



1. Aircraft Movements

- 1.1 The permitted movement numbers for 2013 are 41,000 total movements of which 7,300 are permitted on weekends and bank holidays. The restriction on aircraft movements between 50 and 80 tons remains unchanged at 1,500 per annum.
- 1.2 The table below displays movements since the last meeting; the blue section of the table 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	1681	1589	371	362	47	30
Feb	1795	1691	541	518	38	31
Mar	1850	1743	471	454	56	42
Apr	1789	1613	406	368	81	66
May	2375	2203	661	612	83	53
Jun	2625	2440	705	674	97	67
Jul	2397	2181	501	470	78	44
Aug	1969	1742	538	498	129	89
Sep	2336	2132	584	543	95	50
Oct	0	0	0	0	0	0
Nov	0	0	0	0	0	0
Dec	0	0	0	0	0	0
TOTAL	18817	17334	4778	4499	704	472

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/article/3287/Airport-monitoring>

- 1.3 There were 7 missed approaches during this reporting period, 1 on runway 24 and 6 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 June 2013 and predicted movements for July to December 2013 was completed in early August and subsequently submitted to Rushmoor Borough Council in the Interim INM7 Noise Assessment Report 2013. 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 (Annual INM7 Noise Assessment Report 2013) will be submitted in mid January 2014 and will include actual contours for January to December 2013 and predicted contours for January to December 2014.

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 NO₂ 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 NO₂ monitoring devices (Learian Streetboxes) are in operation at their agreed location (Kempton Court and Farnborough College). Results from these units also show NO₂ levels that are within the Air Quality Regulations.
- 3.3 During this reporting period there have been no complaints relating to odour.

4. Runway Use

- 4.1 The predominant south westerly winds in the Farnborough area continued to favour use of runway 24 during the majority of the reporting period, the exception being July when easterly winds resulted in almost equal use of runways 06 and 24. All recorded runway use and operation (i.e. Departure or Arrival) figures for this period are detailed in table 4.2.

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		RW Heli	AD Heli
	24 Arr	06 Dep	06 Arr	24 Dep		
Jun-13	30	19	19	29	1	2
Jul-13	25	23	23	26	1	2
Aug-13	36	11	12	36	2	2
Sep-13	35	11	12	37	2	3

† to the nearest whole percent

R/W – Runway

ADM – Aerodrome

5. Security

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

6. Sustainability

Energy efficiency and Carbon Reduction

Airport Carbon Accreditation at level 3 “Optimisation” award to TAG Farnborough Airport

- * Achieved through calculation of scope 3 (3rd party emissions) and demonstration of engagement with relevant third parties on carbon management issues
- * TAG FA is now one of three UK airports to achieve “Optimisation” along with Heathrow and Manchester Airport.

Installation of low energy induction lamps at N-shed

- * Initiated following demonstrable success of lighting replacement at D-shed
- * 63 400w lamps to be replaced with 200w induction units reducing lighting energy use by 50%
- * Installed in conjunction with the governments Enhanced Capital Allowance scheme (ECA)

Investigation in to a second photo voltaic array (solar panels) on the airport

- * Potential for installation on the flat roof space of 1 Meadow Gate
- * Estimated system size of 35 and 49kW

Energy efficient high-mast apron lighting installed at Delta ramp

- * Five LED lighting modules installed on each of four new lighting masts.
- * One older apron lighting mast converted to an LED module giving a reduction from 3200w to 2100w.

