

## Southampton Airport Masterplan FAQ

4 October 2018

---

### Background – Southampton Airport Today

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

**A:** Over the last five years Southampton Airport has seen a steady growth in the number of passengers, reaching its all-time high in 2017 by welcoming more than two million passengers.

**Q: How many flights arrived and departed in 2017?**

**A:** In 2017 the airport saw 39,300 air transport movements.

**Q: How many staff are employed by the airport?**

**A:** Around 200 people are employed directly by Southampton Airport, with a further 750 jobs located on the airport campus, equating to just under 1,000 jobs in total.

**Q: What is the annual economic contribution Southampton Airport makes to the Solent region?**

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

**Q: What is the catchment area of the airport?**

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

**Q: How many airlines currently use Southampton Airport?**

**A:** Southampton Airport currently has 10 airlines and tour operator customers, who between them fly to 41 different destinations in 14 countries across Europe, with further international connections available via Amsterdam with KLM.

### Consultation period

**Q: When did Southampton Airport publish the Masterplan and how long is the public consultation going to last?**

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

**Q: Where can I see a copy of the Masterplan?**

**A:** Our current draft Master Plan 2037 is available for download on our website: <https://www.southamptonairport.com/draft-masterplan-2018/>

**Q: How can the public get involved and how can the public make their point of view known to the airport?**

**A:** We will be holding four drop-in sessions in convenient locations near to the airport at Shawford, Eastliegh, Bitterne Park and at the airport itself, to ensure the public has a chance to come in and find out more about our plans and voice their opinion. Additionally, members of the public are strongly encouraged to leave their feedback on Southampton Airport's Master Plan webpage.

**Q: Will the views of the public be taken on-board?**

**A:** We will review all comments and understand where key themes exist. Some views may be outside of our control such as transport to the airport, but where we can reasonably adapt our plans we will consider these views.

**Q: Why did Southampton Airport publish the Masterplan now? Is it anything to do with Brexit?**

**A:** We believe there is a good case for publishing our Master Plan now based on the ever-rising demand for air travel in our region; and the given lack of airport capacity in the south east. Brexit is not within our control and the airport is keen to push ahead with its expansion plans regardless of Brexit.

**Q: What happens when the consultation period finishes?**

**A:** We will spend time analysing key topics and review where we feel we may need to alter any of our plans. When we are happy we have a Master Plan that meets the airports aspirations and identifies key public feedback from the consultation we will then publish a final version before the end of the year.

**Q: What happened to the last Masterplan from 2006?**

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

## **National Aviation Policy – Southampton Airport**

**Q: 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 3<sup>rd</sup> runway at Heathrow. Hub airports like Heathrow and regional airports like Southampton can grow alongside each other.

**Q: What will be the effect of Heathrow 3<sup>rd</sup> 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, 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.

## **Passenger Forecast**

### **Q: How are passenger numbers forecast to grow over the coming years?**

**A:** Overall, passenger volumes at Southampton are forecast to grow from two million in 2017 to four million by 2027. Once Southampton Airport develops its route network by 2027, the growth rate is assumed to fall in line with the forecast national growth rate, with traffic reaching around five million passengers by 2037.

### **Q: 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.

### **Q: 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 be the largest regularly used aircraft. Currently these aircraft have limits on how far they can fly due to the 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 public demand.

### **Q: Does the doubling of passenger numbers also mean the number of flights will double.**

**A:** No, the largest increase in passenger numbers will be due to the new routes being served by larger aircraft. Currently the most common aircraft type operating out of Southampton Airport has around 78 seats, a typical low cost operator's jets have approximately 180 seats.

## **Airlines / Destinations**

### **Q: 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.

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

**A:** Absolutely – these plans set out how new opportunities can be provided in addition to the extensive route network we see today.

**Q: 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.

**Q: Some of the proposed new destinations are within range of routes already flown from Southampton, why do you now suddenly need a longer runway?**

**A:** Although these routes have been flown, typically by Flybe, a change in airline fleet mix means they are becoming increasingly difficult to serve and there are no other airlines with a suitable fleet mix to step in with the current runway limitations. Typically, these routes are served by low cost operators whose smallest aircraft tend to be of the Boeing 737 or Airbus A320 range, both of which cannot operate off the runway at Southampton without incurring weight penalties, which make the routes unprofitable.

## **Infrastructure Requirements**

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

**A:** There will be requirements to extend the existing terminal building and provide additional car parking.

**Q: How does adding just 170m to the runway allow the airport to increase its passenger numbers?**

**A:** This additional distance will allow the existing larger aircraft to carry more fuel 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.

