

1. Aircraft Movements

- 1.1 The permitted movement numbers for 2022 are 50,000 total movements with 8,900 permitted on weekends and bank holidays. Restrictions on aircraft movements between 50 and 80 tons remain at 1,500 in total per annum with 270 permitted on weekend days per annum.
- 1.2 The table below displays movements for 2022 to date ending 31 January 2023; the blue section relates to the reporting period of this report.

Movements Summary								
Month	Total	Reported	Total w/end	Reported w/end	Total 50 - 80t	Reported 50 - 80t	Total w/end 50-80T	Reported w/end 50-80T
Jan	2364	2264	787	779	22	18	13	10
Feb	2760	2655	907	891	47	43	21	21
Mar	2822	2687	688	669	89	69	18	13
Apr	2699	2641	934	920	37	34	10	8
May	3347	3247	859	840	66	53	21	16
Jun	3514	3382	861	830	93	87	26	23
Jul	3195	2840	772	725	121	78	32	16
Aug	2894	2726	611	560	91	63	22	10
Sep	2992	2850	658	607	89	70	28	16
Oct	2757	2630	809	768	64	58	14	13
Nov	2485	2407	556	548	60	47	11	9
Dec	2325	2269	578	571	54	48	21	17
Total	34154	32598	9020	8708	833	668	237	172

NB. A more detailed breakdown of Total Movements can be viewed within the Farnborough Airport Environment Reports to Rushmoor Borough Council.

Movements Summary								
Month	Total	Reported	Total w/end	Reported w/end	Total 50 - 80t	Reported 50 - 80t	Total w/end 50-80T	Reported w/end 50-80T
Jan	2229	2136	590	573	55	45	16	11
Total	2229	2136	590	573	55	45	16	11

- 1.3 There were twenty-one missed approaches during this reporting period, eighteen on runway 24 and three on runway 06.

