

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 January 2025; 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	2,250	2,155	532	507	62	58	17	13
Dec	2,213	2,159	603	592	55	48	13	9
Total	31,343	29,702	8,596	8,261	1,163	1,007	314	265

*A more detailed breakdown of Total Movements can be viewed within the Farnborough Airport Environment Reports submitted 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	2,041	1,954	532	518	65	58	16	15
Total	2,041	1,954	532	518	65	58	16	15

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 fourteen (14) missed approaches. Twelve (12) occurred while runway 24 was in operation and two (2) 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 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
- 2.3 The latest Noise Subgroup Committee (NSC) held in January 2025. Details of this meeting will be discussed at the next FACC meeting.

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.

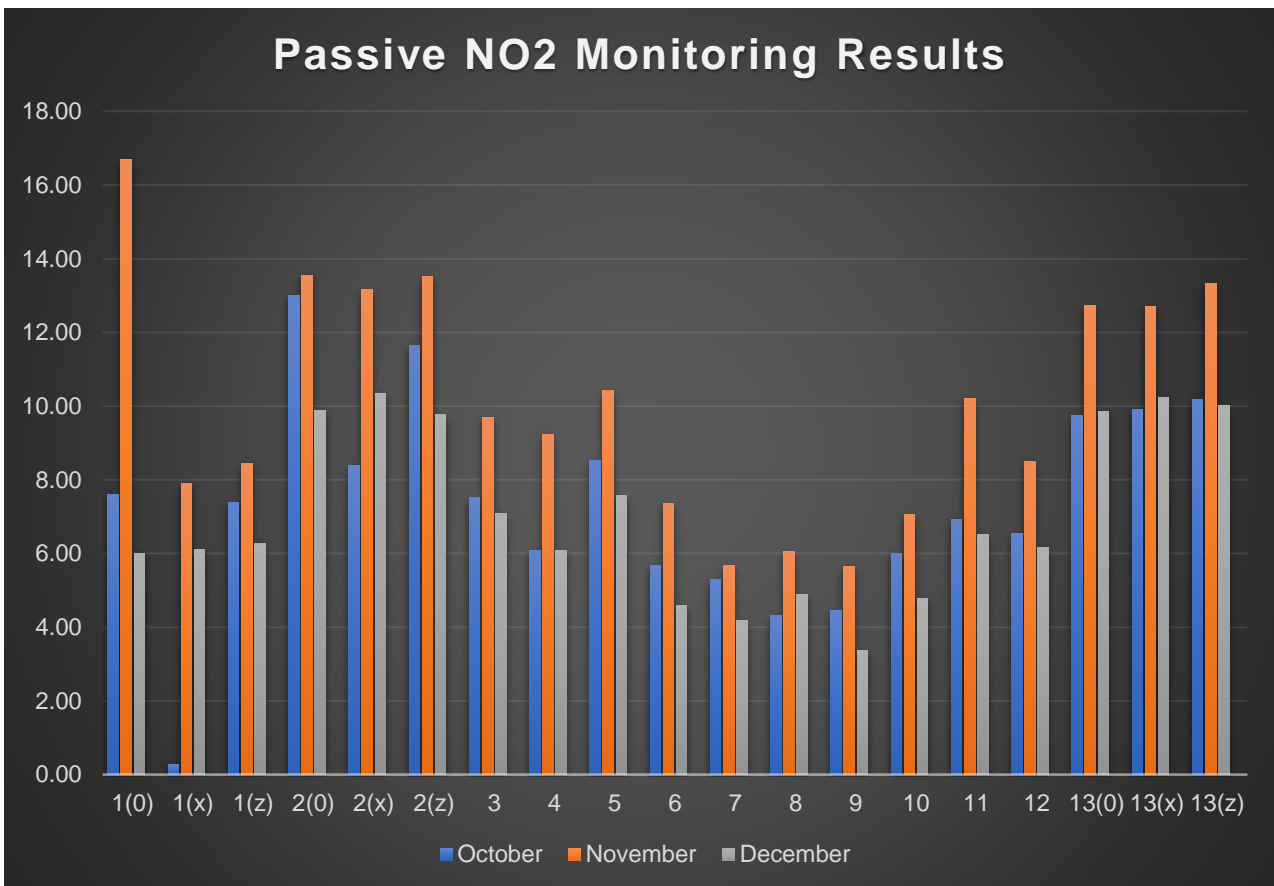


Figure 2: Passive NO₂ monitoring results, (ppb expressed as a monthly mean).

*Results for (January) 2025 were not received at the time of this report submission

4 Runway Use

- 4.1 Typical runway 24 usage as expected occurred in December and January with an increase in easterly winds during the month of November.

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 3 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 November, 63% of movements operated on runway 24 and 35% operated on runway 06.

Table 3: Runway Use

Operation	November '24	December '24	January '25
06 Arrival	17	9	5
24 Departure	31	41	45
06 Departure	18	9	5
24 Arrival	32	40	44
Aerodrome (Heli)	2	1	1
Runway 24/06 Split %	63/35	81/18	89/10

† to the nearest whole percent

5 Security

- A peaceful protest was held on the 12th January 2025 at Ively Gate. No disruptions to passengers were noted as a result.

