

# TAG Farnborough Airport

Farnborough Aerodrome Consultative Committee  
TAG Information Report  
November 2009



## 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 Movements since the last meeting are as follows:-

Month	Reported aircraft movements	50-80T movements	Weekend movements
June	2315	47	398
July	2248	64	406
August	1650	45	438
September	2034	30	375
<b>Period Total</b>	<b>8247</b>	<b>186</b>	<b>1617</b>
<b>2009 Total</b>	<b>17337</b>	<b>386</b>	<b>3717</b>

## 2. Noise monitoring

2.1 The fixed Noise Monitoring Terminals continue to operate from their locations on the approaches to runway 06 and 24. During the initial stages of phase 2 of the Noise Abatement Procedure Trial (which commenced on the 8<sup>th</sup> May) 2008, the portable Noise Monitoring Terminal was located in a number of residential areas in order to gather additional data on airborne aircraft noise. Locations have included a number of schools in the Church Crookham area and residential properties in Church Crookham and Ewshot. Since this time it has been located in further residential areas (at resident's properties) in the local area.

2.2 Noise Modelling of actual movements from January to December 2009 and predicted movements for July to December 2009 was completed in August of this year and subsequently submitted to Rushmoor Borough Council in the interim INM Noise Assessment Report 2009. Copies of the report were also supplied to Hart and Surrey Heath councils in accordance with the requirements of the Town and Country Planning Act Section 106 Agreement between TAG (as airport operator) and Rushmoor Borough Council (as planning authority). The next report (the Annual INM Assessment 2009) will be submitted in mid February 2010 and will include actual contours for January to December 2009 and predicted contours for January to December 2010.

### 3. Air Quality Monitoring

- 3.1 Air quality monitoring continues at 13 locations in Rushmoor and Hart. All results from the monitoring devices continue to indicate that NO<sub>2</sub> levels in the monitored areas are below the limits specified in the Air Quality Regulations and show no indication of being significantly influenced by airport operations.
- 3.2 The active NO<sub>2</sub> monitoring devices (Learian Streetboxes) are in operation at their agreed location (Kempton Court and Farnborough College). Results from these units also show NO<sub>2</sub> levels that are well within the Air Quality Regulations.
- 3.3 Odour relating to airport operations has remained under discussion with Rushmoor Borough Council following a number of reports from residents in the Farnborough locality, during this most recent reporting period there have been two complaints relating to odour. A meeting was held in September 2008 between TAG and Rushmoor's Principle Pollution Control Officer and Environmental Health Manager – Pollution Control. Following the meeting both the PPCO and EHM visited the TAG facility to identify and assess potential sources of odour. TAG awaits details of any action required as a result of the assessment.

### 4. Runway Use

- 4.1 The predominant south westerly winds in the Farnborough area continued to favour use of runway 24 during February, March, April and May. All recorded runway use and operation (i.e. Departure or Arrival) figures for these months are detailed in the table below.

A number of helicopters are subject to different procedures to fixed wing aircraft and do not require the use of the runway and ILS navigational aids, they are therefore classified as a separate percentage. Percentages of helicopter movements that have made use of the runway are also detailed.

#### 4.2 Percentage Runway use

Month	Farnborough		Fleet/C' Crookham		R/W Heli movements	ADM Heli movements
	24 Arr	06 Dep	06 Arr	24 Dep		
Jun 09	30	17	18	31	4	<1
Jul 09	42	4	5	44	4	1
Aug 09	48	0	1	48	2	1
Sept 09	31	17	17	31	3	1

\*to the nearest whole percent

### 5. Security

- 5.1 There have been no security incidents during the months of June, July, August and September.

## 6. New Development

- 6.1 The Draft TAG Master Plan was released on the 18<sup>th</sup> December 2008 followed by the commencement of the Public Consultation on the 6<sup>th</sup> January 2009. The first Public Exhibition marked the opening Consultation at the Princesmead Shopping Centre in Farnborough. A further eleven Public Exhibitions followed covering the residential areas that surround Farnborough Airport, namely: Aldershot, Northcamp, Crondall, Farnham, Ash, Deepcut, Fleet, Church Crookham and Mytchett. The Public Consultation closed on the 28<sup>th</sup> February 2009.
- 6.2 The airport Master Plan was published in April followed by the submission of a planning application to Rushmoor Borough Council, submitted on Monday the 8<sup>th</sup> June 2009.

