



# FARNBOROUGH AIRPORT

Town and Country Planning Act Section 106/299A

## Environment Report 2

July to December 2020

Farnborough Airport Ltd  
Farnborough  
Hampshire  
GU14 6XA

## 1. INTRODUCTION

- 1.1 In compliance with the requirements of the agreement in place under Sections 106 and 299A of the Town and Country Planning Act 1990 between Farnborough Airport (FAL) and Rushmoor Borough Council (RBC), FAL hereby submits a report for July to December 2020, detailing results of environmental monitoring as required by clauses 1.3, 2.8a, 2.8b and 3.4.

## 2. NOISE MONITORING

- 2.1 Two permanent noise monitoring terminals (NMTs) continuously operate at the sites of Tweseldown Racecourse and Farnborough College of Technology; approximately one mile from the airfield and beneath the typical arrival and departure flight path.

A portable noise monitoring terminal is stored at the Airport and remains available on request to any member of the community that has a requirement for noise monitoring within their residential area.

- 2.2 Correlated Noise data (dB(A)  $L_{eq16}$ ) recorded by the fixed NMTs for “Aircraft”, “Community” and “Total” noise is tabulated in Appendix A. Due to a phone line fault at Farnborough College in October, a short period of data loss occurred between the 17<sup>th</sup> and 23<sup>rd</sup> October.
- 2.3 Tweseldown Racecourse events have the potential to influence values for “community” and “total” noise at the Tweseldown NMT. No major events took place at the racecourse during the reporting period due to COVID-19. Values for “aircraft” noise remained relatively stable throughout the period of reporting.
- 2.4 All three operational NMTs were subject to calibration by an independent specialist on the 18<sup>th</sup> March 2020.
- 2.5 Noise contours produced using the FAA’s Integrated Noise Model (INM 7.0d) for operations covering 2019 together with predicted contours for 2020 were submitted to RBC in mid February last year in accordance with the requirements of the Planning Agreement. The results of the modelling exercise undertaken are displayed in Table 1, along with those included within the Planning Agreement (Control Contours). The predicted noise contours were generated using movement data (flight tracks) from the study year, taking in to account the forecast growth for the year ahead (including predicted helicopter movements).
- 2.6 Contours relating to actual movements for January to June last year and predicted contours for July to December last year were supplied to RBC in mid August. Contours relating to actual movements for January to December last year together with predicted contours for the year ahead will be submitted to RBC in mid February this year.

**Table 1: Most recent results of annual INM Noise Assessment**

| dB(A)<br>$L_{Aeq,16h}$ | Control Contours<br>Predicted 20,000 (km <sup>2</sup> ) movements (1997 mix) | Amended Control Contour Areas<br>(km <sup>2</sup> ) as per clause 12.1a of the S106 (29/10/2010) | Actual Contours Areas<br>Jan-Dec 2019 (km <sup>2</sup> ) (based on 31,561 actual movements) | Predicted Contour Areas<br>Jan-Dec 2020 (km <sup>2</sup> ) (33,400 predicted movements using 2019 fleet mix) |
|------------------------|--|--|---|--|
| 55                     | 9.07   | 6.58   | 2.29  | 2.40   |
| 60                     | 4.03   | 2.42   | 0.97  | 1.01   |
| 65                     | 1.70   | N/A  | 0.46  | 0.48   |

- 2.7 Use of the dB(A)  $L_{eq16}$  contour is internationally recognised as a means of noise measurement. A 66 dB(A)  $L_{eq16}$  indicates that the average level of noise during a 16-hour day is 66 dB(A).

- 2.8 The 55 dB(A)  $L_{eq16}$  contour, used in agreement with RBC, is below the level in the Aviation Policy Framework (March 2013) which the Government advises that it will continue to treat as the average level of daytime aircraft noise marking the approximate onset of significant community annoyance.
- 2.9 In accordance with the requirements of the Section 106 Agreement, INM 7.0d has been used to produce the noise contours. This version of the software allows helicopter movements to be integrated within the modelling process together with consideration of surrounding terrain.
- 2.10 Daily dB(A)  $L_{eq16}$  figures are provided in Appendix A.

### 3. AIRCRAFT MOVEMENTS

- 3.1 Table 2 displays a summary of aircraft movements for the reporting period by movement category.

