

**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 2022 to date; the blue section relates to the reporting period of this report.

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	2760	2655	907	891	47	43	21	21
Mar	2822	2687	688	669	89	69	18	13
Apr	2699	2641	934	921	37	34	10	8
May	3347	3247	859	840	66	53	21	16
Jun	3514	3382	861	830	93	87	26	23
Jul	3195	2840	772	725	121	78	32	16
Aug	2894	2726	611	560	91	63	22	10
Sep	2992	2850	658	607	89	70	28	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
<b>Total</b>	<b>26587</b>	<b>25292</b>	<b>7077</b>	<b>6822</b>	<b>655</b>	<b>515</b>	<b>191</b>	<b>133</b>

NB. A more detailed breakdown of Total Movements can be viewed within the Farnborough Airport Environment Reports to Rushmoor Borough Council.

- 1.3 There were nineteen missed approaches during this reporting period, sixteen on runway 24 and three on runway 06.
- 1.4 During the month of July, Farnborough Airport was involved with the Farnborough Airshow run by Farnborough International. It was a successful first attempt in post COVID-19 times with many learnings which will be brought forward to the next event. The Airshow consisted of a validation week which is held the week prior to the Airshow. During the two weeks of Airshow related activity, 168 movements (touched the runway) were recorded.

**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 2022 was submitted in August 2022 and included actual contours for the first half (Jan-Jun) of 2022 and predicted contours (Jul-Dec) for 2022. Results from the assessment demonstrated that the calculated contours remain well within the boundaries set by the Planning Agreement.

dB(A) L <sub>Aeq,16h</sub>	Actual contour areas Jan to Jun 2022 (km <sup>2</sup> )	Predicted contour areas, Jul to Dec 2022 (km <sup>2</sup> )
55	2.41	2.49
60	1.01	1.04
65	0.49	0.50

2.3 The next INM Noise Assessment will take place in January 2023 and will produce actual contours for January to December 2022 and predicted contours for January to December 2023.

### 3 Air Quality Monitoring

3.1 Air quality monitoring continues at 13 locations spread out 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 are within the government regulated levels.

3.3 During this reporting period, two 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. Table 4.2 details recorded runway use and operation (i.e., Departure or Arrival) figures for the reporting period.

4.2 During the months of August and September, the Instrument Landing System (ILS) for runway 24 was upgraded. A series of calibration flights occurred during the latter part of September and has since passed all test and has returned to operation. The community (particularly around Pirbright) experienced more flights during this period as aircraft approached on Visual Flight Rules (VFR). The area would have experienced the arrivals on runway 24 and departures on runway 06 as seen in the table below.

4.3 Runway use (%) †

Operation	June '22	July '22	August '22	September '22
06 Arrival	11	8	25	17
24 Departure	37	41	25	32
06 Departure	11	9	24	17
24 Arrival	38	40	24	32
Aerodrome (Heli)	2	2	1	1

† to the nearest whole percent

### 5 Security

5.1 There have been two demonstrations held over the reporting period (June to September). An initial protest near Meadow Gate during Airshow which did not affect operations whilst another smaller protest occurred around East Gate which did not interfere with operations.

### 6 Sustainability

6.1 FAL completed their Net Zero Roadmap (<https://netzero.farnboroughairport.com/>) which launched in July in conjunction with Farnborough Airshow. As part of our commitment, Farnborough Airport had a promotional period where SAF and Jet A1 prices were adjusted to determine the appetite of the operators that use Farnborough Airport. During the next event, our education piece around SAF will be more timely and highlight the key points to owners/operators in a bid to increase the move to SAF.

