



FARNBOROUGH  
AIRPORT SUSTAINABILITY

Town and Country Planning Act Section 106/299A

Performance Monitoring Report  
January to December 2025

Farnborough Airport Ltd  
Farnborough  
Hampshire  
GU14 6XA

Clause 10.1 of the Town and Country Planning Act Section 106/299A Agreement between Farnborough Airport Ltd (FAL) and Rushmoor Borough Council (RBC), in respect of Planning Consent Reference 99/00658/OUT states:

*“Within 6 weeks of the end of each year the Company shall submit to the Council a performance monitoring report detailing the performance of the Company against the objectives set out in this agreement, in a manner to be agreed with the Council.”*

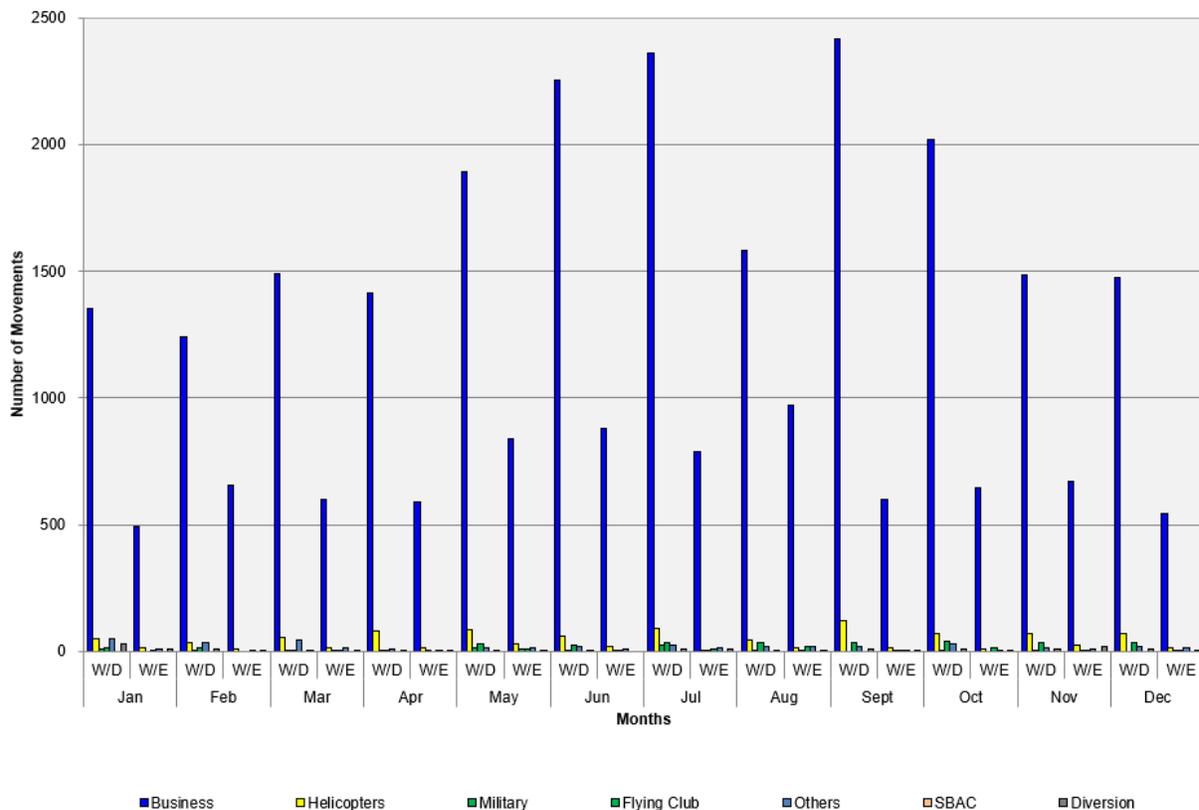
FAL submits this report summarising the performance against the requirements laid out in the Section 106/299A agreement in compliance with Clause 10 requirements. Each clause of the Agreement is referenced with relevant performance information supplied.

## Schedule 1: The Owner and the Company’s Obligations to the Council

### 1. Aircraft Movement Records

- 1.1 Detailed records are maintained of all aircraft movements operating at the airport, including time and date, movement type (arrival, or departure) callsign, departure airport, destination airport, registration, aircraft type, maximum take-off weight, aircraft ICAO Chapter, and runway used.
- 1.2 A direct connection to the agreed monitoring system (Envirosuite Airport Noise and Operations Monitoring System and WebTrak) provides access to the relevant Planning Authority officer.
- 1.3 FAL submitted two six-monthly reports summarising the data required by clauses 2.8, 2.8b and 3.4 to RBC, each within 4 weeks of the end of the reporting period and in electronic format. These are available on the Rushmoor Borough Council website <https://www.rushmoor.gov.uk/>.

