

**1. Aircraft Movements**

- 1.1 The permitted movement numbers for 2021 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	17	9
Feb	2345	2255	628	616	40	33	10	10
Mar	1826	1742	422	410	32	22	6	4
Apr	325	303	71	61	2	0	0	0
May	697	595	211	201	9	7	2	1
Jun	1159	1085	257	253	31	19	2	2
Jul	2156	2045	512	494	36	31	7	7
Aug	2419	2336	941	927	38	34	10	10
Sep	2272	2173	527	510	40	33	6	5
Oct	1860	1777	486	474	32	27	6	5
Nov	1452	1352	406	393	30	24	8	5
Dec	1883	1832	492	487	25	16	4	3
<b>total</b>	<b>20757</b>	<b>19729</b>	<b>5531</b>	<b>5378</b>	<b>359</b>	<b>273</b>	<b>78</b>	<b>61</b>

Jan	819	800	254	251	13	9	7	4
Feb	0	0	0	0	0	0	0	0
Mar	0	0	0	0	0	0	0	0
Apr	0	0	0	0	0	0	0	0
May	0	0	0	0	0	0	0	0
Jun	0	0	0	0	0	0	0	0
Jul	0	0	0	0	0	0	0	0
Aug	0	0	0	0	0	0	0	0
Sep	0	0	0	0	0	0	0	0
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>819</b>	<b>800</b>	<b>254</b>	<b>251</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>4</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 13 missed approaches during this reporting period, 9 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 Annual Noise Assessment Report 2020 was submitted in February 2021 and included actual contours for 2020 and predicted contours for 2021. 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 Jul 2021 and will produce actual contours for Jan to Jun 2021 and predicted contours for Jul 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.

## 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 December 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		
Oct-20	37	11	11	37	2	2
Nov-20	40	8	8	42	1	1
Dec-20	42	6	7	44	1	0
Jan-21	34	16	15	34	1	0

† to the nearest whole percent

RW - Runway

AD – Aerodrome

## 5. Security

5.1 There were two demonstrations held at Ively Gate, on October 29 and December 19. Both, addressing Climate Change issues, were held peacefully.

## 6. Sustainability

### First to trial new, more sustainable technology in the UK.

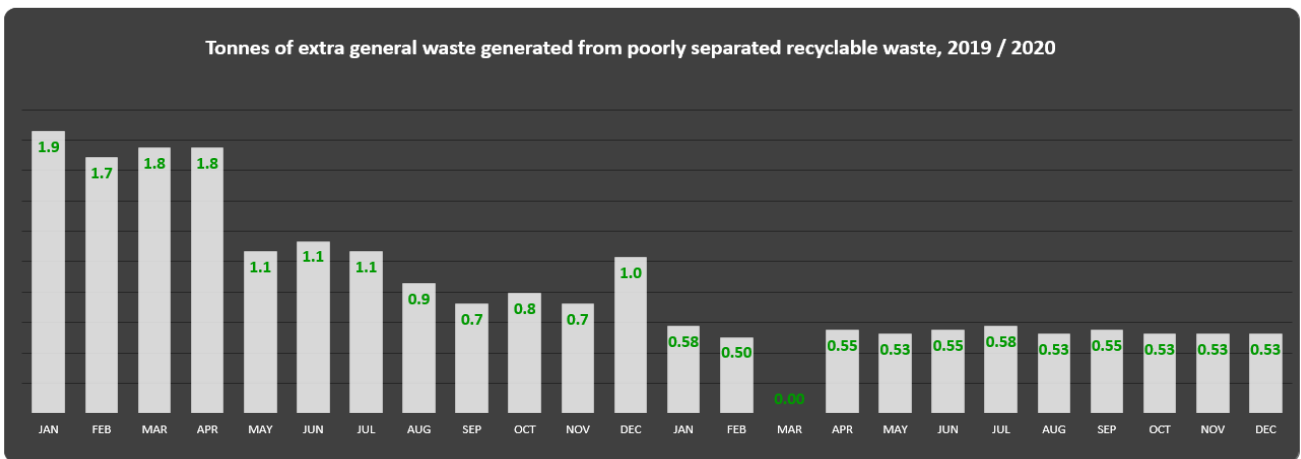
- \* In February FAL will be trialling a new electric ground power unit (eGPU)
- \* The eGPU, powered by 4<sup>th</sup> generation Nissan Leaf batteries, uses no liquid fuel and therefore emits zero emissions at the point of use.

