

1. Aircraft Movements

- 1.1 The permitted movement numbers for 2017 are 48,000 total movements of which 8,500 are permitted on weekends and bank holidays. The restriction on aircraft movements between 50 and 80 tons remains unchanged at 1,500 per annum.
- 1.2 The table below displays movements since the last meeting; the blue section relates to the reporting period of this report.

Movements Summary 2016								
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	1842	1697	534	510	58	39	19	13
Feb	1993	1835	584	565	59	47	25	20
Mar	2045	1909	472	452	71	58	30	26
Apr	2019	1839	478	448	90	67	27	17
May	2468	2280	650	622	86	60	25	19
Jun	2652	2532	626	604	65	55	26	19
Jul	3365	2349	871	635	134	92	40	26
Aug	2092	1895	558	524	113	61	22	15
Sep	2567	2356	599	561	112	67	38	23
Oct	2258	2106	730	703	75	51	22	11
Nov	1956	1775	422	379	57	33	14	5
Dec	1858	1749	495	473	73	53	20	14
total	27115	24322	7019	6476	993	683	308	208

Movements Summary 2017								
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	1833	1695	512	483	55	32	19	6
Feb	0	0	0	0	0	0	0	0
Mar	0	0	0	0	0	0	0	0
Apr	0	0	0	0	0	0	0	0
May	0	0	0	0	0	0	0	0
Jun	0	0	0	0	0	0	0	0
Jul	0	0	0	0	0	0	0	0
Aug	0	0	0	0	0	0	0	0
Sep	0	0	0	0	0	0	0	0
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
total	1833	1695	512	483	55	32	19	6

NB. A more detailed breakdown of Total Movements can be viewed within the TFA Environment Reports to Rushmoor Borough Council, available at <http://www.rushmoor.gov.uk/article/3287/Airport-monitoring>

- 1.3 There were 14 missed approaches during this reporting period, 8 on runway 24 and 6 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 (January to December 2016) and predicted movements (January to December 2017) was completed in January and submitted to Rushmoor Borough Council (RBC) as the Annual INM Noise Assessment Report 2016. Copies of the report were supplied to Hart and Surrey Heath council, in accordance with planning requirements.
- 2.3 The next report (Interim INM Noise Assessment Report 2017) will be submitted in August and will include actual contours (January to June) and predicted contours (July to December) for 2017.
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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) remain in operation at their agreed locations (Kempton Court and Farnborough College). Results from these units also show NO₂ levels that are within the Air Quality Regulations.
- 3.3 During this reporting period there have been six complaints relating to odour, all managed in accordance with the published Air Quality and Odour Scheme.
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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, although to a lesser than average extent in October. 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 / Ch' Crookham		RW heli	AD heli
	24 arr	06 Dep	06 arr	24 dep		
Oct-16	20	28	29	20	1	2
Nov-16	34	14	14	33	1	4
Dec-16	42	6	5	44	1	2
Jan-17	34	14	14	34	1	3

† to the nearest whole percent

RW – Runway

AD – Aerodrome

5. Security

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

6. Sustainability

Environment Management Systems

- **Preparations for ISO 14001:2015**

- * Certification audit for the new version of ISO14001 (2015) will be integrated with the winter surveillance audit in January 2018.
- * No major conformities were identified during the most recent surveillance audit in January

Energy efficiency and Carbon Reduction

- **A Shed energy efficiency significantly improved**

- * Following the completion of a major lighting upgrade in the aircraft maintenance hangar and ancillary workshops, the building was re-assessed for Energy efficiency in December 2016.
- * The original 2008 assessment gave a rating of 160 (Grade G), the lowest and least efficient rating on the scale. The 2016 assessment gave a rating of 78 (Grade D).

- **Airport Ground Lighting gets upgraded**

- * The first wave of lighting unit upgrades on the airfield has commenced, replacing 20 tungsten ,lead on / lead off units (96 watt) with efficient LED units (19 watts) saving over 75% on their power consumption.