**Figure 1: Weekday (W/D) and Weekend (W/E) Movements by Classification, 2025**



## 2. Noise Control

### 2.1. Specific Noise Limits

- a) Aircraft movement noise, excluding that related to “Other Aviation Activity” has not exceeded the area of the annual noise budget, defined by the total land area within the 55dB(A)  $L_{Aeq,16h}$  contour and the 60dB(A)  $L_{Aeq,16h}$  contour. It is noted that spare capacity within the current study year cannot be carried over to the year ahead.
- b) The Airport has operated to a noise budget that is within the land area of the control contours as demonstrated below.

**Table 1: Control Noise Contour Areas as Specified in 99/00658/OUT and INM Noise Assessment Contour Areas (interim and annual):**

dB(A) $L_{Aeq,16h}$	Predicted Contour Areas 20,000 movements at 1997 mix (km <sup>2</sup> )	Assessed Contour Areas Jan – Jun, 2025 (km <sup>2</sup> )	Assessed Contour Areas Annual, 2025 (km <sup>2</sup> )
55	9.07	2.23	2.28
60	4.03	0.95	0.97
65	1.70	0.45	0.46

### 2.2. Operational Measures

- a) Use of reverse thrust on landing is required by many operator flight manuals as a safety aid. It would not be appropriate for FAL to dictate guidelines for the use of reverse thrust, as its use is entirely dependent on flight conditions. Details concerning use of reverse thrust, under circumstances that necessitate for reason of safety, are detailed within the UK-AIP and the Company Conditions of Use and read as follows:

*“To minimise disturbance in areas adjacent to the aerodrome, commanders of aircraft are requested to avoid the use of reverse thrust at all times, consistent with the safe operation of the aircraft. Where the use of reverse thrust is essential, the use of idle reverse thrust should be used in preference.”*

- b) Confirmation of aircraft Chapters form part of a mandatory Prior Permission Required (PPR) at FAL. All aircraft operating at FAL must provide certification of Chapter 4 as a minimum, a requirement that has been fully met during this reporting period.

This excludes aircraft that are in attendance during Airshow years (which occurs every two years). The next iteration of the Airshow is scheduled for 2026.

### 2.3. Other Amelioration Measures

- a) FAL ensures adherence to noise abatement through a routine auditing procedure. Aircraft operating companies identified as breaching the noise abatement procedure are subject to investigation and where appropriate, operational sanctions.

FAL publishes a Noise and Track Monitoring Scheme on the FAL and RBC website. It provides full details of monitoring, auditing and reporting procedures in terms of noise and track.

Table 2 displays details of FAL pursued noise infringements during the reporting period, together with received operator responses. FAL categorises each in terms of whether the explanation is acceptable, e.g. if the operator confirms an infringing departure was subject to strong cross winds causing deviation from the instructed heading, and this is validated by local weather data.

**Table 2: Noise abatement infringements pursued in 2025**

Period	Infringements	Responses received	Responses accepted
Q1	3	3	3
Q2	2	2	2
Q3	10	10	10
Q4	4	4	4
<b>Total</b>	<b>19</b>	<b>19</b>	<b>19</b>

- b) FAL published restrictions to engine ground running / testing published within the UK-AIP (EGLF AD 2.21). All engine ground runs take place on the south side of the Airport.
- c) FAL published restrictions regarding Auxiliary Power Units (APUs) within the UK-AIP (EGLF AD 2.21) ensuring no APU operations between 22:30 and 06:30.
- d) FAL published departure and arrival procedures for helicopters operating at Farnborough Airport within the UK-AIP (EGLF AD 2.22 4) minimising disturbance to residents in the vicinity of the Airport.

#### **2.4. Sound Insulation Grant Scheme**

FAL predicted that no residential, academic or health care premises would be subject to noise levels, directly attributable to aviation noise from the use of the site, of 60dB(A)  $L_{Aeq,16h}$  or above (other than those resulting from the Air Show or large-scale military activity in the event of a national emergency).

For the year completed, no properties fell within the 60dB(A)  $L_{Aeq,16h}$  contour.

#### **2.5. Predictive Modelling**

- a) At the end of the 2<sup>nd</sup> quarter of 2025 Bickerdike Allen Partners (BAP) were contracted to produce actual noise contours for quarters one (1) and two (2) and predictive noise contours for quarters three (3) and four (4) utilising INM software (version 7.0d).
- b) At the end of the 4<sup>th</sup> quarter of 2025, BAP were contracted to produce actual noise contours for all quarters in 2025 utilising INM Software (version 7.0d) and a predictive annual noise contour for 2026.
- c) Two INM Noise Assessment Reports were submitted to RBC within six (6) weeks of the end of each modelling period.
- d) The INM modelling process employs departure and arrival track representation, produced following review of actual flight data tracks in ANOMS.
- e) The INM modelling process uses terrain data. A comparison between measured and modelled noise levels validates the process.