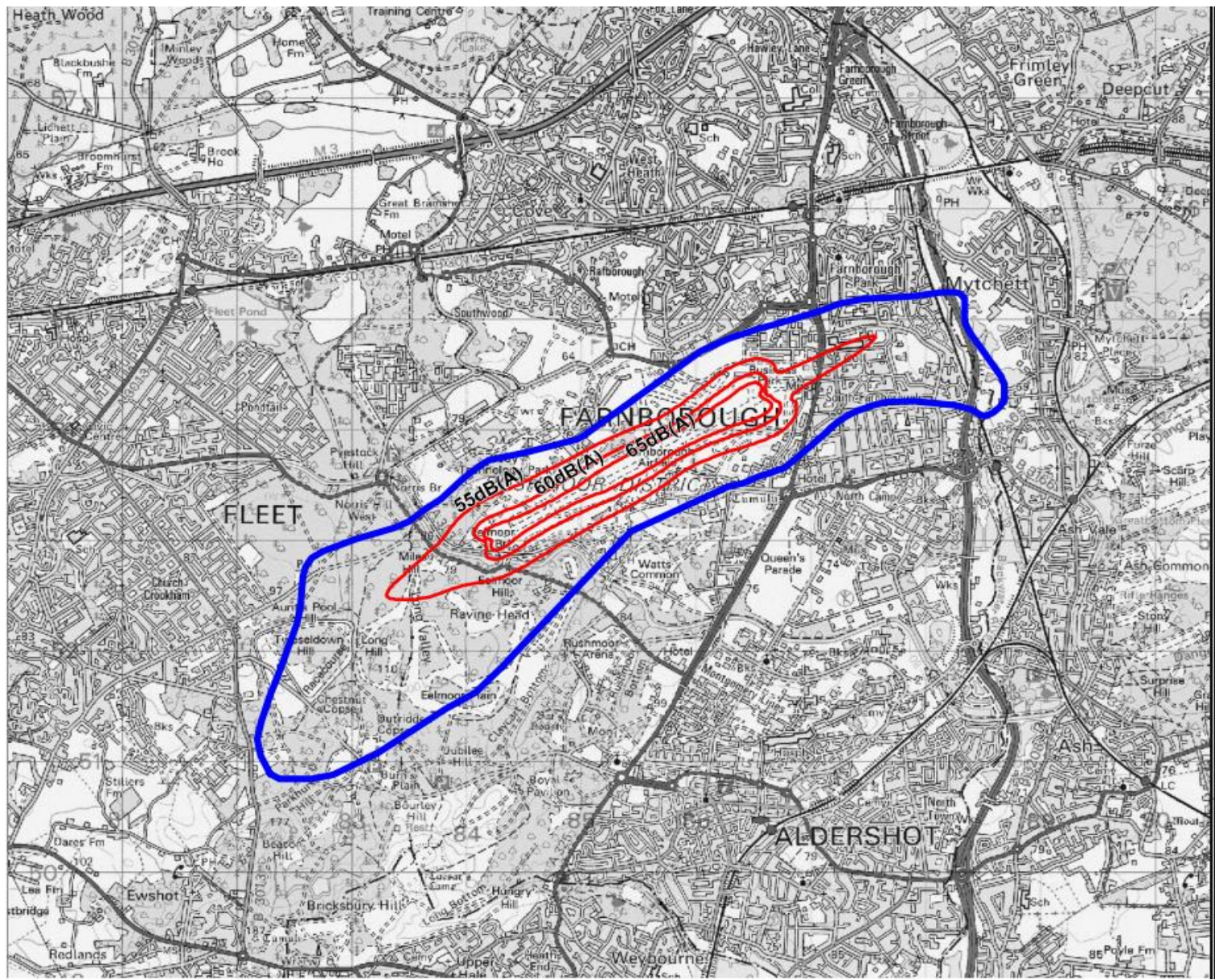
2 Noise monitoring

- 2.1 The fixed Noise Monitoring Terminals continue to operate from their locations on the approaches to runway 06 and 24.
- 2.2 The INM Interim Noise Assessment Report for 2022 was submitted in February 2023 and included actual contours for January – December 2022 and predicted contours for January to December 2023. Results from

the assessment demonstrated that the calculated contours remain well within the boundaries set by the Planning Agreement.

dB(A) <small>L_{Aeq,16h}</small>	Amended Control Contour Areas <small>(km²) as per clause 12.1a of the S106 (29/10/2010)</small>	Actual Contour Areas Jan to Dec 2022 (km²)	Predicted Contour Areas, Jan to Dec 2023 (km²)
55	6.58	2.39	2.45
60	2.42	1.02	1.04
65	N/A	0.50	0.51

2.3 The next INM Noise Assessment will take place in August 2023 and will produce actual contours for January to June 2023 and predicted contours for July to December 2023.



Key:
 — Airport Noise Contours
 dB(A) LAeq 16
 — Planning limit 55dB(A)
 LAeq 16 Noise Contour

Revisions

Farnborough Airport Ltd
Farnborough
Hampshire
GU14 6XA

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 Based upon Ordnance Survey 1:50000 mapping
 Licence Number: 1000 36221

Scale@A4	Date	Drawn by
1:40 000	02/02/23	DB

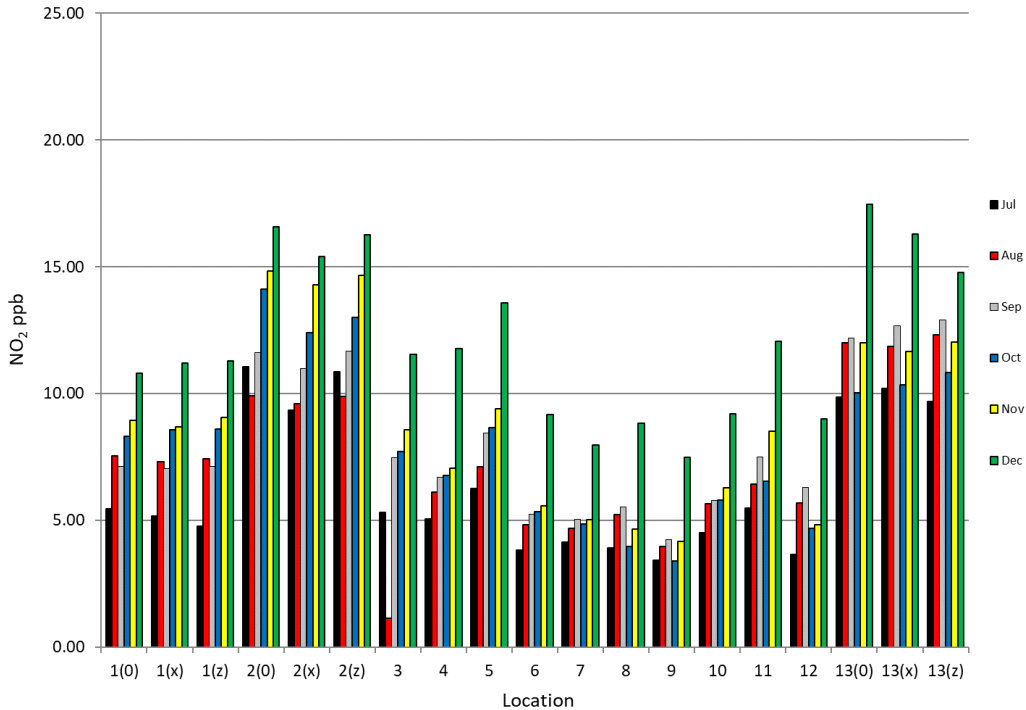
Title
Figure 1:
Airport Noise Contours
All 2022

