

**1. Aircraft Movements**

- 1.1 The permitted movement numbers for 2020 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 since the last meeting; the blue section relates to the reporting period of this report.

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	2363	2234	578	552	44	27	16	8
Feb	2345	2255	628	616	36	29	10	10
Mar	1826	1742	422	410	30	20	5	3
Apr	325	303	71	61	2	0	0	0
May	697	595	211	201	8	6	2	1
Jun	1159	1085	257	253	29	17	2	2
Jul	2156	2045	512	494	33	28	6	6
Aug	2419	2336	941	927	38	34	10	10
Sep	2272	2173	527	510	32	25	4	3
Oct	0	0	0	0	0	0	0	0
Nov	0	0	0	0	0	0	0	0
Dec	0	0	0	0	0	0	0	0
<b>total</b>	<b>15562</b>	<b>14768</b>	<b>4147</b>	<b>4024</b>	<b>252</b>	<b>186</b>	<b>55</b>	<b>43</b>

NB. A more detailed breakdown of Total Movements can be viewed within the Farnborough Airport Environment Reports to Rushmoor Borough Council, available at <http://www.rushmoor.gov.uk/article/3287/Airport-monitoring>

- 1.3 There were 11 missed approaches during this reporting period, 7 on runway 24 and 4 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 INM Interim Noise Assessment Report 2020 was submitted in August 2020 and included actual contours for January to June 2020 and predicted contours July to December 2020. 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 2021 and will produce actual contours for Jan to Dec 2020 and predicted contours for Jan to Dec 2021.

### 3. Air Quality Monitoring

- 3.1 Air quality monitoring continues at 13 locations in Rushmoor and Hart. 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.
  - 3.2 The active NO<sub>2</sub> monitoring devices (Learian Streetboxes) operate at their agreed locations (Kempton Court and Farnborough College). Results from the units show NO<sub>2</sub> levels lie within the regulated levels.
  - 3.3 During this reporting period, zero complaints related to odour were received.
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### 4. Runway Use

- 4.1 The predominant south-west winds in the Farnborough area favoured use of runway 24 during the reporting period, most significantly in February 2020. Table 4.2 details recorded runway use and operation (i.e. Departure or Arrival) figures for the reporting period.
- 4.2 Percentage Runway use †

month	Farnborough		Fleet / Ch' Crookham		Heli (RW)	Heli (AD)
	24 arr	06 Dep	06 arr	24 dep		
Jun-20	32	17	16	33	1	1
Jul-20	45	3	4	46	1	1
Aug-20	34	14	15	35	1	1
Sep-20	35	13	13	36	1	2

† to the nearest whole percent      RW - Runway      AD – Aerodrome

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### 5. Security

- 5.1 Extinction Rebellion engaged in a planned and peaceful protest at the entrance to the airport on August 29. The airport remained operational throughout.
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### 6. Sustainability

#### New airport policy takes shape

- \* With the environment department evolving to address the wider Sustainability agenda, a new Airport policy is being developed to address future strategy across the three pillars: Economic, Social and Environmental matters.
- \* The policy is scheduled to be adopted in early 2021

