

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 October 2024; the blue section relates to the reporting period of this report.

Table 1: Movement Summary

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	3,317	3,153	947	920	117	102	29	27
Jul	3,390	2,979	848	770	181	123	62	42
Aug	2,732	2,533	859	820	147	121	32	26
Sep	2,888	2,769	830	802	113	97	20	19
Oct	2,640	2,520	626	605	84	74	21	19
Nov								
Dec								
Total	26,880	25,388	7,461	7,162	1,046	901	284	243

*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 are not limited to weather, inability to capture the ILS, or the runway being occupied.

1.4 During the reporting period there were twenty-two (22) missed approaches. Nineteen (19) occurred while runway 24 was in operation and three (3) on runway 06.

1.5 During the month of July, Farnborough Airport was involved with the Farnborough Airshow run by Farnborough International. The Airshow consisted of a validation week which is held the week prior to the Airshow. During the two weeks of Airshow related activity, 209 movements (touched the runway) were recorded.

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 H1 of 2024 was submitted in August 2024 and included actual contours for January – June 2024 and predicted contours for July to December 2024. 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 January 2025 for submission in February and will produce actual contours for January to December 2024 and predicted contours for January to December 2025.

Table 2: INM Noise Assessment Summary

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 Jun 2024 (km ²)	Predicted contour areas, Jul to Dec 2024 (km ²)
55	6.58	2.06	2.24
60	2.42	0.89	0.95
65	N/A	0.42	0.45

