

1. Aircraft Movements

- 1.1 The permitted movement numbers for 2023 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 2023 ending 31 May 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	2229	2136	590	573	55	45	16	11
Feb	2267	2190	701	683	54	50	17	15
Mar	2511	2426	556	537	62	48	10	7
Apr	2326	2202	741	711	58	52	14	14
May	3014	2860	931	899	78	61	28	24
Jun								
Jul								
Aug								
Sep								
Oct								
Nov								
Dec								
Total	12347	11814	3519	3403	307	256	85	71

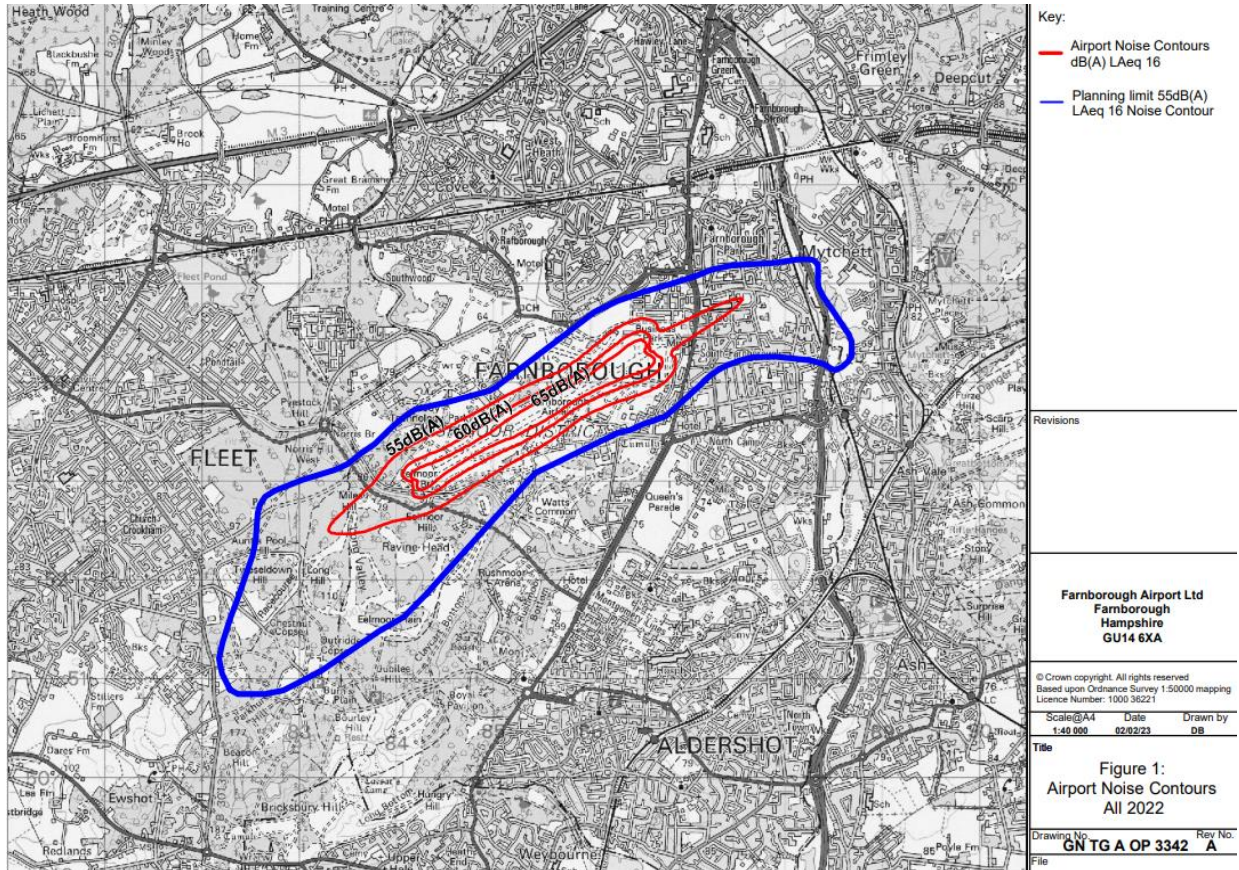
NB. A more detailed breakdown of Total Movements can be viewed within the Farnborough Airport Environment Reports submitted to Rushmoor Borough Council.

