



TAG Farnborough Airport

Farnborough Aerodrome Consultative Committee

TAG Information Report

July 2004

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**1. Aircraft Movements**

1.1 TAG's planning permission allows for 28,000 movements a year, of which up to 1,500 may be between 50-80 tonnes maximum take-off weight (MTOW).

1.2 In 2003, business movements comprised a total of 16,188, of which 361 were between 50T – 80T. At the March meeting, the Committee requested a breakdown of these movements. These are shown in the table below.

Month	Aircraft Movements	Quarter Total	Total 2003	50-80T movements	Quarter Total	Total 2003
January 2003	1,053			19		
February 2003	1,259			18		
March 2003	1,173	3,485		20	57	
April 2003	1,121			28		
May 2003	1,327			35		
June 2003	1,633	4,081		35	98	
July 2003	1,574			27		
August 2003	1,212			39		
September 2003	1,630	4,416		58	124	
October 2003	1,574			35		
November 2003	1,372			30		
December 2003	1,260	4,206	16,188	17	82	361

1.3 Movements to date in 2004 are as follows

Month	Aircraft Movements	Quarter Total	Total 2004	50-80T movements	Quarter Total	Total 2004
January 2004	1,149			27		
February 2004	1,299			28		
March 2004	1,555	4,003		38	93	
April 2004	1,229			24		
May 2004	1,667			35		
June 2004	1,838	4,734	8,737	37	96	189
July 2004						
August 2004						
September 2004						
October 2004						
November 2004						
December 2004						

## **2. Noise monitoring**

- 2.1 A comprehensive regime of noise and flight track monitoring has been initiated. Noise data continues to be continually collected at three monitoring points using specialist-monitoring software that correlates recorded noise data, to flights using the airport. The process of modelling the noise data collected, to produce annual noise exposure contours is underway at present, early indications are that the general areas indicated by the original contours were accurate and will not have been exceeded. All previous results from the noise monitoring studies have been published and issued to Rushmoor Borough Council.
- 2.2 Noise contour work is ongoing. As reported to the last meeting, preparing the first set of noise contours has been a complex process. The FAA's model, INM (Integrated Noise Monitoring) is very sensitive and hence it has been critical to the process to ensure that all data is accurate. The first requirement is to ensure that only 'Farnborough' movements are included. This has involved removing the data and tracks of aircraft around the airport that are in transit to other sites in the vicinity. Then, for the 'Farnborough' aircraft, the model requires details of the origin or destination of the aircraft, and precise details of the aircraft itself (including engine type). It is hoped that contours will be available at the meeting.

## **3. Air Quality Monitoring**

- 3.1 Nitrogen oxides are monitored as an overall indication of air quality. Nitrogen oxide monitoring is carried out continually at a total of thirteen separate locations within the airport and surrounding area. Air quality monitoring is carried out using two different methods, passively by diffusion tubes, which produce monthly mean results, and actively by two automatic air quality samplers that produce results as fifteen-minute averages. Results recorded so far indicate that nitrogen oxide levels remain at or below those expected at urban background locations. All results from the air quality monitoring studies have been published and issued to Rushmoor Borough Council.
- 3.2 With the slight change being monitored in the prevailing wind direction, away from South Westerlies that have previously been considered to be "usual" the influence of wind blown pollutants monitored in the more rural areas to the South and South-West of the airport. On reflection it seems likely that the slightly elevated levels noted in the first quarter of 2004 may also have been due to the changed wind direction causing pollutants from the urban areas of Farnborough and Aldershot to be blown in a South Easterly direction.

## **4. Complaints**

- 4.1 The logging and investigation of all complaints received at the airport continues using the dedicated complaint line. Since March 2004, 46

complaints have been received. A breakdown of the nature of both the complaints and the responses provided is given below:

- 4.2 The bulk of complaints (91%) relate to aircraft that were operating in accordance with TAG procedures. Four complaints, (9%) relate to movements not in accordance with procedures. These four complaints relate to three aircraft, forming 0.6% of the movements over the quarter. For ease of reference, the non-compliant movements have been highlighted in the table below.
- 4.3 As set out in the table below, in the case of one of the offending operators, an apology has been received, the pilot is now fully aware of the procedures and will not infringe again. A final response is still awaited in respect of another operator (and has been chased) and in the third case, the incident was relatively recent and, again, a response is awaited.