#### Supporting the sustainable aviation agenda in the media

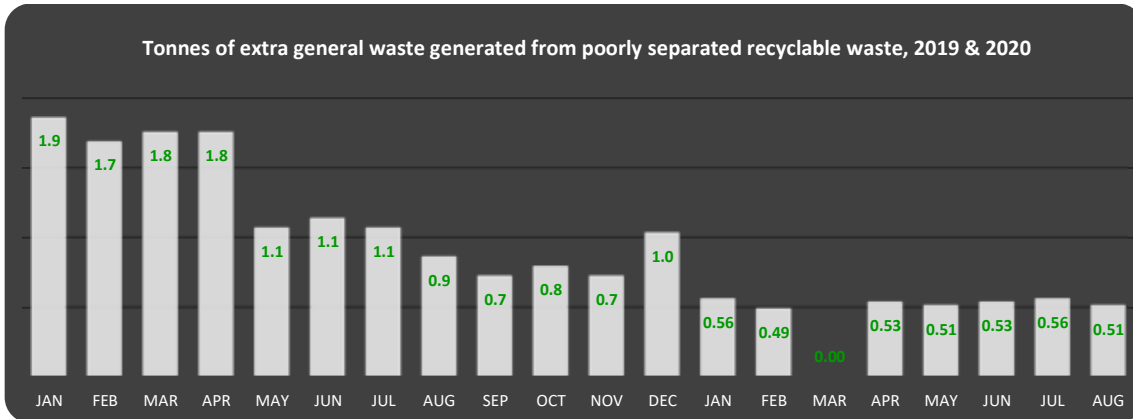
- \* In September Corporate Jet Investor released an article covering Farnborough Airport's commitment to a more sustainable future, reflecting on key milestones in the carbon reduction process and future projects to build upon them.
- \* The article can be viewed at <https://corporate-jet-investor.foleon.com/cjiq/corporate-jet-investor-quarterly-q3-2020/farnborough/>

### Latest lighting upgrades reduce electricity usage

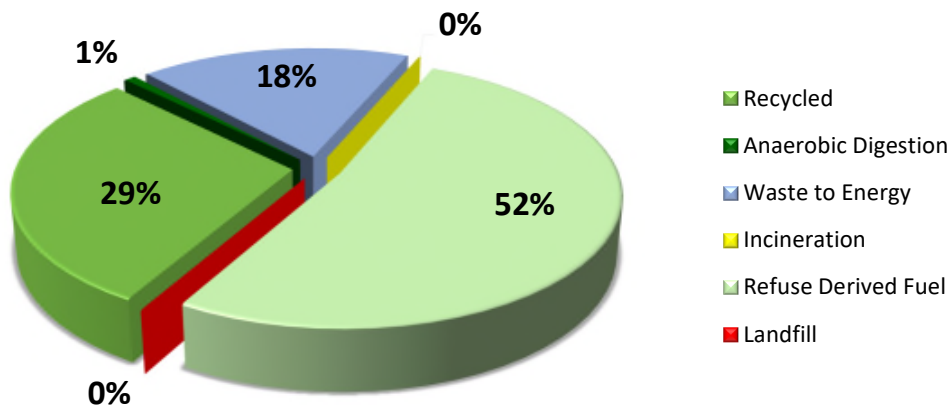
- \* With the new Gulfstream facility and associated East Gate operational, the thirteen lamp posts lining the connecting road have been upgraded to LED fittings, reducing the wattage by 40% and saving over 1,700 kWh of electricity annually.

### Waste Management segregation upheld

- \* Latest data demonstrates that despite the complexities to site operations that have been brought about by the COVID-19 pandemic, site waste management and performance in recycling has not been affected



### Disposal methods for Airport Generated Waste, Q1, 2 & 3, 2020



Data derived from average collection weights (from Waste Contractors). Exclusive of minor waste streams e.g. Toner Cartridge waste and wet wastes which are subject to water treatment (oily water and sewage)

## 7. Initiatives

- 7.1 Current restrictions prohibit site visits that are not classified as an operational necessity. The position on the future of initiatives will be reviewed in tandem with government advice and other regulatory-led changes.

## 8. Infringements

- 8.1 The table below displays a summary of results from the Flight Track Auditing Procedure:

month	flights investigated	responses to date	upheld to date	excused to date	% of total monthly flights	
					investigated	upheld to date
Jun 20	3	3	3	0	0.26	0.26
Jul 20	4	2	2	0	0.19	0.09
Aug 20	8	3	3	0	0.33	0.12
Sep 20	5	0	5	0	0.22	0.22
<b>TOTAL</b>	<b>20</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0.25</b>	<b>0.16</b>

\* Figures are up to date as of the 4<sup>th</sup> June 2020

- 8.2 Failure to adhere to noise abatement procedures leads to investigation. Identified operators must provide information that demonstrates operational circumstances beyond their control that led to the infringement.

