

# Contents



# What we are doing

We have submitted a planning application which will enable a 164 metre extension to the runway within our current boundaries. This will provide more choice and convenience for the region, and represents phase one of the future plans laid out in our Master Plan, *A Vision For Sustainable Growth*.



● Runway Extension ● New Car Park  
(subject to demand)

**"I feel passionately about our position in the community and our responsibility to leave a positive legacy for future generations. These plans will improve the prosperity and connectivity of our region. We accept there is a climate emergency and my airport is responding by committing to being carbon neutral by 2030, continuing engagement with our community and support the local authorities' commitments to manage climate change."**



A handwritten signature in black ink, appearing to read 'Neil Garwood'.

Neil Garwood,  
Managing Director

## Building a responsible future

**SAU** Southampton  
Airport

#flySou   

Southampton Airport operates under a Flying Controls Agreement (FCA) which covers a range of measures to safeguard the natural environment and the local community, and to minimise noise. The FCA includes a series of specific restrictions on the operational hours of Southampton Airport, and these will not be changing:



**No scheduled flights**  
between 23:00 and 0600

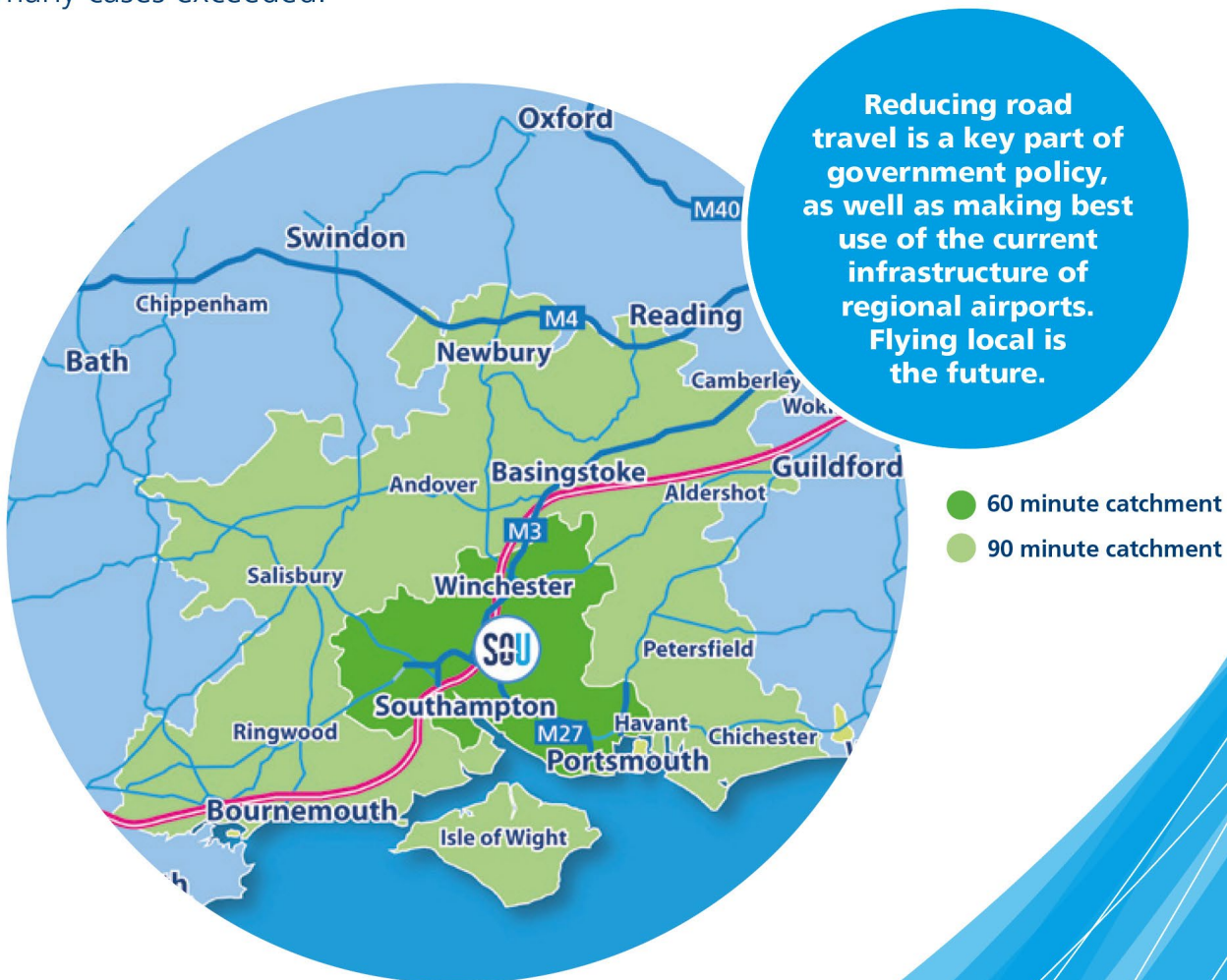


**On Sunday mornings,**  
night closure hours extend  
until 07.30;



**A maximum of 100 aircraft movements**  
in a calendar year during  
night hours.

The FCA is closely monitored by Eastleigh Borough Council and the Southampton Airport Consultative Committee at its meetings which are held three times per year. Southampton Airport's compliance with the Flying Controls Agreement is met, and in many cases exceeded.



# Why we are doing this



**Economic contribution**  
from £160m to £400m over next 20 years;



**500 new jobs**  
plus many more in the supply chain;



**Greater connectivity and route choice,**  
less road journeys to congested London airports;



**Efficiency**  
Less time waiting in queues compared to larger airports

## Where we could fly to:


A longer runway could open up these potential new routes:



# Our responsible development

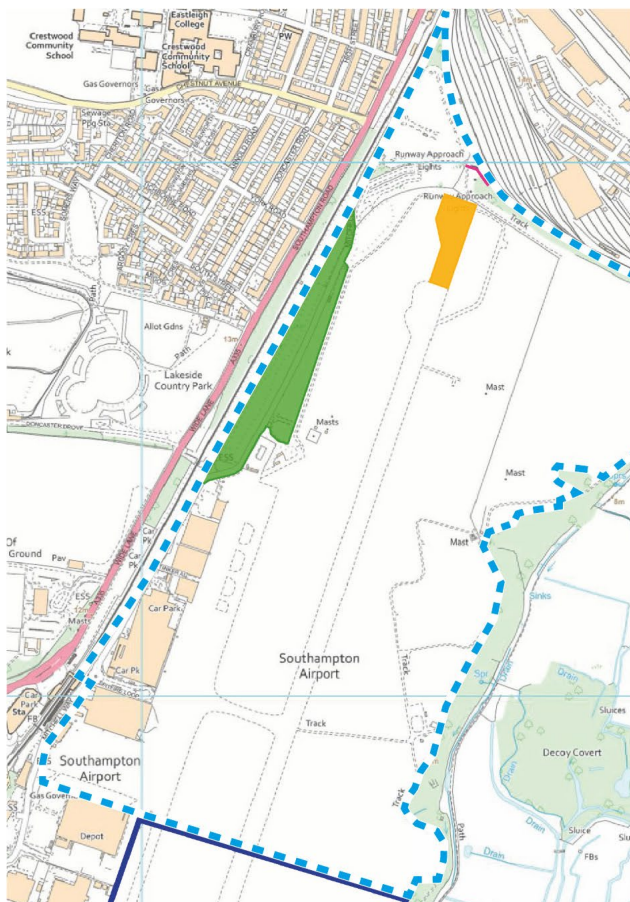
A planning application has been submitted to facilitate the first phase of growth for the airport – from 2 million to 3 million passengers per year.