#### **2.6. Noise and Track Monitoring**

The FAL Noise and Track Monitoring scheme remained in operation throughout the reporting period receiving updates where relevant.

During the period 18 to 28 July 2025, the DSL cable (non FAL owned) supporting the Tweseldown noise monitor developed an earth fault, resulting in a loss of data. The issue was reported to the DSL provider; in order to reduce reliance on third party infrastructure and improve reliability it was decided to move both permanent monitors to a cellular configuration in August 2025.

At Farnborough College of Technology, FAL were not advised that a temporary roof would be erected above the noise monitor from July to November 2025 as the College underwent significant roofing upgrades due to the presence of RAAC. Measurements taken at NMT3 during this period are unsuitable for use in noise modelling. Consequently, the appointed noise consultants will use data from January to June 2025 and December 2025 to complete the noise validation required under the S106 agreement.

To reduce the likelihood of similar issues occurring in future, FAL has engaged with the operators of the Noise and Track Keeping System to understand automated processes available.

FAL have undertaken to:

- Engage with the Noise and Track Keeping System (Envirosuite) to understand mitigation can be implemented into the back end of the system. FAL are investigating if automated threshold alerts are feasible, e.g. Implement a rule that flags when an NMT's hourly or daily  $L_{Aeq}$  deviates from its rolling 30-day mean by a configurable threshold (suggested default  $\pm 3$  dB) for 72 consecutive hours, triggering an automated email. To be confirmed if programmable. Timeline - to be confirmed.
- FAL will develop and maintain a register of landowners and site contacts for all NMT locations. Landowners will be added to a formal stakeholder list for advance notifications. Advance works notification will include landowners, and local contractors will be asked to notify FAL at least 14 days before any significant or extended works commence that could affect monitoring (e.g., temporary roofing, scaffolding,). Timeline - four (4) weeks. In conjunction with this, legal agreements with all landowners shall be developed and implemented. Timeline for agreements – to be confirmed.
- Standardised signs will be produced for placement on or adjacent to each NMT. Signs will state the monitoring owner, a brief purpose statement, and a single point of contact (phone and email) for reporting nearby works. Timeline – six (6) weeks
- FAL is investigating an internal monthly report for each NMT, comparing the current month's metrics to the same month in the previous four years and to the rolling 12-month baseline. Timeline - six (6) weeks.

## **2.7. Validation of Modelling and Measurement**

BAP undertook all noise modelling and measurement on behalf of FAL during the reporting period.

## **2.8. Modelling and Monitoring - Reporting**

- a) FAL provided access to noise and track monitoring data for the relevant officer of the Planning Authority during the reporting period. Two Environment Reports to the Planning Authority provided summarised environmental data, each submitted within four weeks of the end of the relevant quarters two (2) and four (4).
- b) The FAL Noise and Track Monitoring scheme remained in operation throughout the reporting period receiving updates where relevant.
- c) FAL reviewed the frequency, nature and extent of all noise reporting with the Airport Monitoring Officer during the course 2025.

### **3. Air Quality and Odour**

3.1 FAL met the requirements of the Air Quality and Odour Monitoring Scheme throughout the reporting period.

Thirteen air-quality monitoring locations remained equipped with passive Nitrogen Dioxide monitoring apparatus with two sites including active sampling devices (Learian Streetboxes) co-located with the passive diffusion tubes. FAL collected and published combined data from these sites in the biannual Environment Report.

3.2 FAL received three (3) complaints relating to odour during the reporting period, both addressed in accordance with the Air Quality and Odour Monitoring Scheme and the Complaints Charter.

3.3 No changes have been made to the scope of monitoring requirements in 2025.

3.4 FAL supplied data obtained from monitoring under clause 3.1 and 3.2 to the Planning Authority in the bi-annual Environment Report, submitted within four weeks of the end of the relevant quarters (2 and 4) in 2025.

3.5 The Odour Management Plan is to remain effective during the lifetime of the Development.

### **4. Aircraft Weight**

4.1 During the reporting period, 1,040 permitted movements, by business aviation aircraft, with a maximum take-off weight (MTOW) between 50 and 80 tonnes, operated at Farnborough Airport. FAL provided a monthly breakdown of these movements as a percentage of total movements in the bi-annual Environment Reports.

4.2 No business aviation aircraft with a MTOW more than 80 tonnes operated at the airport during the reporting period. The next iteration of the Airshow is scheduled in 2026.