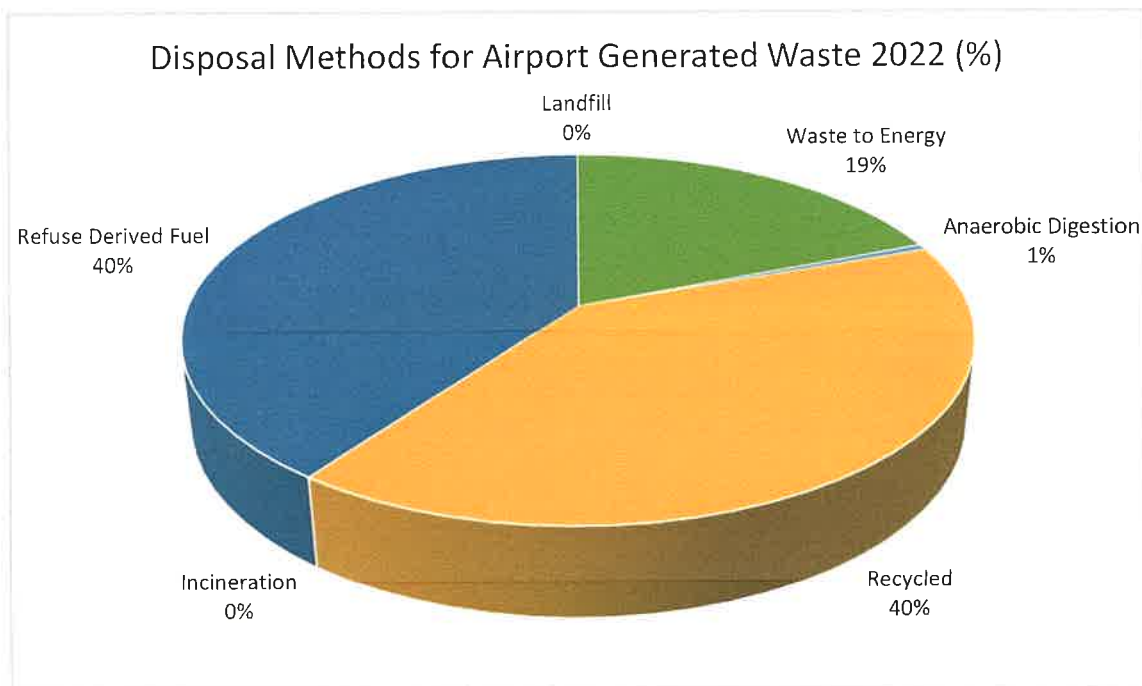
6.2 Farnborough Airport maintained Level 3+ Neutrality, a standard we have maintained since 2018. We saw a significant reduction with natural gas being reduced by ~200 tCO<sub>2</sub>e. Electrification of vehicles also aided in reducing our Scope 1 emissions by ~70 tCO<sub>2</sub>e. We have also migrated our owned existing diesel fleet across to Hydrotreated Vegetable Oil (HVO), to further assist in our reductions.

6.3 In August, SGS conducted our externally verified ISO 14001:2015 Management System. During the surveillance audit we received one minor non-conformance and three opportunities for improvement of which two have already been implemented.

- 6.4 Campus wide LED lighting conversions continue, aiming to remove any non-LED lighting from our buildings and airfield to ensure all lighting draws the minimum amount of power consumption across the site remains ongoing.
- 6.5 The airport has begun to roll out campus wide electric vehicle charging infrastructure, a total of 68 points will be distributed across landside. This will encourage and enable our staff and visitors to make the transition to electric vehicles, but also assist numerous companies that conduct work in the airport to start transitioning their fleet vehicles to more sustainable methods of transport.
- 6.6 Year to date, through various energy efficiency measures we have reduced our electricity consumption by 11% and gas by 36%. A team effort across the board.

**7 Waste**

7.1 Our waste management and minimisation continues to be a key strategy within the airport boundary. Site waste management and performance in recycling continues to function at a high level. The goal is to increase recycling while decreasing the amount of refused derived fuel. Although proud of our achievements to date in the waste space, we continue to strive for improvement and reduction of not only our own but our tenants impact on the environment.



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

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

**8 Initiatives/Tours**

8.1 Three projects have been chosen to be carried out as part of the RBC Environment Fund. These are: Oak Farm Learning and Activities Centre (OFLAC), Parity for Disability and Tice’s Meadow Bird Group.



## 9 Infringements

9.1 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-22	1	1	1	0	0.03	0.03
Jul-22	2	0	0	0	0.06	0.00
Aug-22	2	0	0	0	0.07	0.00
Sep-22	3	0	0	0	0.10	0.00
<b>TOTAL</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0.06</b>	<b>0.01</b>

9.2 Failure to adhere to noise abatement procedures leads to investigation by the airport. Identified operators must provide information and explain why a violation occurred with steps taken to prevent recurrence.

