

TAG Farnborough Airport Ltd

## QUIET FLYING PROGRAMME – FACC November 2008 Update

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At the July meeting of the FACC TAG had explained that the southbound element of the trial for runway 24 departures would continue until October with the aim of reporting on the whole 18 month trial programme to the committee in March 2009.

The latest meeting of the working group on 15<sup>th</sup> September was called to update the group on the progress of the southbound trial that had commenced on May 8<sup>th</sup>.

The objective of the 'southbound' trial was to determine whether or not the impact of departing flights over Church Crookham could be relieved by establishing a specific heading that would take southbound traffic through the unpopulated area of MoD land to the south. The trial has demonstrated that this is not feasible. Not all aircraft have the performance to reach a safe turning altitude sufficiently early which means that a broader corridor of departures is being seen. Consequently much of the southbound traffic taking the 'southbound' trial route has over flown the Ewshot/Marlborough Heights area.

A decision now has to be made as to whether or not pilots of southbound aircraft should be invited to continue to initiate a turn onto a 220 degree heading as soon as it is safe to do so, or to initiate the turn at 2nm point that, prior to southerly route trial, had been established for all aircraft taking off from runway 24 as part of the QFP programme.

The Working Group agree that decisions on how best to achieve the QFP aims must be based on data that is comprehensive, robust and readily understandable by those who have little or no specialist knowledge of noise metrics. Continuing the 220 degree trial would provide the opportunity to gather this data which, for a number of reasons, has not been possible to date.

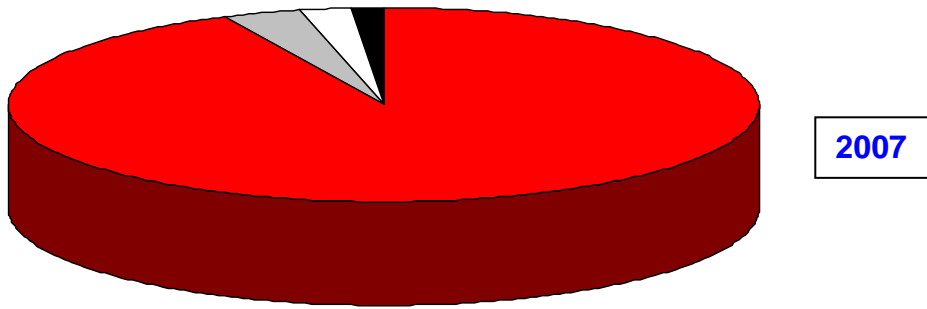
The FACC are invited to endorse:

- The continuation of 220 degree heading trial, and any other practical options that may be available for take offs from runway 24, until such time as any benefits are quantified or otherwise advised by NATS on safety grounds.

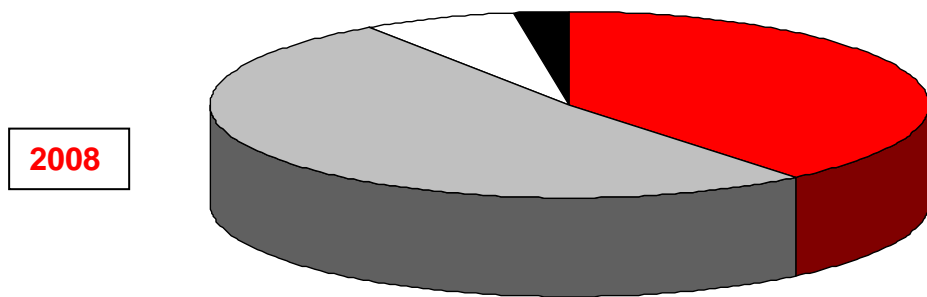
Data has been gathered from various locations during this part of the trial and is now in the process of being analysed to give some scientific evidence to the trial. Nevertheless, TAG would like to share the complaints data specific to the southbound element of the trial which is presented below;

### Distribution of complaints specifically relating to R/way 24 Departures

2007	May to October	2007 24dep Specific Complaints	%	2008 24dep Specific Complaints	%
GU51/2	Fleet, Church C'ham & Village	311	93%	45	39%
GU10	Ewshot	11	3%	59	51%
GU9	Farnham	7	2%	8	7%
n/a	Others	5	1%	3	3%
	<b>Total</b>	<b>334</b>	<b>100%</b>	<b>115</b>	<b>100%</b>



- Fleet, Ch' Crookham & C'ham Village
- Ewshot
- Farnham
- Other



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