

Background – Southampton Airport today

1: How many passengers currently use Southampton Airport and how has this changed over the last 5 years?

A: Over the last 5 years the airport has seen a steady growth in the number of passengers, reaching its all-time high in 2017 by welcoming more than 2m passengers.

2: Passenger numbers at SOU have declined over the last 12 months and we have seen travel companies collapse (i.e. Thomas Cook). Why do you still need to extend the runway?

A: Due to its short runway the airport is currently only able to serve a small number of airlines. This means it is not resilient to ups and downs within the aviation industry. Extending the runway will mean the airport becomes viable for a larger number of airlines, improving the long term sustainability of the airport and providing growth and job security for the years ahead.

Each year hundreds of thousands of people from the region drive past the airport on their way to the congested London airports in order to take flights with airlines that cannot currently operate viably from Southampton. The demand is there within our region, but the supply-side infrastructure is not.

3: Will Brexit impact these plans?

A: We believe Brexit will have minimal impact. The UK and EU have struck an agreement to ensure that airlines can continue flying to, from and within the UK in any Brexit scenario. People will still go on holiday; business people will still need to travel; life in aviation will go on as before.

4: How many flights arrived and departed in 2018?

A: In 2018 the airport saw 39,754 air transport movements.

5: How many staff are employed by the airport?

A: Around 100 people are employed directly by Southampton Airport, with a further 850 jobs located on the airport campus, equating to just under 1,000 jobs in total.

6: What is the annual contribution Southampton Airport makes to the UK economy?

A: At the moment, Southampton Airport contributes £161 million per annum gross value added (GVA) to the UK economy.

7: What is the catchment area of the airport?

A: Southampton Airport is situated within a densely populated catchment area with 1.4m people living within just 30 minutes' drive and 3.5m within an hour's drive.

8: Which airlines currently use Southampton Airport?

A: Flybe are the majority airline operating around 9 out of every 10 flights. Blue Islands operate as a franchise partner to Flybe, flying to and from the Channel Islands. Aurigny also serve routes to the Channel Islands. Eastern Airways fly to destinations on the eastern side of the UK. easyJet serve a winter-only ski route to Geneva. A number of other operators provide seasonal and charter routes.

Consultation period

9: When did Southampton Airport publish its development plans and how long did the public consultation last?

A: The airport published its draft Master Plan on 19 September 2018, with the public consultation running for six weeks up until 30 October 2018.

10: Where can I see a copy of the final plans?

A: Our *Vision for Sustainable Growth* is available for download on our website: <https://www.southamptonairport.com/masterplan>

11: What happened to the last Master plan from 2006?

A: Following the 2006 launch of the Master plan there was a major downturn in the global economy, which resulted in a decline in the public's demand for air travel and investment in regional airports.

12: What is the timeline for this planning consultation? What areas receive planning notification from the local authority?

Once the planning application has been registered and is 'live', Eastleigh Borough Council (EBC) will undertake a period of 28 days' public consultation. The application documents will be available to view on the EBC website, notification letters will go out to immediate site neighbours, site notices will be erected, notices will be placed in the local newspaper and a wide range of stakeholders will be directly consulted. When the application is live, EBC will also publish a list of all the neighbour notifications that have been sent out.

National and local policy

13: Is the expansion of Southampton Airport part of the Government's aviation policy?

A: HM Government has expressed support for regional airports making the most of their infrastructure and developing responsibly in line with local planning frameworks. This was reiterated in July 2018 through the 'Beyond the Horizon' report which outlined the case for regional airport growth, a position the Government has taken in addition to the decision for a 3rd runway at Heathrow. Hub airports like Heathrow and regional airports like Southampton can grow alongside each other.

In addition HM Government has set out strategy for the UK to be carbon neutral by 2050. This will require the transport industry and aviation in particular to make substantial steps towards decarbonisation – some areas of focus:

- **CORSIA (Carbon Offsetting & Reduction Scheme for International Aviation)**
 - 80% of growth in flying carbon offset from 2020
 - \$40bn will be made available for climate change projects
- **New Aircraft**
 - These will be ever cleaner, greener, quieter;
 - For example the A320neo burns 20% less fuel (mainstay of low cost airline fleets)
- **Biofuels**
 - Can reduce emissions by 70%
 - Virgin Atlantic flew trans-Atlantic in B747 powered by biofuel this year
- **Airspace**
 - Efficiencies can reduce emissions by 15% e.g. more direct routings
 - Change programme underway across UK, locally sponsored by Southampton Airport
- **Electric/Hybrid**
 - 70-seater hybrid-electric aircraft may be feasible by 2028
 - The race is on to develop all-electric aircraft, and the UK will play a leading role
- **Operations**
 - Airport surface access – modal shift and sustainable transport solutions
 - Other efficiencies e.g. taxiing using single engine

14: What will be the effect of Heathrow 3rd runway on the Southampton plans?