9.3 The table below displays a summary of infringement procedure results for the year to date (2022):

Period	Infringements	Responses received	Responses accepted
Q1 -'22	5	3	2
Q2 -'22	4	3	1
Q3 -'22	7	0	1
Q4 -'22			
<b>TOTAL</b>	<b>16</b>	<b>6</b>	<b>4</b>

## 10 Complaints

10.1 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](mailto:complaints@farnboroughairport.com)  
Web: <https://webtrak.emsbk.com/fab>

10.2 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.

10.3 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/](http://www.farnboroughairport.com/privacy-policy/).



10.4 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-22	27	254	0	0	0	0	3
Jul-22	36	370	0	0	0	0	16
Aug-22	37	517	0	0	0	0	8
Sep-22	31	310	0	0	0	0	5
<b>Totals</b>	<b>84</b>	<b>1451</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>

10.5 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
Jun-22	9	201	7	1	0	0	95
Jul-22	107	238	34	2	2	1	19
Aug-22	148	361	19	2	1	0	19
Sep-22	28	165	25	0	3	2	82
<b>Totals</b>	<b>292</b>	<b>965</b>	<b>85</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>215</b>

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).

10.6 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:

<b>Day:</b>	<b>The day of the week to which the complaint refers</b>
<b>Date &amp; Time:</b>	<b>The date and time to which the complaint refers</b>
<b>Town / City:</b>	<b>The town or city of the complainant</b>
<b>Concerns:</b>	<b>The concerns raised by the complainant (may be multiple)</b>
<b>Operation: (overflight)</b>	<b>Whether the aircraft was a <i>Departure</i>, an <i>Arrival</i>, or <i>Transient</i></b>
<b>R/W:</b>	<b>The runway used, <i>24</i>, <i>06</i> or <i>H</i> (Helipad).</b>
<b>Type:</b>	<b>The aircraft type (International Civil Aviation Organisation (ICAO) code)</b>
<b>Category:</b>	<b>The general type of aircraft, either <i>Jet</i>, <i>Turbo-prop</i>, <i>Prop</i> or <i>Helicopter</i></b>
<b>Infringement Status:</b>	<b>The conclusion following flight track audit and complaint investigation</b>
<b>Explanation:</b>	<b>The key explanation of the concerns raised by the complainant</b>
<b>Response:</b>	<b>The correspondence method used to respond to the complainant</b>

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.





## 11 Airspace

Farnborough Airport have now commenced a twelve-month data capture process in line with the CAA's pre-requested data requirements, the results of which will be sent to the CAA in April 2023 for publication on the portal. Thereafter there will be a 28-day window during which any stakeholder may provide feedback directly to the CAA about whether the impacts of the change are those expected, 12 months on. For clarity, the online portal will not accept stakeholder feedback until the complete set of data has been published in April 2023.

The PIR can lead to two possible outcomes, the CAA may-

- Confirm that the implemented design satisfactorily achieves – within acceptable tolerance limits – the objective and terms of the CAA's approval, and the change is confirmed; or
- Require modifications to better achieve the objective and terms of the CAA's approval; once the modifications have been implemented and operated for a period (approximately six months), there are three further possible outcomes:
  - noting that the modifications did not better achieve the objective and terms of the CAA's approval, the CAA may conclude that the original design was satisfactory, and the original change is confirmed; or
  - noting that the modifications did not better achieve the objective and terms of the CAA's approval, the CAA may conclude that the original design was not satisfactory, and the original change is not confirmed. In this case, in order to pursue its change, the change sponsor will need to commence a fresh airspace change proposal from Stage 1; or
  - the CAA may conclude that the modifications do better achieve – within acceptable tolerance limits – the objective and terms of the CAA's approval and so the modified design is confirmed.

The PIR is a requirement of any Airspace Change Process and looks to identify any subsequent requirements to further modify flight procedures, or the airspace structure (as applicable) to ensure compliance with the original CAA decision.

As part of the PIR, Stakeholders will be invited to comment on whether the implementation of the Airspace Change has had the impacts that were anticipated when the decision to agree to the change was made by the CAA. The PIR is not a review of the decision on the airspace change, and neither is it a re-run of the original decision process. Data and evidence will be gathered from both the Change Sponsor and other Stakeholders, which will be assessed by the CAA.