**This includes:**

-  **164 metre** runway extension
-  **Upto 600** additional car parking spaces

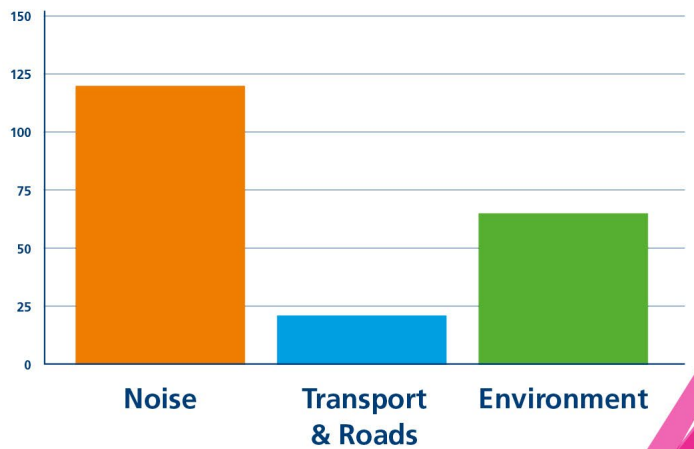
This is phase one of our *Vision For Sustainable Growth*. If you would like to see a copy please visit [www.southamptonairport.com/masterplan](http://www.southamptonairport.com/masterplan)

Anything beyond this first stage will require further planning application.



 Proposed Runway Extension     Proposed Car Park (subject to demand)     Jet Blast Screen

## Master Plan consultation feedback by theme



# Our responsible development

# Noise

What we have done:



**Preferred aircraft routes**



**Dedicated track-keeping software**



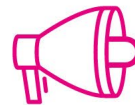
**Noise Monitoring**



**Noise Action Plan**



**Restricted hours of operation**



**Limits on noisier aircraft**



**Continued engagement**

These are the three types of noise we have assessed:



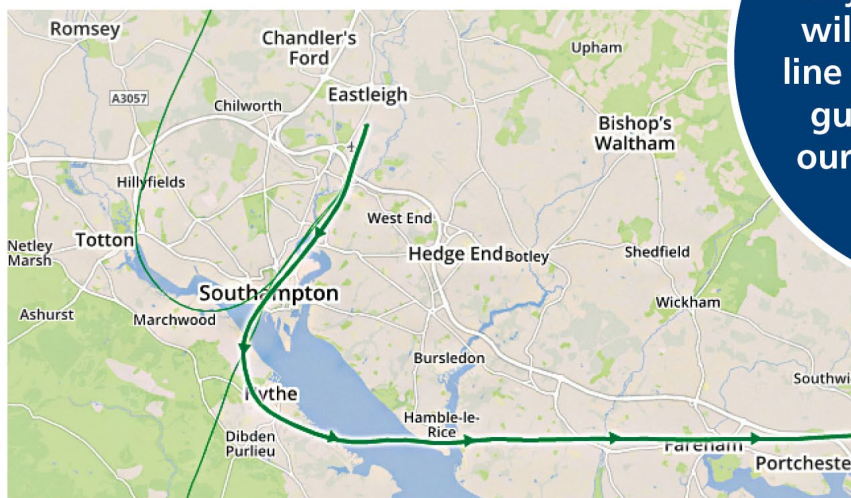
Ground based noise



Road traffic noise



Airborne aircraft noise

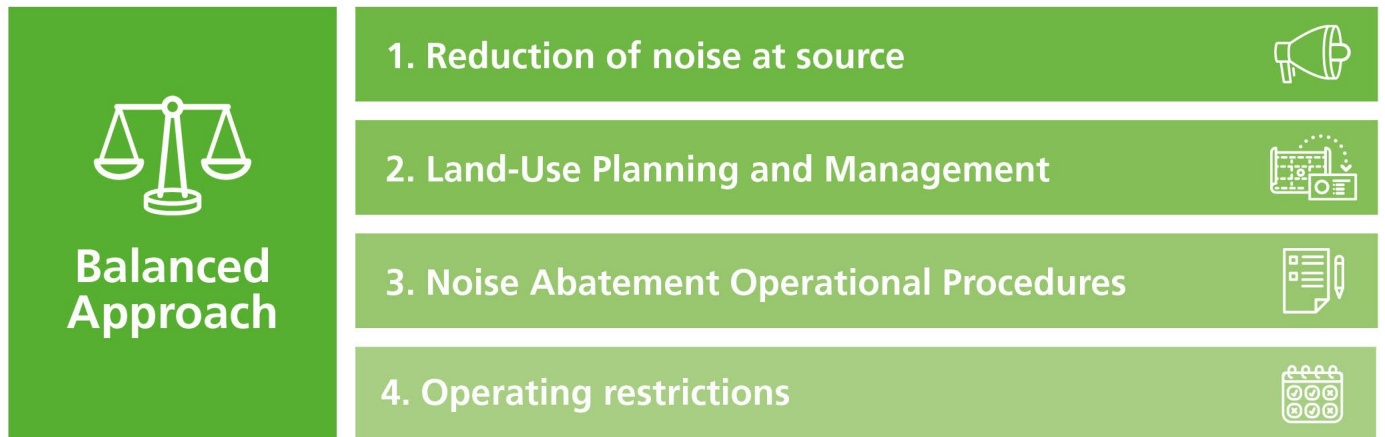


**Impact:**  
any adverse effects will be mitigated in line with government guidance, through our Noise Insulation Scheme.

