

1. Aircraft Movements

- 1.1 The permitted movement numbers for 2024 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 2024 ending 31st May 2024; 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	2,085	2,010	533	514	79	70	20	16
Feb	2,210	2,141	661	644	84	75	30	25
Mar	2,394	2,271	752	716	70	69	21	20
Apr	2,244	2,138	604	593	90	90	26	26
May	2,980	2,874	801	778	81	80	23	23
Jun								
Jul								
Aug								
Sep								
Oct								
Nov								
Dec								
Total	11,913	11,434	3,351	3,245	404	384	120	110

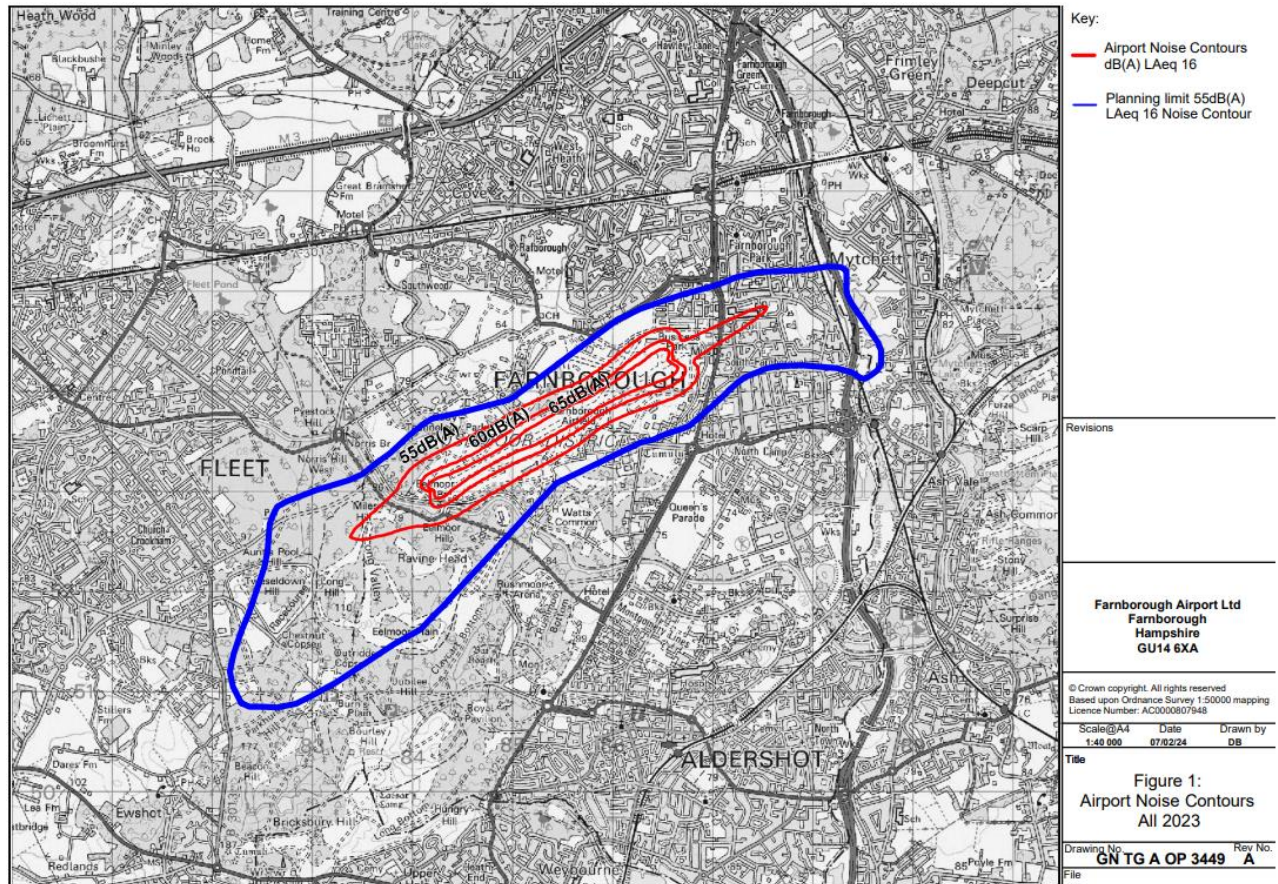
NB. A more detailed breakdown of Total Movements can be viewed within the Farnborough Airport Environment Reports submitted to Rushmoor Borough Council.