- 1.3 A missed approach is when for any reason, it is judged that an approach or landing cannot be continued, the reasons as to why this could happen included but not limited to weather, unable to capture the ILS, or the runway being occupied.
- 1.4 During the reporting period there were eighteen missed approaches. Fourteen occurred while runway 24 was in operation and four 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.
- 2.3 The next INM Noise Assessment will take place in July 2023 and will produce actual contours for January to June 2023 and predicted contours for July to December 2023.

dB(A) L _{Aeq,16h}	Amended Control Contour Areas (km ²) as per clause 12.1a of the S106 (29/10/2010)	Actual Contour Areas Jan to Dec 2022 (km ²)	Predicted Contour Areas, Jan to Dec 2023 (km ²)
55	6.58	2.39	2.45
60	2.42	1.02	1.04
65	N/A	0.50	0.51



3 Air Quality Monitoring

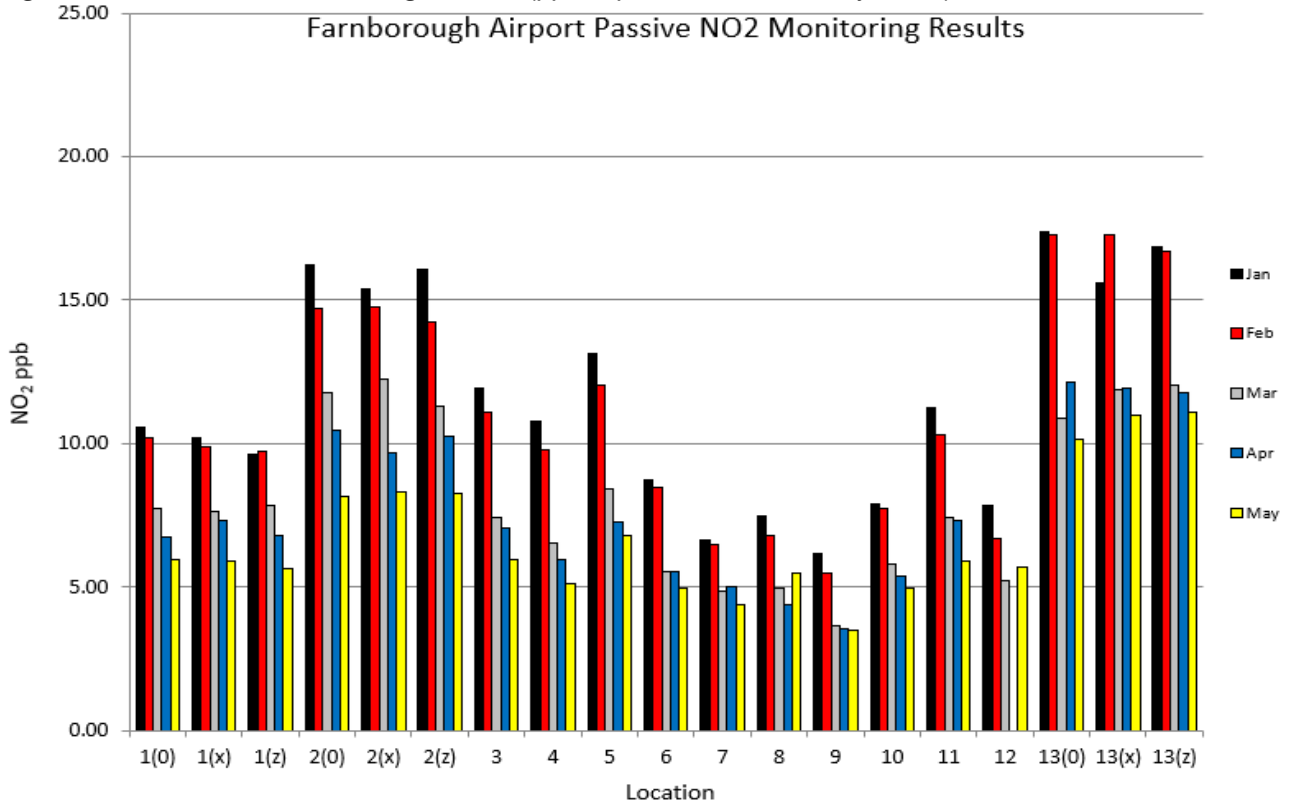
3.1 Air quality monitoring continues at 13 locations spread out in the local area. There are six locations within the airport boundary and the other seven locations are spread out within the local communities.