### **5. Freight**

5.1 During the reporting period, no aircraft carried more than a total of 100kg freight into or out of the Airport (excluding racing horses).

5.2 Movements involving racing horses remained less than the permitted total of one hundred (100), numbering twenty-two (22) during the reporting period.

### **6. Safety**

6.1 FAL calculated Third Party Risk (TPR) associated with the Airport in collaboration with KL Grant Consulting Limited, an experienced consultancy in this field.

6.2 KL Grant Consulting Limited completed the annual TPR audit for 2025 on behalf of FAL. Appendix A provides the results as an Executive Summary. Results of modelling exercises undertaken to date show TPR will remain within the limits set through the planning process.

Assessment of TPR uses data relating to the number of runway operations made during the study year and the type of each aircraft operated. Total number of movements used in the assessment process differs to total number of reported flights for the year, due to a portion of helicopter movements that do not operate using the runway, excluding them from the study.

## 7. Community benefits and environmental improvements

- 7.1 During the reporting period four (4) students undertook work experience placement at Farnborough Airport. There are 4 placements planned in 2026 currently.
- 7.2 The two apprenticeships concluded their final written and oral examinations for a Corporate Responsibility and Sustainability (CR&S) and IT respectively which began in February 2023 and September 2023. A new Corporate Responsibility and Sustainability (CR&S) apprentice began in September 2025.
- 7.3 As part of our Inspiring Minds education programme, we hosted 412 teacher and pupils from local primary and secondary schools and colleges, as well as airport degree related universities. The Airport visits strive to give insight into the variety of different careers available at Farnborough Airport.
- 7.4 As part of our commitment to support people into the workplace we launched our Certificate in Airport Operations Course in partnership with Farnborough College of Technology (FCOT). Taking the hours, days and students involved it equated to a total of 389 study days of the course in 2025. The course has been credited with FCOT gaining outstanding status from Ofsted for its adult education programme.
- 7.5 The Airport hosted a workshop for aeronautical and engineering students from Farnborough College of Technology. The students had to pitch creative ideas for safely integrating renewable energy solutions on-site to a panel of Airport experts. A good experience for all involved giving a deeper understanding of how sustainable technologies can power real-world innovation in aviation.
- 7.6 In part of efforts to further bring the community together, the Airport hosted 15 Know Your Airport events, where local community groups got a first-hand insight into how the Airport works. It saw 209 local people gain that insight.
- 7.7 FAL's employee volunteering programme saw 478 volunteer hours donated to the community. This equates to 93 business days which is the equivalent of a further £13,000 invested into the community when based on average hourly pay across the group. The volunteer days included grounds maintenance at schools, including Wellington Primary in Aldershot and Grange Junior in Farnborough.
- 7.8 The Airport supported several local events, including Music in the Park - the proceeds of which saw £25,000 donated to Phyllis Tuckwell Hospice Care - Rushmoor Pride, Rushmoor Community in Bloom, Rushmoor Victoria Day, Armed Forces Day, Pride of Rushmoor Community Awards, the Farnborough Half Marathon and Aldershot Town Football Club's Remembrance weekend fixture. That, coupled with Aviator Hotel's donation of vouchers to a variety of local event raffles saw a total of £75,000 donated to the area.
- 7.9 FAL submitted a sum of £64,116 to RBC for community environment projects based on business aircraft operations during the reporting period. The value reflects contributions levied at an agreed rate of £2.00 per aircraft movement or £5.00 for those with a Maximum Take-Off Weight of between 50 and 80 tons. A total of £72,513, has been utilised in 2025. More information can be found about the projects awarded funding on Rushmoor Borough Council's Website [Farnborough airport community environmental fund grant awards 2025 - Rushmoor Borough Council](#).

## 8. Aerodrome Safeguarding

- 8.1 FAL submitted an airport safeguarding map to the Planning Authority in December 2003. The submission was accepted, and amendments continue in accordance with CAA requirements.

## 9. Complaints

9.1 FAL maintained a detailed record of complaints received during the reporting period including those that related to airport operations and those identified as non-FAL derived. Recorded details included the contact details of the complainant, the nature of the complaint (for example noise, altitude, track keeping and odour) and the FAL response category.

In accordance with the Complaints Charter, where individual complaints detailed multiple aircraft movements, statistical analysis was solely applied to the first reported aircraft within each complaint.

**Table 4: Summary of Complaints Received during 2025**

Month	Total FAL related complaints	Total FAL un-related complaints	Non-compliant flights
January	29	0	0
February	14	0	0
March	42	3	0
April	50	0	1
May	44	1	0
June	99	1	0
July	108	6	0
August	72	1	0
September	58	3	0
October	22	1	0
November	14	2	0
December	41	0	0
<b>Total</b>	<b>593</b>	<b>18</b>	<b>1</b>

\* Due to proximity of other air traffic, aircraft may be authorised to operate outside of the Noise Abatement Procedures to ensure safe separation on grounds of safety.