Drawing No.	Rev No.
GN TG A OP 3342	A

3 Air Quality Monitoring

3.1 Air quality monitoring continues at 13 locations spread out in Rushmoor and Hart. All results from the monitoring stations indicate that NO₂ levels at the 13 locations are below the limits specified in the Air Quality Regulations and show no indication of significant influence by airport operations.

Figure 1: Passive NO₂ monitoring results, (ppb expressed as a monthly mean).



3.2 During this reporting period, one complaint related to odour was received and onward reported to RBC.

4 Runway Use

4.1 The predominant south-west winds in the Farnborough area again favoured use of runway 24 during the reporting period. Table 4.2 details recorded runway use and operation (i.e., Departure or Arrival) figures for the reporting period.

4.2 Runway use (%) †

Operation	October '22	November '22	December '22	January '22
06 Arrival	5	5	15	5
24 Departure	44	44	36	44
06 Departure	5	5	14	5
24 Arrival	45	44	34	45
Aerodrome (Heli)	1	3	2	1

† to the nearest whole percent

5 Security

5.1 A peaceful protest was held on the 10th of November 2022 at Ively Gate between 10:00 to 14:30. No disruptions to passengers were noted as a result.

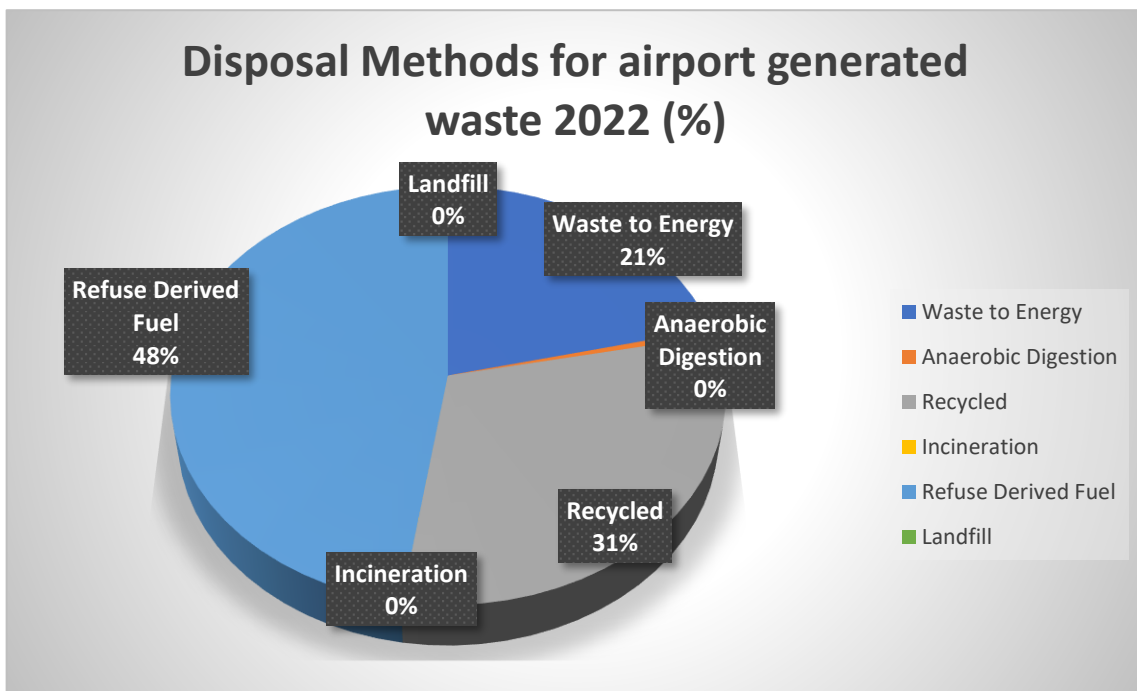
6 Sustainability/CSR

6.1 In January, Farnborough Airport hosted a highly successful careers day which was attended by fellow industry leaders including aircraft manufacturers Gulfstream, the British Business and General Aviation Association (BBGA) and private aviation operator Flexjet.