## 9. Complaints

- 9.1 Farnborough Airport maintains record and investigates complaints in accordance with the Complaints Charter, published on the Farnborough Airport and RBC websites. Complaints 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>

- 9.2 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. 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.farboroughairport.com/privacy-policy/](http://www.farboroughairport.com/privacy-policy/)

Table 1 displays summarised complainant and complaint numbers data together with details of operational classification (i.e. ATC authorised or unauthorised non-compliant flights and non-FAL flights).

**Summary Table 1**

month	FAL related complainants	FAL related complaints	complaints generated from non-compliant flights			unauthorised flights that generated complaints	complaints related to non-FAL flights
			total	ATC authorised	unauthorised		
Jun 20	11	16	0	0	0	0	1
Jul 20	11	39	0	0	0	0	3
Aug 20	15	193	0	0	0	0	3
Sep 20	19	148	1	0	1	1	0
<b>totals</b>	<b>44</b>	<b>396</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>7</b>

Table 2 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 figure in Table 1.

**Summary Table 2**

month	concerns raised by complainants (FAL related)						
	track	noise	altitude	size or type	out of hours	odour	Other
Jun 20	8	3	7	0	0	0	1
Jul 20	7	30	5	1	0	0	10
Aug 20	25	169	8	2	0	0	29
Sep 20	1	136	13	1	0	0	10
<b>totals</b>	<b>41</b>	<b>338</b>	<b>33</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>

<sup>1</sup> 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).

9.3 The FACC complaints report (submitted alongside the Farnborough Airport Information Report) provides operational and response data on complaints received during the reporting period. Explanations of each column are provided below:

- Day:** The day of the week to which the complaint refers
- Date & Time:** The date and time to which the complaint refers
- Town / City:** The town or city of the complainant
- Concerns:** The concerns raised by the complainant (may be multiple)
- Operation:** Whether the aircraft was a *Departure*, an *Arrival*, or *Transient* (overflight)
- R/W:** The runway used, *24*, *06* or *H* (Helipad).
- Type:** The aircraft type (International Civil Aviation Organisation (ICAO) code)
- Category:** The general type of aircraft, either *Jet*, *Turbo-prop*, *Prop* or *Helicopter*
- Infringement Status:** The conclusion following flight track audit and complaint investigation
- Explanation:** The key explanation of the concerns raised by the complainant
- Response:** The correspondence method used to respond to the complainant

Please note:

- *Where the complaint is of a general nature and flight or infringement specifics do not apply, or if the complaint concerns a non-Farnborough flight of which details are unknown, the entry is marked N/A.*
- *Complaints received that do not specify a time are logged using the default time setting on the complaints monitoring system. The default setting is 00:00.*
- *Complaints data only reflects those complaints submitted within the reporting period.*

9.4 Of the Farnborough Airport related complaints received during the reporting period 50%\* were identified as relating to Chapter 4 certified aircraft. 5%\* of complaints in the reporting period were related to aircraft types that are not subject to the Noise Chapter Scheme (e.g. helicopters, propeller aircraft). Non-flight specific complaints accounted for 6% with the remainder of complaints (39%) to be investigated.

\* calculated to the nearest whole percent

## **10. Airspace Change**

The implementation of the Airspace Change at Farnborough Airport took place on the 27<sup>th</sup> February 2020.

Concerning the Post Implementation Review (PIR), the following statement represents the latest update from the Civil Aviation Authority:

'Whilst it had been expected that commencement of the Stage 7 PIR of the Farnborough airspace change would be in the latter part of 2020, the significant impact of the COVID-19 related crisis has reduced the activity levels of IFR Commercial Air Transport and General Aviation (both GA Business Aviation and IFR/VFR Class G users). It has therefore been agreed by the CAA, sponsor and the GA stakeholders that the start of the Farnborough airspace change PIR period will be put back to 2021. As a consequence, the group will meet again in January 2021 to determine the confirmed start date of the PIR, the scope of the required analysis and corresponding data requirements in order to determine the overall impact on all airspace users.'