9.2 FAL submitted quarterly complaint reports to the planning authority, covering complaints received during the reporting period, each within one (1) week of the end of the respective quarter. RBC published the reports on their website accordingly.

9.3 The combined totals of individual quarters may number less than the annual total detailed above due to complaints received after the reporting deadline for each quarter.

9.4 FAL addressed complaints received, whether attributed to operations or from other sources, in accordance with the Complaints Charter as best as reasonably practicable.

## 10. Performance Monitoring of the Section 106 Agreement

10.1 FAL hereby submits this Performance Monitoring Report for consideration under the terms of clause 10.1 of the Planning Agreement and within 6 weeks of the end of 2025.

10.2 To minimise administration and resource use this report is:

- i) in a composite format to address all relevant requirements of the Town and County Planning Act Section 106 Agreement
- ii) in electronic format. Hard copies are available on request.

## Part 2: New Obligations

### 11. Aircraft Movement

An Airspace Change (ACP) sponsored by FAL, was implemented on the 27<sup>th</sup> of February 2020. The Post Implementation Review (PIR) element of this process was delayed until April 2022 (due to Covid-19 impact on air operations globally) and the data capturing process was completed at the end of March 2023. In line with CAP (Civil Aviation Publication) 1616, the CAA Airspace Change Process, a report was submitted by FAL to the CAA in May 2023. The CAA completed their analysis of our report this year. On 15<sup>th</sup> of April 2025 the airspace change which began in 2012, was completed with the publication by the CAA of CAP 2586, a report on the CAA's Post Implementation Review of Farnborough Airport's Airspace Change Proposal, which concluded that

*“the change has produced the intended outcomes, and that the implemented design satisfactorily achieves, within acceptable tolerance limits, the objectives and terms of the CAA's approval. As a result, the airspace change is confirmed.”*

FAL continues to be part of the Airspace Modernisation Strategy (AMS) which fulfils the statutory duty placed upon the CAA by the Secretary of State to have a strategy and a plan for modernising airspace. The AMS sets out the ends, ways and means of modernising airspace through a series of 'delivery elements' that will modernise the design, technology and operations of airspace. This modernisation programme is co-sponsored by the DfT (Department for Transport) and the CAA.

Numerous UK's airports are currently sponsoring ACPs to modernise airspace below 7000ft, and NERL, the UK's Licensed Air Navigation Service provider for en-route operations, is currently sponsoring ACPs to upgrade the route network above 7000ft. Our comprehensive Stage 1 and Stage 2 documentation can be viewed on the CAA's Airspace Change Portal, together with the CAA decision allowing us to proceed to Stage 3.

During 2025 the CAA and DfT held numerous consultations to change the process for Airspace Change and the associated policy and guidance. FAL has actively participated in these consultations and awaits the stand up of the UK Airspace Design Service (UKADS). UKADS will be

*“a single guiding mind to coordinate and sponsor future airspace changes to deliver the holistic, modernised airspace design envisaged by our Airspace Modernisation Strategy”*

and will be established by NERL. This new body will initially look after the AMS related ACPs in the southeast of England; the ownership of our modernisation ACP (known as our FASI-S ACP) will therefore move to UKADS during 2026. At this point FAL will become a UKADS partner. We look forward to working with UKADS to deliver airspace change that provides more efficient airspace that can provide quicker, quieter, cleaner flights.

### 12. Noise Control

#### 12.1 Specific Noise Limits

The INM contours for this reporting period have not exceeded 72.5% of the total land with the 55 dB(A) LAeq,16h contour (6.6 km<sup>2</sup>) or 60% of the total land within the 60 dB(A) LAeq,16h contour (2.4 km<sup>2</sup>).

**Table 5: Amended Control Contour Areas (Clause 12.1) and Modelled Contour Areas 2025**

dB(A) LAeq,16h	Amended Control Contour Areas as per clause 12.1 of the S106 (km <sup>2</sup> )	Modelled Contour Areas Annual, 2025 (km <sup>2</sup> )
55	6.58	2.23
60	2.42	0.95

## 12.2 Operational Measures

A Noise Certification Database ensures all fixed-wing jet aircraft booking to operate at FAL are compliant with the ICAO Chapter 4 standard.

## 12.3 Noise Action Plan

A Noise Action Plan was submitted on the 21<sup>st</sup> of January 2013 and formally accepted.

## 13. Phased Maximum Number of Movements

13.1 The number of reportable movements at FAL during the reporting period totalled 30,427 with a total for weekend movements of 8,605. These figures are within the restrictions placed upon movement numbers for the year that permit up to 50,000 movements per year, of which no more than 8,900 at weekends and bank holidays.