- 6.2 Our gas consumption decreased by ~25% compared to 2021 consumption continuing our push to reduce consumption through behavioural practices. Further interventions are expected in 2023 to further aid in reducing our reliance on natural gas.
- 6.3 In November, EHS Consultancy conducted our internal compliance audit forming part of our ISO 14001:2015 Management System requirements. During the audit we received five observations, of which three have been closed out.
- 6.4 The airport continues to roll out campus wide electric vehicle charging infrastructure, a total of 56 points have been installed to date with an additional 14 to be installed in the coming months. This will encourage and enable our staff and visitors to make the transition to electric vehicles, but also assist the numerous companies that conduct work at the airport to start transitioning their fleet vehicles to more sustainable methods of transport.

7 Waste

- 7.1 Our waste management and minimisation continues to be a key strategic goal within the airport. Site waste management and performance in recycling is an important area the airport is focussing on going forward. The goal is to increase recycling while decreasing the amount of refused derived fuel.



Data derived from average collection weights (from Waste Contractors).

Recycled	Waste is re-processed into new products
Anaerobic Digestion	Food waste is broken down in a specialised plant to produce biogas
Waste to Energy	Waste is incinerated, the heat energy produced is used in other applications
Incineration	Waste is incinerated
Landfill	Waste is buried at dedicated sites
Refuse Derived Fuel	Waste is ground down, formed into pellets and used as fuel to produce heat for other applications

8 Initiatives/Tours

- 8.1 One project have been chosen to be carried out as part of the Rushmoor Borough Council's Environment Fund:
- Cove Cricket Club for the upgrading of their facilities.

9 Infringements

- 9.1 The table below displays a summary of results from the Flight Track Auditing Procedure:

Month	Flights investigated	Responses to date	Upheld to date	Excused to date	Investigated	Upheld to date
Oct-22	3	0	0	0	0	0
Nov-22	0	0	0	0	0	0
Dec-22	0	0	0	0	0	0
Jan-23						
TOTAL	3	0	0	0	0	0

- 9.2 Failure to adhere to noise abatement procedures leads to investigation by the airport. Identified operators must provide information and explain why a violation occurred with steps taken to prevent reoccurrence. To note, January 2023 has not been included.

- 9.3 The table below displays a summary of infringement procedure results for the year to date (2022):

Period	Infringements	Responses received	Responses accepted
Q1 –'22	5	3	2
Q2 –'22	4	3	1
Q3 –'22	7	0	1
Q4 –'22	3	0	0
TOTAL	19	6	4

10 Complaints

- 10.1 Farnborough Airport maintains record and investigates complaints in accordance with the Complaints Charter, published on the Farnborough Airport and RBC websites. Complaint's submission methods available are through letter, telephone, email or directly through the WebTrak system using the following contacts:

The Sustainability Department
Farnborough Airport
Farnborough
Hants, GU14 6XA

Tel: 01252 526001
Email: complaints@farnboroughairport.com
Web: <https://webtrak.emsbk.com/fab>

- 10.2 Under Global Data Protection Regulations (GDPR) Farnborough Airport cannot pass private information, including complainant's name, road name and postcode, to third parties for website publication. Historic reports containing private information have been removed from current websites.
- 10.3 Reports will only contain information about the complaint together with the area from which it originates. Information exclusively provided to Farnborough Airport by members of the public is subject to our company privacy notice, viewable at www.farnboroughairport.com/privacy-policy/.

10.4 Table 1 displays summarised complainant and complaint data with details of operational classification.

Summary Table 1

Month	FAL related complainants	FAL related complaints	Complaints generated from non-compliant flights			Unauthorised flights that generated complaints	Complaints related to non-FAL flights
			NA violation	SID / STAR violation	TOTAL		
Oct-22	20	309	0	0	0	0	14
Nov-22	14	222	0	0	0	0	7
Dec-22	11	233	0	0	0	0	3
Jan-23	15	198	0	0	0	0	4
Totals	30	962	0	0	0	0	28

10.5 Table 2 displays a breakdown of the concerns raised by the complainants. On occasion, single complaints identify multiple concerns; consequently, the total of all the concerns raised is greater than the total complaints stated in Table 1.