# Our responsible development

# Noise: What are we going to do?

## The four principal elements of the Balanced Approach to Aircraft Noise Management



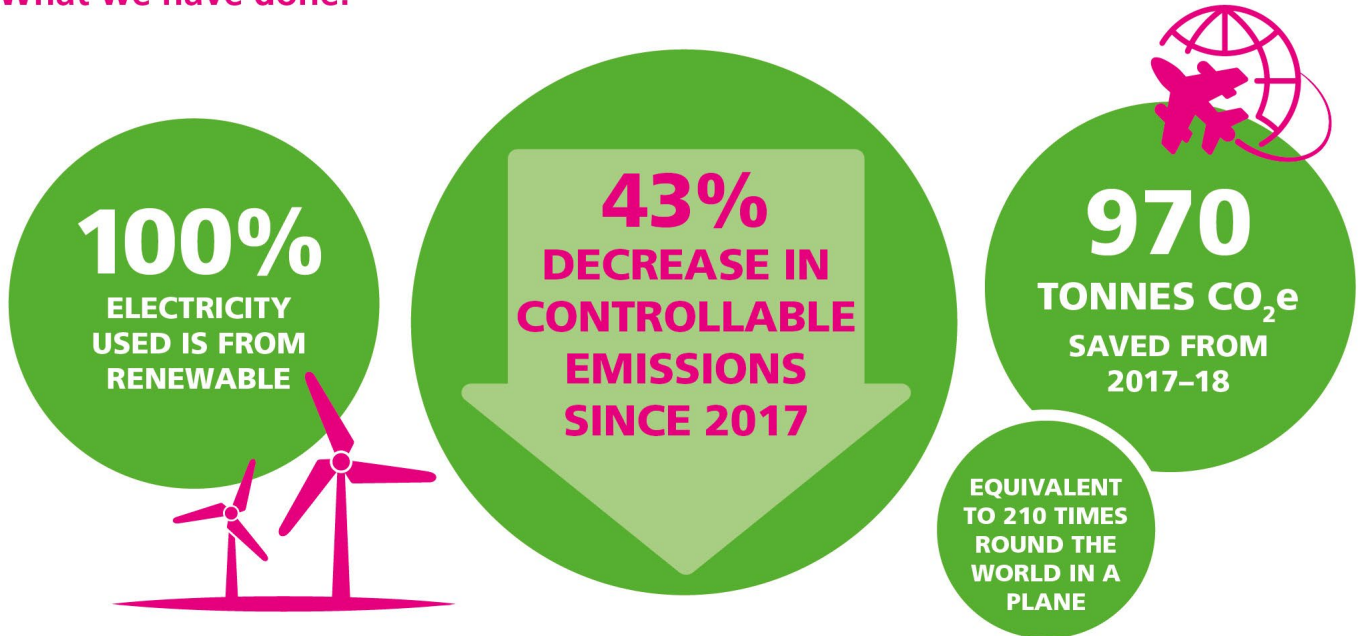
Source: ICAO.int

- **Noise insulation scheme** – launching early 2020 to enable households to apply for financial assistance towards insulation.
- **Strict controls to minimise construction noise** – we are committed to the principles of the considerate constructors scheme.
- **No change to hours of operation** – Mon – Sat 06:00 – 23:00 and Sun 07:30 – 23:00.
- **Continued strict limits on noisier aircraft** – Aircraft operating at Southampton must conform to latest ICAO chapters.
- **Airspace change** – We are fully engaged in the Government-led airspace change process, which could address noise concerns.
- **Aircraft track keeping** – Aircraft will be expected to strictly follow our departure and arrival routes.








# Our responsible development

# Climate Change

## What we have done:



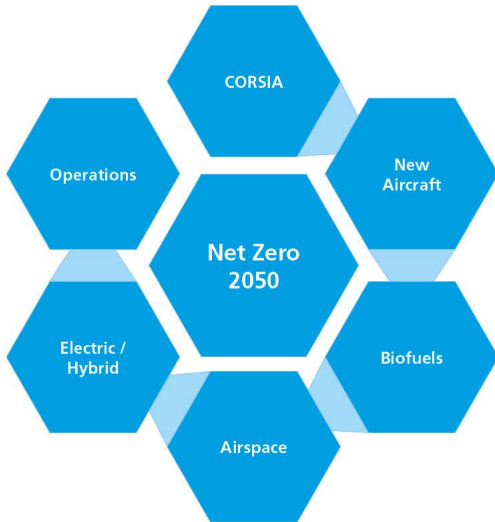
## What we are going to do:

-  Carbon neutral by 2030 for emissions within our control
-  Introduce subsidised staff travel scheme
-  Incentivise electric aircraft
-  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 our CSR reporting

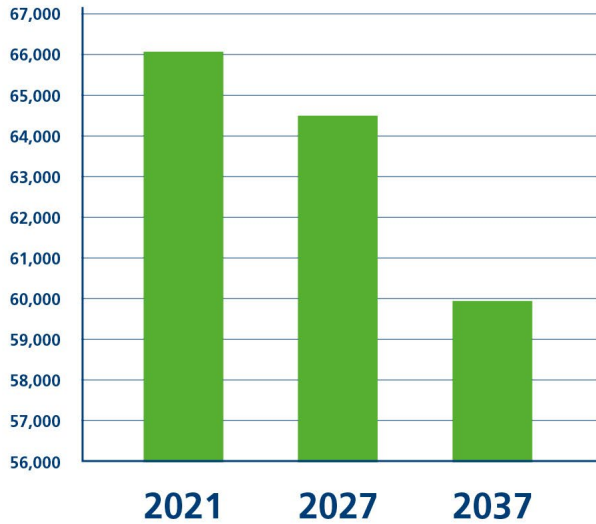


# Our responsible development Climate Change

## Industry response to climate change



## Co<sub>2</sub> Emissions Influenced By Southampton Airport (Tonnes)



## Journey options and emissions impact

### Journey 1:

Driving to SOU then flying to Bordeaux

---

Starting Point

↓

Distance: 5.80km  
 Load Factor: 1.67  
 Emissions per passenger per stage: 0.63kgCO<sub>2</sub>e