Sustainable Travel

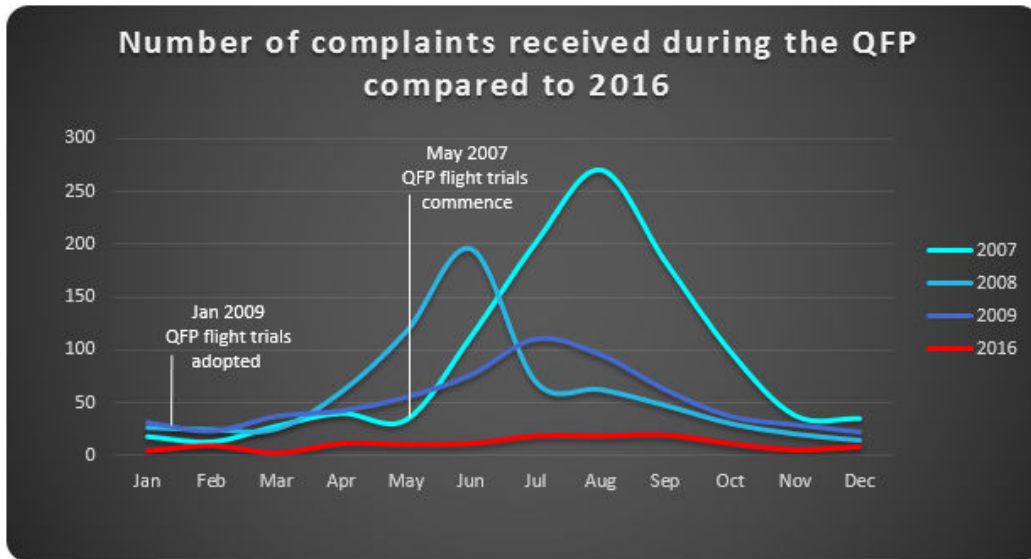
- **TFA provides staff with greater incentive to ride**

- * Using approval from the Financial Conduct Authority (FCA), TFA can now offer staff a spending limit of £2,500 when purchasing a bike under the Government Cycle Scheme.
- * The increased limit allows purchase of electric bikes (e-bikes) through the scheme bringing cycling to work within the reach of less seasoned cyclists or staff members who live further away from the Airport.
- * In 2016 a further nine members of staff made use of the scheme giving an overall total of 133 bike purchases since 2008.

Complaints

- **Lowest number of complaints received in 2016**

- * There were 126 complaints raised against aircraft related activity during 2016, the lowest annual total since the Quiet Flying Programme (QFP) commenced in 2007.
- * The graph below shows the numbers of complaints received in during the QFP compared to those received during 2016:
- * 78 different complainants contacted TFA during 2016, compared to 89 in 2015. This represents an 11% decrease.

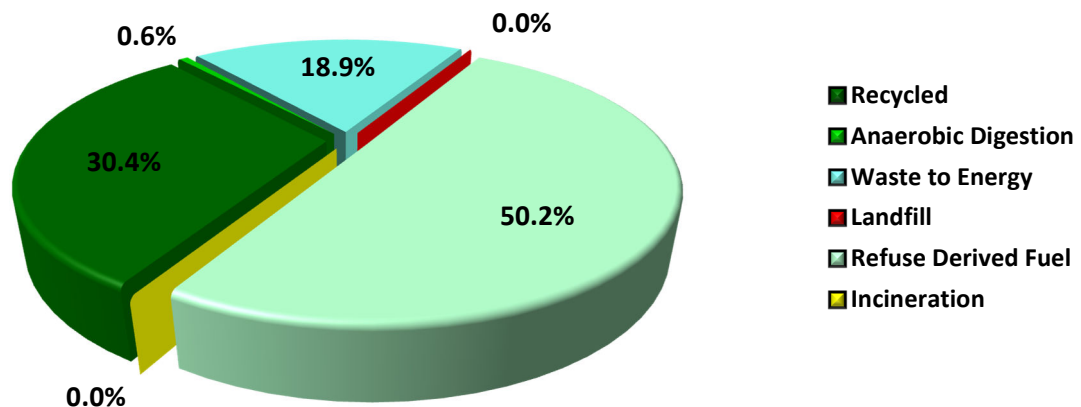


Waste Management

- **Zero waste to landfill achieved in 2016**

- * Additional waste recycling facilities continue to be established across the site including polystyrene packaging and polythene.
- * Non directive (under desk) bins removed from all office locations and replaced with communal recycling stations to reduce potential for waste stream contamination and to ensure all company staff and site tenants take responsibility for their waste.
- * All waste services are now managed directly by TFA allowing for improved feedback on site issues, trend analysis and improvement of service.

