

**1. Aircraft Movements**

1.1 The permitted movement numbers for 2025 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 2025 ending 31<sup>st</sup> October 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	2,041	1,954	532	518	65	58	16	15
Feb	2,010	1,952	675	669	43	40	15	14
Mar	2,242	2,162	636	615	66	66	15	15
Apr	2,128	2,106	614	608	62	60	13	13
May	2,930	2,845	899	867	100	95	26	23
Jun	3,280	3,217	912	900	113	109	31	30
Jul	3,360	3,254	820	796	188	167	55	49
Aug	2,710	2,618	1,023	987	122	100	48	36
Sep	3,227	3,165	719	713	149	143	27	27
Oct	2,853	2,759	674	656	88	69	21	17
Nov	-	-	-	-	-	-	-	-
Dec	-	-	-	-	-	-	-	-
<b>Total</b>	<b>26,781</b>	<b>26,032</b>	<b>7,504</b>	<b>7,329</b>	<b>996</b>	<b>907</b>	<b>267</b>	<b>239</b>

\*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. Seventeen (17) occurred while runway 24 was in operation and five (5) on runway 06.

**2 Noise monitoring**

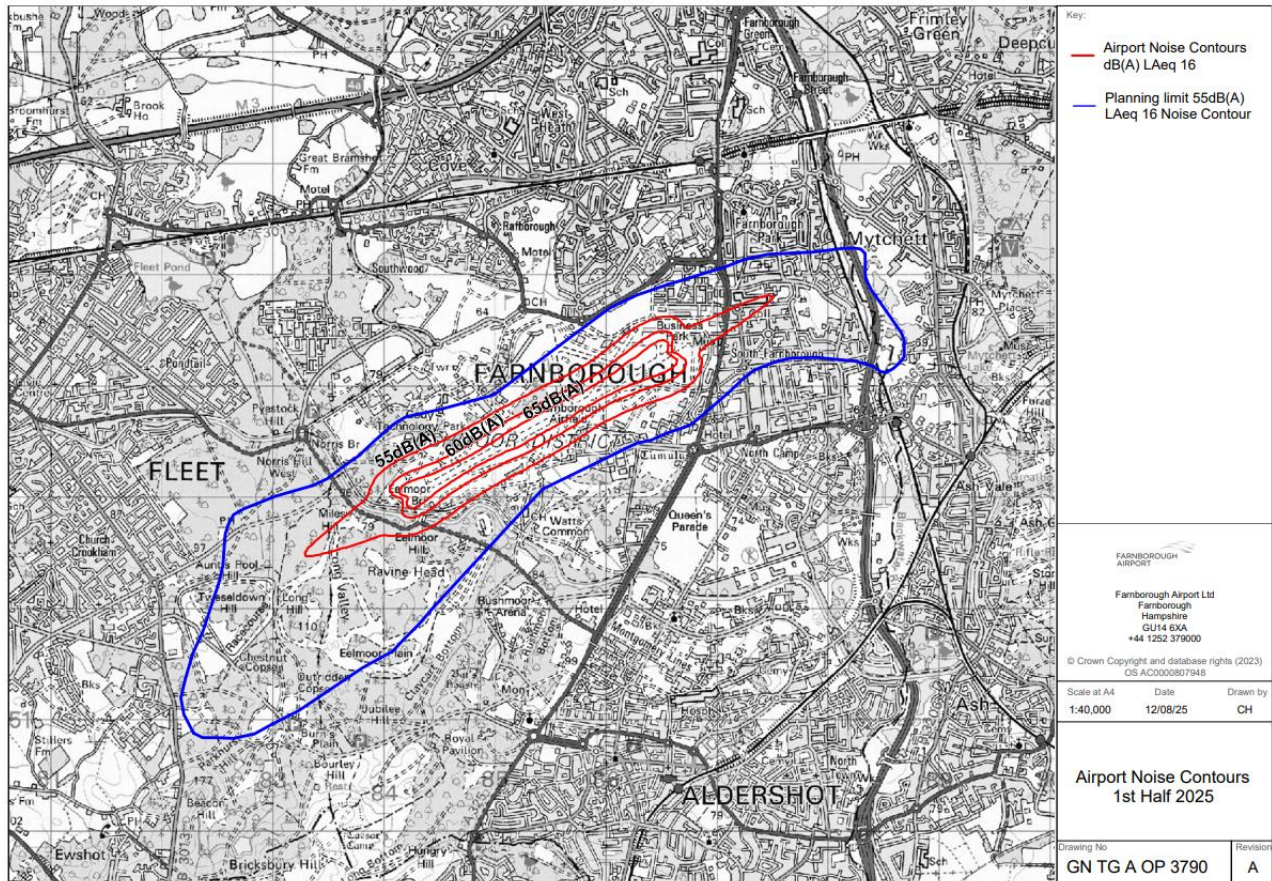
2.1 The fixed Noise Monitoring Terminals (NMT) continue to operate from their locations on the approaches to runway 06 and 24.