## 7. Initiatives

- 7.1 Visits and tours undertaken at the airfield, hosted by TAG, since the previous meeting have been as follows: -

June	
02.06.09	Wavell School
09.06.09	Hart Residents
16.06.09	Farnborough Wine Circle
23.06.09	KLM Retirees Association
24.09.09	Hook Heath Residents Association – C Griffith + N Cryer
30.06.09	Farnborough Wine Circle + A Gheung & T Dockeree (work experience)
July	
07.07.09	Winchester U3A Architecture + J Mayor & S Eynon (work experience)
18.07.09	Farnborough Rotary Club
20.07.09	5th Farnborough Beavers
21.07.09	Local residents + Matthew Wareham (6th Form Work experience)
22.07.09	Emma Johnson – University Work Experience
29.07.09	Mr and Mrs Palmer – Farnborough Residents
August	
01.08.09	Farnborough Rotary Club
04.08.09	Hart Residents + S Janes (work experience)
11.08.09	Friday Group
18.08.09	Rotary Club
25.08.09	Camberley & District Probus Club + Mr Bassant + Mr & Mrs Kilpatrick
September	
15.09.09	Fleet Matinee Club
22.09.09	Aldershot Manor Townswomen's Guild
29.09.09	Fleet Matinee Club

## 8. Infringements

- 8.1 The following table displays a breakdown of airport procedure infringements that have been recorded as a result of the TAG track auditing procedure. Number of flights investigated; number of operator responses received to those investigations; numbers confirmed as infringements (based on the response received and investigation of ATC tapes) and; percentage of the total number of flights that have been confirmed as infringements in each month period, are shown.

Period	Number of flights investigated	Number of responses received to date	Number confirmed as infringements	% of total flights each month	
				investigated	confirmed
Jun	6	3	3	0.24	0.12
Jul	9	2	2	0.4	0.08
Aug	3	1	1	0.17	0.06
Sep	4	0	0	0.19	0
<b>Total</b>	<b>22</b>	<b>6</b>	<b>6</b>	<b>0.25</b>	<b>0.07</b>

## 9. Complaints

- 9.1 The standard procedure of aircraft track monitoring continues with all movements audited in terms of aircraft track and altitude profile. The recording and investigation of all complaints received at the airport continues using the dedicated complaint line (01252 526001) which is now accessible through the main TAG switchboard number.

To improve the ease with which members of the public can submit complaints or reports of airport activities that are of concern, a dedicated email address has been set up to operate in conjunction with the dedicated telephone line. The email address is [complaints@tagfarnborough.com](mailto:complaints@tagfarnborough.com). Complaints received via this email address will be recorded and reported in the same way as with the telephone line however, it will allow for quicker responses to be submitted by return email.

- 9.2 All aircraft and associated operators that fail to follow mandatory procedures without prior authorisation from Air Traffic Control are subject to further investigation. The standard procedure of contacting aircraft operators and requesting acknowledgement and details of action implemented to mitigate breaches of procedure continues and its update to a faster and more efficient email based system is on-going.

On occasion, aircraft are permitted to deviate from mandatory procedures by ATC. This cancellation of noise abatement procedures is only ever initiated when the maintenance of safety margins demands. The number of noise abatement cancellations issued is being recorded and monitored using data provided by ATC.

- 9.3 Of the 360 complaints received during the reporting period, 67.5% were identified as relating to Chapter 4 certified aircraft. 27.5% of complaints in the reporting period were non-aircraft specific or related to aircraft types that are not subject to the Noise Chapter Scheme. Aircraft types of Chapter 3 certification identified from complaints are marked on the FACC Complaints Report with an asterisk.

- 9.4 Attached is the *Complaints Summary Table* for the period since the last FACC meeting along with a more detailed *Complaints Report* covering all complaints received; associated aircraft type and subsequent action taken by TAG in terms of a response.

## Complaints Summary Table

Year	Month	Number of complaints	Number of complainants	Nature of Complaint				Number of complaints generated from non compliant flights <sup>3</sup>	Number of complaints that related to specific TAG flights	Number of complaints that related to non TAG flights	Total number of reported movements	Number of non-authorised, non-compliant flights that generated complaints	Number of operator responses received to infringement letters
				flight specific noise	flight specific track	flight specific altitude	Other <sup>2</sup>						
2009	Jun	76	49	18	24	18	16	34 (34 auth)	57	12	2533	0	7
2009	Jul	110	59	27	39	33	11	38 (33 auth)	83	18	2414	2	4
2009	Aug	95	34	25	31	26	13	49 (48 auth)	82	8	1818	1	5
2009	Sep	61	47	7	19	13	22	9 (9 auth)	26	21	2199	0	3
2009	Oct <sup>1</sup>	18	12	3	10	2	3	7 (6 auth)	17	1	1105	1	2
<b>Total</b>		<b>360</b>	<b>131</b>	<b>80</b>	<b>123</b>	<b>92</b>	<b>65</b>	<b>137 (130 auth)</b>	<b>265</b>	<b>60</b>	<b>10069</b>	<b>4</b>	<b>21</b>

1. Up to and including 15<sup>th</sup> Oct

2. Complaints that are in the ‘other’ category include non flight specific complaints regarding noise, track, altitude, size and frequency of aircraft in general; circling aircraft; out of hours aircraft movements; complaints relating to the Quiet flying program; reports of aircraft fumes / odours and any other non flight specific complaints (this list is not exhaustive).

3. Includes flights authorised by ATC to cancel noise abatement

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