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. The air quality regulations show the threshold limits are 21 ppb.

3.2 Locations 1-6 and 13 are located outside of the airport boundary whilst 7-12 are located within the airport. Locations 2 and 13 represent the highest concentrations of Nitrogen Dioxide which highlight the influence of road traffic on air quality in the local area.

3.3 During this reporting period, location 12 has an incomplete data (April) set due to missing diffusion tube. This tube was replaced in the subsequent sampling run.

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



4 Runway Use

4.1 The predominant south-west winds in the Farnborough area favoured use of runway 24 during the months of February and March period. A notable shift to easterlies appeared throughout April and May which are reflected in the figures below.

- 06 Arrival- aircraft arriving over Church Crookham
- 24 Departure- aircraft departing over Church Crookham
- 06 Departure- aircraft departing over Farnborough
- 24 Arrival- aircraft arriving over Farnborough

4.2 Table 4.2 details recorded runway use and operation (i.e., Departure or Arrival) figures for the reporting period. Runway use (%) †

Operation	February '23	March '23	April '23	May '23
06 Arrival	11	10	20	31
24 Departure	38	39	28	19
06 Departure	11	11	21	30
24 Arrival	39	39	29	19
Aerodrome (Heli)	1	1	2	1

† to the nearest whole percent

5 Security

5.1 A peaceful protest was held on the 14th of May 2023 at Ively Gate. No disruptions to passengers were noted as a result.

6 Corporate Social Responsibility

6.1 Farnborough Airport held a careers day to attract and inspire a new and diverse workforce of aviation professionals, supporting the Department for Transport's ambitions to raise the profile of the aviation industry. During the event, fellow industry leaders including aircraft manufacturers Gulfstream, the British

Business and General Aviation Association (BBGA) and private aviation operator Flexjet, will also be in attendance.