Major review of electricity meter monitoring system

- * All existing SMART meters and corresponding reports updated to ensure accurate monitoring
- * Newer facilities connected to the system (Fire Training Rig, Hangar 2, GSF) to ensure robust energy usage reporting for future carbon footprint reports

Environment Management System

Progress continues toward achieving international standard requirements (ISO14001)

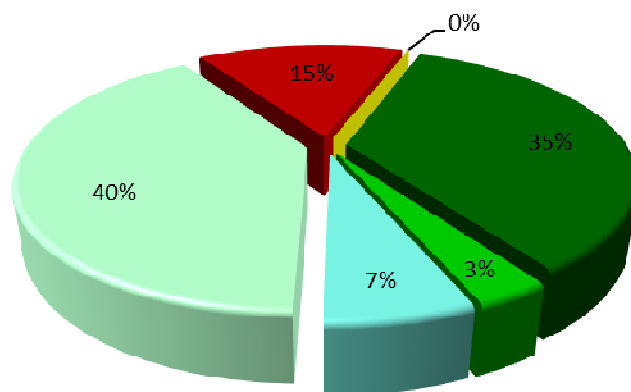
- * Environment Management System meeting schedule established at working group and senior management levels
- * Site wide environmental legal audit undertaken
- * Comprehensive legal register for TAG Farnborough Airport established
- * Subscription to “Groundwork” set up to enable continual updates to legal register
- * Non-conformance database implemented to document areas of required improvement
- * Draft of departmental “Register of Aspects and Environmental Impacts” approved. To be used to document and update all departmental activities taking place at TAG Farnborough Airport

Waste and Recycling

Waste and recycling figures demonstrate continued performance for the first half of 2013 when compared to 2012.

- * Waste to landfill remains at 15%, the same as 2012 after the first 6 months
- * Performance in recycling also remains at a constant compared to 2012
- * Waste contamination incidents (waste placed in incorrect containers) significantly reduced since implementation of routine weekly inspections.

Disposal methods for Airport Generated Waste
January to June 2013



■ Recycled ■ Anaerobic Digestion ■ 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 (oily water and sewage)

7. Initiatives

7.1 Visits and tours undertaken at the airfield, hosted by TAG, since the previous meeting are displayed in the table overleaf:

June	
4 th	Smallfield & District Aviation Group + local resident
25 th	Hook Townswomen's Guild
July	
1 st	Scouts
2 nd	Taddley and district U3A + local residents
9 th	Wattisham Aviation Group + local residents
16 th	Farnborough Central Towns Women Guild
23 rd	Fleet Lions Club
30 th	Local residents
August	
6 th	Lions Club of Farnham
13 th	Air Cadets
21 st	Pyestock Staff Mess
September	
10 th	Rushmor Borough Council
17 th	Hartley Wintney U3A
24 th	Southampton U3A + local resident

8. Infringements

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

Period	Flights Investigated	Responses to Date	Upheld to Date	Excused to Date	% of Total Flights Each Month	
					Investigated	Upheld to Date
Jun-13	7	6	6	0	0.27	0.23
Jul-13	6	4	4	0	0.25	0.17
Aug-13	3	1	1	0	0.15	0.05
Sep-13	4	1	1	0	0.17	0.04
TOTAL	20	12	12	0	0.21	0.13

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 telephone line (01252 526001) and email address - complaints@tagfarnborough.com
- 9.2 Of the complaints received during the reporting period 82%* were identified as relating to Chapter 4 certified aircraft. 18%* 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). Chapter 3 aircraft are no longer permitted to operate at TAG Farnborough Airport.

- 9.3 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 ³	Number of complaints that related to specific TAG flights	Number of complaints that related to non TAG flights	Number of non-authorised non-compliant flights that generated complaints
				flight specific noise	flight specific track	flight specific altitude	other ²				
2013	Jun	19	11	2	14	2	1	9 (9 auth)	16	0	0
	Jul	43	30	3	20	18	2	18 (18 auth)	38	1	0
	Aug	26	20	5	11	8	2	3 (3 auth)	18	4	0
	Sept	30	7	1	22	7	0	21 (20 auth)	29	1	1
	Oct ¹	11	7	1	7	1	2	2 (2 auth)	8	2	0
Total		129	54	12	74	36	7	53 (52 auth)	109	8	1

1. Up to and including 10th October 2013

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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