



TAG Farnborough Airport

Farnborough Aerodrome Consultative Committee TAG Information Report November 2004

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.

Month	Aircraft movements	Quarter Total	50-80T movements	Quarter Total	Weekend movements	Quarter Total
January 2003	1,053		19		125	
February 2003	1,259		18		212	
March 2003	1,173	3,485	20	57	193	530
April 2003	1,121		28		154	
May 2003	1,327		35		191	
June 2003	1,633	4,081	35	98	273	618
July 2003	1,574		27		250	
August 2003	1,212		39		256	
September 2003	1,630	4,416	58	124	196	702
October 2003	1,574		35		188	
November 2003	1,372		30		252	
December 2003	1,260	4,206	17	82	200	640
Total	16,188		361		2490	

- 1.3 Movements to date in 2004 are as follows

Month	Aircraft movements	Quarter Total	50-80T movements	Quarter Total	Weekend movements	Quarter Total
January 2004	1,149		27		213	
February 2004	1,299		28		272	
March 2004	1,555	4,003	38	93	185	670
April 2004	1,229		24		172	
May 2004	1,667		35		318	
June 2004	1,838	4,734	37	96	230	720
July 2004	1,458		51		67	
August 2004	1,280		52		259	
September 2004	1,602	4,340	37	140	218	544
October 2004						
November 2004						
December 2004						
Total	13,077		329		1,934	

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.
- 2.2 TAG's INM Noise contours were issued to Rushmoor Borough Council in early September. These contours related to aircraft movements for the period July – December 2003. The predictive contours for 18,000 aircraft movements for the year of 2004 were also submitted. The areas in km² included within each modelled contour for 2004 were as follows:-

LEq dB (A)	Predicted 18,000 movements for 2004 (2003 mix)
55	3.38
60	1.48
65	0.84

- 2.3 All contours remain well within those permitted by the planning agreement. Copies of the contours produced are attached to this report. Work is continuing in accordance with the requirements of the Town and Country Planning Act Section 106/299A agreement, on the production of further contours for the period January – July 2004, and predictive contours for July to December 2004. It is anticipated this information will be available shortly.

3. Air Quality Monitoring

- 3.1 The monitoring of nitrogen oxides as an indicator pollutant continues at locations in and around the airport. Monitoring is carried out using both passive (diffusion tubes) and active (Learian streetbox sampler) sampling methods. As previously all results recorded by these methods indicate nitrogen oxide levels at or around expected urban background levels. Air quality results from sites located within the airport (including those sites located immediately under the runway ends) are consistently lower than those recorded at external, roadside locations. This illustrates the marginal nature of the impact of the airport and air traffic on local air quality when compared with the effect of road traffic and road use. All results from the air quality monitoring studies have been published and issued to Rushmoor Borough Council. Recent prevailing winds have been recorded as the expected south westerlies, more consistently than previously recorded. This situation is reflected in the airports runway use, Runway 24 (departure and arrival direction south westerly) being the runway used 85% as compared with 67% for the period covered by the previous report.

4. Complaints

- 4.1 The logging and investigation of all complaints received at the airport continues using the dedicated complaint line. Since the beginning of July 2004, 23 complaints have been received. A breakdown of the nature of both the complaints and the responses provided is given below.
- 4.2 All of the aircraft that were the subject of complaints were operating in accordance with TAG procedures.
- 4.3 Members will recall at the last meeting that in two cases there had been non-compliant movements that had not been closed out by the date of the meeting. These incidents occurred on 16 May and 14 June. The outcome of these is that there has been a formal (written) apology from Air Atlantique relating to the incident on 16 May. A verbal apology has been received from the company involved in the other complaint on 14 June.

Location	Date of Complaint	Nature of Complaint	Compliant?	TAG Response
Theale	7 July	Dangerous flight	Not a TAG movement	Written explanation of TAG's operation provided.
Frimley Green	10 July	Approach angle of aircraft	Compliant visual approach	Letter written explaining visual approach
Not Given	17 July	Circling night flight	Not a TAG Movement	Written explanation of TAG opening hours provided.
Church Crookham	17 July	Circling aircraft late at night	Not a TAG movement	Written explanation of TAG opening hours provided.
Church Crookham	17 July	Circling aircraft late at night	Not a TAG movement	E-mailed re-iteration of TAG opening hours provided.
Ewshot	20 July	Low flying jet	SBAC movement	SBAC responded
Fleet	21 July	Late night flight	Not a TAG Flight	Telephoned the complainant, explained TAG opening hours
Ewshot	General complaint	General	Yes	Letter explaining flight procedures and operating conditions sent.
Church Crookham	1 August	Aircraft approach	Yes	Written Explanation.
Church Crookham	9 August	Size of aircraft	Yes	Verbal explanation
Church Crookham	14 August	Altitude of 24 Northbound Departures	Yes	Written explanation.
Church Crookham	14 August	Aircraft over Church Crookham	Yes	Verbal explanation.

Location	Date of Complaint	Nature of Complaint	Compliant?	TAG Response
Woking	15 August	Night flight sleep disturbed.	Yes	Not our flight
Farnborough	17 August	Engine Testing	Yes	Duration minimised.
Farnborough	25 August	Aircraft off track? Avoiding conflicting traffic.	Yes	Written explanation.
Ash Vale	2 September	Noisy overflight	Yes – Military movement	Written Explanation
Church Crookham	3 & 4 September	Disturbance caused by non TAG night flight, and angle of approach of flight.	Yes	Letter sent explaining 1 st flight not a TAG movement, 2 nd flight was undertaking a visual approach.
Church Crookham	3 September	Approach angle of an aircraft	Yes	Letter sent explaining aircraft undertaking compliant visual approach.
Church Crookham	1 & 2 September	Church Crookham overflights	Yes	Written explanation of reason for diversion sent.
Farnham	Non Specific complaint	General complaint	Yes	Written explanation of operating conditions sent.
Yateley	13 October	Night flights.	Yes	E-mail sent explaining TAG operational hours.
Farnborough	14 October	Early Morning flight	Yes	Verbal explanation of opening hours given, not a TAG Movement.
Ash Vale	26 October	Circling aircraft	Yes	Written explanation sent, a non TAG flight believed to be a security flight.

5. New Development

- 5.1 Construction of the new Operations and Terminal Building commenced in September 2004 and is progressing well.
- 5.2 Construction of the Flight Safety International flight simulator training facility is ongoing 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 July, there have been a number of visits to the airport and talks given to local groups:

CSMA tour – 12 August 2004

Fleet and Church Crookham Civic Society tour – 19 August

Hampshire Ambassadors Visit - 24 August 2004

Cron dall Society Tour - 26 August 2004

U3A tour – 2 September 2004

1st Camberley Cub Scouts Tour - 3 September 2004

Farnborough Rotary Club Tour - 9 September 2004

Hart District Council Tour - 16 September 2004

Official Opening of new TAG Farnborough Engineering Building by Gerald

Howarth MP – 19 September 2004

Farnborough Rotary Club Tour 23 September 2004

Hart District Council tour – 23 September 2004

Royal Aeronautical Society Tour - 7 October 2004

Talk to Rushmoor Rotary – 27 October 2004

- 6.2 The Farnborough International Airshow took place between 19 – 25 July. TAG provided operational support to SBAC. This was the first Airshow conducted under the auspices of the CAA. The consensus amongst all those involved was that the show went smoothly and was a success. SBAC will report further on this at the meeting.