South Warnborough Parish Council response, on behalf of parish residents, to the Flightpath 2040 proposal by Farnborough Airport Limited.

We would like to raise the following objections to **Planning Application 23/00794/REVPP**, validated on 10/11/2023.

Introduction
South Warnborough village sits within the current flight path of air traffic into and out of Farnborough Airport. The village is situated immediately adjacent to RAF Odiham (home of the UK Chinook helicopter force) and it is less than 5 miles away from Lasham Aerodrome.

Current licence volumes
Farnborough Airport Limited (FAL) currently has a licence for 50,000 annual aircraft movements and is applying to increase this to 70,000. Annual flights in 2022 totalled 32,598 and therefore the current licence allows for significant growth before any licence increase needs to be contemplated. Farnborough's licence only allows "business flights" which means flights are by private jet carrying few passengers and often flying empty. This is not sustainable development.

Weekend flights and Noise
In particular, the application is to more than double weekend flights from 8,900 to 18,900. However, the UK Government recognises that disturbance from aircraft noise has negative impacts on the health and quality of life of the people living near airports and under flight paths (*Aviation 2050 Green Paper*). As South Warnborough is under the flightpath any increase to the number of flights to and from Farnborough Airport will have a negative effect. As South Warnborough is also adjacent to RAF Odiham and currently experiences the noise from the Chinook helicopters flying in and out of the airbase, increasing flights to/from Farnborough will have a cumulative effect on the noise disturbance, above WHO recommended levels, with consequent adverse health impacts. It is pleasantly very noticeable when there is no weekend flying from RAF Odiham and how tranquil the village becomes. Such a substantial increase in weekend flying to/from Farnborough will be immediately noticeable and again adversely affect health and quality of life of village residents - especially during the summer when windows may be open and when villagers are outside in their gardens. The application also only includes an assessment of the noise from the anticipated additional private flight movements from Farnborough Airport. It does not take account of the existing combined noise levels of current flights from Farnborough Airport, RAF Odiham and Lasham Aerodrome as well as existing traffic noise. The cumulative effect of allowing additional flights will be disruptive and adversely affect health and quality of life of the local population.

Emissions
The planning application has not assessed the effect of ultra-fine particles from flights and has only assessed emissions up to 3,000 feet. However, when private jets fly over South Warnborough the emissions will include ultra-fine particles which will fall on the village. Ultra-fine particles have negative health consequences to humans and biodiversity and emissions should be assessed for the whole flight, particularly as private jets at Farnborough

airport are 30-40 times more polluting than equivalent commercial flights per passenger journey.

The application cites Sustainable Aviation Fuels (SAF) as part of their mitigation strategy. However, there is no evidence that enough SAF can be sustainably produced in the quantities needed (*UK Royal Society*). Planes using SAF will still warm the planet and the UN International Civil Aviation Organisation has said that SAF produce similar amounts of CO2 when burned. Further, SAF do not prevent the adverse health effects of exposure to particulate matter from aeroplane exhausts or prevent noise. Exposure is linked to cancer, heart disease, lung conditions and lower school performance. As the UK Government wants all domestic flights to achieve net zero by 2040, increasing private flights to/from Farnborough Airport when this area is already well served by Heathrow and Gatwick seems completely contrary to this stated objective.

General Ethos

At a time when there is a genuine climate crisis it seems completely wrong to licence an increase in private jet flights when these flights cater to a few ultra-wealthy individuals and business travellers, and represents a lifestyle choice rather than a necessity, and are clearly far more polluting than commercial flights or other means of transport. It is interesting that companies offering flights to and from Farnborough also encourage customers to undertake onward travel in equally unsustainable ways. One company advertises about Farnborough Airport:- "The connections into London are excellent - a helicopter can take you into the centre of the city in minutes, while a chauffeur-driven car ensures a comfortable journey." This clearly demonstrates that the overall carbon footprint of a passenger flight into/out of Farnborough Airport goes beyond the original flight itself and this has not been taken into account in the planning application to increase the number of flights. At a time when our Government is targeting net zero it is extraordinary that a Local Authority would contemplate such a significant increase in private flights that serve a minority of the travelling public.

We trust that these concerns will be carefully considered, along with those of other concerned parties.