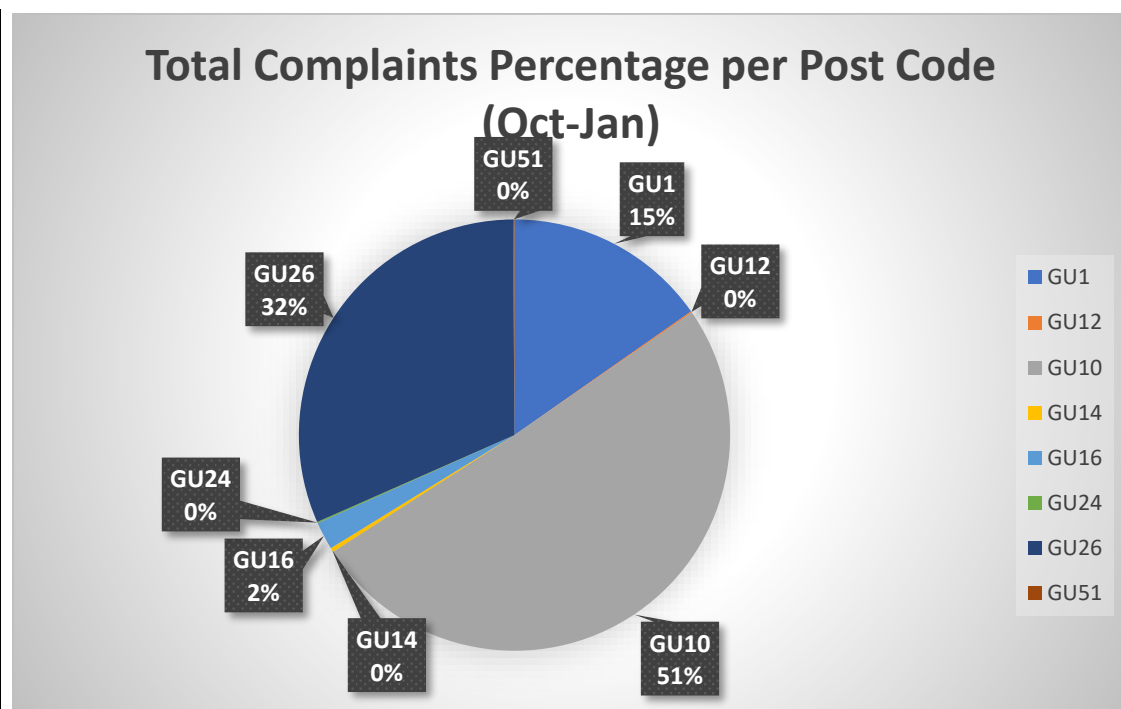
Summary Table 2

Month	Concerns raised by complainants (FAL related)						
	Track	Noise	Altitude	Size or type	Out of hours	Odour	Other
Oct-22	63	238	30	0	1	0	7
Nov-22	36	178	9	0	0	1	7
Dec-22	79	150	17	0	0	0	6
Jan-23	64	122	54	2	1	0	5
Totals	242	688	110	2	2	1	25

Complaints categorised as "other" relate to general complaints (not flight specific) or complaints that do not come within the main categories (e.g. circling flights, increased movements, ground noise, helicopters).

Summary Table 3

Post Code	Total Complaints Percentage by Post Code (%)
GU1	15
GU12	0
GU10	50
GU14	0
GU16	2
GU24	0
GU26	31
GU51	0



- 10.6 Table 3 displays a breakdown of the total complaints per post code with GU10 and GU26 contributing 81% of the responses received.
- 10.7 The FACC complaints report (submitted alongside the Farnborough Airport Information Report) provides operational and response data on complaints received during the reporting period. Explanations of each column are provided below:

Day:	The day of the week to which the complaint refers
Date & Time:	The date and time to which the complaint refers
Town / City:	The town or city of the complainant
Concerns:	The concerns raised by the complainant (may be multiple)
Operation: (overflight)	Whether the aircraft was a <i>Departure</i>, an <i>Arrival</i>, or <i>Transient</i>
R/W:	The runway used, <i>24</i>, <i>06</i> or <i>H</i> (Helipad).
Type:	The aircraft type (International Civil Aviation Organisation (ICAO) code)
Category:	The general type of aircraft, either Jet, Turbo-prop, Prop or Helicopter
Infringement Status:	The conclusion following flight track audit and complaint investigation
Explanation:	The key explanation of the concerns raised by the complainant
Response:	The correspondence method used to respond to the complainant

Please note:

Where the complaint is of a general nature and flight or infringement specifics do not apply, or if the complaint concerns a non-Farnborough flight of which details are unknown, the entry is marked N/A.

- Complaints received that do not specify a time are logged using the default time setting on the complaints monitoring system. The default setting is 00:00.
- Complaints data only reflects those complaints submitted within the reporting period.