A: The public debate around Heathrow expansion has demonstrated the huge economic benefits that airports bring to the local and national economy. Whilst the Heathrow plans will take some time to be implemented and will involve much public debate on environmental issues, plus compulsory purchase of private properties, Southampton's plans are for development entirely within the airport boundary, with far less impact on the surrounding environment. The two airports serve different markets and our analysis shows that people within the catchment of a regional airport prefer to use it where they can rather than make the longer, more expensive and more stressful journey through a larger airport.

15: How does this planning application fit in with the Eastleigh Borough Council Local Plan?

A: It complements it very well – here is an extract from the local plan:
(see next page)

Policy E9, Southampton Airport

The Borough Council will continue to work with the operators of Southampton Airport to promote its viability, and will support the expansion of the airport's operations and related development provided that the proposals:

- i. are necessary for economic growth within the Borough or the improvement of airport operational efficiency, and passenger safety and convenience;*
- ii. would not physically or visually diminish the countryside gap between Eastleigh and Southampton;*
- iii. are supported by transport assessments which confirm local network capacity and are consistent with the airport operators' agreed Airport Surface Access Strategy; and*
- iv. will not unacceptably increase noise and other environmental impacts on the Borough's residents.*

And how our plans meet each of these important points:

- i. Our Economic Contribution Assessment sets out how the airport's growth will contribute to the region's growth in terms of jobs, increasing from 950 to 1500, and more in the wider supply chain; also growing our economic contribution from £161m to £400m by 2037 [2015 numbers]. In addition, the runway extension is necessary to improve the efficiency of the airport, allowing low cost carriers to operate year round and all airlines to increase choice and connectivity
- ii. The development is contained within the existing airfield and will not encroach any further into the countryside gap towards Southampton
- iii. A full transport assessment has been undertaken which has recognised a condition on road traffic movements which on today's modal share would cap the airport at 3m passengers per year
- iv. A full environmental impact assessment has been undertaken and mitigations such as a Noise Insulation Scheme identified so as not to unacceptably impact on the Borough's residents

Growth forecasts and economic benefit

16: How are passenger numbers forecast to grow over the coming years?

A: Overall, our plans set out that passenger numbers at the airport are forecast to grow from 2m currently to 5m over the next 20 years. This planning application is the first phase of this growth, enabling the airport to grow to 3m passengers initially. Further growth will require:

- Expansion to the Terminal building, which would require a further planning application
- Sufficient modal shift, and/or investment in transport infrastructure, to address the planning condition on road vehicle movements

17: How do you calculate the growth figures?

A: We have used actual demand data for key routes that people in our catchment area want to travel to but are currently using airports such as Heathrow or Gatwick. We have then modelled this on how a typical new airline would start up at an airport and then we apply growth in line with GDP forecasts. For example, 300k passengers per year from our catchment fly to Barcelona but are forced to do so from other airports as it is not viable for our current airlines to serve this route.

18: Will the growth in passenger numbers mean larger planes will be operating from Southampton?

A: No, the typical largest plane that operates out of Southampton, the Airbus A320, will continue to be the largest regularly used aircraft. Currently these aircraft have limits on how far they can fly due to the airport's runway length and requirement to fill the plane with enough passengers to make the route economically viable.

Extending the runway will allow these aircraft to reach not only existing (served) destinations more profitably, but will also allow them to reach new destinations where we know there is significant demand. Having said this, the Q400 propeller aircraft (mainstay of Flybe's fleet) will for many years continue to be the most prevalent aircraft at the airport.

19: Does 50 per cent more passengers mean 50 per cent more flights?

A: No. We will see more use of the existing-sized aircraft, but more efficiently – the increased length of runway enables them to carry more fuel and more passengers. Currently the most common aircraft type operating out of Southampton Airport has around 78 seats, whereas a typical low cost operator's jets have approximately 180 seats.