Disposal methods for Airport Generated Waste
January to December 2016



Data derived from average collection weights (from Waste Contractors). Exclusive of minor waste streams e.g. Toner Cartridge waste and wet wastes which are subject to water treatment (oily water and sewage)

7. Initiatives

7.1 Guided tours of the airport hosted by TFA during this reporting period are displayed in the table below:

October 16	
4th	Glaxo Smith Kline Guildford branch + 2 local residents
11th	South Hampshire Historical Aviation Society
18th	Camberley and District Probus + 2 x Helios employees
25th	Bishops Waltham Aviation Group + Medaire + 2 x local teachers
November 16	
1st	Camberley and District Probus + 2 x Helios employees
8th	Universal Weather + FASTA + Bells piece + 2 local residents
15th	Fleet Model Aero Club
18th	Guildford Grammar School
22nd	Bowls Club
29th	Bells piece + 4 local residents
December 16	
6th	South Warnborough + FASTA + 2 local residents
13th	Meet-up Camera Clubs + FASTA
January 17	
10th	Basingstoke U3A
17th	Basingstoke U3A + 2 local residents + 2 Embraer
24th	FASTA + 1 work experience
31st	Hampshire chamber of commerce

8. Infringements

8.1 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
Oct 16	15	15	12	3	0.66	0.53
Nov16	11	11	8	3	0.56	0.40
Dec 16	6	6	6	0	0.32	0.32
Jan 17	12	12	12	0	0.65	0.65
total	44	44	41	3	0.56	0.52

* Figures are up to date as of the 27th February 2017

8.2 Flights that fail to adhere to, or are not ATC authorised to cancel the noise abatement procedures are investigated. Identified operators will only be excused if they are able to provide information that demonstrates other operational circumstances beyond their control, which gave rise to the infringement.

8.3 The table below displays a summary of infringement procedure results for the past year:

period	infringements	responses received*	responses accepted*
Q1	15	15	4
Q2	22	22	2
Q3	21	19	3
Q4	32	32	6
Total	90	88	15

* Figures are up to date as of the 27th February 2017

9. Complaints

9.1 All complaints received are recorded and investigated in accordance with the Complaints Charter which is published on the TFA and RBC websites. Complaints can be submitted by letter, telephone or email using the contacts below:

**The Environment Department
TAG Farnborough Airport Ltd
Farnborough
Hants, GU14 6XA**

Tel: **01252 526001**
Email: complaints@tagfarnborough.com

9.2 Following the installation of the Airport Noise and Operations Management System (ANOMS), the Complaints Summary Table has been revised to provide additional information.

Table 1 displays summarised complaints and complainant numbers data together with details of operational classification (i.e. ATC authorised or unauthorised non-compliant flights and non-TAG flights).

Summary Table 1

month	complaints	complainants	complaints generated from non-compliant flights			unauthorised flights that generated complaints	complaints related to non-TAG flights
			total	ATC authorised	unauthorised		
Oct 16	11	11	0	0	0	0	3
Nov 16	5	5	1	0	1	1	1
Dec 16	8	7	1	1	0	0	2
Jan 17	11	8	2	1	1	1	1
totals	35	23	4	2	2	2	7

Table 2 displays a breakdown of the concerns raised by the complainants. It should be noted that in many cases multiple concerns are raised in a single complaint and therefore the total of all the concerns raised is greater than the total complaints figure in Table 1.

Summary Table 2

month	concerns raised by complainants						
	track	noise	altitude	size or type	out of hours	odour	other ¹
Oct 16	4	7	4	1	2	1	7
Nov 16	2	3	2	0	0	0	0
Dec 16	2	6	1	0	0	1	1
Jan 17	3	7	4	0	0	5	3
totals	11	23	11	1	2	7	11

¹ 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)

9.3 The FACC complaints report (submitted alongside the TAG Report) provides in depth data concerning complaints received during the reporting period. Using the new complaints monitoring system, the report now includes additional information on each complaint. Explanations of each column are provided below:

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

Please note:

- *Where the complainant has not provided details of name or address entries are marked "Undisclosed".*
- *In cases where the complaint is of a general nature and flight or infringement specifics do not apply, or if the complaint concerns a non-TAG flight of which details are unknown, the entry is marked "N/A".*
- *Complaints that are 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.*

9.4 Of the complaints received during the reporting period 54%* were identified as relating to Chapter 4 certified aircraft. 3%* of complaints in the reporting period were related to aircraft types that are not subject to the Noise Chapter Scheme (e.g. helicopters, propeller aircraft) and the remaining 43%* were non-flight specific complaints.

* calculated to the nearest whole percent