://www.sciencedirect.com/science/article/abs/pii/S0272494421000992>

9 – Particulate emissions from aviation

<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5822220/#:~:text=Aircraft%20engine%20exhaust%20emissions%20are,large%20areas%20downwind%20of%20airports>

10 - Premature deaths from airborne pollution

<https://www.gov.uk/government/news/public-health-england-publishes-air-pollution-evidence-review#:~:text=Air%20pollution%20is%20the%20biggest,lung%20cancer%2C%20and%20exacerbates%20asthma>

11 – Farnborough Airport pollution measurements vs WHO Safe Levels

<https://www.rushmoor.gov.uk/media/krxflbba/environment-report-2-2023-accessible.pdf>

[https://www.c40knowledgehub.org/s/article/WHO-Air-Quality-Guidelines?language=en\\_US#:~:text=Nitrogen%20dioxide%20\(NO2%2C%20an,m3%201%2Dhour%20average](https://www.c40knowledgehub.org/s/article/WHO-Air-Quality-Guidelines?language=en_US#:~:text=Nitrogen%20dioxide%20(NO2%2C%20an,m3%201%2Dhour%20average)

12 - SAF is not viable

<https://www.theguardian.com/environment/article/2024/may/14/sustainable-jet-fuel-report>

13 - SAF funding by government

<https://assets.publishing.service.gov.uk/media/6305fca9e90e0729d7707973/sustainable-aviation-fuels-mandate-summary-of-consultation-responses-and-government-response.pdf>