

## 1. Aircraft Movements

- 1.1 Following the acceptance of the TAG appeal on the 11<sup>th</sup> February 2011, 31,000 movements were permitted in 2011 of which 5,500 were permitted on weekends and bank holidays. For 2012 the permitted movement numbers are 37,000 movements of which 6,600 may be at weekends and bank holidays. The restriction on aircraft movements between 50 and 80 tons remains unchanged.
- 1.2 The tables below display movements since the last meeting; the blue section of the tables relates to the reporting period of this FACC report.

Month	Total Movements	Reported Movements	Total Weekend	Reported Weekend	Total 50 – 80t	Reported 50 – 80t
Jan	1646	1520	408	378	38	25
Feb	1889	1770	516	491	37	27
Mar	2055	1918	424	412	37	24
Apr	1689	1569	445	421	57	33
May*	1973	1802	475	449	48	26
Jun	-	-	-	-	-	-
Jul	-	-	-	-	-	-
Aug	-	-	-	-	-	-
Sep	-	-	-	-	-	-
Oct	-	-	-	-	-	-
Nov	-	-	-	-	-	-
Dec	-	-	-	-	-	-
<b>TOTAL</b>	<b>9252</b>	<b>8579</b>	<b>2268</b>	<b>2151</b>	<b>217</b>	<b>135</b>

NB. A more detailed breakdown of Total Movements can be viewed within the TAG Environment Reports to Rushmoor Borough Council, available at <http://www.rushmoor.gov.uk/index.cfm?articleid=3516>

\* up to and including the 27<sup>th</sup> May 2011

- 1.3 There were 14 missed approaches during this reporting period (up to and including the 17<sup>th</sup> May 2012), 7 on runway 24 and 7 on runway 06.

## 2. Noise monitoring

- 2.1 The fixed Noise Monitoring Terminals continue to operate from their locations on the approaches to runway 06 and 24.
- 2.2 Noise modelling of actual movements from January to December 2011 and predicted movements for January to December 2012 was completed in early February and subsequently submitted to Rushmoor Borough Council in the annual INM7 Noise Assessment Report 2011. Copies of the report were also supplied to Hart and Surrey Heath council, 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 (Interim INM7 Noise Assessment Report 2012) will be submitted in mid August 2012 and will include actual contours for January to June 2012 and predicted contours for July to December 2012.

### 3. Air Quality Monitoring

- 3.1 Air quality monitoring continues at 13 locations in Rushmoor and Hart. All results from the monitoring stations indicate that NO<sub>2</sub> levels at the 13 locations 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 within the Air Quality Regulations.
- 3.3 During this reporting period there has been no complaints relating to odour however one complaint was received in April in relation to suspected fuel dumping. This complaint was confirmed as unrelated to any TAG Farnborough Airport aircraft movements.

### 4. Runway Use

- 4.1 The predominant south westerly winds in the Farnborough area continued to favour use of runway 24 during the reporting period although May shows increased use of runway 06. All recorded runway use and operation (i.e. Departure or Arrival) figures for this period are detailed in table 4.2.

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 <sup>†</sup>

Month	Farnborough		Fleet / C' Crookham		R/W Heli	ADM Heli
	24 Arr	06 Dep	06 Arr	24 Dep		
Feb 12	35	13	13	35	2	2
Mar 12	32	14	15	35	2	2
Apr 12	34	12	14	36	2	2
May 12 *	26	23	22	25	2	2

<sup>†</sup> to the nearest whole percent

\* up to and including the 27<sup>th</sup> May 2011

R/W – Runway      ADM – Aerodrome

### 5. Security

- 5.1 There have been no security incidents during the reporting period.

### 6. New Developments

- 6.1 The Ground Services Facility is now operational and the airport Ground Handling and Maintenance teams have moved in to their new offices and hanger space.
- 6.2 The demolition of C-shed is complete and the resultant cleared area is undergoing the final stages of concreting to complete the West 1 apron.
- 6.3 Works are well underway to replace the concrete of West 2 apron (behind N and D sheds) to include enhanced pollution control measures in the form of a full retention interceptor tank.

## 7. Sustainability

7.1 Following the publication of the Sustainability and Climate Change Charter, the sections below summarise achievements and ongoing work in this sector.

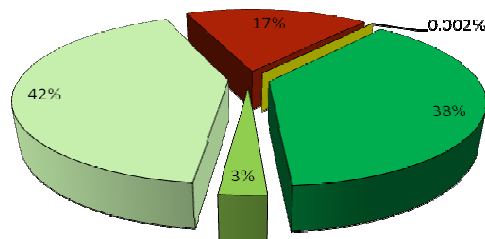
### Energy efficiency and Monitoring

- Installation of the Voltage Regulator at the terminal was completed in December. An immediate reduction from 245v to 226v was achieved. Maintenance to a small minority of light fittings could allow a further reduction to 220v
- High bay lighting at Fire Station converted to low energy LED lighting
- Review underway of LED solutions for N and D shed high bay lighting
- Liaison with SOLite for potential renewable solar energy installations under the now reduced Feed In Tariff scheme
- The Micro-Generation unit installed at Ively gate has been operational for 12 months and has produced 2,523kw of zero emissions electricity.