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

**A:** No, all airport development outlined in the Master Plan is within existing airport owned land.

**Q: Will Southampton Airport need to build a new terminal?**

**A:** The 2006 Master Plan set-out an option for a second terminal. This is now not the case and the airport is keen to retain its Breeze Through brand by extending the existing Terminal.

**Q: How long will the changes take to make and when will building work start?**

**A:** It is hard to forecast exactly when individual developments will be implemented as they will each be driven by passenger demand. Once the Master Plan is finalised we intend to bring forward a planning application for the runway, which will be the first part of the airport expansion.

**Q: 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).

**Q: If not, what provision for passengers are you going to make during the building work?**

**A:** We will ensure passengers are segregated from any construction activities, as we have during previous expansion projects. As airport operators we have undertaken similar projects in the past without any detrimental effects on the smooth running of the airport.

**Q: What new facilities will be available for passengers?**

**A:** Within the terminal we will look to expand our food and shopping facilities to enable more choice for our passengers. We do not see a big change in the number of shops but would see larger outlets with more choice of products

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

**A:** We are engaged with our owners, Ferrovial and Maquarie, and they have committed to investment in the airport expansion. The airport has no control over ticket prices this will be set by the airlines/ flight operators.

**Q: Will you be building new short and long stay 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.

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

**A:** The road infrastructure outside of the airport is out of our control and managed through Hampshire County Council and Highways England. 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.

## **Corporate Social Responsibility / Environment**

**Q: 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 Southampton Airport make use of our Noise Preferred Routes (NPR) which are monitored through our specific software that uses radar information called Noise Desk. Noise Desk allows us to identify any aircraft that may deviate from NPRs.

**Q: With larger aircraft operating more often mean more noise coming from the airport?**

**A:** The aircraft will not be larger than the current A320. There will only be more of the same sized aircraft that already land at the airport. All aircraft operating out of Southampton Airport must make use of our NPRs. Our new Noise Action Plan will be published January 2019 (which was out for public consultation in August 2018) ensures that we actively monitor aircraft and the routes they take through the software.

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

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

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

**A:** We are not expecting any adverse impact on the environment despite the increase in passengers. There will be greater improvements and use in sustainable vehicles and means of transport as well as a significant increase of re-engined, quieter and more modern aircraft. This, combined with improvements in vehicle and aircraft emissions technologies will ensure that there is no adverse impact on air quality.

**Q: 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.

**Q: What will happen to the extra waste?**

**A:** It will be treated the same way our current waste is sorted through segregation and diversion from landfill through Energy Recovery Facilities (ERF).

**Q: Why don't National Express 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.

**Q: Will you have to make any changes to the local environment for the increase in airplane size?**

**A:** Beyond the proposed runway and terminal extension, all within the airport boundary, we will be not be making any changes to the local environment apart from our ongoing aerodrome safety works.

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

**A:** The airport will be looking to develop a compensation policy associated with the Noise Action Plan. This will outline the criteria for compensation and the process by which residents can get in touch with Southampton Airport if they feel they meet the criteria.

**Q: How will you achieve the public transport targets shown?**

**A:** The main growth in the use of public transport will be through coaches connecting cruise passengers to the Port of Southampton, but there will also be some rail growth as a result of improvements in rail/air ticketing. However, we will be championing improvements to the public transport connections to the east of our region, which are out of our control for improvement or delivery.

**Q: 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 for all if need be.

**Q: 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.

**Q: How will the airport manage its impact on the Itchen Valley Country Park? This is a Site of Special Scientific Interest (SSSI) and your activities will be substantially closer to the boundary.**

**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 are good neighbours.

**Q: Southampton City Council (SSC) are currently running 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:** Southampton Airport is a supporter of initiatives that work to reduce the environmental impact of air travel. Southampton Airport believes that all businesses are responsible for mitigating their impacts and we work closely with Eastleigh Borough Council, and other local authorities, ensuring that necessary actions are taken to protect the local environment. The increase in re-engined and more efficient aircraft will mean that aircraft emissions will remain negligible and will have a minimal effect on surrounding areas.

## **Economic Impact**

### **Q: How many jobs will be created at the new look airport?**

**A:** Southampton Airport currently supports around 950 jobs, which is likely to rise to 1500 by 2037.

### **Q: What will the wider economic impact be on the local area?**

**A:** The impacts to the wider economy are felt through a number of ways:

- Employment for the local population
- The increase in the supply chain as a result of businesses at the airport
- Companies that set-up locally as a result of the airport serving them with key routes
- In-bound tourism

### **Q: What benefits will there be to local businesses with an improved airport?**

**A:** Please see above. In addition, the enhanced route network with better links to new markets.

### **Q: 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. With a forecasted increase in the cruise market at Southampton, this is a key market for the airport. Furthermore, there will be an increase in in-bound passengers, returning to Southampton after their cruise.

**Ends**