13.2 The number of reportable flights during the reporting period has not exceeded the permitted number; as a result, there is no requirement to reduce to the number of permitted flights for the year ahead. For the next calendar year (2025), the permitted total number of reportable flights will be 50,000 with no more than 8,900 at weekends and bank holidays.

## 14. EMS, NOX Charging Scheme and Sustainability and Climate Charter

14.1 - 14.3,5 FAL submitted the required schemes to Rushmoor Borough Council on the 28th of February 2012. FAL made no amendments to the schemes during the reporting period.

14.6 ISO 14001:2015 recertification audit was undertaken in February 2025 after this was postponed from July 2024. The Airport maintained its ISO14001 certification. As a result of the initial postponement the Airport also undertook a surveillance audit in November 2025. The airport maintained its ISO14001 certification.

14.7 Review of the Noise Action Plan, the Odour Management Plan and the Carbon Neutrality scheme will take place following the completion of the Airspace Change Post Implementation Review of the Airspace Change.

## 15. Carbon Neutrality Scheme

15.1 The Airport maintained Level 4+ Transition of accreditation, a fifth level has recently been developed by Airport Carbon Accreditation.

15.2 This scheme independently assesses and recognises the efforts of airports to manage and reduce their carbon emissions through seven levels of certification.

## 16. Airport Monitoring Officer Contribution

16.1 The position of Airport Noise Monitoring Officer at RBC commenced from the 2<sup>nd</sup> of April 2012. During the reporting period, under clause 16.1, FAL contributed a total of £26,966.41 towards the costs of maintaining this position.

## Schedule 2: The Owner and the Company's Obligations to the Council

### 1. Travel Plan

- 1.1 FAL submitted a Sustainable Travel Plan to Hampshire County Council (HCC) and to RBC on the 19<sup>th</sup> of December 2012 following approval by both parties with respect to the content and continuing development.

In accordance with the schedule laid out in the approved plan, Appendix B provides an annual update on Sustainable Travel at the Airport.

- 1.2 Travel Plan co-ordination remains within the remit of FAL's Sustainability Department.
- 1.3 No travel plan payments to HCC were applicable for the reporting year.

### 2. Highway Contribution

- 2.1 Under clause 2.1, Schedule 2 of the Planning Agreement the following applied with respect to payments in relation to aircraft movements in 2023.
- 2.2 Total Contribution for 2025 =  $\text{£}13.96 \times (M - 28,000) = \text{£}33,880.92$  (excl. indexation)
- 2.3 For 2025  $M = 30,427$
- 2.4 With 30,427 reportable movements operating during the reporting period, FAL is required to submit a highways payment to HCC in relation to the reporting year.
- 2.5 The sum of Highways payments to date is  $\text{£}244,886.32$  (excl. indexation).

**ENDS**

Gareth Andrews  
Sustainability Manager  
Farnborough Airport

## Appendix A KL Grant Consulting Limited



Our Ref: KLG167/L2/Rev2

Gareth Andrews  
Sustainability Manager  
Business Aviation Centre  
Farnborough  
GU14 6XA

Dear Mr. Andrews,

10<sup>th</sup> February 2026

### **Subject: Farnborough Airport - 2025 Third Party Risk Assessment Results**

This third-party risk assessment identifies that the third-party risk arising from 2025 operations falls within acceptable limits as required.

Planning consent was granted for civil aircraft operations at Farnborough Airport subject to specific conditions relating to the exposure of third party risk. Conditions 12 and 13 of the 2011 amended planning consent state that the risk arising from operations must remain within specified risk limits, as defined by the extent of the agreed 1 in 10,000 per annum risk contour and the agreed 1 in 100,000 per annum risk contour.

The risk contour limits were defined for the current planning permission using forecasted traffic data for 50,000 movements at the airport; the purpose of this latest assessment is to compare the 2025 annual risk profile of the airport with the current agreed limits and to confirm whether the airport is operating within its agreed planning consent. The size and shape of risk contours are based on:

- the total number of annual movements
- the type of movements
- the weight of movements
- the runway operating preference
- assumed aircraft crash rates

A comprehensive review of the original DFT model used to determine the individual risk contours to date has demonstrated two key limitations viz. an unrealistically high executive jet crash rate which is not representative of modern, corporate jet operations at Farnborough Airport and issues with the original DFT modelling of overruns when applied to relatively short runways. Therefore, the true risks associated with operations can be expected to be substantially lower than those previously identified, based on that model.

