

TAG Farnborough Airport

Farnborough Aerodrome Consultative Committee
TAG Information Report
November 2010



1. Aircraft Movements

- 1.1 TAG's planning permission allows for 28,000 movements a year, of which up to 1,500 may be between 50-80 tonnes maximum take-off weight (MTOW).
- 1.2 Movements from January 2010 onward are detailed below. The blue section of the table relates to the reporting period of this FACC report:-

Month	Reported aircraft movements	50-80T movements	Weekend movements
January	1482	24	410
February	1837	14	481
March	2094	33	389
April	1549	41	320
May	2346	53	680
June	2515	59	528
July	2342	89	566
August	1873	71	521
September	2194	57	364
FACC Period Total (Jun – Sep)	8924	276	1979
2010 Total	18232	441	4259

2. Noise monitoring

- 2.1 The fixed Noise Monitoring Terminals continue to operate from their locations on the approaches to runway 06 and 24. The portable Noise Monitoring Terminal has most recently been located at Farnborough Abbey.
- 2.2 Noise Modelling of actual contours for January to June 2010 and predicted contours for July to December 2010 was completed in early August of this year and subsequently submitted to Rushmoor Borough Council in the Interim INM Noise Assessment Report 2010. Copies of the report were also supplied to Hart and Surrey Heath councils in accordance with the requirements of the Town and Country Planning Act Section 106 Agreement between TAG, (as airport operator) and Rushmoor Borough Council, (as planning authority). The next report (the Annual INM Assessment Report 2010) will be submitted in mid February 2011 and will include actual contours for the period January to December 2010 and predicted contours for January to December 2011.

3. Air Quality Monitoring

- 3.1 Air quality monitoring continues at 13 locations in Rushmoor and Hart. All results from the monitoring devices continue to indicate that NO₂ levels in the monitored areas are below the limits specified in the Air Quality Regulations and show no indication of being significantly influenced by airport operations.
- 3.2 The active NO₂ monitoring devices (Learian Streetboxes) are in operation at their agreed locations (Kempton Court and Farnborough College). Results from these units also show NO₂ levels that are well within the Air Quality Regulations.
- 3.3 The TAG Odour Management Plan continues, with a review of engine start and taxi times, in order to reduce aircraft waiting periods and hence local emissions to air. In this most recent reporting period (June to September 2010) there has been one odour related complaint submitted.
- 3.4 In accordance with the request from Rushmoor Borough Council TAG continues to undertake monitoring of formaldehyde levels at a single location within the airport boundary. All results are supplied to Rushmoor Borough Council's Principal Pollution Officer on a monthly basis.

4. Runway Use

- 4.1 The predominant south westerly winds in the Farnborough area favoured use of runway 24 during June, July, August and September, especially during the July and August. All recorded runway use and operation (i.e. departure or arrival) figures for these months are detailed in the table below.

A number of helicopters are subject to different procedures to fixed wing aircraft and do not require the use of the runway and ILS navigational aids, they are therefore classified as a separate percentage. Percentages of helicopter movements that have made use of the runway are also detailed.

- 4.2 Percentage Runway use

Month	Farnborough		Fleet/C' Crookham		R/W Heli movements	ADM Heli movements
	24 Arr	06 Dep	06 Arr	24 Dep		
Jun 10	28	19	20	28	2	3
Jul 10	47	1	1	48	2	1
Aug 10	42	5	7	43	2	1
Sep 10	36	12	11	37	2	2

*to the nearest whole percent

5. Security

- 5.1 There have been no security incidents during the months of June, July, August and September.

6. New Development

- 6.1 Following the rejection of the Planning Application in 2009, an appeal was submitted by TAG. The resultant public inquiry was closed on the 10th June 2010 and TAG now awaits the response from Secretary for Transport.
- 6.2 The Hanger 2 construction project commenced in late July following the end of the Farnborough Airshow and is scheduled for completion in summer 2011.
- 6.3 On the 13th October 2010, planning permission was granted for the demolition of C-Shed and the construction of a new Ground Services Facility. This development is scheduled for completion by May 2012

7. Sustainability

- 7.1 Following the publication of the Sustainability and Climate Change Charter, the sections below summarise achievements and ongoing work in this sector.

Energy Efficiency and Monitoring

- Electricity SMART meters installed across site enabling constant and remote monitoring
- Gas SMART meters installation scheduled for completion by end 2010
- Energy saving devices installed at N and D shed including Low Energy Lighting, Door Activated Heating Controls and Solar Tubes (which provide light in internal offices without power usage)
- Planning Permission granted for installation of PV Solar Cells at Ively Gate (roof mounted), with an estimated generation of 1,800 kWh per annum. Installation to commence in October 2010
- Continued monitoring of average daily wind speeds at Ively Gate for assessment of small scale wind turbine feasibility. Sufficient data will be achieved by early 2011
- Fuel Management System now in use on Red Diesel enabling accurate monitoring of vehicle fuel usage, re-sale accounting and improved security and control

Carbon Reduction

- TFA Carbon Footprint 2009 calculated as 4,210 tons CO₂ per annum, representing a 6% reduction when taking in to account changes in infrastructure
- Application for the next level in the *Airport Carbon Accreditation*, "Reduction" scheduled for 2011 following submission of a Carbon Management Plan
- No further requirements under the Environment Agency Carbon Reduction Commitment for this registration year
- Ultra low sulphur, 5% bio, Red Diesel fuel now in use on all site based ground vehicles

