

1. Aircraft Movements

- 1.1 The permitted movement numbers for 2022 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 for 2021 to date; the blue section relates to the reporting period of this report.

Movements Summary 2021 to date								
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	3467	3373	1083	1070	76	66	23	16
Nov	3001	2866	749	733	86	76	24	21
Dec	2400	2355	654	653	47	42	16	16
Total	26910	25747	7527	7391	616	538	198	168

Movements Summary 2022 to date								
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	2364	2264	787	779	22	18	13	10
Feb								
Total	2364	2264	787	779	22	18	13	10

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 15 missed approaches during this reporting period, 8 on runway 24 and 7 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 2021 was submitted in February 2022 and included actual contours for 2021 and predicted contours for 2022. 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 July 2022 and will produce actual contours for January to June 2022 and predicted contours for July 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, 4 complaints related to odour were received and onward reported to RBC.

4. Runway Use

- 4.1 The predominant south-west winds in the Farnborough area again favoured use of runway 24 during the reporting period, most significantly in October, November 2021 and January 2022. Table 4.2 details recorded runway use and operation (i.e. Departure or Arrival) figures for the reporting period.
- 4.2 Runway use (%) †

Operation	October '21	November '21	December '21	January '22
06 Arrival	3	6	13	2
24 Departure	47	43	36	47
06 Departure	3	6	13	2
24 Arrival	47	44	36	48
Aerodrome (Heli)	0	1	2	1

† to the nearest whole percent

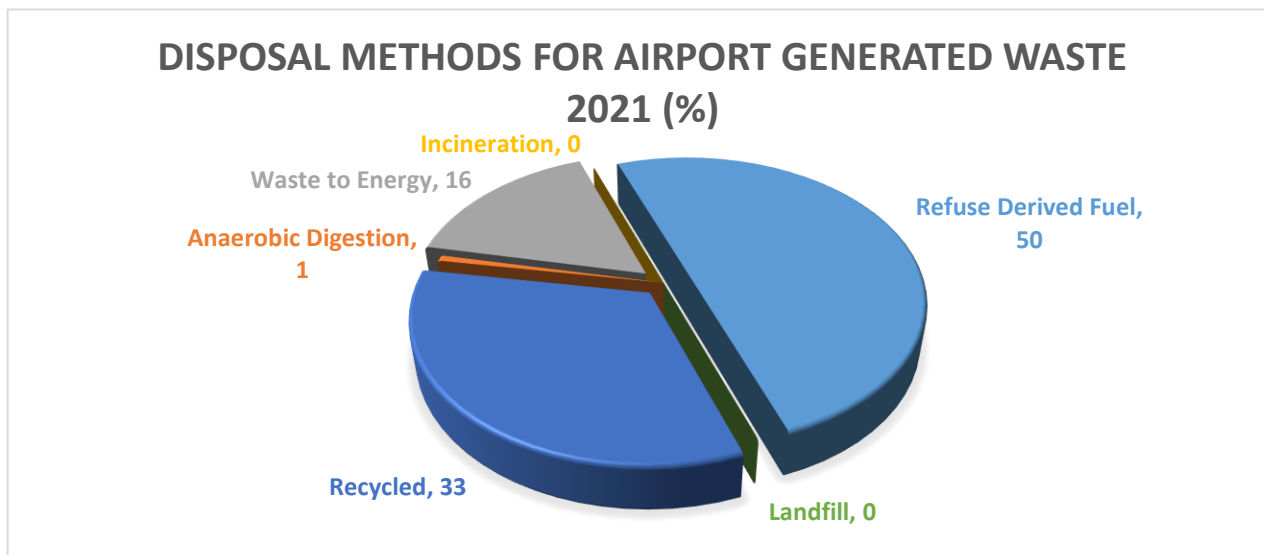
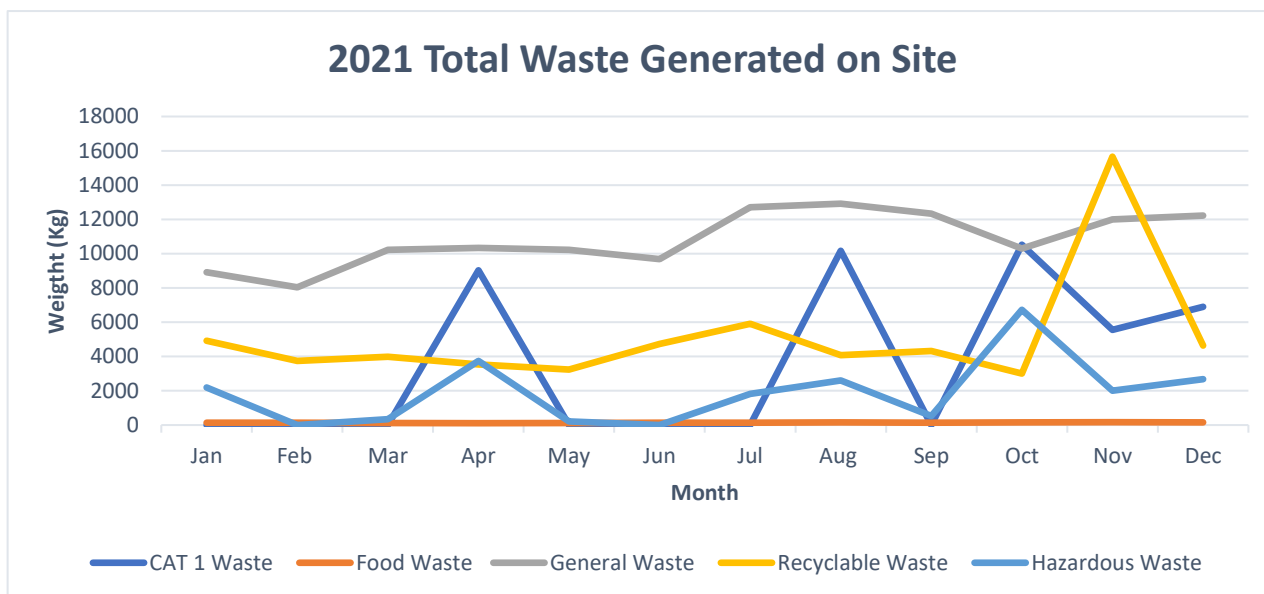
5. Security

