

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	819	800	254	251	13	9	7	4
Feb	815	729	226	223	16	14	9	9
Mar	1240	1143	266	261	22	22	6	6
Apr	1493	1363	359	340	45	39	8	7
May	1967	1861	648	627	53	42	20	17
Jun	2409	2298	594	572	53	48	16	14
Jul	2730	2643	769	760	60	54	24	22
Aug	2914	2801	964	962	65	62	20	20
Sep	3655	3515	961	939	80	64	25	16
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
total	18042	17153	5041	4935	407	354	135	115

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 10 missed approaches during this reporting period, 6 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 2021 was submitted in August 2021 and included actual contours for January to June 2021 and predicted contours for July to December 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 January 2022 and will produce actual contours for Jan to Dec 2021 and predicted contours for January to December 2022.

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 NO₂ 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 NO₂ monitoring devices (Learian Streetboxes) operate at their agreed locations (Kempton Court and Farnborough College). Results from the units show NO₂ levels lie within the regulated levels.
- 3.3 During this reporting period, one complaint related to odour was received. The complaint was forwarded to Rushmoor Borough Council for further investigation. *

* Information is up to date as of the 8th October 2021

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 July and September 2021. Table 4.2 details recorded runway use and operation (i.e. Departure or Arrival) figures for the reporting period.
- 4.2 Percentage Runway use [†]*

	June	July	August	September
06 Arrival	23	14	22	14
06 Departure	22	13	20	14
24 Arrival	27	36	28	35
24 Departure	27	36	29	35
Aerodrome (Heli)	1	1	1	2

[†] to the nearest whole percent

* Information is up to date as of the 8th October 2021

5. Security

- 5.1 There were three demonstrations held at Ively Gate, on 31st July, 7th August and 11th September. All were addressing Climate Change issues and were held peacefully. A planned protest on the 16th of July did not materialise due to a large police presence on the day.

6. Sustainability

ISO 14001:2015 Re-Certification.

- * In August 2021, FAL had their re-certification audit with no Major Non-Conformances noted, owed to the excellent efforts of the airport.

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

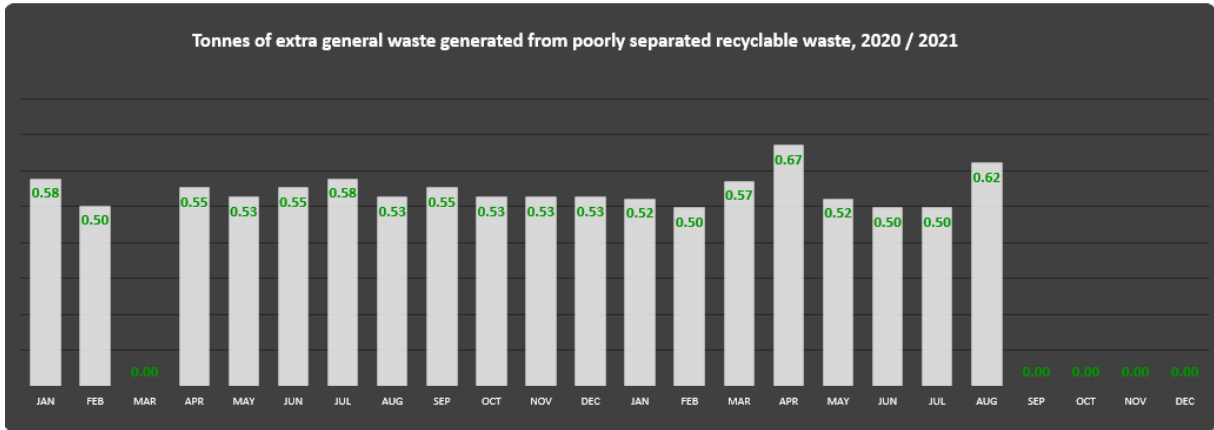
- * The eGPU, powered by 4th generation Nissan Leaf batteries, uses no liquid fuel and therefore emits zero emissions at the point of use.
- * From February FAL trialled two variants of new electric ground power units (eGPU).
- * Final analysis will be conducted and presented for approval.

Latest upgrades reduce electricity usage.

- * Replacement of the air conditioners at ATC to more efficient ones.

Waste Management segregation upheld.

* Latest data demonstrates that site operations have continued as normal, an increase may be attributed to extra waste from tenant clear outs.



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

7. Infringements

7.1 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 21	0	0	0	0	0.00	0.00
Jul 21	0	0	0	0	0.00	0.00
Aug 21	0	0	0	0	0.00	0.00
Sep 21	2	0	0	0	0.05	0.00
TOTAL	2	0	0	0	0.02	0.00

* Figures are up to date as of the 8th October 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.

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. 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
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.farnboroughairport.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		
Jun-21	17	214	0	0	0	0	3
Jul-21	17	422	0	0	0	0	4
Aug-21	11	231	0	0	0	0	1
Sep-21	31	221	0	0	0	0	1
Totals	62	1088	0	0	0	0	9

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 ¹
Jun-21	9	201	7	1	0	0	107
Jul-21	12	412	10	0	1	0	393
Aug-21	5	226	10	0	0	0	214
Sep-21	4	206	24	1	1	1	186
totals	30	1045	51	2	2	1	900

¹ 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 <i>Departure</i>, an <i>Arrival</i>, or <i>Transient</i> (overflight)
R/W:	The runway used, <i>24</i>, <i>06</i> or <i>H</i> (Helipad).
Type:	The aircraft type (International Civil Aviation Organisation (ICAO) code)
Category:	The general type of aircraft, either <i>Jet</i>, <i>Turbo-prop</i>, <i>Prop</i> or <i>Helicopter</i>
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.*

10. Airspace Change

Due to covid-19 and its impacts on air operations around the globe including in the UK, the CAA suspended PIR data collection in August 2020, and in February 2021 a further delay was announced with a commitment to undertake a review in October 2021.

The CAA have reviewed this position and it is their view that the ongoing effects of the pandemic on the use of airspace continues to result in a very different use of available airspace. In their view data collected over the last 18 months under both CAP765 & 1616 would not be suitable for the purposes of conducting a proper PIR.

As such the CAA have taken the decision to further delay the re-commencement of PIR data collection until February 2022 at which point they will review the situation again.