

**1. Aircraft Movements**

- 1.1 The permitted movement numbers for 2019 are 50,000 total movements with 8,900 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	2263	2078	521	495	66	24	22	7
Feb	2331	2203	719	696	41	22	9	5
Mar	2376	2257	672	640	46	31	18	11
Apr	2354	2214	637	596	62	27	22	13
May	3010	2865	768	738	41	28	11	5
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>12334</b>	<b>11617</b>	<b>3317</b>	<b>3165</b>	<b>256</b>	<b>132</b>	<b>82</b>	<b>41</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 24 missed approaches during this reporting period, 19 on runway 24 and 5 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 The Annual INM Noise Assessment Report 2018 was submitted in February 2019 and included actual contours for January to December 2018 and predicted contours for January to December 2019. Results from the assessment demonstrated that the calculated contours remain well within the boundaries set by the Planning Agreement.
- 2.3 The next INM Noise Assessment will take place in July and will produce actual contours for Jan to Jun 2019 and predicted contours for Jul to Dec 19.

### 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 one complaint related to odour was received (March). The complaint was handled in accordance with the published Air Quality and Odour Scheme.
- 

### 4. Runway Use

4.1 The predominant south-west winds in the Farnborough area favoured use of runway 24 during much of the reporting period however runway 06 was in use to a more significant extent in April. Table 4.2 details recorded runway use and operation (i.e. Departure or Arrival) figures for the reporting period.

4.2 Percentage Runway use †

month	Farnborough		Fleet / Ch' Crookham		AD (heli)
	24 arr	06 Dep	06 arr	24 dep	
Feb 19	45	4	4	45	2
Mar 19	45	4	4	45	2
Apr 19	16	33	33	16	2
May 19	36	12	12	37	3

† to the nearest whole percent

AD – Aerodrome

---

### 5. Security

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

### 6. Sustainability - Carbon Reduction

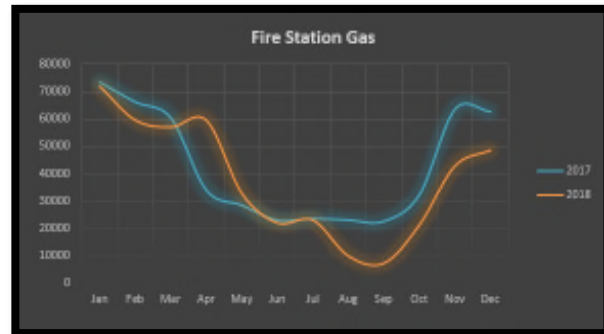
- **Carbon Neutral again**
  - \* TAG Farnborough Airport (TFA) was re-certified as Carbon Neutral under the Airport Carbon Accreditation scheme in April 2019.
  - \* Calculations for the 2018 footprint demonstrated a reduction of 43% in emissions under our direct control against the previous three-year average. This improvement resulted from new commitments to 100% renewable energy.
  - \* Offsetting for the 2018 footprint completed in March with the opening of a solar array at Newlands School in Yatley, coupled with an independently verified solar scheme in rural India.



- **Technological investments improve efficiency**

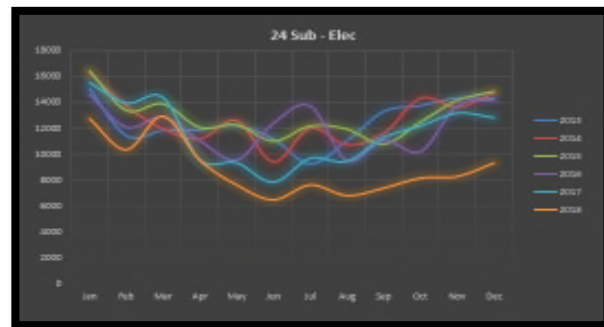
- \* Lighting upgrade projects have helped to significantly improve the Energy Performance Certifications of the Terminal and Hangar 1 buildings. Re-assessments carried out in May confirmed ratings were raised from Grade E to C in both cases.

- \* High efficiency replacement boilers have helped to significantly reduce gas usage at the Fire Station where demand for space and water heating is high.



- \* Between July and December 2018, the Fire Station gas usage was 152,844 kWh, a 33% decrease on the same period in 2017 (227,740 kWh).

- \* Specialised LED fittings, used to replace original approach lighting for runway 24, have resulted in a marked decrease in associated electricity consumption.



- \* The runway 24 substation shows 31% decrease between July and December while usage from the opposite end (runway 06) remained stable.

### Sustainability - EMS performance

- **First steps towards sustainable jet fuel**

- \* On the 18<sup>th</sup> May, TFA hosted the Fuelling the Future event, an opportunity for all stakeholders in the supply and consumer chain to learn more about Sustainable Alternative Jet Fuel
- \* Use of Jet A1 is currently ranked #1 on our Environment Management System Impacts Register, until now it has not had any available avenues for address. The event marks the beginning of work towards reducing its impact.