- 1.3 A missed approach is classified as an approach or landing that cannot be continued, the reasons as to why this could occur include but not limited to weather, unable to capture the ILS, or the runway being occupied.
- 1.4 During the reporting period there were sixteen (16) missed approaches. Eleven (11) occurred while runway 24 was in operation and five (5) 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 2023 was submitted in February 2024 and included actual contours for January – December 2023 and predicted contours for January to December 2024. Results from the most recent assessment demonstrated that the calculated contours remain within the boundaries set by the Planning Agreement.
- 2.3 The next INM Noise Assessment will take place in July 2024 for submission in August and will produce actual contours for January to June 2024 and predicted contours for July to December 2024.

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 2023 (km ²)	Predicted contour areas, Jan to Dec 2024 (km ²)
55	6.58	2.20	2.39
60	2.42	0.94	1.00
65	N/A	0.45	0.48



2.4 The portable Noise Monitoring Terminal (NMT) was deployed at Church Crookham Community Centre on the 19th of December. Due a tripped power point on the 21st of December the NMT became non-functional once the battery depleted. The portable NMT at the Community Centre was extended to ensure a three-month period has been captured. The NMT was collected on the 2nd April and the report is being processed.

2.5 The next location for the deployment of the portable NMT is between Ewshot and Crondall, this is along the Standard Instrument Departure corridor for runway 24, a suitable location has been identified with the help of members from the Noise Sub Group and the unit was deployed on 18th June.

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 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 below 21 parts per billion (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.