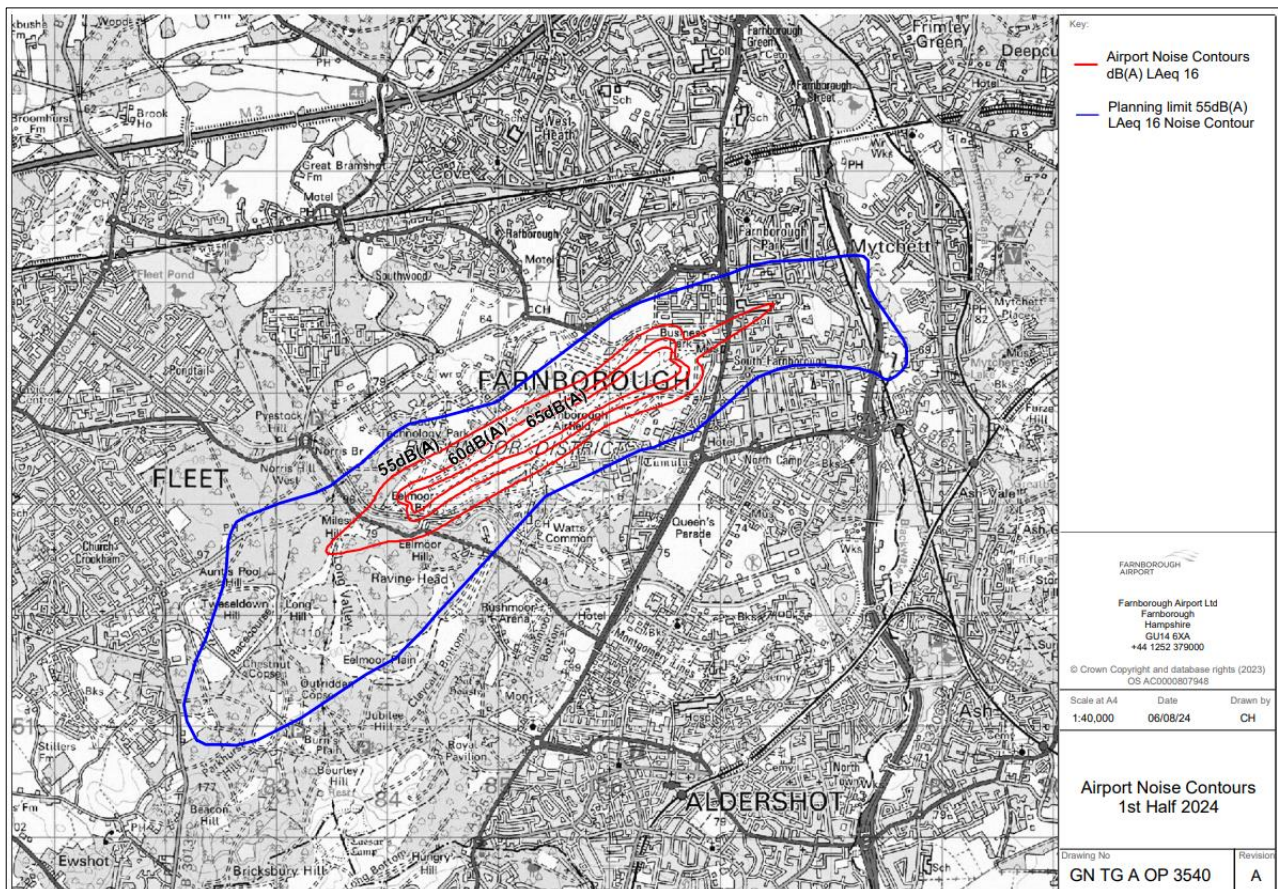


Figure 1: Noise Contours H1

2.4 The portable Noise Monitoring Terminal (NMT) was deployed at a residential property in Ewshot on the 18th of June and collected on the 4th of October and the report is being processed.

2.5 At the latest Noise Subgroup Committee (NSC) held in October 2024, the report for the Church Crookham area is being finalised for submission to the wider FACC.

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 are located near Farnborough College and the M3 Motorway, these locations represent the highest concentrations (see Figure 2 below) of Nitrogen Dioxide which highlight the influence of road traffic on air quality in the local area.

