

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	3335	3129	887	850	120	87	37	27
Jul	3684	2839	868	710	128	71	38	17
Aug	2533	2373	674	642	108	68	35	24
Sep	2902	2707	922	831	97	51	36	19
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	25081	22894	6690	6216	739	435	245	135

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 10 missed approaches during this reporting period, 8 on runway 24 and 2 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 2018) and predicted movements (July to December 2018) was completed in July and submitted to Rushmoor Borough Council (RBC) as the Interim INM Noise Assessment Report 2018. Hart and Surrey Heath councils also received the reports, in accordance with planning requirements.
- 2.3 The Annual INM Noise Assessment Report 2018 will be submitted in January 2019 and will include actual contours for January to December 2018 and predicted contours for January to December 2019.

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 no 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 majority of the reporting period however runway 06 was in use to a more significant extent in June. Increased helicopter activity occurred in July as a result of the International Air Show. Table 4.2 details recorded runway use and operation (i.e. Departure or Arrival) figures for the reporting period.

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-18	27	22	22	26	1	2
Jul-18	37	10	10	37	4	2
Aug-18	45	4	4	44	1	2
Sep-18	42	7	7	41	1	2

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

5. Security

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

Airport Carbon Accreditation

- **TAG Farnborough Airport Promotes “Carbon Neutrality” milestone**

- * Photo-shoot held on 4 June 2018, TFA welcomed Rushmoor Borough Council, WSP Consultants and ACI-Europe (creators Airport Carbon Accreditation Scheme) for presentation of the official certificate.
- * Media event held on 27 June 2018. TFA presented 10 years of carbon reduction work and staged interviews with local journalists and national business aviation publications including BBC Radio Surrey, ITV Meridian News and Flight International.

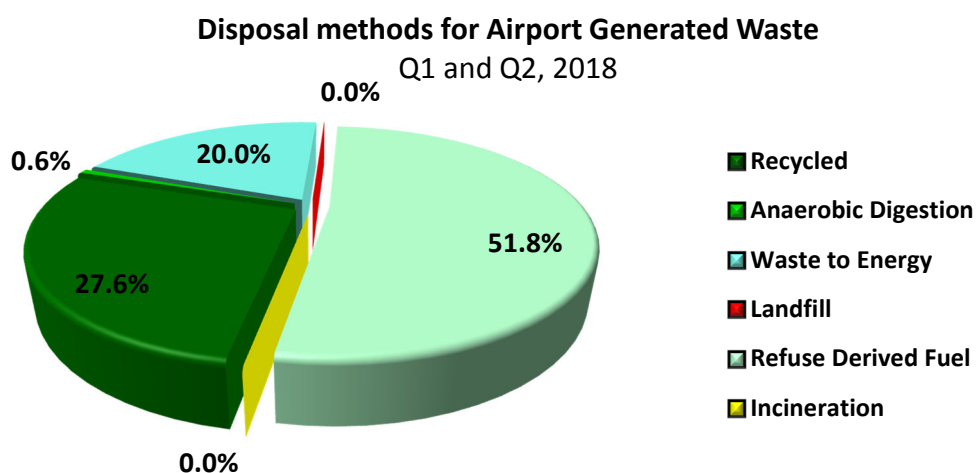


ISO14001 and EMS performance

- **Certification to the new standard achieved**
 - * Between 2 and 5 July 2018, TFA was subject to independent audit against the latest version of ISO14001 (2015).
 - * Zero major and minor non-conformities identified. Six recommendations for improvement raised. TFA recommended for re-certification, official certificate received in August.
 - * Current operational objectives under the EMS:
 - Establish a remote water monitoring system
 - Review and improve lighting efficiency and use across airport infrastructure
 - Review and apply procedure to installation and use of IT equipment across the airport
 - * Current strategic objectives under the EMS:
 - Minimise noise related annoyance in the community for the lifetime of the business
 - Minimise landfill and maximize re-use, recycling and recovery for the lifetime of the business
 - Minimise the carbon footprint of through efficient use of resources for the lifetime of the business

Waste Management

- **Collaboration with Absolute Taste to reduce waste**
 - * TFA is working with operators of the Terminal Café to replace single use cardboard cups with re-usable cups made from recycled chewing gum.
 - * Last year the café used 22,000 non-recyclable, single-use cups.
 - * To complement refurbishment, update of the cafe waste facilities will bring them in-line with other site facilities. Segregated collections of plastic bottles & tin cans, glass, food waste and “last resort” waste (that cannot be recycled) will be provided.



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:

Jun 18	
5th	Farnborough Wine Circle + Absolute Taste + local residents
6th	Surrey Police Association
12th	Hale WI + Local residents
Jul 18	
	No tours - Farnborough International Air Show
Aug 18	
7th	Roy Stokes Group + local residents
14th	Bernie Lawrence Group + local residents + work experience
21st	Michael Williams Group + local residents + work experience
Sep 18	
18th	Bernesse Margeson Group + Medaire + local residents
25th	Camberley Probus + local residents

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 18	9	9	8	1	0.27	0.24
Jul 18	2	2	2	0	0.05	0.05
Aug 18	11	8	7	1	0.43	0.28
Sep 18	10	4	4	0	0.34	0.14
TOTAL	32	23	21	2	0.26	0.17

* Figures are up to date as of the 30th October 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 following contacts:

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

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

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.tagfarborough.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	TFA related complainants	TFA related complaints	complaints generated from non-compliant flights			unauthorised flights that generated complaints	complaints related to non-TAG flights
			total	ATC authorised	unauthorised		
Jun18	14	17	4	4	0	0	3
Jul 18	13	16	3	3	0	0	0
Aug 18	6	8	6	5	1	1	2
Sep 18	3	5	5	5	0	0	0
totals	30	46	18	17	1	1	5

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
Jun18	9	11	11	0	1	0	10
Jul 18	6	13	8	0	0	0	5
Aug 18	8	7	7	0	0	0	3
Sep 18	5	4	3	0	0	0	3
totals	28	35	29	0	1	0	21

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)

9.4 The FACC complaints report (submitted alongside the TAG Report) provides operational and response data on complaints received during the reporting period. 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
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 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 TFA related complaints received during the reporting period 65%* 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 26%* were non-flight specific complaints.

** calculated to the nearest whole percent*