2.2 The INM Interim Noise Assessment Report for H1 of 2025 was submitted in August 2025 and included actual contours for January – June 2025 and predicted contours for July to December 2025. 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 2026 for submission in February and will produce actual contours for January to December 2025 and predicted contours for January to December 2026.

**Table 2: INM Noise Assessment Summary**

dB(A) L <sub>Aeq,16h</sub>	Amended Control Contour Areas (km <sup>2</sup> ) as per clause 12.1a of the S106 (29/10/2010)	Actual contour areas Jan to Jun 2025 (km <sup>2</sup> )	Predicted contour areas, Jul to Dec 2025 (km <sup>2</sup> )
55	6.58	2.22	2.38
60	2.42	0.96	1.01
65	N/A	0.46	0.49



**Figure 1: Actual Noise Contours H1**

2.4 The portable NMT was deployed at a residential property in Woking, this monitoring period has concluded. The report will be produced and circulated to the wider FACC once finalised.

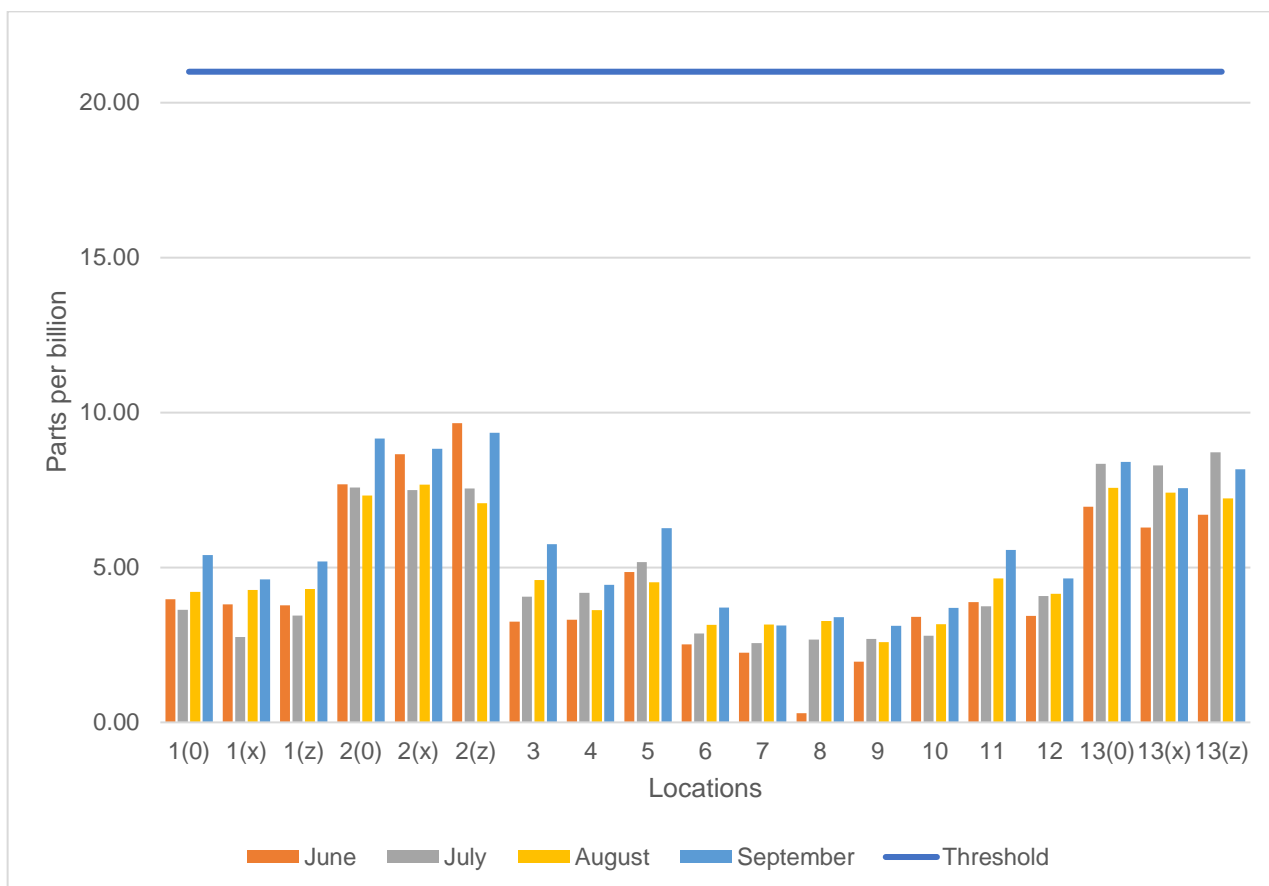
### 3 Air Quality Monitoring

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 NO<sub>2</sub> 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.

June results for location eight (8) do appear abnormal (low), however no explanations were received with the results from the laboratory. The subsequent months normalised compared to previous years results.



**Figure 2: Passive NO<sub>x</sub> monitoring results, (ppb expressed as a monthly mean).**

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

#### 4 Runway Use

4.1 Typical runway 24 usage as expected occurred in 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 (%)<sup>†</sup>.

4.3 Runway split denotes the overall usage for the month, i.e. in July, 82% of movements operated on runway 24 and 15% operated on runway 06.

**Table 3: Runway Use**

Operation	July '25	August '25	September '25	October '25
06 Arrival	8	14	11	12
24 Departure	41	35	37	37
06 Departure	7	13	11	11
24 Arrival	41	36	37	37
Aerodrome (Heli)	3	2	4	3
Runway 24/06 Split %	82/15	71/17	74/22	74/23

<sup>†</sup> to the nearest whole percent