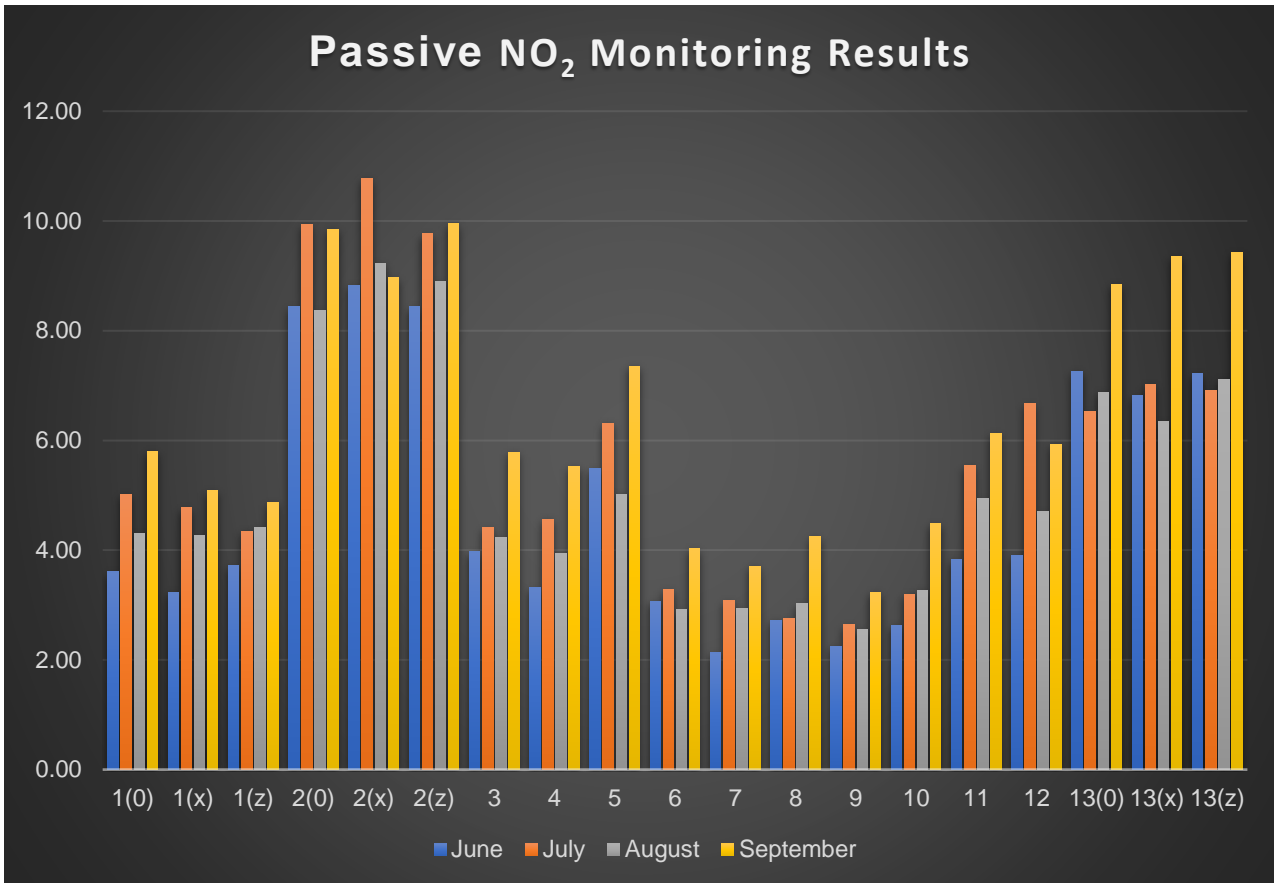


Figure 2: Passive NO₂ monitoring results, (ppb expressed as a monthly mean).

*Results for (October) 2024 were not received at the time of this report submission

4 Runway Use

4.1 Typical runway 24 usage as expected occurred in June, July and August with an increase in easterly winds during the months of September and October.

- 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 (%)[†].

4.3 Runway split denotes the overall usage for the month, i.e. in June, 78 % of movements operated on runway 24 and 21 % operated on runway 06.

Table 3: Runway Use

Operation	June '24	July '24	August '24	September '24	October '24
06 Arrival	10	7	7	16	11
24 Departure	39	43	43	32	38
06 Departure	11	7	6	18	11
24 Arrival	39	42	43	33	39
Aerodrome (Heli)	1	1	1	1	1
Runway 24/06 Split %	78 / 21	85 / 14	86 / 13	65 / 34	77 / 22

† to the nearest whole percent

5 Security

- No protests occurred at the Airport since the last meeting.

6 Corporate Social Responsibility

- There were nine Airport visits to local schools for assemblies and careers fairs.
- One school tour of Airport
- Two community groups visited the Airport.
- Two employee volunteer days at local schools in Rushmoor
- The Airport received a score of 94/100 in the GRESB (Global Real Estate Sustainability Benchmark) Infrastructure Assessment, this is the Airport highest score to date.
- The Airport sponsored Rushmoor Pride as well as Aldershot Football Club Remembrance weekend fixture.