**Table 2: Movements summary by type**

| Category   | Jul         | Aug         | Sep         | Oct         | Nov         | Dec         | Report 2 Total |
|--|-------------|-------------|-------------|-------------|-------------|-------------|----------------|
| <b>Business</b>  | 2005        | 2300        | 2103        | 1717        | 1320        | 1806        | <b>11251</b>   |
| <b>Helicopter</b>  | 40          | 36          | 70          | 60          | 32          | 26          | <b>264</b>     |
| <b>Subtotal</b><br>(Declared under planning obligations) | <b>2045</b> | <b>2336</b> | <b>2173</b> | <b>1777</b> | <b>1352</b> | <b>1832</b> | <b>11515</b>   |
| <b>Military</b>  | 10          | 2           | 0           | 6           | 7           | 8           | <b>33</b>      |
| <b>Flying Club</b>                                       | 50          | 24          | 38          | 22          | 2           | 0           | <b>136</b>     |
| <b>Other</b>   | 51          | 57          | 61          | 55          | 91          | 43          | <b>358</b>     |
| <b>ADS</b>   | 0           | 0           | 0           | 0           | 0           | 0           | <b>0</b>       |
| <b>Total</b>   | <b>2156</b> | <b>2419</b> | <b>2272</b> | <b>1860</b> | <b>1452</b> | <b>1883</b> | <b>12042</b>   |

- 3.2 Tables 3 and 4 display a summary of movement percentages against the total for each month, by category for weekdays and weekends.

**Table 3: Percentage movement summary by category for weekdays**

|                    | Jul       | Aug       | Sep       | Oct       | Nov       | Dec       |
|--------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| <b>Business</b>    | 70.3      | 57.4      | 70.6      | 67.3      | 64.1      | 70.3      |
| <b>Helicopter</b>  | 1.7       | 0.8       | 2.6       | 2.8       | 1.9       | 1.2       |
| <b>Military</b>    | 0.5       | 0.1       | 0.0       | 0.2       | 0.5       | 0.4       |
| <b>Flying Club</b> | 1.8       | 0.7       | 1.3       | 0.9       | 0.1       | 0.0       |
| <b>Other</b>       | 2.1       | 2.1       | 2.3       | 2.8       | 5.4       | 2.1       |
| <b>ADS</b>         | 0.0       | 0.0       | 0.0       | 0.0       | 0.0       | 0.0       |
| <b>TOTAL</b>       | <b>76</b> | <b>61</b> | <b>77</b> | <b>74</b> | <b>72</b> | <b>74</b> |

**Table 4: Percentage movement summary by category for weekends**

|                    | Jul       | Aug       | Sep       | Oct       | Nov       | Dec       |
|--------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| <b>Business</b>    | 22.7      | 37.7      | 22.0      | 25.1      | 26.8      | 25.7      |
| <b>Helicopter</b>  | 0.2       | 0.7       | 0.4       | 0.4       | 0.3       | 0.2       |
| <b>Military</b>    | 0.0       | 0.0       | 0.0       | 0.2       | 0.0       | 0.1       |
| <b>Flying Club</b> | 0.6       | 0.3       | 0.4       | 0.3       | 0.0       | 0.0       |
| <b>Other</b>       | 0.3       | 0.2       | 0.4       | 0.2       | 0.9       | 0.2       |
| <b>ADS</b>         | 0.0       | 0.0       | 0.0       | 0.0       | 0.0       | 0.0       |
| <b>TOTAL</b>       | <b>24</b> | <b>39</b> | <b>23</b> | <b>26</b> | <b>28</b> | <b>26</b> |

- 3.3 Table 5 displays runway use data. Operations are divided into Arrivals and Departures on each runway and helicopter movements without use of the runway (Aerodrome).

**Table 5: Runway in use (as percentages) by mode of operation**

|                         | Jul | Aug | Sep | Oct | Nov | Dec |
|-------------------------|-----|-----|-----|-----|-----|-----|
| <b>06 Arrival</b>       | 4   | 15  | 13  | 11  | 8   | 6   |
| <b>06 Departure</b>     | 3   | 14  | 13  | 11  | 7   | 7   |
| <b>24 Arrival</b>       | 46  | 35  | 36  | 39  | 41  | 43  |
| <b>24 Departure</b>     | 46  | 35  | 36  | 37  | 43  | 44  |
| <b>Aerodrome (Heli)</b> | 1   | 1   | 2   | 2   | 1   | 0   |

- 3.4 Maximum Take-Off Weight (MTOW) is recorded for all operating aircraft. Table 6 displays MTOW data for aircraft operated during this reporting period reflected as a percentage of the overall movements in each month.

**Table 6: Percentage of movements by MTOW against the monthly declared total**

|                    | Jul | Aug | Sep | Oct | Nov | Dec |
|--------------------|-----|-----|-----|-----|-----|-----|
| <b>Over 50t</b>    | 2   | 1   | 2   | 2   | 2   | 1   |
| <b>50t or less</b> | 98  | 99  | 98  | 98  | 98  | 99  |

- 3.5 All civil aircraft using Farnborough during the reporting period were compliant with the International Civil Aviation Organisation (ICAO) Chapter 4. All aircraft must provide certification of Noise Chapter prior to permission to operate being granted.
- 3.6 Helicopters, light aircraft and turbo-prop aircraft are not subject to the requirements of the ICAO noise certification scheme.