8. Initiatives

- 8.1 Visits and tours undertaken at the airfield, hosted by TAG, since the previous meeting have are displayed in the table below:

June	
01/06/2010	Cove Brook Greenway Group
August	
03/08/2010	St Pauls Church, Tongham
10/08/2010	QinetiQ
17/08/2010	Cove Brook Greenway Group
31/08/2010	Fleet and Farnborough Lunch Club
September	
07/09/2010	Farnham Hedgehogs
14/09/2010	U3A Hartley Wintney
21/09/2010	North East Hants Ramblers
28/09/2010	U3A Astronomy
October	
05/09/2010	Fleet Townswomen's Guild
12/10/2010	U3A Hartley Wintney
19/10/2010	BCOT Aviation Ops Course
26/10/2010	RBC Democratic Services

9. Infringements

- 9.1 The table below displays a breakdown of airport procedure infringements that have been recorded as a result of the TAG track monitoring and auditing procedure. Number of flights investigated; number of operator responses received to those investigations; numbers confirmed as infringements (based on the response received and investigation of ATC tapes) and; percentage of the total number of flights that have been investigated and confirmed as infringements in each month period, are shown.

Period	Flights Investigated	Responses Received to Date	Confirmed Infringements	% of Total Flights Each Month	
				Investigated	Confirmed
Jun	6	4	2	0.23	0.08
Jul*	2	1	1	0.18	0.09
Aug	5	2	1	0.25	0.05
Sep	8	0	0	0.34	0
Total	21	7	4	0.26	0.05

* Noise Abatement Procedures were suspended for the duration of the Airshow period: 12th – 29th July 2010

10. Complaints

- 10.1 The standard procedure of aircraft track monitoring continues with all movements audited in terms of aircraft track and altitude profile. The recording and investigation of all complaints received at the airport continues using the dedicated complaint line (01252 526001) which is now accessible through the main TAG switchboard number.

To improve the ease with which members of the public can submit complaints or reports of airport activities that are of concern, a dedicated email address has been set up to operate in conjunction with the dedicated telephone line. The email address is complaints@tagfarnborough.com. Complaints received via this email address will be recorded and reported in the same way as with the telephone line however, it will allow for quicker responses to be submitted by return email.

- 10.2 All aircraft and associated operators that fail to follow mandatory procedures without prior authorisation from Air Traffic Control are subject to further investigation. The standard procedure of contacting aircraft operators and requesting acknowledgement and details of action implemented to mitigate breaches of procedure continues, and its update to a faster and more efficient email based system is on-going.

On occasion, aircraft are instructed to deviate from mandatory procedures by ATC. This cancellation of Noise Abatement Procedures is only ever initiated when the maintenance of safety margins demands. The number of noise abatement cancellations issued is being recorded and monitored using data provided by ATC.

- 10.3 Of the 180 complaints received during this reporting period (1st June to 14th October 2010), 71% were identified as relating to Chapter 4 certified aircraft. 26% of complaints in the reporting period were non-aircraft specific or related to aircraft types that are not subject to the Noise Chapter Scheme (e.g. helicopters, propeller aircraft). Aircraft types of Chapter 3 certification identified from complaints are marked on the FACC Complaints Report with an asterisk.

NB (percentages are calculated to the nearest whole percent)

- 10.4 Attached is the *Complaints Summary Table* for the period since the last FACC meeting along with a more detailed *Complaints Report* covering all complaints received; associated aircraft types and subsequent action taken by TAG in terms of a response.

Following a request submitted by a member of the FACC, the Complaints Report has been amended so that the date of all complaints raised in reference to weekend activity are hi-lighted in red.

Complaints Summary Table

Year	Month	Number of complaints	Number of complainants	Nature of Complaint				Number of complaints generated from non compliant flights ³	Number of complaints that related to specific TAG flights	Number of complaints that related to non TAG flights	Total number of reported movements	Number of non-authorised, non-compliant flights that generated complaints	Number of operator responses received to infringement letters
				flight specific noise	flight specific track	flight specific altitude	other ²						
2010	Jun	85	51	30	41	9	5	42 (42 auth)	69	9	2515	0	6
2010	Jul	26	20	7	9	6	4	10 (10 auth)	17	4	2342	0	6
2010	Aug	42	28	3	22	15	2	26 (26 auth)	35	3	1873	0	2
2010	Sep	23	13	10	7	4	2	3 (3 auth)	18	3	2194	0	5
2010	Oct ¹	4	4	1	2	0	1	0 (0 auth)	2	2	822	0	2
Total		180	96	51	81	34	14	81 (81 auth)	141	21	9746	0	21

1. Up to and including 14th October 2010

2. Complaints that are in the 'other' category include non flight specific complaints regarding noise, track, altitude, size and frequency of aircraft in general; circling aircraft; out of hours aircraft movements; complaints relating to the Quiet flying program; reports of aircraft fumes / odours and any other non flight specific complaints (this list is not exhaustive).

3. Includes flights authorised by ATC to cancel noise abatement

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