7 Waste

7.1 Our waste management and minimisation continue 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

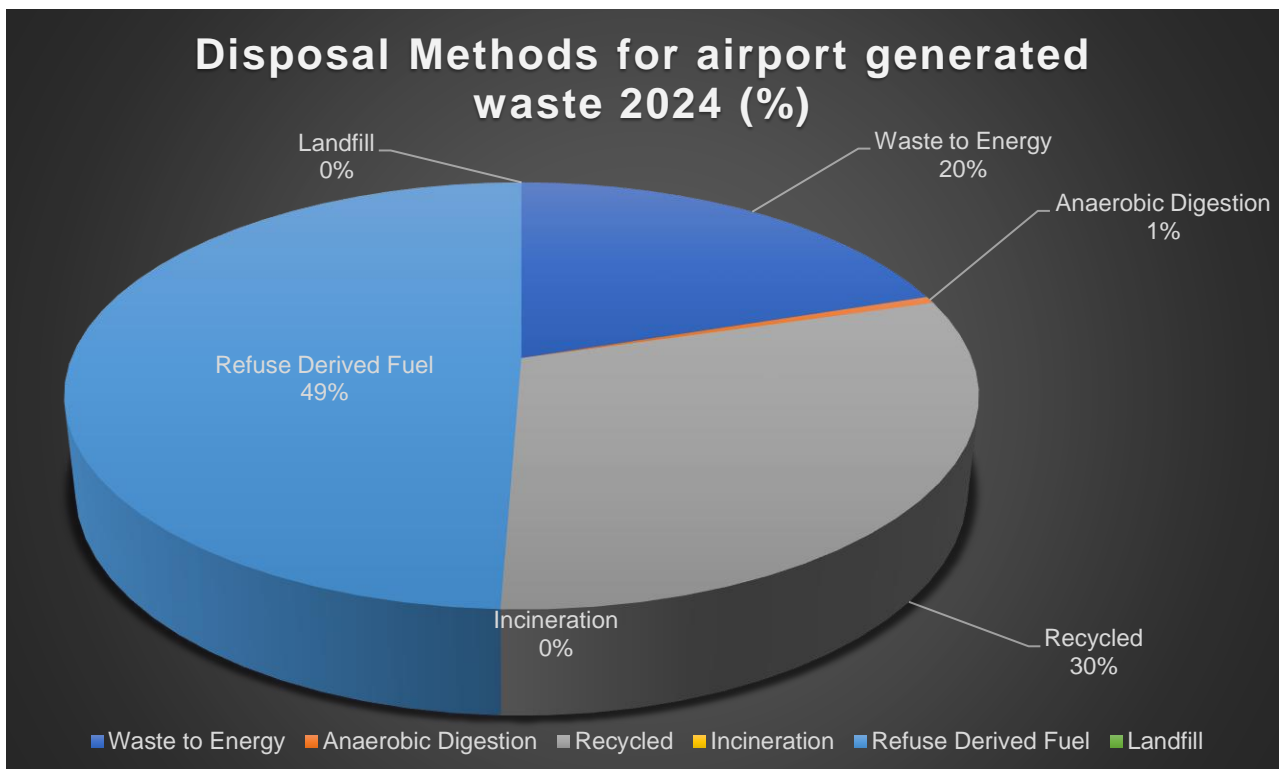


Figure 3: Waste Disposal breakdown

8 Noise Abatement Audit

8.1 The table below displays a summary of results from the flight track auditing procedure:

Table 4: Flight Track Audit Summary

Month	Flights investigated	Excused**	Upheld***
Jun-24	9	9	0
Jul-24	6	5	1
Aug-24	3	0	3
Sep-24	1	0	1
Oct-24	1*	0	0
TOTAL	19	14	5

*There are flights being investigated at NATS and will be reported on at the next FACC

**Excused means valid reasons as to why an aircraft broke the noise abatement, for instance meteorological conditions, ATC instruction or exemption

***Upheld means that the clarification received by the operator/crew is understood and accepted as reasonable

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

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

Table 5: Noise Abatement Infringement Summary

Period	Non-Compliant	Responses received	Responses accepted
Q1 –'24	4	4	4
Q2 –'24	6	3	3
Q3 –'24	4	2	2
Q4 –'24			
TOTAL	14	9	9

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 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>

9.2 During the reporting period, 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 Seven (7) phone complaints were unable to be logged due to a lack of details being provided and one e-mail was unable to be logged as a postcode was not provided.

9.6 Table 6 displays summarised complainant and complaint data with details of operational classification.

Table 6: Complainant Breakdown Summary

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		
Jun-24	14	146	0	0	0	0	5
Jul-24	17	145	0	0	0	0	5
Aug-24	9	105	0	1	1	0	1
Sep-24	13	46	0	0	0	0	1
Oct-24	5	49	0	0	0	0	0
Totals	30	491	0	1	1	0	12

9.7 Table 7 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 6.

Table 7: Concerns Breakdown Summary

Month	Concern categories used by complainants (FAL related)						
	Track	Noise	Altitude	Size or type	Out of hours	Odour	Other
Jun-24	2	137	26	1	0	0	3
Jul-24	1	134	26	1	1	1	4
Aug-24	3	99	11	0	0	0	3
Sep-24	0	43	11	1	1	0	4
Oct-24	0	48	6	0	0	0	1
Totals	6	461	80	3	2	1	15

9.8 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).

9.9 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.

9.10 Table 3 displays a breakdown of the total complaints per post code with GU1, GU10 and GU52 accounting for 93% of the responses received. Postcodes identified using <https://postcodefinder.net>

Table 8: Postcode Breakdown

Post Code	Total Complaints Percentage by Post Code (%)
GU1	57.64
GU10	32.38
GU52	3.46
GU16	2.24
GU14	1.63
GU3	1.22
GU34	0.61
GU15	0.41
GU24	0.20
GU22	0.20

Ends