#### 4. AIR QUALITY MONITORING

- 4.1 Thirteen nitrogen dioxide tubes and two Streetbox monitors remain as previously reported, details of the locations can be found on reports prior to Q1 2005.
- 4.2 Table 7 displays the standards accepted by the Government and recommended by the expert panel on air quality standards.

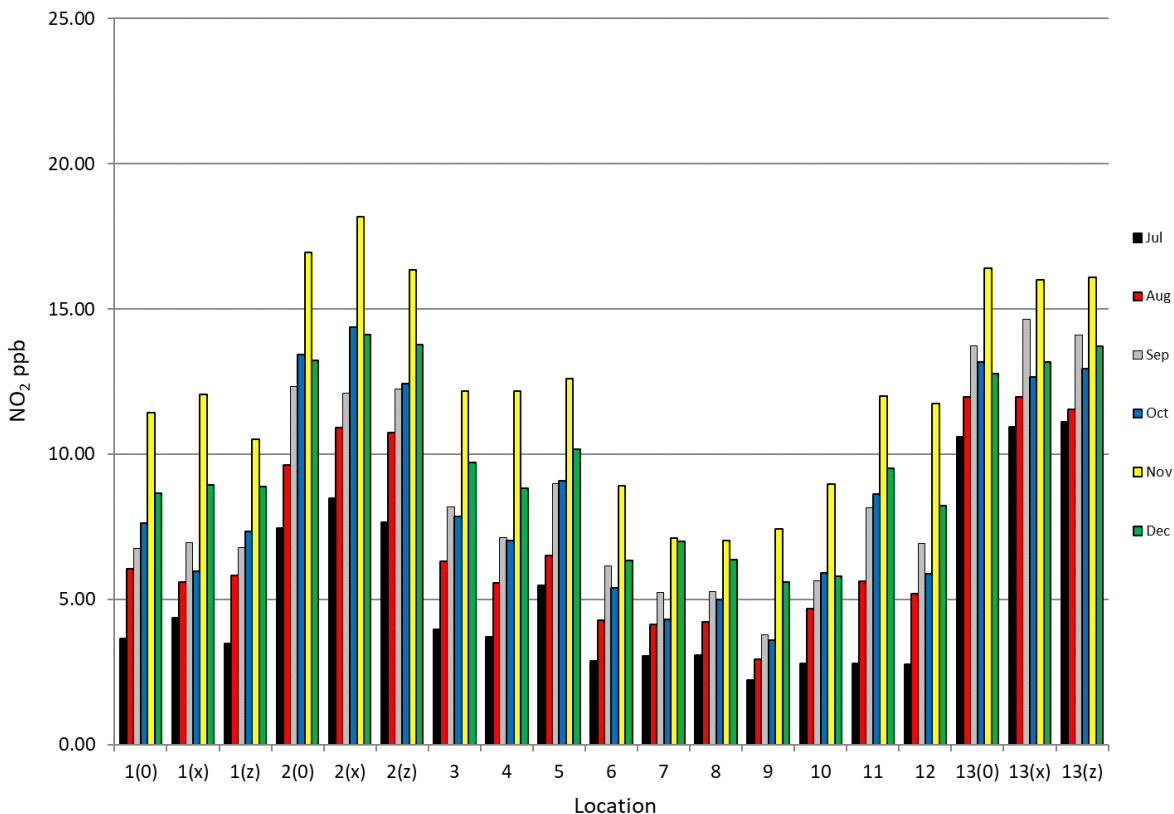
**Table 7: Objectives included in regulations for purposes of local Air Quality Management**

| Pollutant       | Air Quality Objective  |             | Date to be achieved by and maintained thereafter |
|-----------------|--|-------------|--|
|                 | Concentration  | Measured as |  |
| NO <sub>2</sub> | 200µg/m <sup>3</sup> (105ppb) not to be exceeded more than 18 times a year | 1 hour mean | 1 <sup>st</sup> Jan 2010                         |
| NO <sub>2</sub> | 40µg/m <sup>3</sup> (21ppb)  | annual mean | 1 <sup>st</sup> Jan 2010                         |