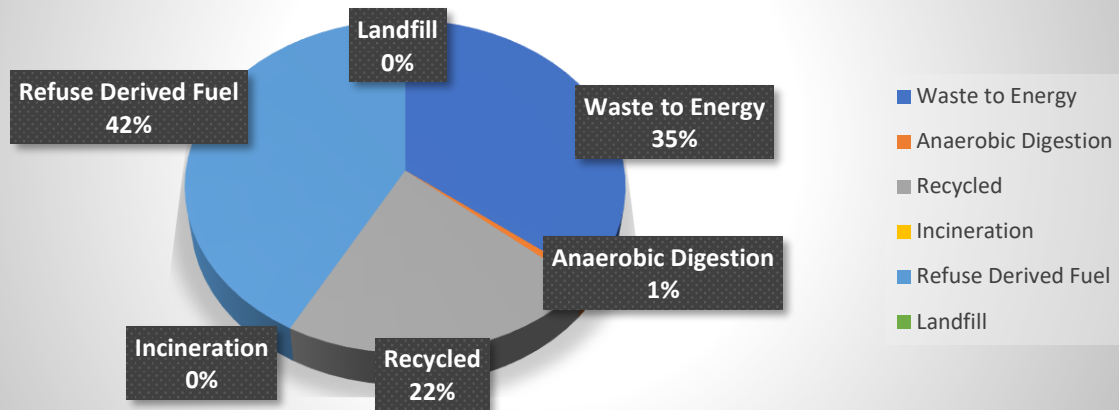
- 6.2 A new study commissioned by Rushmoor Borough Council highlights how Farnborough airport is boosting regional prosperity. <https://www.farnboroughairport.com/news/new-study-highlights-how-farnborough-airport-is-boosting-regional-prosperity>
- 6.3 Voluntary tree planting occurred in Southwood Park where 1000 saplings were planted in the park. The saplings were made up of a variety of different species of trees and shrubs to make for a natural and diverse habitat.
- 6.4 Reg's Garden, next to Farnborough North railway station is part of the heritage of the town, first opening in 1849. It was left unmaintained, and his garden became an eyesore. As well as working in the garden, our team grafted in the station, removing soil and shrubs from the deep vintage steel flower beds on platform two. These will later be sanded down and repainted to enable the station to look resplendent for the community and visitors to it.
- 6.5 Southwood Country Park was visited again, when 19 employees from across the Airport and Aviator came together to collect 46 bags of litter. Most of the litter collected was recovered from a variety of undergrowth and brambles, its contents varying from drinks tins to car parts, a rabbit hutch, a saw and even a shopping trolley. Once amassed back at the airport, it was collected by the council.
- 6.6 During the reporting period we invited members of the community over three visits the airport to discuss a wide range of topics including helicopter movements, airspace design and aircraft noise.
- 6.7 Latest recipients for the FAL/RBC fund include:
 - Cove Cricket Club- Outdoor practice net facility
 - The Source Young People's Charity- Bikes for Good Project
 - The Species Recovery Trust- Marsh Clubmoss in the South-east of England
 - Community Matters Partnership Project- Ongoing corporate volunteering days throughout the year
 - Alderwood School- Bus shelter project
 - Head2Head Theatre- Action Planet immersive learning experience
 - Prospect Estate Big Local (PEBL)- Water Lane Playground

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 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

Disposal methods for airport generated waste Q1 -2023 (%)



8 Infringements

8.1 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
Feb-23	0	0	0	0	0	0
Mar-23	0	0	0	0	0	0
Apr-23	0	0	0	0	0	0
May-23	2	0	0	0	0	0
TOTAL	0	0	0	0	0	0

8.2 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.

8.3 The table below displays a summary of infringement procedure results for the year to date (2023):

Period	Infringements	Responses received	Responses accepted
Q1 -'23	0	0	0
Q2 -'23	2*	0	0
Q3 -'23			
Q4 -'23			
TOTAL			

9 Complaints

9.1 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 though 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>

- 9.2 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.
- 9.3 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/.
- 9.4 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		
Feb-23	16	241	0	0	0	0	4
Mar-23	19	132	0	0	0	0	4
Apr-23	13	163	0	0	0	0	3
May-23	17	247	0	0	0	0	6
Totals	37	783	0	0	0	0	17