20: What will the wider economic impact be on the local area?

A: The impacts to the wider economy will be felt in a number of ways:

- Increased employment for the local population
- The increase in the supply chain as a result of growing businesses at the airport
- Companies that set-up locally as a result of the airport serving them with key routes
- In-bound tourism
- Long-term sustainability for the airport as it becomes viable for an increased number of airlines and the aircraft they use

21: What benefits will there be to local businesses with an improved airport?

A: Improved choice and connectivity to a wider range of European markets, and the increased opportunity to save needless road journeys driving to busy London airports on the region's busiest roads.

22: How does the increasing cruise holiday market from Southampton impact the airport expansion?

A: Expansion of new air travel routes is key for the Southampton cruise market. Passengers from across UK and Europe want to fly direct to Southampton Airport and then join their cruise at the Port of Southampton. With a forecasted increase in the cruise market locally, this is a key market for the airport. Furthermore, there will be an increase in in-bound passengers, returning to Southampton after their cruise.

Airlines and destinations

23: Which new airlines are going to start using Southampton Airport?

A: Our plans set out how we will extend the runway to allow aircraft to fly further and carry more passengers. This allows airlines to consider new route opportunities that aren't economical with the current short runway, and as our plans take shape we will be discussing in further detail with potential airline partners to see how they can take advantage of these new opportunities.

24: Will Flybe still be the main airline using Southampton Airport?

A: Yes for many years, however due to their type of aircraft there are many popular routes across Europe that Flybe cannot serve. This situation presents many opportunities for the airport to grow and provide for the demand in our region.

25: What new destinations will be served by Southampton Airport?

A: We believe that the longer runway will bring Scandinavia, Eastern Europe and additional destinations in the Eastern Mediterranean into range, whilst also allowing airlines to operate more of the larger aircraft we see already.

Infrastructure requirements

26: To cope with the increase in passenger numbers what infrastructure changes will need to be made at the airport?

A: In addition to the runway extension of 164 metres, initially only some minor alterations will be made in the Terminal building to accommodate growth up to 3m passengers. The planning application also seeks to provide *up to* an additional 600 car parking spaces, to be provided if necessary and subject to passenger demand.

27: How does adding just 164m to the runway allow the airport to increase its passenger numbers?

A: This additional distance will allow the existing aircraft like the A320 to carry more fuel, operate year round and reach further destinations whilst still being able to carry a full passenger load. Allowing larger aircraft to economically operate more routes allows passenger numbers to substantially grow without the equivalent growth in aircraft movements – a more efficient operation.

28: Will Southampton Airport need to purchase any extra land to be able to make the changes?

A: No, the runway extension is within existing airport-owned land.

29: Will Southampton Airport need to build a new Terminal building?

A: No, and any requirement for development of the current Terminal building will be subject to a separate planning application to Eastleigh Borough Council.

30: Will the airport have to close during the building work?

A: No, all work including those associated with the runway will be either contained away from the airport operation or carried out in our non-operational hours of 23:00 to 06:30 (07:30 on a Sunday).

31: I live very close to the end of the runway. What are you going to do to ensure I am not disrupted at night?

We are in the early stages of selecting a construction contractor. A critical factor throughout the selection process is the Health, Safety and Environmental performance on the contractor. We will ensure that the construction works are completed in a way that is both sensitive to and considerate of the local community and environment. We will work closely with our contractor as we develop and implement construction management plans to eliminate or minimise the impact of the works in terms of noise, light, dust, vibration, traffic management, etc. For example, we will install light shrouds, to prevent 'lightspill' from the site, and conduct deliveries during the day to minimise traffic noise overnight. We will also challenge the contractor to adopt innovative and industry-leading construction site management initiatives. Noise and light from the site will also be masked by operations at the railway yard, which sits immediately to the north of the works area.

32: Who is paying for the new infrastructure? Will ticket prices be increased?

A: Our owners are committed to investment in the airport expansion. The airport has no control over ticket prices: these are set by the airlines/flight operators, although important to say that the expansion makes the airport operation viable for low cost airlines who generally have lower ticket prices than regional air carriers.

33: Will you be building new car parks?

A: We have limited space to expand the short-term car park, but we have outlined plans on the land use maps as to how car parking can be expanded in line with demand.

34: Will any new roads need to be built for access? If not, how will the local roads cope with the increase in passenger numbers in the next 10 years?