<sup>a</sup> Conversions of ppb and ppm to µg/m<sup>3</sup> and mg/m<sup>3</sup> at 20°C and 1013mb.  
 ppb = parts per billion µg/m<sup>3</sup> = micrograms per cubic metre.  
 Source: [https://uk-air.defra.gov.uk/assets/documents/Air\\_Quality\\_Objectives\\_Update.pdf](https://uk-air.defra.gov.uk/assets/documents/Air_Quality_Objectives_Update.pdf)

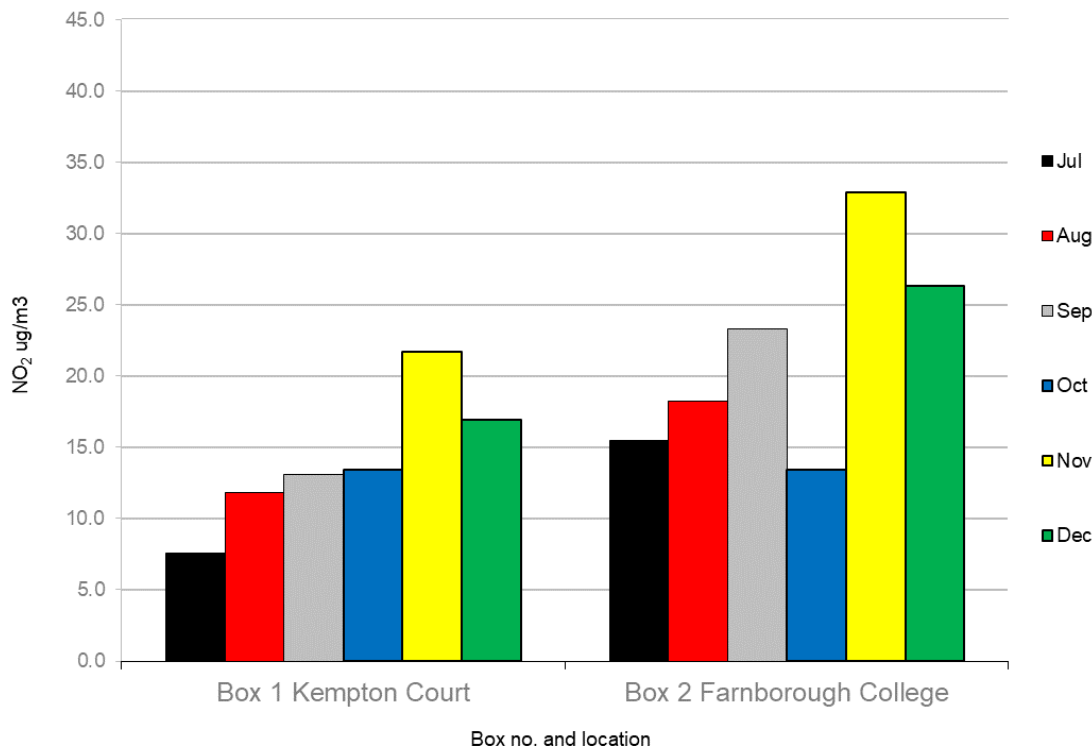
- 4.3 Air quality results consist of raw and manipulated data from diffusion tube laboratory analysis. Raw data from the Learian Streetbox Monitors consists of hourly mean NO<sub>2</sub> concentrations. This data is extensive over a six-month period and so is displayed as a monthly mean.
- 4.4 Passive and active NO<sub>2</sub> monitoring results are detailed in Figures 1 and 2.

**Figure 1: Passive NO<sub>2</sub> monitoring results, (ppb expressed as a monthly mean).**



N.B. This data has not had a bias adjustment applied

**Figure 2: Active NO<sub>2</sub> monitoring results, (µg/m<sup>3</sup> expressed as a monthly mean).**



- 4.5 The results taken from the diffusion tubes indicate that NO<sub>2</sub> levels around the airfield during the reporting period have achieved the stated objectives for UK Air Quality Management.
- 4.6 Continuing trends in the results indicate terrestrial sources of NO<sub>2</sub> as the predominant source. The elevated levels consistently recorded for location 13 adjacent to the M3 motorway illustrate this.

**5. CONCLUSION**

- 5.1 Routine monitoring of noise, noise abatement compliance, air quality and aircraft movement numbers continues at the Airport. To date, all monitoring practices have been implemented in accordance with the requirements and the Town and Country Planning Act Section 106 Agreement.
- 5.2 All movements operated at the airport remain restricted to those permitted by the terms of the planning consent and the accompanying agreement.
- 5.3 Air quality data continues to indicate terrestrial sources of NO<sub>2</sub> as predominate. Nitrogen dioxide levels remain consistent with long term trends; typically elevated over the colder winter months, due to nitrate release from decomposition.
- 5.4 Activities at the airport remain within the specifications of the Section 106/299A agreement.

