

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 11th 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	Total Movements	Reported Movements	Total Weekend	Reported Weekend	Total 50 - 80t	Reported 50 - 80t
Jan	1733	1606	475	442	31	20
Feb	1904	1770	493	458	32	16
Mar	2153	1920	360	328	37	28
Apr	1840	1639	446	410	77	34
May	2518	2333	688	659	58	40
Jun	2739	2550	617	578	74	41
Jul	2677	2407	707	651	98	23
Aug	1815	1663	433	399	29	24
Sep	2296	2071	448	428	49	25
Oct	-	-	-	-	-	-
Nov	-	-	-	-	-	-
Dec	-	-	-	-	-	-
TOTAL	19675	17959	4667	4353	485	251

NB. A more detailed breakdown of Total Movements can be viewed within the TAG Environment Reports to Rushmoor Borough Council, available at <http://www.rushmoor.gov.uk/index.cfm?articleid=3516>

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 June 2011 and predicted movements for July to December 2011 was completed in early August and subsequently submitted to Rushmoor Borough Council in the interim INM7 Noise Assessment Report 2011. 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 (Annual INM7 Noise Assessment Report 2011) will be submitted in early February 2012 and will include actual contours for January to December 2011 and predicted contours for January to December 2012.

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 being significantly influenced by airport operations.
- 3.2 The active NO₂ monitoring devices (Learian Streetboxes) are in operation at their agreed location (Kempton Court and Farnborough College). Results from these units also show NO₂ levels that are within the Air Quality Regulations.
- 3.3 During the most recent reporting period (June – September 2011) there have been no complaints relating to odour. In accordance with the TAG Odour Monitoring Scheme a member of the local community in close residence to Farnborough Airport has been provided with odour monitoring equipment during this reporting period however, no samples have been provided for analysis.

4. Runway Use

- 4.1 The predominant south westerly winds in the Farnborough area continued to favour use of runway 24 during June, July, August and September. 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		
Jun 11	40	8	8	40	2	2
Jul 11	37	11	12	38	2	2
Aug 11	42	7	7	42	1	1
Sept 11	45	2	3	46	2	2

*to the nearest whole percent

R/W – Runway

ADM - Aerodrome

5. Security

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

6. New Developments

- 6.1 Hanger 2 was opened for aircraft parking on the 3rd of October 2011 in accordance with the planned schedule. The full operational use of Hanger 2 is planned for early November with the complete development project (to include the opening of the Ground Support Facility and the demolition of C-Shed) scheduled for completion in June 2012.
- 6.2 The refurbishment works to G29, which is a Grade 2 listed building, are on-going with completion scheduled for the end of 2011.
- 6.3 The redesigned state of the art Fire Training Rig is now in place on the south side of the airfield. The installation of the associated micro-bacterial digester unit will commence shortly with complete commissioning of the new Fire Training Ground scheduled for early December. The digester unit will allow grey water from fire fighting training to be treated and safely reused at the facility.

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

- Preliminary investigations in to retrofit of Voltage Optimization technology within existing buildings which could; reduce voltage to a lower and more stable value, equate to an energy saving greater than 10% at installation sites and reduce the TAG Farnborough Airport Carbon Footprint
- Upgrade of gas fired overhead heating systems within A-shed, fuel efficiency improvements to be realised through SMART meter remote monitoring
- Replacement Air Conditioning Units fitted at the Silver building; increased energy efficiency and use of refrigerants with lower Global Warming Potential (GWP) than original units
- LED lighting in all communal areas of the Tower building complete. A review of the potential for LED lighting in the Visual Control Room to follow
- Annual renewal of Airport Carbon Accreditation completed and valid until May 2012

Waste and Recycling

- Interim data for percentage of general waste recycling on site (January to June) show an increase from 35% to 39%
- New waste stream established for recycling spent aerosol cans
- Site facilities for recycling waste toner and inkjet cartridges updated

8. Initiatives

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

June	
7 th	The Aircrew Association
14 th	Hoe Bridge School
21 st	Hoe Bridge School
28 th	Fleet and Church Crookham Society
July	
5 th	Shell Pensioners Association
12 th	Shell Pensioners Association
19 th	Rosie
26 th	FASTA
August	
2 nd	Civil Service Retirement Fellowship
9 th	Guild of Air Pilots and Air Navigators
30 th	Local residents
September	
6 th	Local Residents
20 th	Local Residents
27 th	Milton Keynes Aviation Group
October	
4 th	The Lions Club of Fleet
11 th	Local Residents
18 th	41 Club
25 th	Yateley and District U3A

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
Jun 11	10	8	6	0.36	0.22
Jul 11	3	3	1	0.11	0.06
Aug 11	4	1	1	0.22	0.03
Sep 11	6	0	0	0.26	0
Total	23	12	8	0.24	0.08

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 complaints received during the reporting period (June to September 2011), 74% were identified as relating to Chapter 4 certified aircraft. 23% 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 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-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 ²						
2011	June	30	24	10	11	3	6	9 (7 auth)	22	1	2550	2	6
2011	July	38	20	8	24	2	4	23 (22 auth)	31	5	2407	1	3
2011	Aug	26	12	6	15	2	3	12 (12 auth)	23	2	1663	0	3
2011	Sept	24	14	5	17	1	1	12 (11 auth)	16	1	2071	1	2
2011	Oct ¹	26	8	1	22	2	1	18 (18 auth)	24	1	411	0	2
Total		144	62	30	89	10	15	74 (70 auth)	116	10	9102	4	16

1. Up to and including 6th October 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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