

## 1. Aircraft Movements

- 1.1 The permitted movement numbers for 2018 are 49,000 total movements with 8,750 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	2151	1981	515	481	74	41	27	12
Feb	2438	2315	731	710	46	30	13	5
Mar	2545	2402	652	622	46	28	22	15
Apr	2475	2310	613	572	74	34	23	7
May	3018	2838	828	798	46	25	14	9
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
<b>total</b>	<b>12627</b>	<b>11846</b>	<b>3339</b>	<b>3183</b>	<b>286</b>	<b>158</b>	<b>99</b>	<b>48</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 9 missed approaches during this reporting period, 5 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 2017) and predicted movements (January to December 2018) was completed in January and submitted to Rushmoor Borough Council (RBC) as the Annual INM Noise Assessment Report 2017. Hart and Surrey Heath councils also received the reports, in accordance with planning requirements.
- 2.3 The Interim INM Noise Assessment Report 2018 will be submitted in August and will include actual contours for January to June 2018 and predicted contours for July to December 2018.

### 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 have been no complaint relating to odour.

### 4. Runway Use

- 4.1 The predominant south-west winds in the Farnborough area favoured use of runway 24 during the majority of the reporting period however runway 06 was in use to a more significant 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-18	20	25	13	41	0	1
Mar-18	21	25	12	41	0	1
Apr-18	32	16	17	32	1	2
May-18	21	25	27	23	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

#### Carbon Reduction and Energy Efficiency

- **TFA commits to 100% renewable electricity**
- \* 2018 is the first full year in which electricity will be supplied from 100% renewable source under the Renewable Energy Guarantees of Origin scheme (REGO)
- \* EON certified all carbon reduction benefits of the commitment will be attributed to TFA, reducing our carbon footprint by around 2,000 tons CO<sub>2</sub>e per annum.



- **Tower lighting upgrades reduce energy usage**

- \* Since completion of the Control Tower lighting upgrade, energy-monitoring data shows total electricity usage at the Tower reduced by 15% across January and February compared to the previous year.

- **Carbon offsets retired in support of Airport Carbon Accreditation application**

- \* 3,530 tons of carbon dioxide emissions (2017) were offset in January to support an application to **Airport Carbon Accreditation (ACA)** at Level 3+ “Neutrality”
- \* Offsets were achieved through a combination of native tree planting at local schools and charities (3,530 trees were planted between Jan and May 2017) and a rain forest protect scheme in Brazil (REDD)

- **Carbon Offsetting project confirmed for 2018**

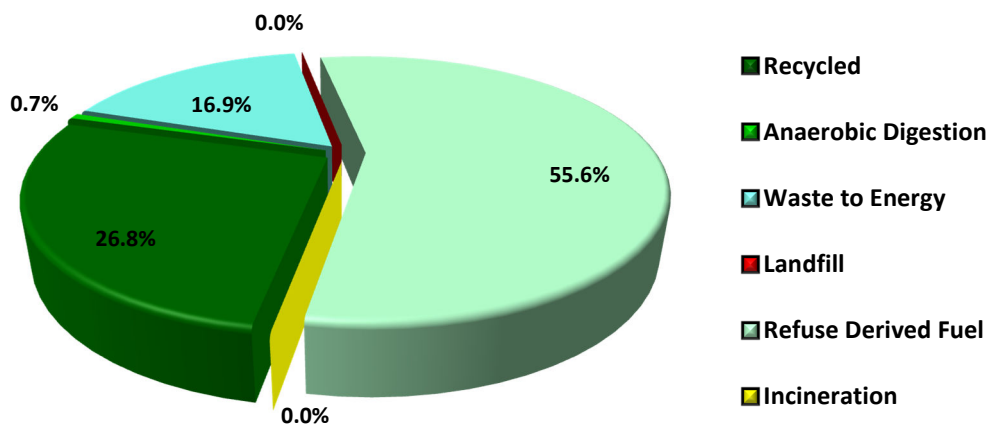
- \* With all energy purchases coming from a REGO (renewable energy guarantee of origin) certified source, the 2018 carbon footprint is forecast to be around 1,500 tons CO<sub>2</sub>.
- \* Under *Airport Carbon Accreditation* requirements, TFA will offset the residual 2018 footprint through a Solar Energy in Schools scheme, funding a 12kWp solar system at local Primary School.
- \* A paired India Solar project (Verified Carbon Standard) will provided additional offsets.

### Waste Management

- **Waste performance sustained for a second year**

- \* Zero waste to landfill has been achieved during 2017 and Q1 2018.
- \* General waste has been rebranded as “*...a last resort*” across the site to help reduce the volume of recyclable waste that gets disposed of incorrectly.

**Disposal methods for Airport Generated Waste - Q1, 2018**



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 18	
6th	Tony Atchinson + local residents
13th	Marlow U3A + FIL + local residents
20th	Local residents + Medaire + Helios
27th	Midhurst U3A Science & Technology group + Helios
March 18	
6th	Hedgehogs + work experience
20th	Brooklands Volunteers + Helios + TAG UK
27th	Aldershot Group + local residents + GAMA + TFMS
April 18	
3rd	Amica + local residents + Radcliff Group
10th	Step by Step + local residents
17th	Retired aviation entrepreneurs
24th	Camberley Probus + Amica
May 18	
1st	CLA + local residents
8th	Church Crookham WI + local residents
15th	Tadley & District U3A + Helios + local residents
22nd	Abrook + Ireson Group

## 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
<b>Feb 18</b>	7	6	5	1	0.29	0.21
<b>Mar 18</b>	12	6	6	0	0.47	0.24
<b>Apr 18</b>	9	6	5	1	0.36	0.20
<b>May 18</b>	8	7	5	2	0.27	0.17
<b>TOTAL</b>	<b>36</b>	<b>25</b>	<b>21</b>	<b>4</b>	<b>0.34</b>	<b>0.20</b>

\* Figures are up to date as of the 18<sup>th</sup> June 2018

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 TFA maintains record and investigates complaints in accordance with the Complaints Charter, published on the TFA and RBC websites. Complaints submission methods available are through letter, telephone or email using the contacts overleaf:

9.2 Under the new Global Data Protection Regulations (GDPR) TFA cannot pass private information, including complainant's name, road name and postcode, to third parties for publishing on their websites. TFA has requested removal of historic reports containing private information from current websites. Future reports will only contain information about the complaint itself together with the area from which the complaint originates.

Information exclusively provided to TFA by members of the public raising complaints is subject to our company privacy notice viewable at [www.tagfarnborough.com/privacy-policy/](http://www.tagfarnborough.com/privacy-policy/)

9.3 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		
Feb18	4	4	1	1	0	0	0
Mar 18	4	4	0	0	0	0	1
Apr 18	3	3	1	1	0	0	0
May 18	6	6	1	1	0	0	1
<b>totals</b>	<b>14</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</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>
Feb18	2	3	1	0	0	0	1
Mar 18	4	1	1	0	0	0	0
Apr 18	2	1	3	0	0	0	1
May 18	1	2	5	0	0	0	3
<b>totals</b>	<b>9</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</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)

9.4 The FACC complaints report (submitted alongside the TAG Report) provides in depth data on complaints received during the reporting period. Explanations of each column are provided below:

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

**Please note:**

- *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.*

9.5 Of the complaints received during the reporting period 65%\* were identified as relating to Chapter 4 certified aircraft. 12%\* 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 23%\* were non-flight specific complaints.

*\* calculated to the nearest whole percent*