

PROPOSAL TITLE:	Fairoaks Airport	Short Term	<input type="checkbox"/>
SUBMITTED BY:	Savills on behalf of Fairoaks Operations Limited	Medium/Long Term	<input checked="" type="checkbox"/>

PROPOSAL

Fairoaks Airport lies 2 miles north of Woking. It currently serves General Aviation (GA) and some business aviation but has spare capacity within its existing permissions to accommodate more business traffic from Heathrow or another large airport in the south east. Thus it could act as a reliever airport and free up slots to increase hub airport capacity elsewhere.

Fairoaks is reasonably well connected, being three miles from the M25 and four miles from a mainline railway station with journey times of around 30 minutes into London Waterloo.

The airport can accommodate some increase in ATMs without significant investment, though a runway extension and new terminal buildings would be required at some stage.

INITIAL ASSESSMENT COMMENT

Fairoaks could, in theory, provide additional capacity as a “reliever airport” for GA and in particular business flights using capacity at London’s larger airports. However, any increase in movements at Fairoaks may impact Farnborough Airport and is a short to medium term solution as opposed to a long term strategy to provide additional airport capacity to the UK.

OVERVIEW

Proposal	<u>Fairoaks Airport in Surrey proposes to act as a reliever airport to the major London airports by accommodating business aviation within its available capacity.</u>	
Approach	<u>Fairoaks Airport already has permission to increase air transport movements. As business traffic increases, freeing up capacity at Heathrow and/or other south east airports, planning permission would be required for a runway extension and terminal development.</u>	Assumed Capital Cost n/a
Potential Benefits	<ul style="list-style-type: none"> <u>Movements used by business traffic could be made available to other flights of more strategic importance to the UK’s hub airport.</u> <u>Business traffic could be accommodated in an airport reasonably well connected with London and the south east.</u> <u>Benefits could be derived immediately since adequate facilities and permissions already exist.</u> 	Capacity (mppa) n/a Capacity (ATM) n/a
Key Issues & Risks		
Strategic Fit	<ul style="list-style-type: none"> The proposal makes a marginal contribution towards freeing capacity at larger airports in the south east, however it is principally a short to medium term solution as opposed to a long term strategy to provide significant additional airport capacity to the UK. 	
Environment	<ul style="list-style-type: none"> Any increase in movements and/or increase in the size of aircraft, potentially including business jets, would be expected to meet local resistance and would increase noise impact. 	
Cost	<ul style="list-style-type: none"> Necessary expenditure on a runway extension and improved terminal facilities has not yet been determined, but would be required for any material increase in capacity adequate to serve larger business aircraft. 	
Operations	<ul style="list-style-type: none"> The aerodrome lies within the London Control Zone. Any significant increase in movements may impact the wider system capacity. A significant increase in aircraft movements at Fairoaks may impact operations at Farnborough Airport. With a declared distances of c 800m, the existing runway is usable by only the smallest aircraft. A material increase would require a runway extension. 	
Delivery	<ul style="list-style-type: none"> The existing runway and terminal facilities would require investment, together with relevant planning permissions. Obtaining planning permission and probable local objection are notable delivery risks. 	