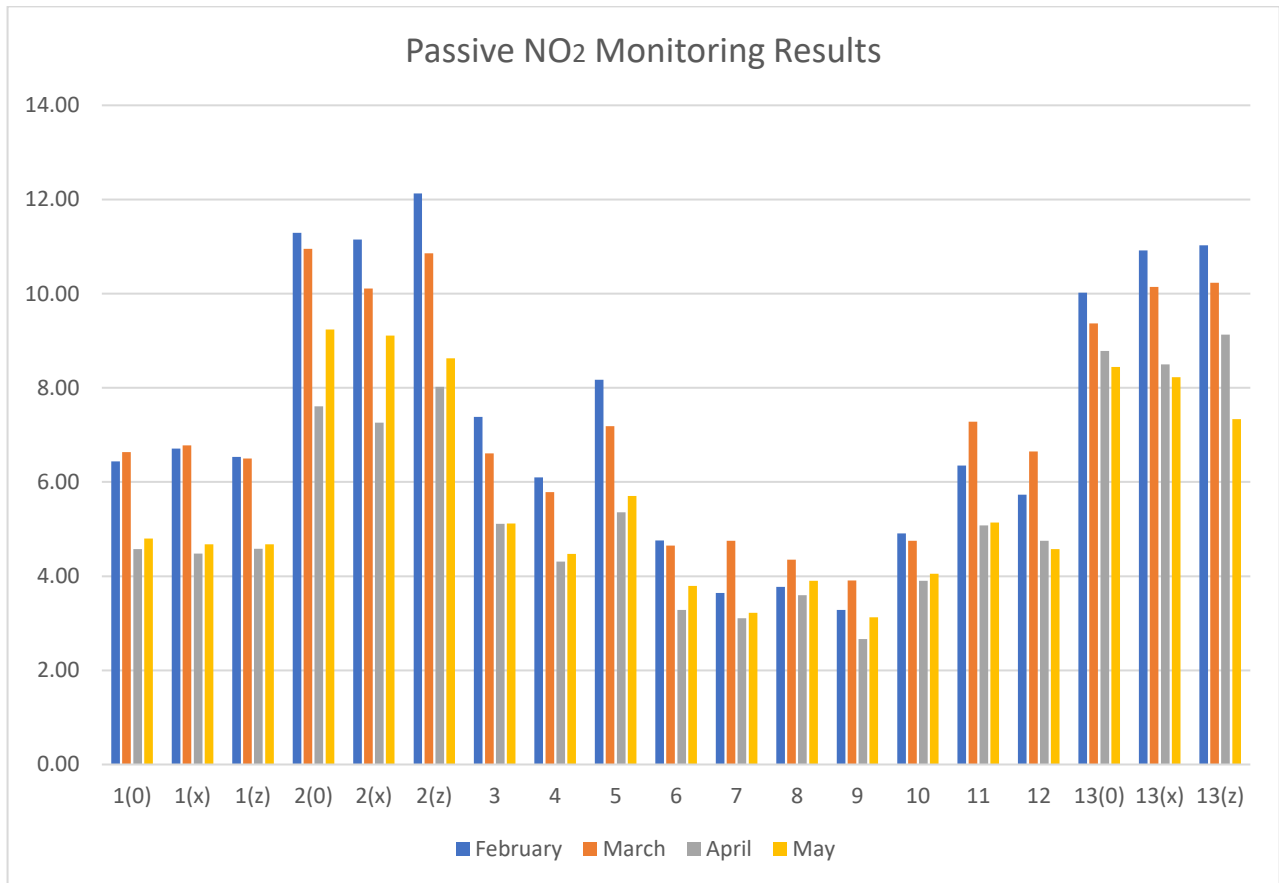


Figure 1: Passive NO₂ monitoring results, (ppb expressed as a monthly mean).

*Results for February 2024 were not received at the time of this report submission

3.3 Two locations were identified within the Airport boundary to undertake further air quality analysis over a three-month period which covers NO₂, O₃ (Ozone), PM₁₀ and PM_{2.5} (particulate matter) which will be presented to the FACC in due course. The installation commenced on 17/05/2024.

4 Runway Use

4.1 Typical westerly winds (runway 24) presented through period from February to May with the expected change to more easterly winds (runway 06) closer to May.

- 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 '24	March '24	April '24	May '24
06 Arrival	6	9	11	16
24 Departure	44	42	38	34
06 Departure	5	8	11	15
24 Arrival	44	40	39	34
Aerodrome (Heli)	1	1	1	1

† to the nearest whole percent

5 Security

5.1 On the 2nd of June approximately 40-50 protestors blocked our 3 gates with mix of people, banners, tripods, stepladder, drums and lock ons and a boat. Protestors then blocked a further gate opened by the Airport.

Police protected another gate and that was then use for the rest of the day. All flights departed and landed as planned with minor disruptions to those arriving at the Airport.