### Waste and Recycling

- SITA (general waste) and OSS (Hazardous waste) have confirmed a commitment to 100% of waste being diverted away from landfill
- New waste and recycling performance reporting established:

### Disposal methods for Airport Generated Waste 2011



■ Recycled ■ Waste to Energy ■ Refuse Derived Fuel ■ Landfill ■ Other

**N.B.** Exclusive of minor waste streams e.g. Toner Cartridge waste and wet wastes which are subject to water treatment (olly water and sewage)

### Sustainable Travel

- Hampshire County Council's "Smarter Ways to Work" scheme ended without identifiable success and has been superseded by the "Farnborough Travel Plan Network" initiative. TAG FA are a registered participant of this scheme which aims to improve sustainable travel links in the surrounding area
- Two unleaded fleet vehicles removed from service with Estates Management and replaced with two electric vehicles

### Biodiversity

- Work on the T-Area Management Plan has commenced to enhance the wide range of habitats that exist across this non-operational area on the south side of the Airport which is designated as a SINC (Site of Importance for Nature Conservation). Works include:
  - Creation of glade areas through selected tree removal
  - Removal of non-organic and organic wastes
  - Thinning of tree cover in wetland and mire areas
  - Development of invertebrate habitats (log piles)

## Noise and Track Keeping

- A review of the flight auditing procedure has shown that the response time of operating companies responding to infringement notifications has reduced significantly. This is accredited to the development of an email based reporting system and on-going correspondence with aircraft operators on the importance of the Noise Abatement Procedures.

Year	Average response Time (days)
2009	82
2010	68
2010	38

## 8. Initiatives

- 8.1 Visits and tours undertaken at the airfield, hosted by TAG, since the previous meeting are displayed in the table below:

February	
13 <sup>th</sup>	Roger Peck – Degree Student
14 <sup>th</sup>	Local Residents
21 <sup>st</sup>	Cllr Muschamp and associates
28 <sup>th</sup>	Farnborough Radio Club
March	
6 <sup>th</sup>	G6 HQ
13 <sup>th</sup>	Local Residents / Stansted Branch of Air Britain
20 <sup>th</sup>	Bisley Residents Association
27 <sup>th</sup>	Gosport Aviation Society
April	
3 <sup>rd</sup>	Yately U3A (MOTO)
10 <sup>th</sup>	Towns Women Guild
17 <sup>th</sup>	Hartley Whitney Townswomen's Guild
24 <sup>th</sup>	Cove residents
May	
1 <sup>st</sup>	Group 70
8 <sup>th</sup>	Surrey Heath Probus club
15 <sup>th</sup>	Surrey Heath Probus club

## 9. Infringements

- 9.1 The table below displays a breakdown of airport procedure infringements that have been recorded as a result of the TAG track auditing procedure.

Period	Number of flights investigated	Number of responses received to date	Number confirmed as infringements to date	% of total flights each month	
				Investigated to date	Confirmed to date
Feb	6	4	3	0.32	0.16
Mar	6	5	5	0.29	0.24
Apr	10	4	4	0.59	0.24
May *	6	2	2	0.50	0.17
<b>Total</b>	<b>28</b>	<b>15</b>	<b>14</b>	<b>0.41</b>	<b>0.21</b>

\* up to and including the 17<sup>th</sup> May 2011

## 10. Complaints

- 10.1 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.

- 10.2 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 instructed 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.

- 10.3 Of the complaints received during the reporting period 63%\* were identified as relating to Chapter 4 certified aircraft. 31%\* of complaints in the reporting period were non-aircraft specific or related to aircraft types that are not subject to the Noise Chapter Scheme (e.g. helicopters, propeller aircraft). Aircraft types of Chapter 3 certification identified from complaints are marked on the FACC Complaints Report with an asterisk.
- 10.4 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. The dates of all complaints raised in reference to weekend activity, are hi-lighted in red.

\*percentages are calculated to the nearest whole percent

## 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	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>						
2012	Feb	3	3	1	2	0	0	1 ( 1 auth )	2	0	1770	0	5
2012	Mar	13	12	6	6	1	0	5 ( 2 auth )	9	0	1918	3	7
2012	Apr	14	8	2	9	2	1	9 ( 7 auth )	12	1	1569	2	6
2012	May <sup>1</sup>	2	2	0	2	0	0	0 ( 0 auth )	2	0	1111	0	4
<b>Total</b>		<b>32</b>	<b>20</b>	<b>9</b>	<b>19</b>	<b>3</b>	<b>1</b>	<b>15 ( 10 auth )</b>	<b>25</b>	<b>1</b>	<b>6368</b>	<b>5</b>	<b>22</b>

1. Up to and including 17<sup>th</sup> May 2012

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; 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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