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25/01/2021

**Appendix A**

# Noise Report

## Farnborough Airport

### Aircraft Noise By Day of Month and NMT

**Start Date:01-Jul-2020**

**End Date: 31-Dec-2020**

#### July 2020

| NMT | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 30   | 31   |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2   | 50.3 | 47.7 | 52.0 | 48.9 | 52.2 | 49.5 | 46.3 | 48.8 | 49.4 | 49.9 | 48.7 | 47.3 | 48.3 | 47.2 | 49.6 | 51.6 | 49.5 | 48.9 | 52.0 | 53.2 | 47.5 | 49.2 | 48.0 | 47.9 | 50.5 | 47.2 | 48.0 | 49.3 | 48.9 | 48.6 | 53.6 |
| 3   | 54.7 | 52.7 | 56.6 | 56.2 | 54.7 | 55.4 | 52.9 | 53.2 | 54.2 | 53.6 | 52.8 | 52.2 | 55.3 | 51.7 | 52.7 | 53.1 | 56.2 | 53.3 | 52.1 | 54.9 | 54.1 | 56.6 | 52.0 | 55.4 | 55.1 | 54.0 | 55.4 | 55.0 | 55.1 | 54.9 | 56.2 |

#### August 2020

| NMT | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 30   | 31   |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2   | 49.1 | 47.5 | 48.2 | 46.9 | 47.4 | 50.3 | 49.9 | 52.1 | 48.7 | 50.3 | 48.2 | 48.8 | 49.1 | 52.6 | 51.3 | 48.3 | 49.0 | 50.1 | 46.9 | 49.9 | 59.0 | 51.0 | 50.0 | 49.1 | 56.5 | 60.5 | 52.3 | 52.1 | 52.2 | 53.3 | 52.0 |
| 3   | 54.0 | 55.0 | 53.5 | 51.5 | 54.7 | 54.4 | 53.3 | 55.5 | 52.8 | 54.2 | 52.8 | 54.1 | 52.8 | 53.5 | 53.6 | 54.6 | 55.2 | 53.6 | 56.7 | 56.6 | 58.6 | 57.7 | 55.9 | 55.8 | 56.1 | 52.8 | 54.2 | 55.9 | 56.5 | 55.2 | 56.2 |

#### September 2020

| NMT | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 30   |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2   | 49.9 | 51.4 | 46.4 | 48.6 | 47.3 | 49.5 | 50.1 | 50.3 | 48.3 | 50.1 | 49.3 | 47.7 | 48.3 | 50.0 | 48.4 | 48.9 | 53.3 | 53.3 | 49.4 | 52.7 | 50.4 | 44.0 | 49.6 | 52.1 | 56.9 | 47.0 | 52.5 | 48.3 | 49.8 | 47.4 |
| 3   | 55.5 | 56.0 | 55.9 | 56.5 | 53.4 | 55.6 | 55.3 | 53.2 | 54.7 | 55.0 | 56.3 | 52.7 | 54.3 | 53.1 | 54.4 | 51.7 | 52.8 | 54.8 | 50.4 | 55.9 | 55.3 | 52.9 | 54.2 | 56.4 | 55.8 | 51.1 | 54.4 | 54.0 | 53.4 | 55.4 |

#### October 2020

| NMT | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 30   | 31   |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2   | 48.4 | 55.5 | 47.9 | 51.3 | 49.7 | 51.5 | 48.5 | 48.1 | 47.5 | 45.7 | 49.4 | 46.3 | 53.4 | 51.1 | 52.5 | 53.0 | 53.0 | 50.7 | 49.1 | 46.9 | 47.8 | 46.0 | 47.9 | 50.6 | 46.5 | 47.3 | 46.6 | 48.3 | 50.2 | 48.5 | 45.8 |
| 3   | 54.5 | 56.0 | 52.7 | 57.6 | 54.4 | 53.1 | 55.0 | 55.1 | 56.6 | 53.3 | 51.3 | 54.5 | 54.8 | 52.4 | 53.7 | 57.3 |      |      |      |      |      |      |      | 55.0 | 50.7 | 53.7 | 55.0 | 52.9 | 55.2 | 56.2 | 54.0 |

#### November 2020

| NMT | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 30   |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2   | 54.2 | 54.2 | 48.9 | 52.8 | 51.6 | 51.1 | 45.7 | 49.1 | 49.4 | 49.9 | 47.3 | 44.4 | 47.5 | 49.8 | 49.9 | 47.1 | 45.6 | 46.7 | 50.3 | 47.2 | 44.4 | 50.7 | 50.3 | 48.1 | 43.1 | 48.1 | 51.2 | 46.6 | 51.5 | 46.2 |
| 3   | 56.6 | 54.7 | 54.4 | 55.2 | 49.9 | 54.2 | 54.3 | 51.8 | 55.5 | 52.8 | 51.9 | 52.1 | 52.6 | 54.2 | 55.6 | 53.0 | 50.3 | 52.5 | 53.8 | 56.1 | 52.0 | 52.8 | 52.3 | 52.9 | 52.0 | 51.8 | 53.6 | 51.0 | 54.1 | 53.3 |

