

Can we have no peace?

FARNBOROUGH Airport's plans to increase flight operations – including more than doubling weekend flights – have already ignited a storm of local opposition, with residents and community leaders expressing concerns about the potential environmental and quality of life impacts.

The proposed expansion comes in the wake of ongoing noise complaints and unresolved airspace change issues.

Surrey county councillor for Farnham North, Catherine Powell, raised questions about the timing of the airport's expansion plans: "The Post Implementation Review (PIR) for the airspace change (ACP) implemented in February 2020 was due to be reviewed by the CAA in February 2022.

"The Covid pandemic meant it was delayed and the report due in August, but it is still with the CAA. We have only just expanded the airport so why are they proposing another?"

Waverley borough councillor David Munro, representing Western Commons, voiced concerns about the adverse environmental impacts of the airport's operations, particularly regarding aircraft noise.

Cllr Munro said: "I've nothing against Farnborough Airport in principle, but there's no doubt that it has adverse environmental impacts which will be much worse if these proposals are accepted.

"Aircraft noise is the big problem round here, with many residents saying their lives are already a misery, especially at weekends.

"I'll be working with local people to fight them. It's not acceptable that a peaceful, mainly rural part of the world should have to suffer like this, and we must resist them, not just for ourselves but for future generations."

Farnham resident Peter Stephens added his frustration, calling for at least one day a week without aircraft noise filling the skies with civilian helicopters, clattering Chinooks, private jets, and single and twin-engine prop planes.

Mr Stephens' plea, which he has relayed to MPs Jeremy Hunt and Mark Harper, reflects the growing sentiment of many in the community who feel overwhelmed by the continuous disruption.

Campaigners from the Farnborough Noise Group have also joined the chorus of opposition.

A spokesman for the campaign group said: "There is no restriction on the number of flights per hour – so flights could be every few minutes early in the morning or late in the evening rather than spread out during the day."

Read the group's objections in more detail at <https://www.farnboroughnoise.org/>

■ What do you think? Let us know by emailing news@farnhamherald.com

Airport bid to double weekend jet flights

By NONI NEEDS
news@farnhamherald.com
07583 633922

PROPOSALS to more than double weekend and bank holiday flights from Farnborough Airport, and raise the airport's total cap from 50,000 to 70,000 flights a year, have gone out to public consultation.

Six public consultation drop-in events are scheduled from September 20 to 30 at five different locations. Farnham Maltings hosts a consultation drop-in from 4pm to 8pm on Thursday, September 21.

The key proposals are:

■ An increase to 70,000 flights a year, up from 50,000.

■ Weekend and bank holiday flights going up from 8,900 to 18,000.

■ Flights would be allowed an hour earlier and later on non-weekdays, from 8am to 8pm currently to 7am to 9pm.

■ Raising the restricted aircraft weight category from 50-80 tonnes, to 55-80 tonnes, allowing heavier aircraft to operate without restriction.

The airport's expansion plans would mean a 40 per



Under the proposals, small airliners such as the Airbus A318 could fly from Farnborough without restriction

cent increase in flights overall – and an increase of up to 102 per cent at weekends and bank holidays.

Farnborough does not expect to reach the full capacities proposed until 2040. But an airport representative said: "It is essential we consult on these changes now so we can start to plan and invest for the long term.

"We need to find a balance between safeguarding and increasing the economic benefit

of the airport versus its environmental impact."

However, campaigners believe the consultation will be more of a "sales pitch" and Extinction Rebellion has urged people "not to believe the green-washing" as the Australian company that owns the airport, Macquarie, has been widely blamed for the crisis at Britain's biggest water company, Thames Water.

Macquarie sold its final stake in Thames Water in

2017, leaving the utility company with a reported £2 billion debt burden said to have contributed to inadequate investment in infrastructure – and ultimately regular leaks of raw sewage into waterways.

Farnborough Airport claims it contributes £200 million to the local economy, supporting many thousands of jobs, directly and indirectly.

For more information and consultation dates, visit <https://farnboroughairport2040.com/>

MURDOCH
ASSET MANAGEMENT

Attend our FREE investment strategy & estate planning seminar
Thursday 21/09/2023
Farnham Castle

Scan me

If you have pensions, ISAs, investment bonds, shares or new cash to invest, our award-winning investment strategy will be of great interest to you.
To find out more and to book your free place please visit:
www.murdochasset.co.uk or call 01420 83517

Don't be fooled – more jets are bad...

In the full page spread on Farnborough Airport expansion plans (*Herald*, Page 11, September 7), the airport owners claimed to "understand that we need to find a balance between safeguarding and increasing the economic benefit of the airport versus its environmental impact".

But what they are suggesting is to more than double the climate and environmental destruction that the airport produces for the benefit of just a few thousand ultra rich individuals.

Don't be fooled by their accompanying greenwash. Instead, fact-based information may be of more interest to readers to understand the impact this expansion will have on the local area. We all know that flying is bad for the climate – but how bad are private jets? The numbers are even worse than we thought!

1 Average of 2.5 passengers per plane (Farnborough Airport Ltd (FAL) recent comment at Farnborough Aerodrome Consultative Committee (FACC) and 2014 consultation documentation).

2 40 per cent fly empty (FAL and widely used in industry).

3 Most flights are for leisure – not business, even though the airport only has a permit for business flights (flight tracking data).

4 Most polluting and highest emission form of travel apart from space travel – up to 40 times more emissions than using a commercial flight (per passenger mile flown) (BEIS data and various reports by Transport &



Environment and specific journey data/manufacturer fuel burn data).

5 Rural areas around the airport that used to have about five flights a day over them now have up to 18 an hour (pre-consultation data from CAA, WebTrack flight data from airport).

6 Climate Change Commission says there should be no more airport expansion until there is a way of mitigating aviation's emissions.

7 The most dangerous form of pollution from the airport (ultrafine particles) is not being measured (Rushmoor Borough Council pollution monitoring data).

8 Review of the new flightpaths implemented in 2020 has not been concluded yet (called the Post Implementation Review – PIR) and the airport did not measure aircraft noise, even though the Civil Aviation Authority committed to MPs that it would (letter from CEO of CAA, Richard Moriarty, to Jeremy Hunt).

9 Airport claims it supports thousands of jobs and generates significant revenue.

However, most of the airport businesses have nothing to do with flight operations according to the recent Lichfields Economic Impact Assessment (<https://www.rushmoor.gov.uk/media/bh0h4kw/economic-impact-of-farnborough-airport-2022> (6.9, 6.11, Table 6.3)

10 Farnborough Airport is owned by Macquarie – the Australian firm whose business practices have caused so much harm at Thames Water. The environmental impact is not their prime concern.

To protect our air quality and environment, please go to the consultation events in Farnborough, Farnham, Aldershot, Fleet and Frimley Green to make your views known.

Then contact your local councillors and write to your MP. If our skies are not to be overrun with planes, pollution and noise we must fight for our right to have clean air now and in the future.

Clive Teague
Extinction Rebellion Waverley & Borders

■ Sign Farnborough Noise's 'Stop expansion of Farnborough Airport' petition here: <https://chn.g.it/xk4j9Pykhh>