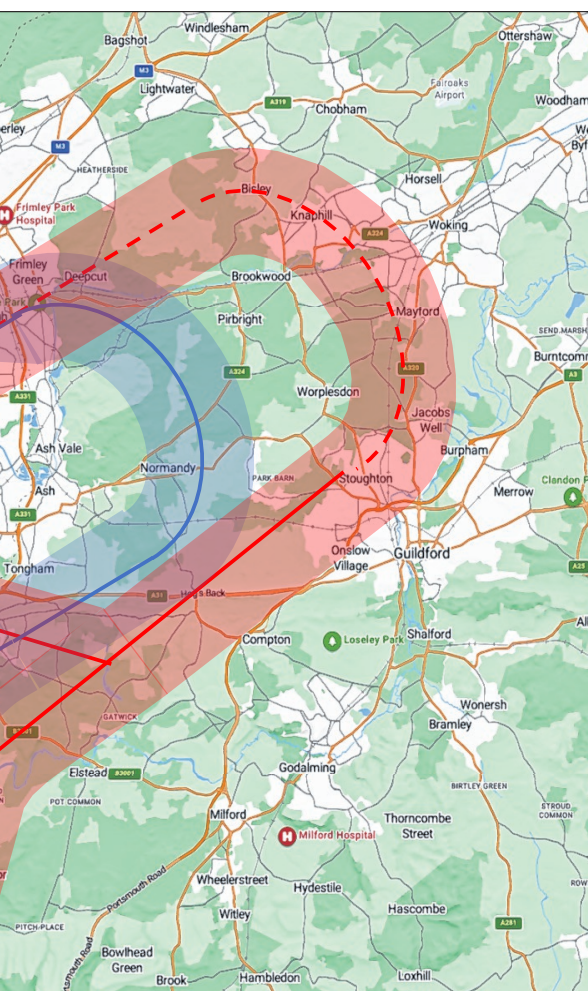


# Plans debunked: 'Signs supreme'



Farnborough Noise Group has been campaigning for three years to the DfT, the CAA and the airport regarding the scope of the PIR that the airport and the CAA agreed between themselves. All three have said the others are responsible.

It would be wrong to focus too much on the harm caused by the flightpath changes and the increase in aircraft noise, emissions and pollution. They need to be balanced with the benefits. So where are they?

The airport claims there are areas that have benefited from the changes in airspace – perhaps it could identify where these areas are and how that has been assessed?

It also claims airspace has become safer. That is true of controlled airspace but the remaining airspace has become more dangerous with more aircraft compressed into a smaller space and flying lower. That wasn't considered in the PIR. Nor was the impact of increased pollution and Rushmoor Borough Council should not consider a planning application until suitable pollution monitoring has taken place.

And that includes ultrafine particles that are an increasing concern to human health and caused by airport operations.

Farnborough Airport's "problem" is it would never get planning consent as a new airport on safety grounds as it is in an urban area with houses, schools and businesses nearby. That makes it even harder to understand why expansion is appropriate.

There is no doubt this area has significant skills and labour resources that can generate investment and employment but it needs to be in businesses that have a future.

Private jets will always be needed for medical repatriation, where there aren't commercial airports and for security reasons. But the number of private jets operating will have to reduce dramatically if the world is to tackle climate change and the government is to meet its legally-binding net-zero law.

The airport should be looking to use its current capacity better and Rushmoor Borough Council may want to support sustainable businesses and investments that have a long-term benefit for the area and the planet. A good example is Surrey Satellite Technology, who are developing and manufacturing satellites to track wildfires and improve insulation in buildings. This is where our technical resources should be developed.

we need to be aware of changes to flightpaths for Gatwick and Heathrow aircraft as well.

To suggest the airspace changes to double the number of flights is to "reduce carbon emissions" is just ridiculous. Regarding emissions reduction, the airport has reduced its ground-based emissions but since they account for only 1.4 per cent of all emissions (FAL data) and the remaining 98.6 per cent are from aircraft that will increase with more flights, the claim of emissions reduction is false.

If Farnborough Airport had to pay for the removal of emissions it is responsible for, it would cost £25m (2022 Scope 3 emissions, DAC at \$250/tonne CO2).

I do agree with Mr Geere when he states "it is a trade-off" between growth in jets and the harm caused to the public. The problem is that all

the benefits are for the airport and all the negatives are to the populations near to the airport and further afield.

The article does reference Farnborough's flightpath changes and the Post Implementation Review (PIR) that was conducted last year. The consultation was appalling with many communities and councils impacted by the changes not being consulted.