- 9.5 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

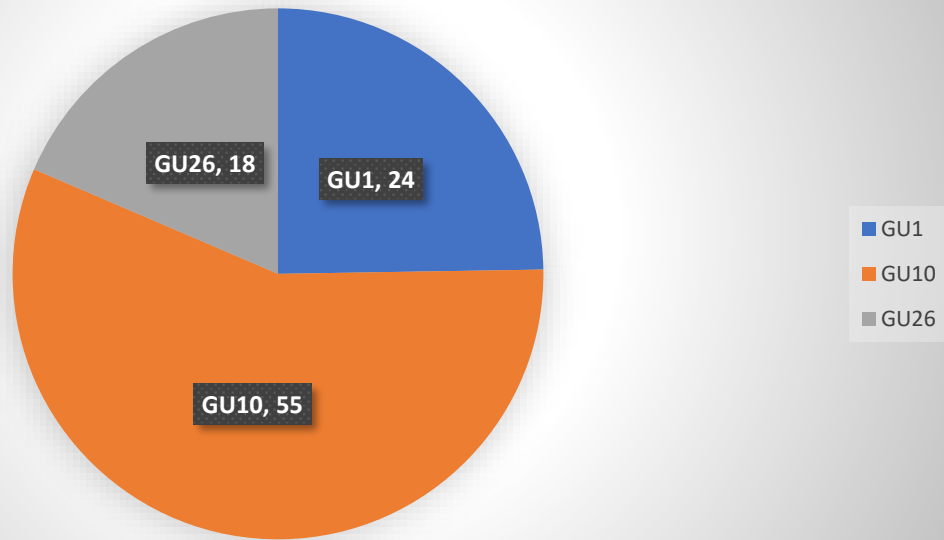
Month	Concerns raised by complainants (FAL related)						
	Track	Noise	Altitude	Size or type	Out of hours	Odour	Other
Feb-23	37	196	32	0	0	0	1
Mar-23	14	110	23	0	0	0	8
Apr-23	37	126	23	0	0	0	1
May-23	44	199	28	0	0	0	14
Totals	132	631	106	0	0	0	24

- 9.6 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).
- 9.7 Table 3 displays a breakdown of the total complaints per post code with GU1, GU10 and GU26 contributing 97% of the responses received. Postcodes identified using <https://postcodefinder.net>

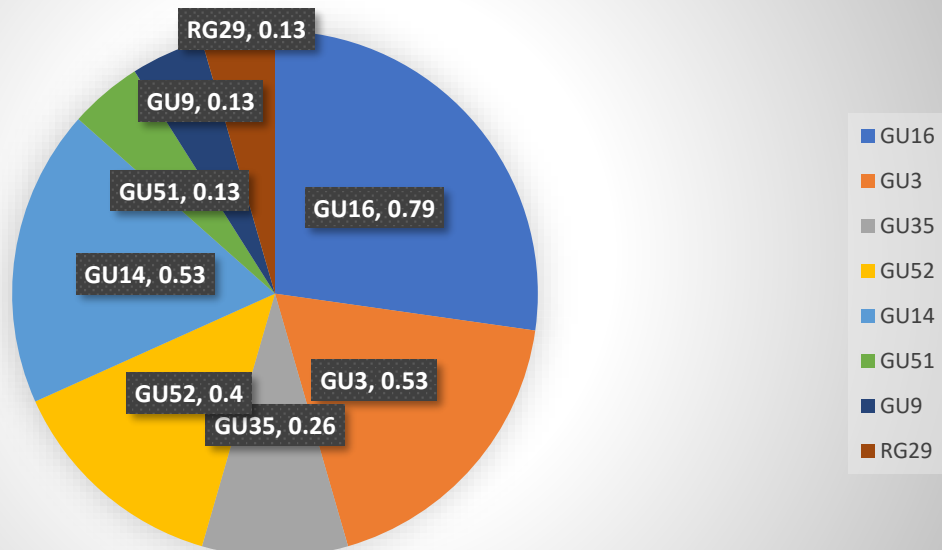
Summary Table 3

Post Code	Total Complaints Percentage by Post Code (%)
GU1, Guildford	24
GU10, Farnham	55
GU26, Hindhead	18
GU16, Camberley	0.79
GU3, Guildford	0.53
GU35, Bordon	0.26
GU52, Fleet	0.40
GU14, Farnborough	0.53
GU51, Fleet	0.13
GU9, Farnham	0.13
RG29, Hook	0.13

Top 3 Complaint Area's by Post Code (%) of Total



Remaining Complaint Area's by Post Code (%) of Total



9.8 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:	Whether the aircraft was a <i>Departure</i>, an <i>Arrival</i>, or <i>Transient</i>
(overflight)	
R/W:	The runway used, 24, 06 or H (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.
- Complaints are being handled in line with the rules presented at the last FACC.

Ends