

## 1. Aircraft Movements

- 1.1 TAG's planning permission up to and including 2010 allowed for 28,000 movements a year, of which up to 1,500 could be between 50 and 80 tons maximum take-off weight (MTOW). Following the acceptance of the TAG appeal on the 11<sup>th</sup> February 2011, 31,000 movements are now permitted for 2011 of which 5,500 are permitted on weekends and bank holidays. The restriction on aircraft movements between 50 and 80 tons remains unchanged.
- 1.2 The table below displays movements since the last meeting; the blue section of the table relates to the reporting period of this FACC report:

Month	Reported aircraft	50-80T	Weekend
January	1606	20	442
February	1770	16	458
March	1920	28	328
April	1639	34	410
May	2333	40	659
<b>FACC Period Total</b>	<b>7662</b>	<b>118</b>	<b>1855</b>
<b>2011 Total</b>	<b>9268</b>	<b>138</b>	<b>2297</b>

## 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 Noise modelling of actual movements from January to December 2010 and predicted movements for January to December 2011 was completed in early February and subsequently submitted to Rushmoor Borough Council in the Annual INM7 Noise Assessment Report 2010. Copies of the report were also supplied to Hart and Surrey Heath council, 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 (Interim INM7 Assessment 2011) will be submitted in mid August 2011 and will include actual contours for Jan to Jun 2011 and predicted contours for Jul to Dec 2011.

## 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 NO<sub>2</sub> levels at the 13 locations 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 NO<sub>2</sub> monitoring devices (Learian Streetboxes) are in operation at their agreed location (Kempton Court and Farnborough College). Results from these units also show NO<sub>2</sub> levels that are well within the Air Quality Regulations.
- 3.3 During the most recent reporting period (February – May 2011) there has been four complaints relating to odour.

#### 4. Runway Use

- 4.1 The predominant south westerly winds in the Farnborough area continued to favour use of runway 24 during February, April and particularly May, however high pressure during March resulted in both runway 06 and 24 being utilised more equally than is typically observed. All recorded runway use and operation (i.e. Departure or Arrival) figures for these months are detailed in table 4.2.

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	ADM Heli
	24 Arr	06 Dep	06 Arr	24 Dep		
Feb 11	36	13	12	36	2	1
Mar 11	21	26	26	22	3	2
Apr 11	29	18	19	31	1	2
May 11	41	7	7	40	2	3

\*to the nearest whole percent R/W – Runway ADM - Aerodrome

#### 5. Security

- 5.1 There have been no security incidents during the months of February, March, April and May.

#### 6. New Development

- 6.1 On the 11<sup>th</sup> February 2011 a letter was received from the Secretaries of State confirming the planning permission had been granted for increased movements at TAG Farnborough Airport, following the appeal in 2010. As a result the overall cap of aircraft movements has been raised to 50,000, with 8,900 on weekends and bank holidays however, this will be granted in a phased approach over the next nine years. The permitted flight numbers of 2011 are 31,000 movements of which 5,500 are permitted on weekends and bank holidays.

The following table sets out the phasing up to 2019:

Year	Total	Weekend
2010	28,000	5000
2011	31,000	5500
2012	37,000	6600
2013	41,000	7300
2014	43,000	7600
2015	45,000	8000
2016	47,000	8250
2017	48,000	8500
2018	49,000	8750
2019	50,000	8900

- 6.2 A new Town and Country Planning Act Section 106 Agreement has been agreed and signed which sets out all existing and new obligations that are applicable following this decision.

## 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.

### Carbon Reduction and Footprinting

- The 2010 Carbon Footprint of TAG FA confirmed as 3998 tons CO<sub>2</sub>
- A reduction achieved for a 2<sup>nd</sup> consecutive year compared to the average of 2009 and 2008
- **Airport Carbon Accreditation – Level 2 (Reduction) achieved and certified**
- Registration of Micro-Generation plant to Government Feed in Tariff (FiT) completed
- Renewable energy generation tariff agreed, eligibility for 25 years
- Fire Station hi-bay lighting replaced with low energy LED fittings
- Fleet of “Blue Efficiency” Mercedes Viano vehicles (Customer Services) now operational
- New and existing CS vehicles fitted with low energy LED obstruction lights
- Alpha Taxiway centre-line lights replaced with low energy LED units
- LED units in stock for replacement of halogen stop bar units at F1 and F2 – awaiting installation
- Preliminary investigation in to Ground Source Heat Pump technology associated with the Ground Support Facility that is currently under construction

### Waste and Recycling

- Mixed metal recycling services introduced to airport facilities

### About Airport Carbon Accreditation

*Airport Carbon Accreditation* is the European carbon standard for airports and is the only independent and institutionally-endorsed certification program designed specifically for the airport business. The program assesses and recognizes the efforts of airports to manage and reduce their carbon emissions with four levels of award: 'Mapping', 'Reduction', 'Optimization' & 'Neutrality'.

