

1. Aircraft Movements

- 1.1 The permitted movement numbers for 2017 are 48,000 total movements with 8,500 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								
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	1963	1859	595	575	31	23	12	10
Mar	2262	2072	467	433	72	40	30	15
Apr	2065	1876	673	630	93	66	36	22
May	2748	2556	738	721	68	47	15	12
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	10871	10058	2985	2842	319	208	112	65

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 12 missed approaches during this reporting period, 8 on runway 24 and 4 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. Hart and Surrey Heath councils also received the reports, 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.

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 significant influence 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 within the Air Quality Regulations.
- 3.3 During this reporting period there have been zero complaints relating to odour.
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4. Runway Use

- 4.1 The predominant south-west winds in the Farnborough area favoured use of runway 24 during the reporting period, although to a lesser than average extent in May. Table 4.2 details recorded runway use and operation (i.e. Departure or Arrival) figures for the reporting period.

Helicopters are subject to different procedures to fixed wing aircraft and some do not require the use of the runway and ILS navigational aids. Table 4.2 displays separate percentages for helicopters operations using the runway and the aerodrome.

- 4.2 Percentage Runway use †

month	Farnborough		Fleet / Ch' Crookham		RW heli	AD heli
	24 arr	06 Dep	06 arr	24 dep		
Feb-17	36	14	13	34	1	2
Mar-17	40	8	8	40	1	3
Apr-17	36	11	12	37	1	3
May-17	29	19	19	29	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

Energy efficiency and Carbon Reduction

- **A-shed lighting project yields significant energy reduction**

- * Following LED lighting upgrades, electricity usage data shows a 13% reduction in total use at A-shed for the period Jan to Apr 2017. The comparison is against the same period during 2015 prior to commencement of the installations.

- **Airport Ground Lighting upgrade continues**

- * The LED upgrade to lead on/off lights within the airfield ground lighting system (AGL) is complete. Each unit represents a 75% reduction in watts with 100 installed in total.

- * The upgrade of the ground based approach lights has commenced replacing original tungsten fittings of 315 watts with LED units of 78 watts. 77 units are to be replaced on runway 24, followed by the same number on 06 later in the year.
- **Airport Carbon Accreditation “Optimization” renewed for 2017/18.**
 - * Carbon emissions for 2016 (under the control and influence of TFA) are calculated at 469 tCO₂ per £million EBITDA, a 14% reduction against the previous year.
 - * 2016 calculations represent the first time with all airport infrastructure included in the scope.

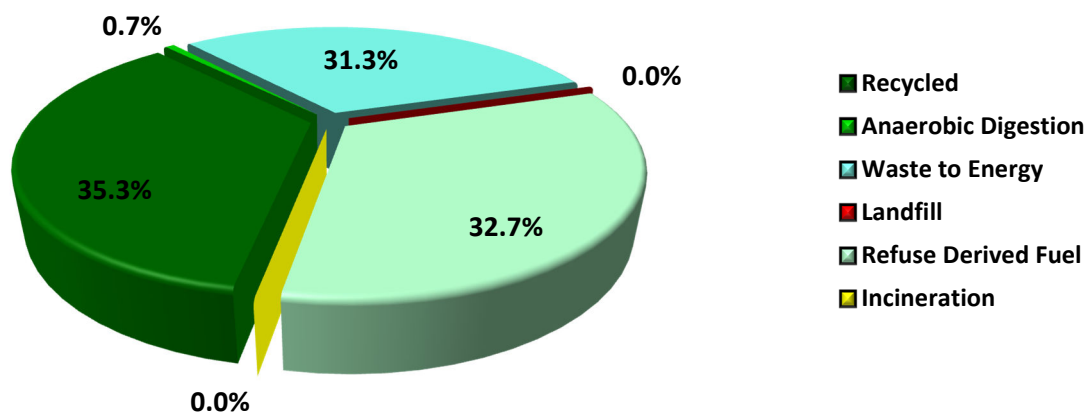
Sustainable Procurement

- **New ISO14001 standard drives Sustainable Procurement**
 - * To meet the requirements of the latest EMS standard (ISO14001:2015) a TFA Sustainable Procurement Policy and procedure has been established, commencing in February 2017.
 - * The procedure ensures that all TFA suppliers (goods and services) are operating ethically, in accordance with Environmental Legislation and where appropriate, under appropriate insurance for their activities on site.

Waste Management

- **Zero waste to landfill continues while new waste management targets are set.**
 - * Twenty-two waste recycling streams established across the site, advertised to relevant site users through comprehensive Waste Procedures.
 - * New waste management target set to achieve monthly averages of 10 tonnes of recycling waste during quarter 3 and 4, 2017.
 - * TFA has maintained a zero waste to landfill status throughout quarter 1, 2017.

Waste Management -January to May 2017



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:

February 17	
7th	Niteworks + FASTA
14th	Basingstoke U3A + Embraer
21st	FASTA + Embraer + local residents
28th	U3A Camberley Moto + LU9 + local residents + work experience
March 17	
7th	Hedgehogs + local residents
14th	LU9
21th	Fleet 41 club + Susan Hornblow
25th	Cub Scouts
28th	Shaftsbury Court Social Club + work experience
April 17	
4th	CLA
11th	Hale Women's Institute
18th	Brian Porter Group + local residents
25th	CIPFA + FASTA + MedAire + Step by Step + local residents
May 17	
2nd	WI Windlesham + Graham Burgin
9th	Men in Sheds + Glen Smeeth
16th	Local residents
23rd	U3A
30th	U3A Grumpy Old Men + Flexi Lets

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
Feb 15	6	5	3	2	0.31	0.15
Mar 15	11	6	6	0	0.49	0.27
Apr 15	6	5	3	2	0.29	0.15
May 16	9	6	4	2	0.33	0.15
total	32	22	16	6	0.35	0.18

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

8.2 Failure to adhere to noise abatement procedures leads to investigation. Identified operators must provide information that demonstrates operational circumstances beyond their control that led to the infringement.

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), a revised Complaints Summary Table provides additional information on complaints and related concerns.

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	complainants	complaints	complaints generated from non-compliant flights			unauthorised flights that generated complaints	complaints related to non-TAG flights
			total	ATC authorised	unauthorised		
Feb 16	4	4	1	1	0	0	1
Mar 17	2	2	1	0	1	1	0
Apr 17	8	9	4	3	1	1	3
May 17	12	15	3	2	1	1	5
totals	22	30	9	6	3	3	9

Table 2 displays a breakdown of the concerns raised by the complainants. On occasion, single complaints identify multiple concerns, consequently 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
Feb 16	2	1	1	0	0	0	2
Mar 17	1	1	1	0	0	0	0
Apr 17	5	5	6	0	2	0	1
May 17	4	8	4	0	0	0	7
totals	12	15	12	0	2	0	10

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, 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 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 60%* were identified as relating to Chapter 4 certified aircraft. 13%* 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 27%* were non-flight specific complaints.

* calculated to the nearest whole percent