

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 2020 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	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
total	20757	19729	5531	5378	359	273	78	61

Jan	819	800	254	251	13	9	7	4
Feb	819	733	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	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
total	6338	5900	1753	1702	149	126	50	43

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 9 missed approaches during this reporting period, 6 on runway 24 and 3 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 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, 1 complaint related to odour was received.

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 May 2021. Table 4.2 details recorded runway use and operation (i.e. Departure or Arrival) figures for the reporting period.

4.2 Runway use (%) †

Month	Farnborough		Fleet / Ch' Crookham		Heli (RW)	Heli (AD)
	24 Arr	06 Dep	06 Arr	24 Dep		
Feb-21	29	21	21	28	1	0
Mar-21	32	17	18	33	0	0
Apr-21	19	29	31	20	0	1
May-21	39	11	11	39	0	0

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

5. Security

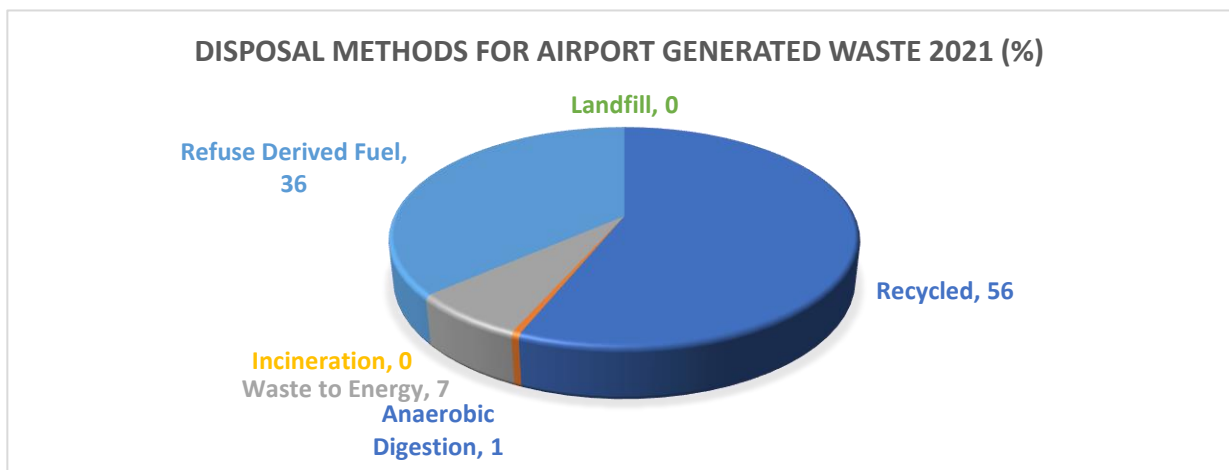
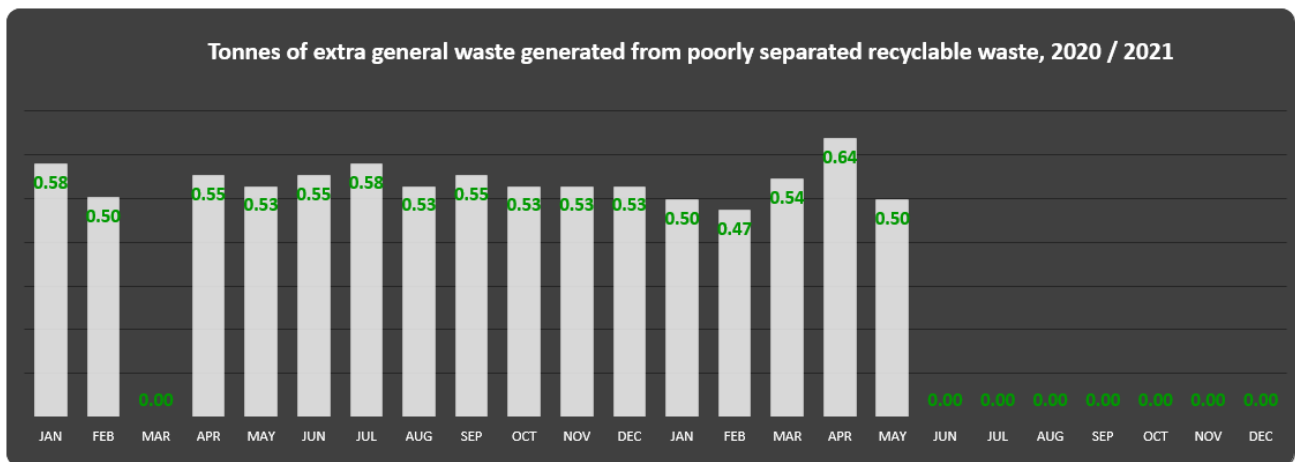
5.1 There were two demonstrations held at Ively Gate on 9th March and 15th May 2021. Both, addressing Climate Change issues, were held peacefully.

6. Sustainability

6.1 From February, FAL have trialed a new zero-emissions electric ground power unit (eGPU). Initial assessment is favourable, these help reduce the need for aircraft to use their on-board Auxiliary Power Unit (APU), thereby reducing ground level emissions, unlike traditional diesel-powered GPU's.

6.2 In April, FAL took delivery of its first Electric Mercedes EQV (minibus). OVL Group have supplied Farnborough Airport with one of the first Electric EQVs in the country.

- 6.3 Reviews are being initiated of integrated hanger heating systems, new boilers and blowers are being considered in N and D hangers, as is the potential use of modular containment systems to allow temperature regulation of operations close to aircraft , i.e. portable shelters and enclosures. These are subject to health and safety and fire service approval and are at an early stage of review.
- 6.4 Further LED upgrade projects in facilities including hangers are now being planned following the successful upgrade of lighting in the fire station. These have significant potential to reduce facility electricity usage.
- 6.5 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.



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)

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. 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
Feb 21	0	0	0	0	0.00	0.00
Mar 21	2	2	0	2	0.16	0.00
Apr 21	0	0	0	0	0.00	0.00
May 21	1	0	0	1	0.05	0.00
TOTAL	3	2	0	3	0.21	0.00

- 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 (2020):

Period	Infringements	Responses received	Responses accepted
Q1	12	12	0
Q2	7	7	0
Q3	17	15	0
Q4	10	6	0
TOTAL	46	40	0

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:

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		
Feb 21	6	86	0	0	0	0	1
Mar 21	3	120	0	0	0	0	0
Apr 21	7	158	0	0	0	0	0
May 21	9	248	0	3	3	0	1
totals	25	612	0	3	3	0	2

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
Feb 21	1	84	13	0	1	1	44
Mar 21	0	131	3	0	2	0	107
Apr 21	5	149	1	2	0	0	142
May 21	12	233	1	1	0	0	241
totals	18	597	18	3	3	1	534

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: (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: code)	The aircraft type (International Civil Aviation Organisation (ICAO)
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.

9.5 Of the Farnborough Airport related complaints received and investigated during the reporting period, 58%* were identified as relating to Chapter 4 certified aircraft. 8%* 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 34%. (* calculated to the nearest whole percent.)

10. Airspace Change

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

For the Farnborough ACP, the CAA is not planning to extend the suspension for the commencement of PIR Data collection beyond 1 October 2021. If aviation has not recovered sufficiently by this time to enable meaningful collection of PIR Data, the CAA may reconsider or look for alternative approaches to PIR data collection/consideration.