- **Current operational objectives under the EMS:**

- \* Establish an accurate water monitoring system
- \* Reduce energy usage across TFA operated buildings
- \* Achieve zero records of incorrect CAT1 waste disposal
- \* Demonstrate resilience to potential climate change related flooding occurrences

- **Current strategic objectives under the EMS:**

- \* Minimise noise related annoyance in the community for the lifetime of the business
- \* Minimise landfill waste and maximise segregation and recycling for the lifetime of the business
- \* Minimise the carbon footprint of through efficient use of resources for the lifetime of the business

## Sustainability - Waste Management

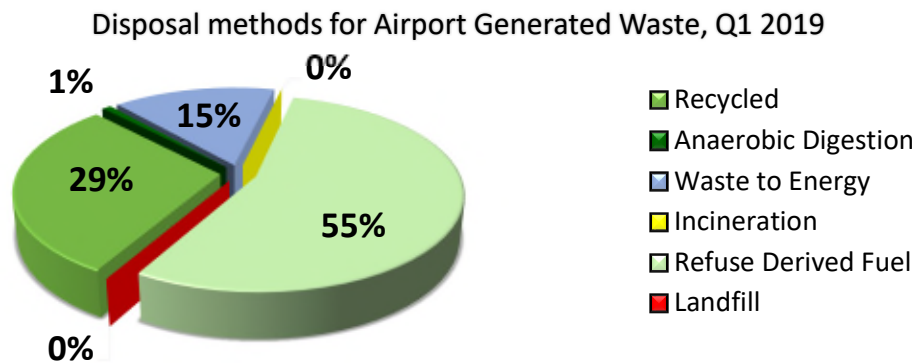
- **Tracking waste to improve performance**

- \* In May black bin liners were replaced by brown bin bags with a white TAG logo. The change assists tracking of waste derived from our waste management network and identifies other waste streams that must be separated by law (e.g. Cat 1 food waste from aircraft)



- **Progress on plastics purge**

- \* To provide opportunity to use refillable bottles in replacement of disposable cups, 16 dedicated water bottle filling stations were installed in May.



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:

Feb 18	
<b>12th</b>	Cove Brook Greenway Group + local residents
<b>19th</b>	Smallfield and District Field
Mar 18	
<b>5th</b>	Rushmoor Borough Council
<b>6th</b>	Farnborough College
Apr 18	
	No tours due to essential lift repairs at the Control Tower
May 18	
<b>7th</b>	Blackbushe Airport Forum
<b>14th</b>	Onslow Village WI
<b>21st</b>	Royal Automobile Club

7.2 For more information on the tour or to make a booking, call 01252 379018.

## 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 19	8	8	7	1	0.34	0.30
Mar 19	8	5	5	0	0.34	0.21
Apr 19	7	3	3	0	0.30	0.13
May 19	15	6	6	0	0.50	0.20
<b>TOTAL</b>	<b>38</b>	<b>22</b>	<b>21</b>	<b>1</b>	<b>0.38</b>	<b>0.21</b>

\* Figures are up to date as of the 4<sup>th</sup> June 2019

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](mailto:complaints@tagfarnborough.com)

9.2 Under Global Data Protection Regulations (GDPR) TFA cannot pass private information, including complainant's name, road name and postcode, to third parties for website publication. Historic reports containing private information have been removed from current websites. Future reports will only contain information about the complaint together with the area from which it originates.

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

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	Un-authorised		
Feb 19	1	1	1	1	0	0	0
Mar 19	3	5	3	3	0	0	1
Apr 19	2	4	1	1	0	0	3
May 19	4	12	8	8	0	0	1
<b>TOTAL</b>	<b>8</b>	<b>22</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>5</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 (TFA related)						
	track	noise	altitude	size or type	out of hours	odour	other <sup>1</sup>
Feb 19	1	1	1	0	0	0	1
Mar 19	3	3	3	0	1	1	3
Apr 19	4	1	0	0	0	0	1
May 19	10	9	7	0	0	0	8
<b>TOTAL</b>	<b>18</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>13</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 operational and response 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 <i>Departure</i> , an <i>Arrival</i> , or <i>Transient</i> (overflight)
<b>R/W:</b>	The runway used, <i>24</i> , <i>06</i> or <i>H</i> (Helipad).
<b>Type:</b>	The aircraft type as an International Civil Aviation Organisation (ICAO) code
<b>Category:</b>	The general type of aircraft, either <i>Jet</i> , <i>Turbo-prop</i> , <i>Prop</i> or <i>Helicopter</i>
<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.

9.4 Of the TFA related complaints received during the reporting period 64%\* 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 27%\* were non-flight specific complaints.

\* calculated to the nearest whole percent