A: The road infrastructure outside of the airport is out of our direct control and managed through Hampshire County Council and Highways UK. We are engaged with both parties in sharing our expansion plans and identifying any potential congestion points or risks to access. Ideally, we will continue to look for improvements to public transport and encourage people not to use their cars, but again this is largely out of our control. We will be liaising with our key stakeholders on an ongoing basis.

As a result of the traffic assessment a cap on airport road movements will be included with the planning application, equivalent to 3m passengers, unless passenger behaviours change to accommodate increased public transport use, and/or improvements are made to transport infrastructure.

Environmental concerns

35: Will the increase in flights increase the noise levels for local residents?

A: Aircraft are becoming more efficient and quieter all the time as technology improves. The new aircraft using Southampton will be making use of this new technology. In addition, all aircraft operating from the airport make use of our Noise Preferred Routes (NPR) which are monitored through our specific software that uses radar to track the aircraft in flight. This allows us to identify any aircraft that may deviate from NPRs and hold the airline to account.

Modelling shows that some houses will come inside the threshold at which the airport will provide noise compensation. We are drawing up the policy to support this, ready for issue in early 2020.

36: The airspace can't cope as it is. What are you doing to change airspace?

A: This application is solely for a runway extension and does not seek to make any changes to the airspace. However the airport is also currently engaged in a separate UK Government-led project to modernise the national airspace, which in many cases hasn't changed since the 1960s. The process to manage this change is separate to the planning application to extend the runway.

Airspace change can bring about changes in noise and emissions as it can alter how aircraft fly in the sky and what routings they take. Ideally this will improve things for local residents but until the consultation is finished we won't know what this will look like. The airspace consultation will consider these important elements as it passes into the design stage in 2020.

37: With more of your largest aircraft operating more often, will this mean more noise coming from the airport?

A: Future aircraft at Southampton will be a different mix of what we currently see. Importantly, airlines will be able to use them more efficiently: like using double-decker buses on the roads – more efficient, with more people per vehicle.

There will only be more of the same sized aircraft that already land at the airport. All aircraft operating at the airport must make use of our Noise Preferred Routes. Our Noise Action Plan (published January 2019) ensures that the airport actively monitors aircraft and the routes they take, and requires us to undertake a range of other initiatives to control and where possible reduce noise.

38: Will there be any night flights once the airport is expanded?

A: No. There will be no change to the airport's current operating hours.

39: Will there be a decrease in air quality due to the expansion?

A: Modelling shows negligible adverse effects to air quality.

40: Will there be any extra waste due to the increase in passenger numbers?

A: We currently send no waste direct to landfill and operate in close partnership with our waste vendor. This will not change even with an increase in passengers.

Any additional waste generated through our expansion will be treated the same way our current waste is sorted through segregation and diversion from landfill through Energy Recovery Facilities (ERF).

41: Why don't National Express buses stop at the airport?

A: We are always looking for opportunities to expand the ways in which our customers can access the airport on public transport. If the opportunity arises for us to work with National Express we would welcome it.

42: Will the airport compensate residents who are affected by any increases in noise as a result of airport growth?

A: The airport are developing a noise insulation policy. This will outline the criteria for compensation and the process by which residents can get in touch with the airport if they feel they meet the criteria.

43: How will you achieve the public transport targets shown?

A: Growth in the use of public transport will come from a range of factors e.g. coaches connecting cruise passengers to the Port of Southampton; some rail growth as a result of improvements in rail/air ticketing; opportunities to introduce and encourage park and ride schemes. The airport will continue to champion improvements to the public transport connections to the east of our region, which are unfortunately out of our direct control for improvement or delivery.

44: Can the airport buy more airspace and operate in that instead, to reduce noise for local residents?

A: Changes to airspace are complex matters, they can take a long time to implement and are expensive. We will continue to analyse the airport's airspace requirements and we will work with key stakeholders to determine a suitable outcome through the Airspace Change Process.

45: How have the noise contours been calculated?

A: Our noise contours are calculated by the Civil Aviation Authority (CAA) who use our annual traffic data. This is then modelled on the surrounding topography using software and data from Ordnance Survey.

46: How will the airport manage its impact on the Itchen Valley Country Park? This is a Site of Special Scientific Interest (SSSI).