## 5 Security

- On the 28<sup>th</sup> of September, three (3) protestors gathered at Ively Gate roundabout which had no impact on entry into the Airport. No operational delays were noted.
- On the 5<sup>th</sup> of October six (6) protestors gathered at Ively Gate roundabout which had no impact on entry into the Airport. No operational delays were noted.

## 6 Corporate Social Responsibility

### Schools

We continued with our Inspiring Minds programme, to raise aspirations in the community. Before the summer holidays, we brought pupils from Cove and Samuel Cody schools on tours to the Airport. We also had Beaver and Cub groups in from Fleet and Church Crookham to visit the Airports Fire Station.

We were also pleased to announce the launch of an enhanced Certificate in Airport Operations in partnership with Farnborough College of Technology. Building on the success of the inaugural course that launched earlier in the year – which equipped students with valuable skills to progress in the aviation industry and helped some of the cohort to secure employment. The new Certificate offers an enhanced programme tailored to meet the growing demand for talent in aviation. Responding to feedback the format of the course has changed to support a wider variety of student circumstances and will run two evenings a week, from Tuesday the 4<sup>th</sup> of November, the six-week course combines theory alongside hands-on learning at Farnborough Airport.

### Volunteering

We have been active in community wellbeing by maintaining, restoring and improving local areas where we have contributed over 70 volunteering hours during our busiest operational months which is no easy feat.

This included a clear up of the public pond at Napier Gardens in North Camp, Farnborough. Assisting in mock job interviews to support students at Tomlinscote School in Frimley access the right tools required in interviews. We also joined a team of 70 people, all from local businesses, to sort the clothes and toys donations at Just4Kids in Aldershot. The sales of which raise funds for Chloe's and Sophie's Special Ears Fund, a charity which supports local deaf children.