6 Corporate Social Responsibility

We continued with our Inspiring Minds programme, to raise aspirations in the community. Overall, in 2024, we hosted 12 school tours. Since November 2024, Farnborough Airport has hosted four school tours. In addition, groups from Church Crookham Scouts and Guides have visited our Fire Department

Improving community wellbeing by maintaining, restoring and improving community areas, we contributed 105 volunteering hours. While the Rushmoor Borough Council managed the Farnborough Airport Community and Environment Fund, it allocated £45k to local projects. Overall, in 2024, the fund allocated more than £93k to local groups. We are looking at hosting a networking event to talk about the fund, targeting further local community groups to apply for the fund.

We were headline sponsor for the second successive year of the Farnborough Half Marathon, which saw close to 3,000 local runners take part in what is a huge community event. As a long-term supporter of local prosperity, we were headline sponsor of the Hampshire Business Awards, held before Christmas at Farnborough International.

We also continued with our Know Your Neighbour sessions, where we invite local community groups into see how we work. Since the last FACC meeting we've held three such events, with groups from the Farnborough Aerospace Consortium, Parity for Disability and Farnborough Symphony Orchestra all came to visit.

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

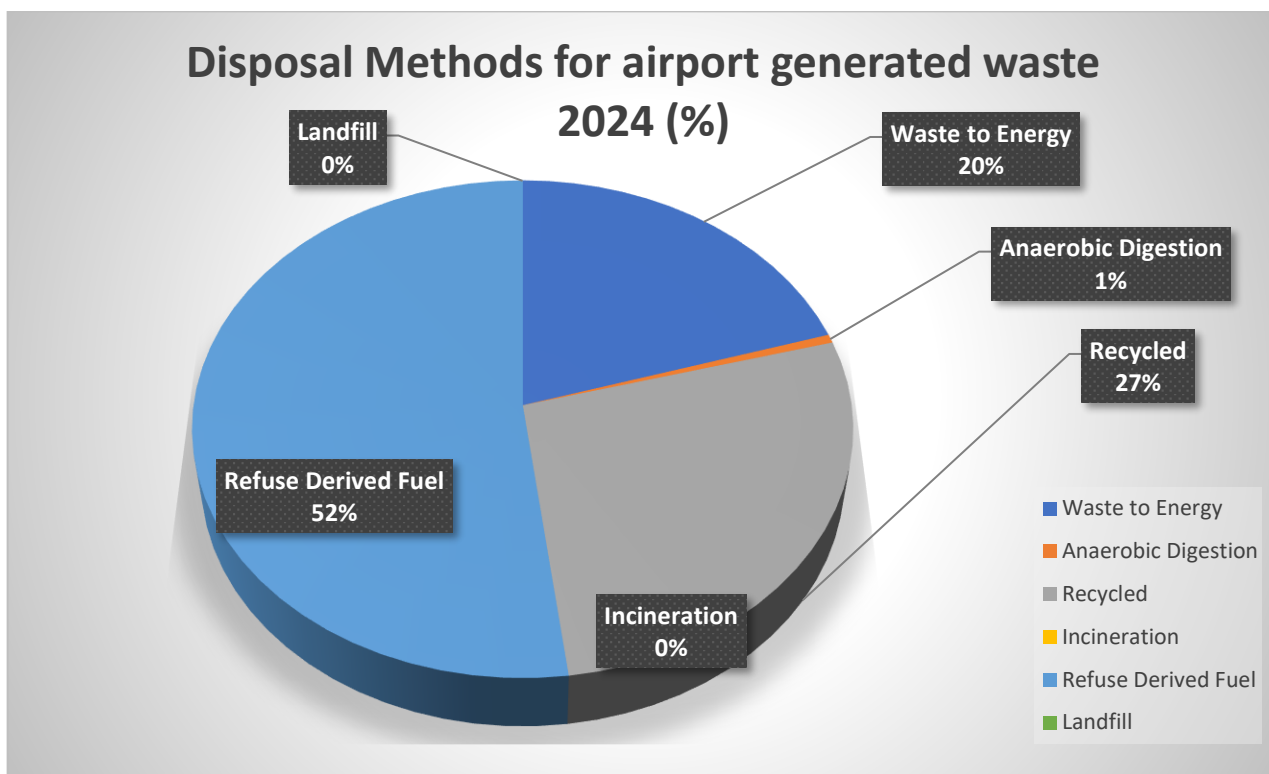


Figure 3: Waste Disposal breakdown

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**
Nov-24	2	0	2
Dec-24	0	0	0
Jan-25	0	0	0
TOTAL	2	0	2

*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 2024:

Table 5: Noise Abatement Infringement Summary

Period	Non-Compliant	Responses received	Responses accepted
Q1 –'24	4	4	4
Q2 –'24	5	4	4
Q3 –'24	4	4	4
Q4 –'24	0	0	0
TOTAL	13	12	12

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 Zero (0) phone complaints were unable to be logged due to a lack of details being provided and zero (0) e-mails were 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		
Nov-24	10	30	0	0	0	0	6
Dec-24	5	23	0	0	0	0	1
Jan-25	6	27	0	0	0	0	0
Totals	11	80	0	0	0	0	7

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
Nov-24	2	24	3	0	1	0	6
Dec-24	0	21	2	0	0	0	0
Jan-25	0	26	4	0	0	0	2
Totals	2	71	9	0	1	0	8

- 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 90% of the responses received. Postcodes identified using <https://postcodefinder.net>

Table 8: Postcode Breakdown

Post Code	Total Complaints Percentage by Post Code (%)
GU1	52.50
GU10	28.75
GU52	8.75
GU16	7.50
GU21	2.50

Ends