

## 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	2889	2670	669	638	75	57	24	19
Jul	2748	2531	784	745	93	45	30	13
Aug	2238	1995	644	572	140	67	39	19
Sep	2739	2549	719	677	105	57	38	18
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
<b>total</b>	<b>21485</b>	<b>19803</b>	<b>5801</b>	<b>5474</b>	<b>732</b>	<b>434</b>	<b>243</b>	<b>134</b>

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 15 missed approaches during this reporting period, 11 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 June 2017) and predicted movements (July to December 2017) was completed in August and submitted to Rushmoor Borough Council (RBC) as the Interim INM Noise Assessment Report 2017. Hart and Surrey Heath councils also received the reports, in accordance with planning requirements.
- 2.3 The next report (Annual INM Noise Assessment Report 2017) will be submitted in January 2018 and will include actual contours for 2017 (January to December) and predicted contours for 2018 (January to December).

### 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 significant influence by airport operations.
- 3.2 The active NO<sub>2</sub> monitoring devices (Learian Streetboxes) remain in operation at their agreed locations (Kempton Court and Farnborough College). Results from these units also show NO<sub>2</sub> levels within the Air Quality Regulations.
- 3.3 During this reporting period there has been one complaint 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 entire reporting period. 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		
Jun-17	38	10	11	38	1	2
Jul-17	40	8	8	40	1	3
Aug-17	42	7	7	42	1	1
Sep-17	43	5	5	43	1	3

† to the nearest whole percent      RW – Runway      AD – Aerodrome

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### 5. Security

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

### 6. Sustainability

#### ISO14001 Certification

- **Surveillance Audit 4 complete**

- \* SGS, the assigned certification body for our ISO14001 certification, completed the most recent Environment Management System audit in August 2017.
- \* Audit results hi-lighted zero major or minor non-conformities and five observations for improvement. The report also identified a good level of readiness for the forthcoming transition audit (to the new version of the standard) in February 2018.

## Carbon Reduction and Energy Efficiency

- **Airport Lighting upgrade moves to the Fuel Farm**

- \* High mast lighting at the Fuel Farm (13 triple module units) approved for an upgrade to LED units to improve efficiency while increasing lux levels.
- \* Also currently under trial are replacement LED Wig-wags units which have been installed on the Bravo taxiway.



- **EV charging network increased**

- \* A ninth electric vehicle (EV) charging station has been installed at the Control Tower car park to meet increasing demand from users of electric and hybrid vehicles.
- \* The charging station is rated at 32 amps providing rapid charging at a similar rate to those already installed at the Terminal
- \* There are currently eleven tenant and contractor operated EVs registered on the TFA system together with six TAG EVs. Combined this represents ten different models of EV.



## Waste Management

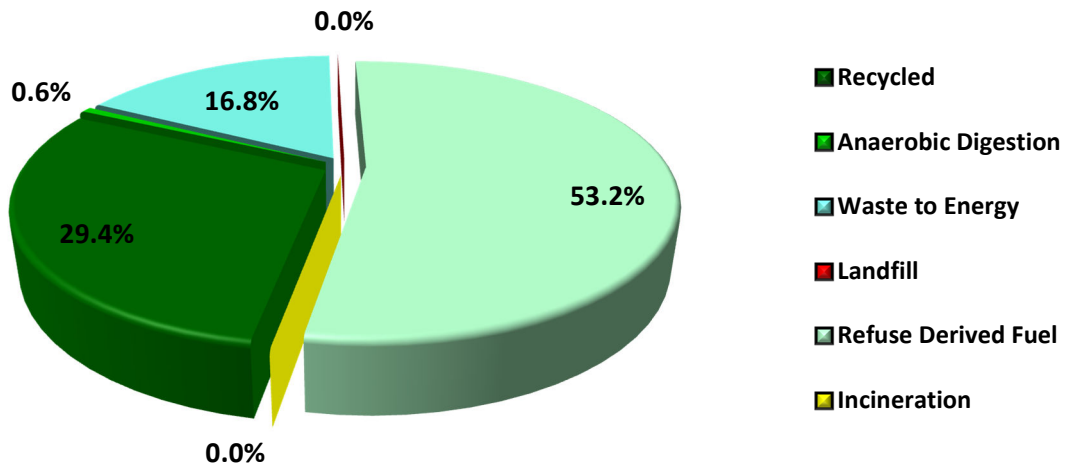
- **Site waste audit set to identify areas where performance improvement can be achieved**

- \* A full site audit of all waste facilities at major TFA buildings was held in mid-August with a view to understanding which areas show poor performance in terms of published waste procedure
- \* Audit results will target specific users of TFA waste facilities to help reduce the amount of waste going to RDF (refuse-derived fuel) and increase recycling rates.
- \* The chief aim is improve environmental performance and reduce waste management cost

- **Key waste performance indicator shows continued success in waste management**

- \* TFA has maintained a zero waste to landfill status throughout quarters 1,2 and 3, 2017

**Disposal methods for Airport Generated Waste**  
January to August 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:

June 17	
6th	IET Aerospace
13th	The Probus club of Farnham + local residents
August 17	
11th	Archery Club + Helios + local residents
18th	RAF Association Basingstoke branch + work experience
19th	Samuel Cody Group
September 17	
12th	Men of Pitan + local residents
12th	Muscle Foundations
18th	Explorer Scouts
19th	Rotary Club + Ken Roe + local residents
26th	Local residents + Smallfield District Aviation

## 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
Jun 17	10	10	9	1	0.35	0.31
Jul 17	9	8	8	0	0.33	0.29
Aug 17	9	6	6	0	0.40	0.27
Sep 17	11	6	6	0	0.40	0.22
<b>total</b>	<b>39</b>	<b>30</b>	<b>29</b>	<b>1</b>	<b>0.37</b>	<b>0.27</b>

\* Figures are up to date as of the 2<sup>nd</sup> November 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](mailto: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		
Jun 17	19	24	10	9	1	1	3
Jul 17	26	35	12	11	1	1	3
Aug17	7	26	20	20	0	0	1
Sep17	4	4	1	1	0	0	0
<b>totals</b>	<b>47</b>	<b>89</b>	<b>43</b>	<b>41</b>	<b>2</b>	<b>2</b>	<b>7</b>

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 <sup>1</sup>
Jun 17	14	14	8	1	1	0	6
Jul 17	19	25	16	0	2	1	7
Aug17	24	13	6	0	1	0	4
Sep17	1	3	2	0	1	0	1
<b>totals</b>	<b>58</b>	<b>55</b>	<b>32</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>18</b>

<sup>1</sup> 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 on complaints received during the reporting period. 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 name or address details of 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 62%\* were identified as relating to Chapter 4 certified aircraft. 9%\* 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 29%\* were non-flight specific complaints.

\* calculated to the nearest whole percent