

## 1. Aircraft Movements

1.1 Following the acceptance of the TAG appeal on the 11<sup>th</sup> February 2011, 31,000 movements were permitted in 2011 of which 5,500 were permitted on weekends and bank holidays. For 2012 the permitted movement numbers are 37,000 movements of which 6,600 may be at weekends and bank holidays. The restriction on aircraft movements between 50 and 80 tons remains unchanged.

1.2 The tables below display movements since the last meeting at the end of 2011 and the beginning of 2012; the blue section of the tables 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	2740	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	1935	1791	436	397	38	23
Nov	1842	1748	293	281	51	26
Dec	1574	1479	318	292	26	22
<b>TOTAL</b>	<b>25027</b>	<b>22977</b>	<b>5714</b>	<b>5323</b>	<b>600</b>	<b>322</b>

Jan	1646	1520	408	378	38	25
Feb	-	-	-	-	-	-
Mar	-	-	-	-	-	-
Apr	-	-	-	-	-	-
May	-	-	-	-	-	-
Jun	-	-	-	-	-	-
Jul	-	-	-	-	-	-
Aug	-	-	-	-	-	-
Sep	-	-	-	-	-	-
Oct	-	-	-	-	-	-
Nov	-	-	-	-	-	-
Dec	-	-	-	-	-	-
<b>TOTAL</b>	<b>1646</b>	<b>1520</b>	<b>408</b>	<b>378</b>	<b>38</b>	<b>25</b>

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>

- 1.3 There were eleven missed approaches during this reporting period, four on runway 24 and seven 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 Noise modelling of actual movements from January to December 2011 and predicted movements for January to December 2012 was completed in early February and subsequently submitted to Rushmoor Borough Council in the annual 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 (Interim INM7 Noise Assessment Report 2012) will be submitted in mid August 2012 and will include actual contours for January to June 2012 and predicted contours for July 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 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 within the Air Quality Regulations.
- 3.3 During this reporting period there has been one complaint 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 the reporting period. All recorded runway use and operation (i.e. Departure or Arrival) figures for this period 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		
Oct 11	38	9	9	40	2	2
Nov 11	30	18	18	30	3	1
Dec 11	47	1	1	47	2	2
Jan 12	40	9	9	40	1	1

\*to the nearest whole percent

R/W – Runway ADM - Aerodrome

## **5. Security**

5.1 There have been no security incidents during the reporting period.

## **6. New Developments**

- 6.1 All three bays of Hangar 2 are now operational and the associated offices are subject to the final fit-out process. The fit-out stage of the Ground Services Facility is also underway and the demolition of its predecessor (C-Shed) commenced in mid January.
- 6.2 The refurbishment works to G29 are complete and the hangar has now been brought back in to use as a storage facility.
- 6.3 As a part of the infrastructure development works A-shed, on the north eastern boundary of the Airport, has now been return to full operational use as an aircraft hangar.
- 6.4 The redesigned state of the art Fire Training Rig is nearing completion with commissioning of the facility, to include the Microbac digester unit, by the end of the quarter. 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.

### **Energy efficiency and Monitoring**

- Design and installation of Voltage Regulator to Terminal was completed in December
  - Estimated to reduce electrical consumption by 10-17%
  - Resultant Carbon Dioxide savings estimated at 70-120 tons of CO<sub>2</sub> per annum
- Review of Voltage Regulator solutions for Hanger 1 and 2 to commence in 2012
- Replacement of halogen lighting with low energy LEDs at airfield stop-bars (F1 and F2)
- Low energy LED edge lighting installed at Bravo Taxiway (reducing taxi of aircraft at night)

### **Waste and Recycling**

- SITA (general and recyclable waste) have implemented “Waste by Weight” equipment to all recycling service vehicles allowing provision of more accurate performance data
- From 2012, quarterly reports will reflect recycling performance as percentages (based on tonnage) for all major waste streams at the Airport
- As a part of the Olympic Waste Strategy, SITA aspire to zero waste to landfill. At present performance levels are at approximately 95%
- In 2011, 77% of Hazardous Waste generated at the airport was recovered by specialist waste service providers
- 93% of skip waste was recycled in 2011

## 8. Initiatives

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

October	
4 <sup>th</sup>	Fleet Lions Club
11 <sup>th</sup>	41 Club
18 <sup>th</sup>	41 Club
25 <sup>th</sup>	Yateley and District U3A
November	
1 <sup>st</sup>	UCA Printing Group
8 <sup>th</sup>	Yateley and District U3A (am)
8 <sup>th</sup>	Mr Gurney & Mr Pool (pm)
15 <sup>th</sup>	Local Residents
22 <sup>nd</sup>	HACB Farnborough
29 <sup>th</sup>	Wattisham Aviation Group
December	
6 <sup>th</sup>	Local Residents
20 <sup>th</sup>	KLM Retirees
January	
3 <sup>rd</sup>	Local Residents
10 <sup>th</sup>	Aldershot Towns WG
17 <sup>th</sup>	Johnsons
23 <sup>rd</sup>	Cllr Muschamp and associates
30 <sup>th</sup>	Cove Residents
February	
7 <sup>th</sup>	Blackbushe Airport
21 <sup>st</sup>	Cllr Muschamp and associates

## 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 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
Oct	1	0	0	0.05	0
Nov	8	8	7	0.43	0.38
Dec	3	3	3	0.19	0.19
Jan	5	3	3	0.3	0.18
<b>Total</b>	<b>17</b>	<b>14</b>	<b>13</b>	<b>0.24</b>	<b>0.19</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 76% 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. The dates 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-authorized, non-compliant 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	Oct	53	24	4	41	5	3	31 ( 29 auth )	47	4	1791	2	5
2011	Nov	10	8	4	3	1	2	3 ( 3 auth )	7	1	1748	0	1
2011	Dec	5	5	2	2	1	0	1 ( 1 auth )	3	1	1479	0	7
2012	Jan	8	6	1	2	3	2	3 ( 2 auth )	6	1	1520	1	8
2012	Feb <sup>1</sup>	2	2	1	1	0	0	0 ( 0 auth )	1	0	937	0	2
<b>Total</b>		<b>78</b>	<b>34</b>	<b>12</b>	<b>49</b>	<b>10</b>	<b>7</b>	<b>38 ( 35 auth )</b>	<b>64</b>	<b>7</b>	<b>7475</b>	<b>3</b>	<b>23</b>

1. Up to and including 16<sup>th</sup> February 2012

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; 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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