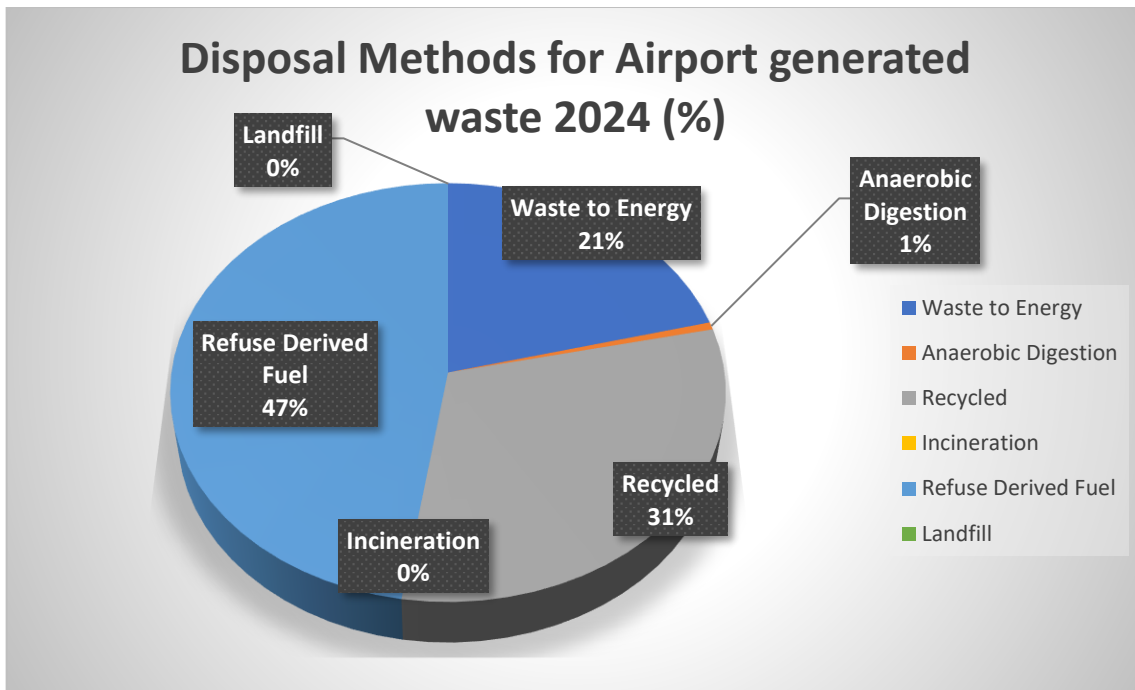
6 Corporate Social Responsibility

- School airport tours x4 (FCoT x2, Wavell, Court Moor)
- Airport school visits x1 (two assemblies at Church Crookham Juniors)
- Community group airport visits x5 (Farnborough & Rushmoor Rotary Club, Volunteers of Brickfield Park, Parkside disability charity, FAST museum, Farnborough Residents Association)
- Volunteering days X3 (Parkside – assembling flower beds, Southwood litter pick, Tower Hill School – garden maintenance)
- Charity: headline sponsor of Aldershot-hosted match between England C and Nepal

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



8 Noise Abatement Audit

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

Month	Flights investigated	Excused*	Upheld**
Feb-24	6	3	3
Mar-24	1	1	0
Apr-24	13	8	5
May-24	9	7	2
TOTAL	29	19	10

*Excused flights are valid reasons as to why an aircraft broke the noise abatement these reasons can included meteorological conditions, ATC instruction or exempt

** After investigation these flights were deemed to have broken the noise abatement procedure and a letter was sent to the operator.

8.2 Failure to adhere to noise abatement procedures leads to an investigation by the Airport. Identified operators must provide information and explain why a violation occurred with steps taken to prevent reoccurrences.

8.3 The table below displays a summary of the Noise Abatement Audit procedure results for the year to date (2024):

Period	Non-compliant	Responses received	Responses accepted
Q1 –'24	3	1	1
Q2 –'24			
Q3 –'24			
Q4 –'24			
TOTAL	3	1	1

9 Complaints

9.1 Farnborough Airport maintains records 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 At the time of the report being produced, no questions were directed to the Airport by the FACC membership.

9.3 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.

9.4 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/.

9.5 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-24	16	241	0	0	0	0	4
Mar-24	9	218	0	0	0	0	3
Apr-24	12	151	0	0	0	0	2
May-24	18	208	0	0	0	0	3
Totals	34	818	0	0	0	0	12

9.6 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-24	76	125	71	0	1	0	4
Mar-24	64	105	85	0	0	0	12
Apr-24	32	87	54	0	0	0	20
May-24	67	112	79	0	1	1	9
Totals	239	429	289	0	2	1	45

9.7 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).