- 5.1 There have been four demonstrations held over the reporting period (October to January) at both Ively and East Gate, with the latest on 5th Feb. Both addressing Climate Change and aircraft emissions issues, the majority were held peacefully with one exception that led to gate access disruption and infrastructure damage to the airside southern fence by the Basingstoke Canal.

6. Sustainability

- 6.1 FAL have purchased a new zero-emissions electric ground power unit (eGPU) following a successful trial. This is expected to be used operationally by end of quarter one of this year.
- 6.2 On 2nd December, FAL staff in conjunction with Carbon Footprint Ltd. planted over 200 trees in Southwood Park.
- 6.3 FAL staff members conducted a “community clean up” litter picking morning around the perimeter of the Airport by Ively Gate entrance on the 17th December, collecting 10 bags of waste. An initiative FAL will look to regularly include during 2022.
- 6.4 FAL is on verge of securing the first delivery of a new, non-fossil fuel derived diesel called HVO. HVO is produced from 100% sustainable renewable waste feedstocks. The intention is rolling this out across the entire airside diesel powered fleet as a drop-in replacement. Benefits include a claimed greenhouse gas emission saving potential of up to 90%, plus improved exhaust tailpipe emissions and storage life.

- 6.5 Since October, FAL took delivery of four new electric vehicles, replacing 4 diesel vehicles in the fleet.
- 6.6 Final LED upgrade projects in hanger 2 and the GSF (Ground Services Facility) are scheduled to be completed by the end of March to further assist FAL to reduce resource use.
- 6.7 Waste Management segregation upheld. Site waste management and performance in recycling continues to function at a high standard. During November 2021, the waste service provider conducted an internal audit of waste practices at FAL, and feedback was positive.



Data derived from average collection weights (from Waste Contractors).

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, formed into pellets and used as fuel to produce heat for other applications

7. Initiatives/Tours

- 7.1 Since the last FACC meeting in October 2021, as an action there have been multiple discussions onsite with various stakeholders. Most recently, the newest members of the FACC committee and Blackwater Valley Friends of the Earth were invited in.

8. Infringements

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

Month	Flights investigated	Responses to date	Excused to date	% of total monthly flights	
				Investigated	Upheld to date
Oct 21	2	1	1	0.06	0.00
Nov 21	1	1	0	0.03	0.00
Dec 21	2	0	0	0.08	0.00
Jan 22	1	0	0	0.04	0.04
TOTAL	6	2	1	0.21	0.04

- 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 (2021):

Period	Infringements	Responses received	Responses accepted
Q1	3	3	2
Q2	2	2	1
Q3	2	2	2
Q4	5	2	1
TOTAL	12	9	6

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		
Oct-21	19	166	0	1	1	0	2
Nov-21	7	75	0	0	0	0	1
Dec-21	15	197	0	0	0	0	2
Jan-22	11	136	0	0	0	0	4
Totals	34	574	0	1	1	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
Oct-21	16	138	14	0	1	1	135
Nov-21	5	71	0	0	1	0	48
Dec-21	15	177	37	0	2	1	138
Jan-22	7	124	4	0	1	2	113
Totals	43	510	55	0	5	4	434

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, increased movements, ground noise, helicopters).

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: (overflight)	Whether the aircraft was a <i>Departure</i>, an <i>Arrival</i>, or <i>Transient</i>
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.

At the date of this report, FAL are awaiting further comment on the PIR and criteria that will be involved.