The expectations of Policy SP4.4 of the RBC Local Plan are that modelling of the third party risks at Farnborough Airport be *'based on the best available information at the time of an application and undertaken using a recognised methodology in accordance with best practice.'* On this basis, individual risk contours have been determined using a modified model with a more realistic but nevertheless cautious executive jet crash rate of 0.47 per million movements applied to all jet operations and the overrun element of the original DFT model removed.

The operations at Farnborough Airport for 2025 comprised:  
Total Movements: 31,316 (0.1% decrease from 2024)  
Total Fixed Wing Movements: 30,301  
Runway 06/24 Utilisation Split: 29.3% / 70.7 %

#### **K L Grant Consulting Limited**

Registered Office: 1, Mountlands, Hardwick Square South, Buxton, Derbyshire, SK17 6QD  
Registered in England. No. 8323402



Risk contours have been assessed and plotted based on the observed 2025 data. It has been confirmed that the results for 2025 movement data lie within the boundary limits of the pre-determined contours as set in the planning consent granted in 2011.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'K Grant', with a flourish underneath.

Kate Grant  
Director

## Appendix B

### Sustainable Travel Plan Update 2025

Ref	Action	Responsibility	Status	Notes 2025
1	Appointment of Travel Plan Co-ordinator (TPC)	Senior FAL Management	Complete	The FAL Sustainability Manager remains the co-ordinator on all travel planning issues.
2	Determine Travel Plan branding	TPC	Complete	Travel planning is covered by the FAL Sustainability brand.
3	Develop FAL intranet site	TPC + IT Dept and Peoples Dept	Complete	The Travel Planning section of FABNET (intranet) was reviewed and is accessible to all FAL staff.
4	Arrange a launch event to introduce FAL staff to the Travel Plan	TPC + Marketing & Events Dept	Complete	This is advertised to all new starters through the induction process.
5	Advertise the Cycle To Work Scheme	TPC + Events Dept	On going	This is advertised on a regular basis on FABNET and also advertised to all new starters. Information has also passed in Employee Ambassador Forums (EAF) which occurs three times per annum.
6	Seek to develop partnerships with the other local businesses	TPC	On going	Commitment to the Sustainable Business Partnership (SBN) continues and includes a seat on the SBN Steering Group. The latest meeting was conducted in September 2025.
7	Liaise with existing public commercial transport providers	TPC	On going	Commitment to the Sustainable Business Partnership (SBN) continues and includes a seat on the SBN Steering Group. The latest meeting was conducted in September 2025.
8	Arrange for cycling and walking maps to be distributed	TPC	Complete	Links to maps that assist with cycling and walking routes are provided in the FAL Sustainable Travel Plan document and on FABNET (intranet)
9	Instigate car share scheme	TPC	Complete	Information and access to car sharing opportunities is incorporated within the FAL Sustainable Travel Plan document. Car share continues to operate for FAL employees. Also reiterated in the induction
10	Review feasibility for dedicated car share parking spaces	TPC	Complete	Confirmed as not required. Parking spaces are readily available across FAL.
11	Published details of the Guaranteed Lift Home scheme on the intranet	TPC	Complete	GRH scheme and GRH claim form established in April 2014. Full details remain published in the FAL Sustainable Travel Plan document - refer to Action 3. No claims were made in 2025.
12	Implement Staff Shuttle Bus	TPC	Complete	A shuttle bus from Farnborough Main train station is free for employees to use and runs daily.
13	Provision of motorcycle parking on site	TPC	On going	Motorcycle parking is available at the majority of the main airport buildings.
14	Assess feasibility for motorcycle training	TPC	Complete	No current demand for motorcycle training demonstrated during the reporting year.
15	Introduce a personalized travel service	TPC	Complete	The staff Sustainable Travel Plan document (introduced in 2020) allows staff to investigate and organise their own travel planning using the wide range of information sources available

16	Monitor progress through relevant travel surveys	TPC	Scheduled	The staff travel surveys will now be reviewed annually. Additional surveys will be undertaken where deemed necessary for internal use or when external interested parties require.
17	Develop site enhancements for sustainable travel	TPC	On going	125 parking spaces for bikes remain available (assuming 2 bikes per hoop) with facilities covering the Tower, Terminal, Hangars 1 and 2, Meadow Gate, Ground Services Facility, the Fire Station and N & D shed.  A total of 70 EV charging points are now installed across the Airport for use by staff and tenants. More are planned for areas airside in the future.
18	Develop operational enhancements for sustainable travel	TPC	On going	The Sustainable Travel Token Scheme has remained operational throughout 2024 with £ 1,393 gifted to staff.  Free bicycle safety checks were offered to all site users in April using the services of Purple Bike Shed.
19	Travel Plan Review	TPC + HCC	As required	N/A

## Appendix C

### SINC Management Report 2024

**NOTE** – Prior to any of the following works taking place, all parties involved must consider timing in relation to Bird Nesting Season (1 March to 31 August). If there are specific reason for works taking place within this period, complete and documented assessment of the affected must take place and be discussed by all parties in advance of commencement. If appropriate expert advice will be sought.

