

## TAG Farnborough Airport Farnborough Quiet Flying Programme

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### 2007 Noise Trial Timeline

Friday 9 <sup>th</sup> March	1 <sup>st</sup> meeting of FACC sub-group
Friday 11 <sup>th</sup> May	2 <sup>nd</sup> meeting of FACC sub-group
➤ Tuesday 1 <sup>st</sup> May	<i>Runway 24 – Straight ahead 2.5 miles</i>
	<i>Runway 06 – Straight ahead 2.5 miles</i>
	<i>Visual approaches must establish at more than 3miles</i>
➤ Wednesday 9 <sup>th</sup> May	<i>Runway 06 – Straight ahead 2 miles</i>
➤ Monday 21 <sup>st</sup> May	<i>Weight lowered from 5700kgs to 2730kgs</i>
➤ Friday 8 <sup>th</sup> June	<i>Runway 24 – Straight ahead 2 miles</i>
Saturday 16 <sup>th</sup> June	Trial flights
Wednesday 5 <sup>th</sup> September	3 <sup>rd</sup> meeting of FACC sub-group

### Action Plan

- Farnborough Pilot Quiet Flying Ground School.**  
Work continues to develop literature and visual aids to be given to all pilots who use Farnborough once the arrival and departure routes have been finalised.
- Use of APU.**  
Work to compile ground noise footprint map delayed after portable noise monitor destroyed in July floods. New machine delivered in October which will allow resumption once calibration checks are completed.
- Review TAG Complaints Procedure.**  
The complaints table showed a large increase in the number of complaints and complainants in June, July and August. Greater public awareness, unusual seasonal weather patterns for July and the large increase in traffic together with the narrowing of the departure corridor were all factors that could account for the increase in complaints.

4. **Review trial noise preferential routes.**

The objective of the trials was to reduce the impact to the least number of people on the ground and give more certainty whenever possible, notwithstanding the complicated airspace environment surrounding Farnborough. It was agreed by the group that arrivals/departures over Farnborough had met the objective but that departures to the west over Fleet and Church Crookham needed to be looked at again.

A review of random 24 departure maps showed the corridor to be much tighter since the trial began however Fleet & Crookham Civic Society were concerned that the trial was causing much distress in their area with the issue of perception paramount. TAG would look at ways of producing a track over the ground that would take aircraft further south of the current trial.

5. **Communication**

It was agreed that communication amongst the community continued to be an important issue. To this end the Resident Associations would continue to inform the community about the trial, the growth in traffic and the publication of the Airport Master plan in the first quarter of 2008.

Further Work

TAG have accepted an invitation to attend the Fleet & Crookham Civic Society AGM in April 2008 to talk about the Quiet Flying Programme.