

Farnborough Aerodrome Consultative Committee (FACC)
Farnborough Airport Information Report – October 2019

1. Aircraft Movements

- 1.1 The permitted movement numbers for 2019 are 50,000 total movements with 8,900 permitted on weekends and bank holidays. The restriction on aircraft movements between 50 and 80 tons remains unchanged at 1,500 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	2263	2078	521	495	66	24	22	7
Feb	2332	2204	719	696	41	22	9	5
Mar	2376	2257	672	640	46	31	18	11
Apr	2354	2214	637	596	62	27	22	13
May	3010	2865	768	738	41	28	11	5
Jun	3541	3358	999	952	114	81	26	20
Jul	3565	3257	773	726	142	61	37	15
Aug	2739	2510	834	779	116	49	37	16
Sep	3359	3193	839	783	79	30	35	15
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	25539	23936	6762	6405	707	353	217	107

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 16 missed approaches during this reporting period, 12 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 2019 was submitted in July 2019 and included actual contours for January to June 2019 and predicted contours for July to December 2019. 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 and will produce actual contours for Jan to Dec 2019 and predicted contours for Jan to Dec 2020.

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 within the regulated levels.
- 3.3 During this reporting period one complaint related to odour was received (August). The complaint was handled in accordance with the published Air Quality and Odour Scheme.
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4. Runway Use

- 4.1 The predominant south-west winds in the Farnborough area favoured use of runway 24 during much of the reporting period however runway 06 was in use to a more significant extent in April. 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		AD (heli)
	24 arr	06 Dep	06 arr	24 dep	
Jun 19	32	18	17	31	2
Jul 19	37	12	12	37	2
Aug 19	46	3	3	46	2
Sep 19	40	8	9	40	3

† to the nearest whole percent AD – Aerodrome

5. Security

- 5.1 There have been no security incidents during the reporting period.
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6. Sustainability - *Environment Management System*

- **New auditor approves EMS**

- * Most recent surveillance audit of Farnborough Airport's Environment Management System undertaken by first new auditor for three years. The report from the 4-day audit identified zero major non-conformities and recommended that the certification to the ISO14001 standard be maintained

Sustainability - *Carbon Reduction*

- **Awarded by IEMA**

- * In September Farnborough Airport was named as the winner of the inaugural Institute of Environment Management and Assessment (IEMA) awards under the category of *Transition in Energy and Carbon*.
- * The award recognised the Airport's dedication to sustainable development through a demonstrable and quantifiable approach to energy efficiency and carbon reduction.



- **Energy efficiency projects continue across the airport**

- * Nine radar display units in radar approach upgraded from fluorescent to LED fittings producing 80% increase in efficiency.
- * Two Nissan Leafs now in operation, replacing original BMW i3 model and increasing range capability from 90 to 200 miles. Additional vehicle covers increased staffing of IT department.



Waste Management

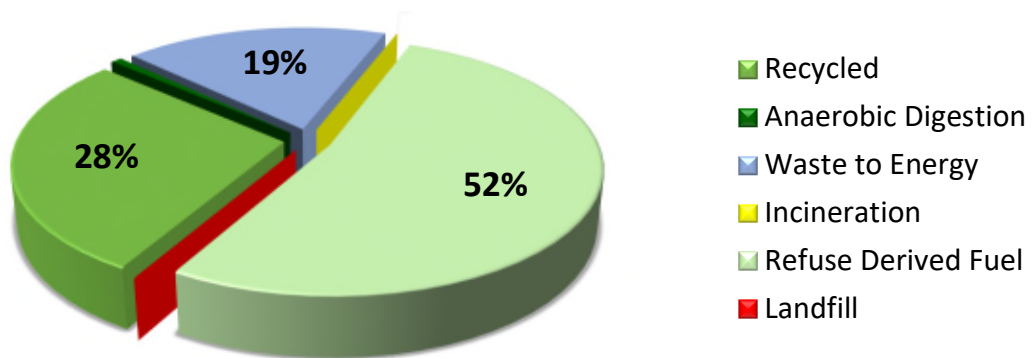
- **Sending plastic packing.**

- * All Farnborough Airport staff members issued with a re-usable water bottle (thermal) to support the installation of 16 water bottle filling stations and the change from use of single-use plastic cups.
- * Two choices made available to ensure compatibility with differing roles.



- **Improved disposal processes yield a 3% reduction in Refuse Derived Fuel:**

Disposal methods for Airport Generated Waste Q2 2019



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 Guided tours of the airport hosted by Farnborough Airport during this reporting period are displayed in the table below:

Jun 18	
4th	Farnborough Ladies Luncheon
18th	Sidmouth U3A + local residents
Jul 18	
23rd	Local residents
Aug 18	
13th	Hedgehogs
20th	Tadley and District U3A
Sep 18	
10th	Local residents + Helios
25th	The Mayflower Group

7.2 For more information on the tour or to make a booking, call 01252 379018.

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 19	9	8	8	0	0.25	0.23
Jul 19	16	10	10	0	0.45	0.28
Aug 19	12	6	5	1	0.44	0.18
Sep 19	9	3	3	0	0.27	0.09
TOTAL	46	27	26	1	0.35	0.20

* Figures are up to date as of the 4th June 2019

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 or email using the following contacts:

**The Environment Department
Farnborough Airport
Farnborough
Hants, GU14 6XA**

Tel: **01252 526001**
Email: complaints@tagfarnborough.com

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. Future 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.tagfarborough.com/privacy-policy/

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

Summary Table 1

month	Farnborough related complainants	Farnborough related complaints	complaints generated from non-compliant flights			unauthorised flights that generated complaints	complaints related to non-Farnborough flights
			total	ATC authorised	unauthorised		
Jun 19	14	22	8	7	1	1	2
Jul 19	13	18	0	0	0	0	5
Aug 19	11	14	3	3	0	0	4
Sep 19	5	7	2	2	0	0	2
totals	37	61	13	12	1	1	13

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 (Farnborough related)						
	track	noise	altitude	size or type	out of hours	odour	other ¹
Jun 19	15	9	5	0	0	0	10
Jul 19	5	13	8	2	0	0	3
Aug 19	8	9	6	0	0	1	6
Sep 19	4	6	4	0	0	0	4
totals	32	37	23	2	0	1	23

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).

9.3 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 as an 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 auditing 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 65%* were identified as relating to Chapter 4 certified aircraft. 7%* 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) and the remaining 28%* were non-flight specific complaints.

* calculated to the nearest whole percent