SOU

↓

Distance: 682.36km  
 Load Factor: 1  
 Emissions per passenger per stage: 85.30kgCO<sub>2</sub>e

BOD

**Route 1 Total:**  
**85.93kgCO<sub>2</sub>e**

### Journey 2:

Driving to LGW then flying to Bordeaux

---

Starting Point

↓

Distance: 144.84km  
 Load Factor: 1.67  
 Emissions per passenger per stage: 15.67kgCO<sub>2</sub>e

LGW

↓

Distance: 703.28km  
 Load Factor: 1  
 Emissions per passenger per stage: 92.2kgCO<sub>2</sub>e







BOD

**Route 1 Total:**  
**107.87kgCO<sub>2</sub>e**






# Our responsible development

## Air Quality

### What have we done:

-  Air quality monitoring programme
-  Electric vehicle charging points
-  120% increase in public transport use
-  99 steps from the railway station
-  Rail/air ticketing
-  Increased coach links

### What we are going to do:

-  Introduction of ground power for aircraft
-  More electric vehicle charging points
-  Airport vehicles to be electric
-  Bio-diversity – tree planting schemes
-  Incentivising of airport business partners – airlines, taxis, buses
-  Ongoing monitoring and public reporting



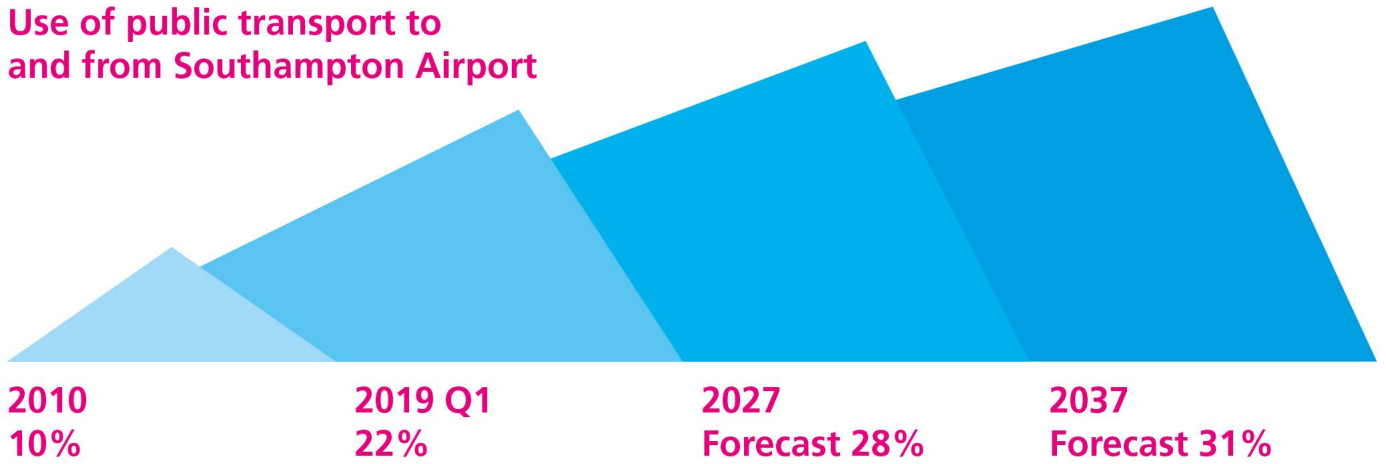
Available to watch, please ask.

**Impact:**  
no significant  
adverse effects to  
air quality.

# Our responsible development

# Air Quality

## Use of public transport to and from Southampton Airport



### Train link 99 steps from terminal



### Rail/air ticketing

**Get the London Link from £36**

Take off from Guernsey to London via Southampton Airport the easy way.