Task Category	Areas	Description	Aims	Frequency	Timing	Notes
Routine works	All	Identify areas of Ragwort growth across T-Area and treat by chemical spotting to ensure development to the flowering stage is halted	Control presence of Ragwort and prevent seeding stage causing further spread	Annual	Late Feb to April	Ragwort sprayed each month
Routine works	A1	Cut and collect <u>fringe</u> and <u>central</u> glade areas in western compartment, remove self-sets	Retain glade areas, protect from encroaching scrub and encourage diversity in grass species	Annual	July/Aug	A1 cut with flail collector 7 & 8 <sup>th</sup> of August
Routine works	A3	Remove self-set birch and bramble from northern bank maintaining open sandy areas	Protect gorse and broom from scrub invasion, maintain solitary bee habitat	Annual	May-June	A3 cut with T600 tracked flail 5&6 <sup>th</sup> of June
Routine works	A4 / H	Cut and collect open grassland in eastern compartment, remove self-sets	Retain glade areas, protect from encroaching scrub and encourage diversity in grass species	Tri-annual	Apr, Jul, Sep	April 9 <sup>th</sup> , July 15 & 16 <sup>th</sup> & September 23 & 24 <sup>th</sup>
Routine works	B1	Cut and collect meadow area	Retain meadow diversity	Tri-annual	Apr, Jul, Sep	April 9 <sup>th</sup> , July 15 & 16 <sup>th</sup> & September 23 & 24 <sup>th</sup>
Routine Works	D1	Leave all dead wood	Retain invertebrate habitat	N/A	N/A	N/A
Routine works	E1	Cut and collect unimproved grassland areas through the central portions of the compartment	Retain species diversity	Bi-annual	Apr (early-mid) Sep (mid-late)	April 9 <sup>th</sup> & September 25 <sup>th</sup> with major flail collector
Routine works	E1, E2, F	Maintain boundary between wooded area and grassland, removing encroaching scrub and brambles	Retain species diversity and preserve meadow / orchid areas	Annual	May / June	6 <sup>th</sup> of June with T600 tracked flail
Routine works	E2	Flail encroaching scrub around wooded compartment (central west). Leave fallen trees in situ where possible	Retain broadleaf woodland habitat	Annual	April / May	May 28 <sup>th</sup> with T600 tracked flail
Routine works	E1, E2	Maintain pond areas (in and out of tree cover) as necessary	Preserve pond habitat for birds, invertebrates	Annual	May	May 28 <sup>th</sup>
Routine Works	F	Cut and collect area to the <u>north</u> and <u>south</u> of the access road	Maintain woodland fringe habitat and associated species diversity	Bi-annual	Apr, Sep	9 <sup>th</sup> of April & 24 <sup>th</sup> September with major flail collector
Routine Works	G1	Annual cut of tall vegetation within 10m of compartment F (south of access road)	Encourage semi-improved grassland to re-instate	Annual	Aug / Sep	22 <sup>nd</sup> of September
Routine Works	G1	No intervention in wooded area beyond and drive around flail	Maintain natural woodland habitat	Annual	When dry enough	23 <sup>rd</sup> of September
Routine Works	G2	Remove bramble and self-set trees/scrub	Maintain tall canopy woodland	Annual	May-June	5 & 6 <sup>th</sup> of June
Brook Work	Y38 valves	Remove vegetation at the Y38 penstock area. Note bird nesting season	Reduce blockage at key discharge point	As required	As conditions permit	Throughout the year
Brook Work	Channel	Identify and repair new or existing bank collapses using netting or other identified means. Proposal / quotation required	Prevent further bank collapse	As required	As conditions permit	N/A in 2025
Reedbed works	Delta pond	Remove all reed growth outside boundaries of reed bed and cut all vegetation in associated balancing pond. Note bird nesting season	General maintenance	As required	As conditions permit	Routinely cut when airside grass topped
Reedbed works	Delta pond	Remove all vegetation along reedbed feeder channel	Prevent blockages	Annual	As conditions permit	Last week of October
Reedbed works	Echo pond	Remove all reed growth outside boundaries of reed bed and cut all vegetation in associated balancing pond. Note bird nesting season	General maintenance	As required	As conditions permit	Routinely cut when airside grass topped
Reedbed works	Echo pond	Remove all vegetation along reedbed feeder channel	Prevent blockages	Annual	As conditions permit	Last week of October

Figure 4.1 Map of the Arrangement of T-Area Compartments