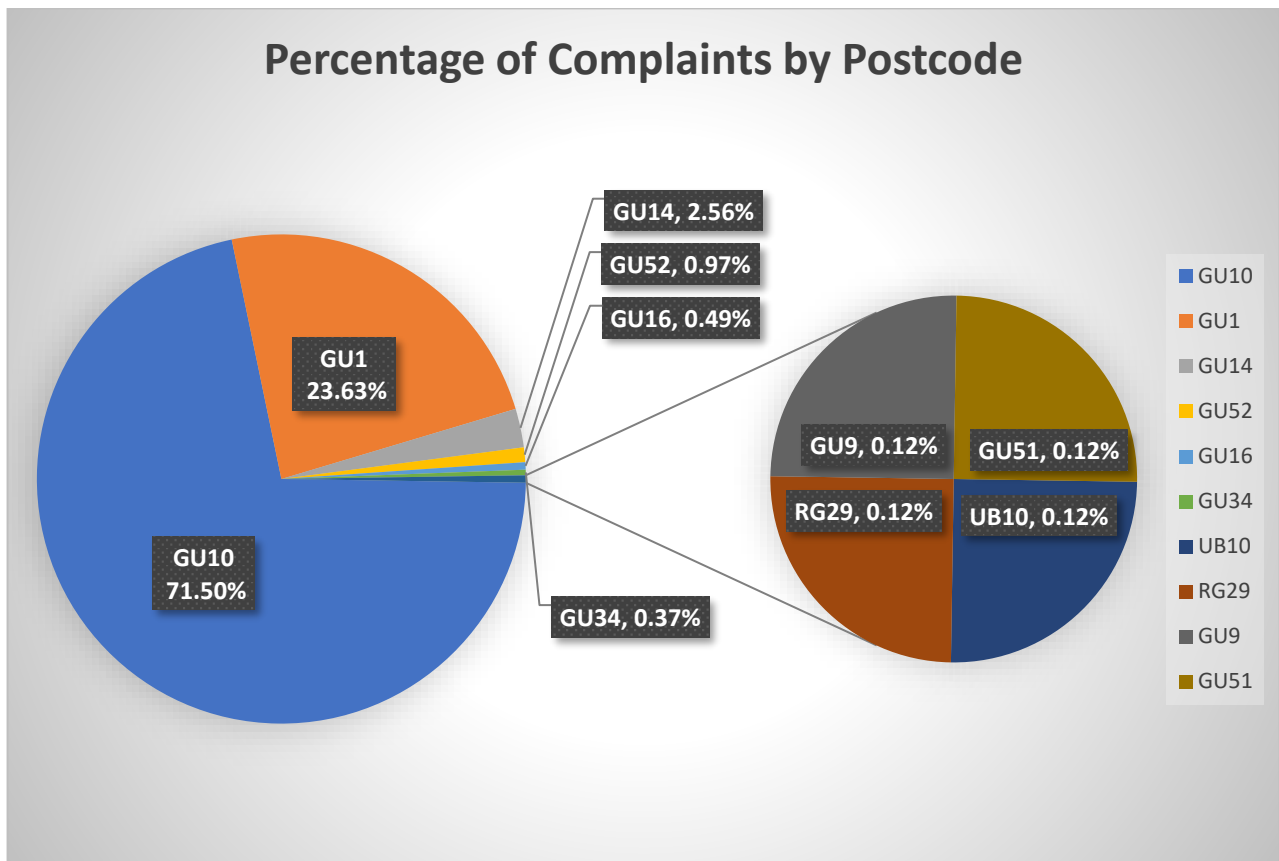
9.8 With regards to out of hours flights, it must be noted that no aircraft had operated outside of our hours. These were misidentified breaches by complainants.

9.9 Table 3 displays a breakdown of the total complaints per post code with GU1 and GU10 contributing 95% of the responses received. Postcodes identified using <https://postcodefinder.net>

Summary Table 3

Post Code	Total Complaints Percentage by Post Code (%)
GU10, Farnham	71.50
GU1, Guildford	23.63
GU14, Farnborough	2.56
GU52, Fleet	0.97
GU16, Camberley	0.49
GU34, Alton	0.37
UB10, Uxbridge	0.12
RG29, Hook	0.12
GU9, Farnham	0.12
GU51, Fleet	0.12

Percentage of Complaints by Postcode



9.10 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.
- Complaints are being handled in line with the rules presented at the last FACC.

Ends