### Coach links



### Cruise links



## What we will do:

-  We will prepare a new surface access strategy
-  Commit to a limit on road traffic vehicle movements
-  We will continue to encourage the transfer of more passengers to public transport
-  We will continue to work with local authorities to champion investment in transport infrastructure and sustainable transport solutions
-  Implementation of staff travel scheme

**Impact:**

Modelling shows that passenger numbers can grow to 3 million passengers without significantly impacting the road network.

# Our responsible development Airspace

## Airspace modernisation programme

Much of the airspace in the UK dates from the 1960s and is no longer suitable for modern aviation. In addition, there is new navigation technology that can give great advantages and allow far more efficient use of the airspace. For these reasons the Government is undertaking a wholesale modernisation of UK airspace, and Southampton Airport is the sponsor in this area.

<b>Stage 1 DEFINE</b>  ✓ APPROVED	Step 1A	Assess requirement
	Step 1B	Design principles
	<b>DEFINE GATEWAY</b>	

<b>Stage 5 DECIDE</b>	Step 5A	CAA assessment
	Step 5B	CAA decision
	<b>DECIDE GATEWAY</b>	

<b>Stage 2 DEVELOP and ASSESS</b>	Step 2A	Option development
	Step 2B	Options appraisal
	<b>DEVELOP AND ASSESS GATEWAY</b>	

<b>Stage 6 IMPLEMENT</b>	Step 6	Implement
------------------------------	--------	-----------

<b>Stage 3 CONSULT</b>	Step 3A	Consultation preparation
	Step 3B	Consultation approval
	<b>CONSULT GATEWAY</b>	
	Step 3C	Commence consultation
	Step 3D	Collate & review responses

<b>Stage 7 PIR</b>	Step 7	Post-implementation review
------------------------	--------	----------------------------

<b>Stage 4 UPDATE and SUBMIT</b>	Step 4A	Update design
	Step 4B	Submit proposal to CAA



# Our responsible development

# Airspace

## Airspace Design Principles

DP1	Top priority: be as safe or safer than today for both commercial air transport and general aviation users that are affected by the airspace change.
DP2	Second priority: The SOU ACP accords with the CAA's published Airspace Modernisation Strategy (CAP 1711) and any current or future plans associated with it.
DP3	Avoid introducing additional complexity and bottlenecks into controlled and uncontrolled airspace and contribute to a reduction in airspace infringements.
DP4	Minimise tactical intervention by Air Traffic Control (ATC) below 7000ft.

DP10	Maximise operational efficiency for commercial air transport and general aviation users affected by the airspace change.
DP11	Ensure that aircraft operating at SOU climb and descend continuously to/from at least 7000ft.
DP12	Adopt the most beneficial form of enhanced navigation standards for arrival and departure routes.
DP13	Avoid increasing the overall volume of controlled airspace and, where deemed necessary, mitigate the impact by including measures that improve access to GA and do not increase airspace segregation.
DP14	Consider the use of electronic conspicuity to improve airspace integration where possible.
DP15	Take into account the combination of effects on the operations at neighbouring airports that are affected by the airspace change.
DP16	Offer flexibility in the route structure to strengthen resilience against adverse weather and network issues that may affect operations at SOU.

The highlights for our community	
DP5	<b>Ensure sufficient airspace capacity to accommodate SOU's master plan traffic forecasts while providing for the integration of GA traffic.</b>
DP6	<b>Minimise and, where possible, reduce aircraft emissions, the degradation in air quality and adverse ecological impacts.</b>
DP7	<b>Minimise and, where possible, the total adverse effects on health and quality of life from aircraft noise.</b>
DP8	<b>Ensure a predictable, fair and equitable share of traffic across all routes, through multiple route options and respite routes.</b>
DP9	<b>Avoid overflying densely populated residential areas, national parks, AONBs, noise sensitive buildings and other areas prized for tranquillity.</b>

## Airspace Change - up to 7,000ft



# Our carbon reduction journey