<b>Location</b>	<b>Date of Complaint</b>	<b>Nature of Complaint</b>	<b>Compliant ?</b>	<b>TAG Response</b>
Theale	General	General	Yes	Information Letter
Ch. Crookham	1 April	Low noisy aircraft	No	Non-Compliance raised. Operator apologised, was not familiar with procedures and this will not happen again.
Crondall	13 April	Flight track	Yes	Information letter
Ch. Crookham	13 & 19 April	Flight tracks	Yes	Information Letter
Farnborough	15 April	No. of flights	Yes	Information Letter
Farnborough	22 April	Noise & off track?–RAF Harrier	N/A	Information letter
Ch. Crookham	25 April	Jet off track	Yes	Information letter
Not Given	26 April	Low noisy aircraft	Yes	Information letter
Farnborough	27 April	Low flight	Yes	Information Letter
Farnborough	4 May	Low, fast and used reverse thrust?	Yes	Information Letter
Farnborough	7 May	Low flying flight	Yes	Telephoned informant with information.
Not Given	7 May	Aircraft off line, over Schools	Yes	Information Letter
Not Given	16 May	Planes off track	Yes	Information e-mail
Not given	16 May	Low and offline flights	No	Enforcement letter sent; ‘holding’ response received; TAG followed up – stating that procedures are to be followed. Further response awaited – have chased.
Farnborough	16 May	Low fast plane	No	As above
Farnborough	16 May	Low flying jet	Yes	Information Letter
Farnborough	16 May	Low flying plane	Yes	Information letter
Not Given	16 May	Low flying plane	Yes	Telephone response

<b>Location</b>	<b>Date of Complaint</b>	<b>Nature of Complaint</b>	<b>Compliant ?</b>	<b>TAG Response</b>
Farnborough	18 May	Plane off Track	Yes	Information Letter
Farnham	18 May	Plane off Track	Yes	Information Letter
Ch. Crookham	27 May	Aircraft off line & over schools	Yes	Information letter
Aldershot	27 May	Low flying plane	Yes	Information letter
Ash Vale	27 May	Low flying plane	Yes	Information Letter
Church Crookham	28 May	Low flying aircraft.	Yes	Information Letter
Ch. Crookham	8 June	Plane flying off track	Yes	Information letter.
Farnham	13 June	Plane off track	Yes	Information letter
Road, Mytchett	14 June	Plane off track	Yes	Information letter
Ch. Crookham	14 June	Plane off track	Yes	Information letter
Ch. Crookham	14 June	Plane off track	Yes	Information Letter
Fleet	14& 28 June	Flights off line over Church Crookham	Yes	Information Letter
Ch. Crookham	14 June	Flight off track	No	Infringement letter sent, response awaited.
Frimley Green	15 June	Low flying aircraft.	Yes	Information letter sent.
Ch. Crookham	15 June	Flight off line over Fleet/ Church Crookham	Yes	Information letter
Not given	21 June	Flight off line	Yes	Information letter
Not given	22 June	Air quality as a result of aircraft landing	Yes	Telephone Response
Ch. Crookham	22 June	Low flying aircraft	Yes	Information letter
Not given	28 June	Noisy aircraft	Yes	Telephone response.
Not given	28 June	Noisy flight circuiting	Yes	Telephone response.
Ch. Crookham	28 June	Flight off track	Yes	Information letter.

## **5. New Developments**

- 5.1 Construction of the new Operations and Terminal Building is now planned to start in September 2004.
- 5.2 FlightSafety International has now commenced construction of its new flight simulator training facility. It is now weathertight and should be complete by the end of the year. FSI propose to start operating the new centre in April 2005.

## **6. New Initiatives**

- 6.1 Since the last Committee meeting in March, there have been a number of visits to the airport and talks given to local groups:

Talk to Farnborough Rotary – 15 April 2004  
U3A tour – 29 April 2004  
U3A tour – 6 May 2004

Royal Aeronautical Society tour – 13 May 2004  
Townswomen’s Guild tour - 20 May 2004  
Talk to Netley Street Residents Association – 26 May 2004  
Townswomen’s Guild tour - 27 May 2004  
FACC tour – 3 June 2004  
CSMA tour – 3 June 2004  
Visit to Surrey Heath Borough Council – 3 June 2004  
Talk to Newlands Primary School – 17 May 2004  
Guildford Borough Council tour – 23 June 2004  
Hall Grove School tour – 25 June 2004

- 6.2 A comprehensive internal flight infringement procedure has been implemented in full since the last meeting. This procedure has been in operation as a trial for some time but has now been formally adopted. The procedure addresses all aircraft operations that are found not to be complying with the requirements of the noise abatement procedures, and also sets out a framework for responding to public concerns and issues.