**Latest lighting upgrades reduce electricity usage.**

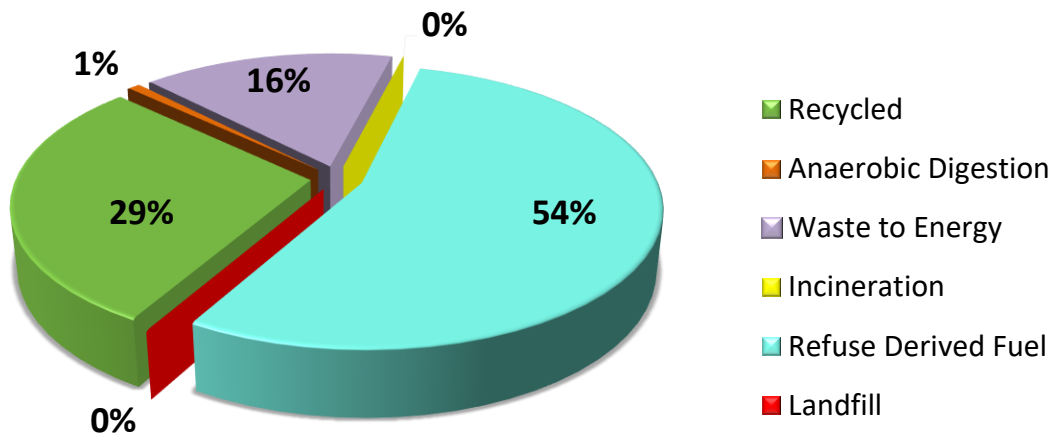
- \* The Fire Station has been subjected to a full LED upgrade including exterior and interior lighting, reducing both the number of lighting units required and energy draw from each unit.
- \* The upgrade could reduce the annual electricity draw of the Fire Station lighting from 47,000kW to 19,000kW, based on estimated usage figures.

**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, 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)

<b>Recycled</b>	waste is re-processed into new products
<b>Anaerobic Digestion</b>	food waste is broken down in a specialised plant to produce biogas
<b>Waste to Energy</b>	waste is incinerated, the heat energy produced is used in other applications
<b>Incineration</b>	waste is incinerated
<b>Landfill</b>	waste is buried at dedicated sites
<b>Refuse Derived Fuel</b>	waste is ground down, pelletised and used as fuel to produce heat for other applications

## 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
Oct 20	2	2	2	0	0.11	0.11
Nov20	0	0	0	0	0.00	0.00
Dec 20	8	4	8	0	0.42	0.42
Jan 21	2	1	2	0	0.24	0.24
<b>TOTAL</b>	<b>12</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0.20</b>	<b>0.20</b>

\* Figures are up to date as of the 11<sup>th</sup> Feb 2021

- 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.

- 8.3 The table below displays a summary of infringement procedure results for the past year:

Period	Infringements	Responses received	Responses accepted
Q1	12	12	0
Q2	7	7	0
Q3	17	15	0
Q4	10	6	0
<b>TOTAL</b>	<b>46</b>	<b>38</b>	<b>0</b>

\* Figures are up to date as of the 11<sup>th</sup> Feb 2021

## 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.

9.3 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 data with details of operational classification.

**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
			NA violation	SID / STAR violation	TOTAL		
Oct 20	3	206	0	0	0	0	4
Nov 20	1	127	0	0	0	0	2
Dec 20	6	152	1	0	1	1	0
Jan 21	2	37	0	0	0	0	2
<b>totals</b>	<b>9</b>	<b>522</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>8</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 stated in Table 1.

**Summary Table 2**

month	concerns raised by complainants (FAL related)						
	track	noise	altitude	size or type	out of hours	odour	other
Oct 20	3	204	3	1	0	0	5
Nov 20	1	123	2	6	0	0	71
Dec 20	3	146	4	1	2	0	22
Jan 21	2	36	3	1	1	0	25
<b>totals</b>	<b>9</b>	<b>509</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>123</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).

9.4 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.*

9.5 Of the Farnborough Airport related complaints received and investigated during the reporting period, 45%\* were identified as relating to Chapter 4 certified aircraft. 10%\* 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 the remaining 45%.

\* *calculated to the nearest whole percent.*

## **10. Airspace Change**

The implementation of the Airspace Change at Farnborough Airport completed on February 27, 2020.

The Agenda for the forthcoming meeting includes an update on the Post Implementation Review (PIR) process which has been subject to on-going delay due to the COVID-19 pandemic.