The PIR, that has still not been completed, required the airport to measure aircraft noise. This hasn't happened, despite the CEO of the CAA committing to Jeremy Hunt, in writing, that it would.

In fact the airport has gone further by refusing to provide noise monitoring equipment for several years that it is required to provide in the conditions put on it in 2010 when it gained consent as a commercial airport.

For the CEO of Farnborough Airport to say "I wouldn't have the knowledge base to be able to say" when questioned about the scope of the PIR is also of concern.

## Protester faces hefty legal bill

FARNBOROUGH Airport's top critic, Tilford man Colin Shearn, has revealed he has already spent £16,000 in legal fees fighting a police gagging order related to his campaigning against the airport's flightpath and expansion plans.

Mr Shearn appeared at Aldershot County Court on Tuesday, October 11, for a preliminary hearing – at which Surrey Police decided to proceed with its application for an Anti-Social Behaviour Injunction (ASBI) against him, and the judge ruled a one-and-a-half day hearing will take place at Winchester in February.

The ASBI is being sought by Surrey's chief constable Tim De Meyer after complaints against

Mr Shearn by Farnborough Airport, Farnborough Aerodrome Consultative Committee (FACC) and his neighbours in Tilford.

Afterwards, Mr Shearn revealed the case had already cost him £16,000 in legal fees, "and will probably cost the same again to completion".

The police is yet to present any evidence of the harassment claimed in its ASBI application, but Mr Shearn has strongly denied any wrongdoing.

He cites his democratic right to protest against the airport's airspace and expansion plans, and says his dispute with neighbours relates to his role as a tree warden with the Tree Council.

"So of course when protected trees and hedgerows are cut down by anyone and I am made aware of the fact, I will raise this with the relevant authorities – those being Waverley Borough Council and Surrey Police in this area," he said.

"Environmental legislation is there to protect nature and the authorities are empowered to enforce it, so if that doesn't happen, they should be held to account. Doing so is clearly not harassment."

He added his laser range finder used to judge the height of low-flying aircraft, which the police application states he has received "words of advice" over, uses non-visible light and presents no danger to aircraft.



## Airport to harness solar power

FARNBOROUGH Airport has continued its charm offensive against the backdrop of its flight expansion plans, by unveiling ambitious plans to undertake one of the most significant light-weight solar installations in the south east.

The airport says this initiative will enable the airport to generate 25 per cent of its own power.

The solar installation project is slated to encompass various structures, including the airport's iconic curved hangar roofs, terminal building, con-

trol tower, Ground Support Facility building, and the Aviator Hampshire hotel.

This will enable the charging of the airport's operational fleet of electric vehicles using self-generated electricity.

Airport chief executive officer Simon Geere emphasised the project's alignment with the airport's broader sustainability objectives.

He said: "In our efforts to be a sustainability showcase for airports around the world, we are always looking for new ways to supply and create sus-

tainable energy sources."

Mr Geere further highlighted the importance of the solar installation in meeting the airport's Net Zero Roadmap commitment, aiming for carbon neutrality by 2030 or sooner.

The solar installation project is in harmony with recent government directives favouring rooftop solar over installations on agricultural land.

The project will be executed by Solivus and is scheduled to begin construction by the end of this year.

## Hunt and East Hants speak out

FARNBOROUGH Airport's expansion plans, aiming to increase annual flights from 50,000 to 70,000 by 2040, have met significant opposition from South West Surrey MP and chancellor Jeremy Hunt and East Hampshire District Council this week.

Following a "detailed meeting" with Farnborough Airport CEO Simon Geere, Mr Hunt expressed his concern about the potential impact on residents living under the flightpath.

He questioned the necessity of doubling weekend flights and the lack of compromise in

the proposed plans.

The objections were further emphasised in a report submitted by East Hampshire District Council to its cabinet on Thursday.

The council raised various concerns, including the potential adverse effects on the environment, noise and pollution impact on settlements, and the negative consequences for the local economy.

The report highlighted conflicts with the council's Climate and Environment Strategy 2020-2025 and net-zero ambitions.

East Hampshire District Council's cabinet recommended noting the consultation proposals, expressing "strong objections" to the operational changes, and urged a full assessment of the impacts before making a decision.

The council emphasised the potential harm to quality of life, the local economy and the environment, calling for direct involvement in the future engagement and consultation process.

The deadline for responses to the airport consultation was yesterday (Wednesday).