#### December 2020

| NMT | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26  | 27   | 28   | 29   | 30   | 31   |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-----|------|------|------|------|------|
| 2   | 50.4 | 46.5 | 48.2 | 50.0 | 49.4 | 51.7 | 52.5 | 51.6 | 52.0 | 52.3 | 54.2 | 51.1 | 53.1 | 51.1 | 49.6 | 50.6 | 53.0 | 51.0 | 50.3 | 49.6 | 50.4 | 50.5 | 48.0 | 45.8 | 0.0  | 0.0 | 48.5 | 47.2 | 45.9 | 47.8 | 45.2 |
| 3   | 52.6 | 54.6 | 55.4 | 54.2 | 55.4 | 55.1 | 54.8 | 55.4 | 53.5 | 58.6 | 55.8 | 52.3 | 55.0 | 54.9 | 55.2 | 55.4 | 56.3 | 57.2 | 57.0 | 54.2 | 54.7 | 54.2 | 53.5 | 53.8 | 37.9 | 0.0 | 50.2 | 52.5 | 47.2 | 49.7 | 48.9 |



# Noise Report

## Farnborough Airport

### Community Noise By Day of Month and NMT

Start Date:01-Jul-2020

End Date: 31-Dec-2020

#### July 2020

| NMT | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 30   | 31   |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2   | 52.5 | 54.1 | 64.1 | 58.1 | 68.2 | 56.0 | 52.4 | 50.7 | 53.0 | 52.7 | 50.0 | 47.8 | 51.9 | 48.4 | 48.6 | 48.6 | 50.2 | 48.8 | 46.6 | 49.1 | 47.5 | 51.8 | 55.2 | 49.3 | 54.1 | 53.4 | 58.2 | 55.4 | 54.0 | 50.6 | 53.7 |
| 3   | 51.1 | 50.6 | 53.4 | 51.7 | 54.0 | 51.0 | 50.2 | 50.5 | 50.4 | 50.1 | 48.6 | 46.5 | 49.8 | 48.2 | 49.5 | 48.7 | 50.0 | 49.0 | 46.9 | 48.3 | 47.9 | 49.5 | 50.0 | 50.0 | 51.2 | 49.5 | 52.8 | 51.0 | 49.4 | 49.4 | 50.3 |

#### August 2020

| NMT | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 30   | 31   |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2   | 50.6 | 50.0 | 48.6 | 53.6 | 58.5 | 49.3 | 48.6 | 48.6 | 47.0 | 47.2 | 46.8 | 48.8 | 47.4 | 47.9 | 47.7 | 47.7 | 50.8 | 52.8 | 49.7 | 53.8 | 71.8 | 62.1 | 55.3 | 50.2 | 69.3 | 60.3 | 50.6 | 50.2 | 51.4 | 49.1 | 48.5 |
| 3   | 49.5 | 48.7 | 48.8 | 50.2 | 51.5 | 48.8 | 49.0 | 47.9 | 46.9 | 50.0 | 47.6 | 48.7 | 48.2 | 47.9 | 47.2 | 47.2 | 55.5 | 50.4 | 52.0 | 51.4 | 57.3 | 52.7 | 50.4 | 51.3 | 56.3 | 51.5 | 54.2 | 51.2 | 51.0 | 48.9 | 48.3 |

#### September 2020

| NMT | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 30   |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2   | 48.8 | 50.1 | 54.1 | 51.2 | 49.2 | 48.4 | 51.6 | 50.2 | 48.9 | 48.7 | 50.2 | 50.4 | 48.6 | 48.7 | 48.0 | 48.8 | 52.2 | 56.4 | 55.1 | 47.6 | 47.6 | 51.9 | 55.9 | 54.5 | 67.4 | 56.5 | 54.6 | 50.5 | 49.4 | 55.5 |
| 3   | 50.7 | 51.7 | 51.8 | 51.1 | 49.8 | 49.0 | 53.0 | 50.8 | 51.0 | 50.0 | 51.4 | 50.2 | 49.3 | 51.7 | 59.5 | 50.8 | 51.9 | 52.4 | 50.0 | 48.6 | 53.2 | 52.1 | 52.5 | 53.8 | 56.0 | 52.1 | 50.9 | 55.3 | 50.8 | 53.5 |