There are currently 43 European airports which are **Airport Carbon Accredited** at the various levels of the scheme with participants from the UK including Heathrow (Optimization), Gatwick (Reduction), and Manchester (Reduction).

TAG Farnborough Airport Ltd registered to the scheme in early 2009 and, following the calculation and verification of the 2008 Carbon Footprint under the requirements of scheme, was certified at the first level “Mapping”. Having repeated the calculation for 2009 and 2010 a reduction was achieved when compared to the three year rolling average. This, combined with submission of a comprehensive Carbon Management Plan in April 2011, has led to successful achievement of **level 2 – “Reduction”**

The next level of the scheme (Optimization) will require a widening of the footprint scope to encompass aircraft emissions from the LTO cycle (landing and take-off), emissions from significant third-party operations (NATS, RJA,) and emissions related to surface access and staff travel.



## 8. Initiatives

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

February	
1 <sup>st</sup>	Odiham Society
15 <sup>th</sup>	Guild of Air Pilots and Air Navigators
22 <sup>nd</sup>	Yateley Town Women's Guilds
March	
1 <sup>st</sup>	Milton Keynes Aviation Group
8 <sup>th</sup>	St Pauls Church Tongham
11 <sup>th</sup>	FCCS
15 <sup>th</sup>	Local Residents
22 <sup>nd</sup>	The get out club
29 <sup>th</sup>	Oakley Bowling Club
April	
5 <sup>th</sup>	Cove Residence
12 <sup>th</sup>	Farnborough Central Town Women's Guild
19 <sup>th</sup>	Small field and district Aviation
26 <sup>th</sup>	Farnham Hedgehogs
May	
10 <sup>th</sup>	Women's Guild Central Group 1
10 <sup>th</sup>	Women's Guild Central Group 2
17 <sup>th</sup>	North Waltham WI
31 <sup>st</sup>	Local residents

## 9. Infringements

9.1 The table over leaf displays a breakdown of airport procedure infringements that have been recorded as a result of the TAG track 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 confirmed as infringements in each month period, are shown.

Period	Number of flights investigated	Number of responses received to date	Number confirmed as infringements to date	% of total flights each month	
				Investigated to date	Confirmed to date
Feb 11	4	3	2	0.21	0.11
Mar 11	5	5	5	0.23	0.23
Apr 11	1	1	1	0.05	0.05
May 11	4	0	0	0.16	0
<b>Total</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>0.17</b>	<b>0.10</b>

## 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](mailto: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 complaints received during the reporting period (February to May 2011), 66% were identified as relating to Chapter 4 certified aircraft. 30% 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 type 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 <sup>3</sup>	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-compliant (non authorised) flights that generated complaints	Number of operator responses received to infringement letters
				flight specific noise	flight specific track	flight specific altitude	other <sup>2</sup>						
2011	Feb	5	4	0	2	2	1	0 ( 0 auth )	3	1	1770	0	5
2011	Mar	10	9	1	4	3	2	4 ( 4 auth )	8	0	1920	0	8
2011	Apr	29	13	7	11	11	0	13 ( 13 auth )	28	0	1639	0	2
2011	May	26	22	9	7	6	4	8 ( 8 auth )	16	2	2333	0	3
2011	Jun <sup>1</sup>	10	9	1	7	0	2	5 ( 4 auth )	6	0	625	1	1
<b>Total</b>		<b>80</b>	<b>54</b>	<b>18</b>	<b>31</b>	<b>22</b>	<b>9</b>	<b>30 ( 29 auth )</b>	<b>61</b>	<b>3</b>	<b>8287</b>	<b>1</b>	<b>19</b>

1. Up to and including 8<sup>th</sup> June 2011

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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