A: We work closely with Itchen Valley Country Park. As part of this consultation process, we will be meeting with them to formalise our habitat and wildlife management plan to ensure that we remain good neighbours. A buffer zone will be maintained between the airport and the country park.

47: In the last year Southampton City Council (SCC) ran a consultation on a proposed Clean Air Zone; although you're not in SCC your planes fly over Southampton. Are you not just increasing the air pollution that SCC are trying to reduce?

A: The airport is a supporter of initiatives that work to reduce the environmental impact of air travel. We believe that all businesses are responsible for mitigating their impacts and we work closely with local authorities, ensuring that necessary actions are taken to protect the local environment. The introduction of more efficient aircraft, as part of global aviation's response to climate change (and to gain the economic benefits of burning less fuel) will mean that over the long term aircraft emissions in our region will remain negligible and will have a minimal effect on surrounding areas.

48: Green City Charter: you are founder signatories. How does expanding the runway fit with that commitment?

A: Southampton Airport is a supporter of initiatives that work to reduce environmental impact from business and industry. By being a founding signatory, we are not only supporting the work undertaken by the council, but are also publically committing to a number of our own initiatives such as our 2030 carbon neutrality target.

49: Eastleigh Borough Council have declared a climate emergency. How can you justify doing this now?

A: A number of councils have declared Climate Change Emergencies. We acknowledge that something needs to be done to reduce climate change; this is why we have committed to our own carbon neutrality target by 2030. The aviation industry is making huge strides towards decarbonisation and over the long term we will see the effects of this locally, through more efficient aircraft and new operating procedures designed to minimise the reliance on fossil fuels.

The airport's runway extension will be undertaken in a responsible manner with sustainability at its core. We are committed to working with EBC to ensure that they can meet their targets, and appreciate that we are key part of this and will welcome their input and guidance as we move forward on our carbon neutral journey.

50: You have stated you will be carbon neutral by 2030. How are you going to do that given you are expanding?

A: There are a number of key items that we publically committed to detailed within our planning application:

- Publishing a climate change minimisation strategy
- Introduce subsidised staff travel scheme to support staff travelling to and from work at times outside current public transport operating hours
- Public transport season ticket staff loans
- Grow infrastructure to support electric vehicles in line with demand, including taxis
- Scheme to incentivise electric aircraft
- Reduce and eventually remove single use plastics
- Review overall landing charges to introduce where applicable low carbon incentives
- Investigate opportunities for sustainable procurement
- Opportunity to reduce carbon emissions as part of future airspace changes
- Undertake innovation study on renewable energy generation
- All airport vehicles to be electric by 2025 subject to regulatory approval
- Roll-out electrical ground power for all aircraft by 2030
- Quantify carbon reduction benefits each year through reporting at the annual Airport Stakeholder Conference

The backdrop is our commitment to the Airport Carbon Accreditation scheme – we will enter at Level 2 however our aim is to be at Level 3+ (carbon neutral) by 2030.

Already, 100% of our electricity comes from renewable sources.

51. Carbon Footprint – what do you mean by controllable and uncontrollable emissions?

Scope 1 emissions are defined as direct greenhouse gas emissions arising from sources that are owned or controlled by the company. This includes emissions from natural gas use, refrigerant gas use, fuel from company owned vehicles, and fuel used for airport fire training.

Scope 2 emissions are those created by the generation of purchased electricity consumed by the company. Scope 3 is an optional reporting category that allows for the treatment of all other indirect emissions.

Scope 3 emissions are a consequence of the activities of the company, but occur from sources not owned or controlled by the company. Scope 3 emissions include those from aircraft, business travel by air, business travel by non-airport owned vehicles, waste and recycling, water supply and treatment (to foul sewer), employees commute and passenger surface access.

52. What is the airport doing to mitigate against the loss of biodiversity?

The airport is committed to wildlife, habitat and biodiversity management. We have worked with our local council to ensure that we have adequate mitigation measures in place to compensate for the small loss of grassed area due to the runway extension. We

will be expanding the wild grassed area around the boundary of the North East field providing an adequate area for habitat and any potential wildlife corridors.

53: Marlhill Copse - you are chopping down trees as part of this – why?

A: The planned woodland management in Marlhill Copse is not related to this planning application. There is a legal requirement placed upon every airport to manage obstacles in their vicinity, and there are trees at Marlhill Copse that have grown too high. Therefore we need to reduce the height of a number of these trees and will be conducting this work over the coming period.