#### October 2020

| NMT | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 30   | 31   |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2   | 50.2 | 57.9 | 50.5 | 59.5 | 56.0 | 63.9 | 54.2 | 58.9 | 53.0 | 53.9 | 50.5 | 50.1 | 50.5 | 51.7 | 51.5 | 49.7 | 47.8 | 48.5 | 53.3 | 53.7 | 52.5 | 53.0 | 53.8 | 66.0 | 49.9 | 54.3 | 56.3 | 58.5 | 59.6 | 58.0 | 62.0 |
| 3   | 51.9 | 53.4 | 52.5 | 53.3 | 56.8 | 54.2 | 52.4 | 53.0 | 53.1 | 52.2 | 49.8 | 56.3 | 52.0 | 52.4 | 51.7 | 52.3 |      |      |      |      |      |      |      | 56.5 | 51.5 | 58.6 | 54.0 | 53.9 | 54.3 | 53.0 | 54.3 |

#### November 2020

| NMT | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 30   |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2   | 67.0 | 64.9 | 61.1 | 51.4 | 49.5 | 49.4 | 50.6 | 46.8 | 51.4 | 50.0 | 58.2 | 55.3 | 51.0 | 62.6 | 62.2 | 54.0 | 54.6 | 58.6 | 60.7 | 51.9 | 54.6 | 49.1 | 50.6 | 52.0 | 50.2 | 49.9 | 49.3 | 48.0 | 48.7 | 57.1 |
| 3   | 55.0 | 58.9 | 55.0 | 53.5 | 53.3 | 52.2 | 52.2 | 48.1 | 55.6 | 52.0 | 53.1 | 52.6 | 52.5 | 54.9 | 52.7 | 55.7 | 52.4 | 53.7 | 53.2 | 53.6 | 51.1 | 47.9 | 53.0 | 52.9 | 51.5 | 51.2 | 50.9 | 49.2 | 47.1 | 52.9 |

#### December 2020

| NMT | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 30   | 31   |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2   | 54.3 | 52.9 | 51.5 | 52.8 | 49.8 | 50.1 | 48.7 | 52.3 | 51.1 | 50.2 | 51.5 | 53.8 | 55.9 | 57.7 | 51.9 | 53.3 | 55.5 | 60.3 | 57.9 | 51.6 | 57.7 | 50.6 | 54.4 | 55.1 | 47.5 | 66.4 | 54.5 | 47.8 | 49.1 | 50.8 | 50.8 |
| 3   | 51.8 | 54.1 | 55.1 | 55.3 | 51.8 | 48.9 | 50.8 | 54.6 | 53.7 | 53.7 | 53.4 | 52.4 | 53.3 | 55.7 | 53.9 | 54.1 | 54.2 | 55.0 | 54.2 | 52.5 | 53.8 | 51.9 | 53.0 | 52.2 | 47.8 | 53.0 | 50.0 | 49.7 | 48.9 | 51.3 | 50.8 |

# Noise Report

## Farnborough Airport

### Total Noise By Day of Month and NMT

Start Date:01-Jul-2020

End Date: 31-Dec-2020

#### July 2020

| NMT | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 30   | 31   |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2   | 54.5 | 55.0 | 64.1 | 58.4 | 68.0 | 56.7 | 53.3 | 52.9 | 54.6 | 54.5 | 52.4 | 50.6 | 53.4 | 50.8 | 52.1 | 53.4 | 52.8 | 51.9 | 53.1 | 54.6 | 50.5 | 53.6 | 55.8 | 51.7 | 55.5 | 54.3 | 58.4 | 56.2 | 55.0 | 52.7 | 56.6 |
| 3   | 56.3 | 54.8 | 58.3 | 57.6 | 57.4 | 56.7 | 54.8 | 55.1 | 55.8 | 55.2 | 54.2 | 53.3 | 56.4 | 53.4 | 54.4 | 54.5 | 57.1 | 54.7 | 53.3 | 55.8 | 55.0 | 57.4 | 54.1 | 56.6 | 56.6 | 55.3 | 57.3 | 56.4 | 56.2 | 56.0 | 57.3 |