### Events

We were headline sponsor for Music in the Park in July in Farnborough. Organised by Rotary Club, the community music festival, raised £25k for Phyllis Tuckwell Hospice Care. We also sponsored Rushmoor Pride and Rushmoor Community in Bloom.

To further demonstrate our commitment to talking to local people about the variety of careers at Farnborough, we went to career events at Calthorpe, Cove and Alderwood schools.

As of October, there was £17k remaining in the RBC-managed Farnborough Airport Community Environmental Fund.

### Group visits

We also continued with our Know Your Neighbour sessions, where we invite local community groups into see how we operate Farnborough Airport. Since the last FACC meeting in July we've had the pleasure of showing visitors from the Greater Rushmoor Nepali Community, Bourley Grange Care Home in Church Crookham, as well as military veterans from the Shots Foundation's Veterans Hub. This very much supports our commitment to the Armed Forces Covenant and those who serve or have served in the Armed Forces.

For more information on opportunities, please contact Mark Sanderson on [msanderson@farnboroughairport.com](mailto:msanderson@farnboroughairport.com).

## 7 Noise Abatement Audit

7.1 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***
Jul-25	4	0	2
Aug-25	4	0	2
Sep-25	1	0	0
Oct-25	3	0	1
<b>TOTAL</b>	<b>12</b>	<b>0</b>	<b>5</b>

\*\*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.

7.2 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.

7.3 The table below displays a summary of the Noise Abatement Audit procedure results for the year to date (2025):

**Table 5: Noise Abatement Infringement Summary**

Period	Non-compliant	Responses received	Responses accepted
Q1 –'25	2	2	2
Q2 –'25	2	2	2
Q3 –'25	9	4	4
Q4 –'25	-	-	-
<b>TOTAL</b>	<b>13</b>	<b>8</b>	<b>8</b>

## 8 Complaints

8.1 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](mailto:complaints@farnboroughairport.com)  
Web: <https://webtrak.emsbk.com/fab>

8.2 During the reporting period, no questions were directed to the Airport by the FACC membership.

8.3 Under Global Data Protection Regulations (GDPR) Farnborough Airport cannot pass private information, including names of individuals who have complained or address details, to third parties for website publication. Historic reports containing private information have been removed from current websites.

8.4 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/](http://www.farnboroughairport.com/privacy-policy/).

8.5 Table 6 displays summarised individuals who have complained and complaint data with details of operational classification.

**Table 6: Individuals who complained Breakdown Summary**

Month	Individuals who complained (FAL related only)	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		
Jul-25	21	108	0	0	0	0	6
Aug-25	12	72	0	0	0	0	1
Sep-25	8	58	0	0	0	0	3
Oct-25	11	22	0	0	0	0	1
<b>Totals</b>	<b>36</b>	<b>260</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>

- 8.6 Table 7 displays a breakdown of the concerns raised by the individuals who complained. 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 individuals who complained (FAL related)						
	Track	Noise	Altitude	Size or type	Out of hours	Odour	Other
Jul-25	8	98	19	1	2	2	5
Aug-25	2	68	24	1	1	0	3
Sep-25	0	51	14	0	0	0	12
Oct-25	0	18	2	0	1	2	4
<b>Totals</b>	<b>10</b>	<b>235</b>	<b>59</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>24</b>

- 8.7 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).
- 8.8 Table 8 displays a breakdown of the total complaints per post code with GU1, GU10 and GU52 accounting for 87% of the responses received. Postcodes identified using <https://postcodefinder.net>
- 8.9 Three individuals did not provide a postcode or an address and therefore are excluded from the postcode data however were able to be logged onto the system without any information.

**Table 8: Postcode Breakdown**

Post Code	Total Complaints Percentage by Post Code (%)
GU1	53.5
GU10	24.2
GU52	12.3
GU14	2.7
GU16	1.5
Postcode or address not provided	1.2
GU34	0.8
RG27	0.8
GU22	0.8
SW17	0.8
GU21	0.4
GU9	0.4
GU11	0.4
GU29	0.4

**Ends**