#### August 2020

| NMT | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 30   | 31   |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2   | 52.9 | 51.9 | 51.4 | 54.3 | 58.7 | 52.8 | 52.4 | 53.7 | 51.0 | 52.1 | 50.6 | 51.8 | 51.4 | 53.9 | 52.9 | 51.0 | 52.9 | 54.6 | 51.6 | 55.2 | 71.6 | 62.2 | 56.3 | 52.7 | 69.3 | 63.3 | 54.5 | 54.3 | 54.8 | 54.7 | 53.6 |
| 3   | 55.4 | 55.9 | 54.8 | 53.9 | 56.4 | 55.5 | 54.7 | 56.2 | 53.9 | 55.6 | 54.0 | 55.3 | 54.1 | 54.6 | 54.5 | 55.3 | 58.4 | 55.4 | 58.0 | 57.8 | 61.0 | 58.9 | 56.9 | 57.2 | 59.2 | 55.2 | 57.2 | 57.2 | 57.6 | 56.1 | 56.9 |

#### September 2020

| NMT | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 30   |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2   | 52.5 | 53.8 | 54.7 | 53.1 | 51.4 | 52.0 | 53.9 | 53.3 | 51.6 | 52.5 | 52.8 | 52.2 | 51.5 | 52.4 | 51.2 | 51.9 | 55.8 | 58.0 | 56.0 | 53.9 | 52.3 | 52.5 | 56.8 | 56.4 | 67.6 | 56.7 | 56.6 | 52.5 | 52.7 | 56.0 |
| 3   | 56.8 | 57.4 | 57.4 | 57.7 | 55.0 | 56.5 | 57.3 | 55.3 | 56.3 | 56.3 | 57.5 | 54.7 | 55.5 | 55.5 | 60.5 | 54.3 | 55.4 | 56.8 | 53.3 | 56.7 | 57.4 | 55.6 | 56.4 | 58.3 | 58.9 | 54.7 | 56.1 | 57.7 | 55.3 | 57.6 |

#### October 2020

| NMT | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 30   | 31   |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2   | 52.4 | 59.7 | 52.4 | 59.8 | 56.8 | 63.9 | 55.1 | 58.9 | 54.0 | 54.4 | 53.0 | 51.6 | 55.2 | 54.4 | 55.0 | 54.7 | 54.2 | 52.8 | 54.7 | 54.5 | 53.7 | 53.8 | 54.7 | 65.9 | 51.5 | 55.0 | 56.6 | 58.8 | 59.8 | 58.3 | 61.9 |
| 3   | 56.4 | 57.9 | 55.6 | 59.0 | 58.7 | 56.7 | 56.9 | 57.2 | 58.2 | 55.8 | 53.7 | 58.5 | 56.7 | 55.4 | 55.8 | 58.6 |      |      |      |      |      |      |      | 58.9 | 54.1 | 59.8 | 57.5 | 56.5 | 57.8 | 57.9 | 57.2 |

#### November 2020

| NMT | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 30   |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2   | 66.9 | 65.0 | 61.1 | 55.1 | 53.7 | 53.3 | 51.7 | 51.1 | 53.5 | 53.0 | 58.4 | 55.7 | 52.6 | 62.6 | 62.3 | 54.8 | 55.0 | 58.7 | 60.9 | 53.1 | 54.9 | 53.0 | 53.5 | 53.4 | 50.9 | 52.1 | 53.4 | 50.4 | 53.3 | 57.3 |
| 3   | 58.9 | 60.2 | 57.7 | 57.5 | 54.9 | 56.3 | 56.4 | 53.4 | 58.6 | 55.5 | 55.6 | 55.4 | 55.6 | 57.6 | 57.4 | 57.5 | 54.5 | 56.2 | 56.5 | 58.0 | 54.6 | 54.1 | 55.7 | 55.9 | 54.8 | 54.6 | 55.5 | 53.2 | 55.0 | 56.1 |

#### December 2020

| NMT | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    | 9    | 10   | 11   | 12   | 13   | 14   | 15   | 16   | 17   | 18   | 19   | 20   | 21   | 22   | 23   | 24   | 25   | 26   | 27   | 28   | 29   | 30   | 31   |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 2   | 55.8 | 53.8 | 53.1 | 54.6 | 52.6 | 53.9 | 54.0 | 55.0 | 54.6 | 54.4 | 56.1 | 55.6 | 57.6 | 58.4 | 53.9 | 55.1 | 57.4 | 60.5 | 58.4 | 53.9 | 58.3 | 53.5 | 55.2 | 55.5 | 47.5 | 66.0 | 55.5 | 50.6 | 50.8 | 52.5 | 51.9 |
| 3   | 55.2 | 57.4 | 58.3 | 57.8 | 57.0 | 56.1 | 56.2 | 58.0 | 56.7 | 59.8 | 57.8 | 55.4 | 57.3 | 58.3 | 57.6 | 57.8 | 58.4 | 59.2 | 58.8 | 56.5 | 57.3 | 56.3 | 56.3 | 56.1 | 48.2 | 53.0 | 53.2 | 54.3 | 51.2 | 53.6 | 53.0 |