



## 1. Aircraft Movements

- 1.1 The permitted movement numbers for 2014 are 43,000 total movements of which 7,600 are permitted on weekends and bank holidays. The restriction on aircraft movements between 50 and 80 tons remains unchanged at 1500 per annum.
- 1.2 The table below display movements since the last meeting; the blue section of the table relates to the reporting period of this FACC report.

| Movements Summary |              |             |             |               |                |                   |                   |                      |
|-------------------|--------------|-------------|-------------|---------------|----------------|-------------------|-------------------|----------------------|
| Month             | Total        | Reported    | Total W/nd  | Reported W/nd | Total 50 - 80t | Reported 50 - 80t | Total W/nd 50-80T | Reported W/nd 50-80T |
| Jan               | 1766         | 1654        | 388         | 359           | 47             | 34                | 11                | 9                    |
| Feb               | 1926         | 1809        | 585         | 563           | 34             | 20                | 2                 | 1                    |
| Mar               | 1947         | 1769        | 467         | 426           | 71             | 52                | 20                | 14                   |
| Apr               | 1875         | 1720        | 449         | 412           | 76             | 49                | 30                | 20                   |
| May               | 2519         | 2306        | 788         | 744           | 94             | 63                | 37                | 29                   |
| Jun               | 0            | 0           | 0           | 0             | 0              | 0                 | 0                 | 0                    |
| Jul               | 0            | 0           | 0           | 0             | 0              | 0                 | 0                 | 0                    |
| Aug               | 0            | 0           | 0           | 0             | 0              | 0                 | 0                 | 0                    |
| Sep               | 0            | 0           | 0           | 0             | 0              | 0                 | 0                 | 0                    |
| Oct               | 0            | 0           | 0           | 0             | 0              | 0                 | 0                 | 0                    |
| Nov               | 0            | 0           | 0           | 0             | 0              | 0                 | 0                 | 0                    |
| Dec               | 0            | 0           | 0           | 0             | 0              | 0                 | 0                 | 0                    |
| <b>TOTAL</b>      | <b>10033</b> | <b>9258</b> | <b>2677</b> | <b>2504</b>   | <b>322</b>     | <b>218</b>        | <b>100</b>        | <b>73</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/article/3287/Airport-monitoring>

- 1.3 There were 17 missed approaches during this reporting period 13 on runway 24 and 4 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 2013 and predicted movements for January to December 2014 was completed in January and subsequently submitted to Rushmoor Borough Council in the INM7 Noise Assessment Report 2013. This study used the most recent version of INM (7d) released in May 2013. This version incorporates the latest modelled aircraft types and updated substitutions where actual types do not exist within the model.
- 2.3 Copies of the 2013 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 2014) will be submitted in mid-August and will include actual contours for January to June 2014 and predicted contours for July 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 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 the reporting period there has been one complaint relating to odour. One further complaint has been received relating to alleged fuel jettison, samples provided have been submitted for laboratory analysis.

### 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. 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 †

| Month  | Farnborough |        | Fleet / C'Crookham |        | RW Heli | AD Heli |
|--------|-------------|--------|--------------------|--------|---------|---------|
|        | 24 Arr      | 06 Dep | 06 Arr             | 24 Dep |         |         |
| Feb 14 | 45          | 3      | 3                  | 45     | 1       | 3       |
| Mar 14 | 32          | 16     | 16                 | 32     | 1       | 3       |
| Apr 14 | 31          | 18     | 17                 | 30     | 1       | 3       |
| May 14 | 36          | 12     | 12                 | 36     | 1       | 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

#### 6.1 Energy efficiency and Carbon Reduction

- **The 2013 TFA carbon footprint has been calculated as 3,298 tCO<sub>2</sub>e (Scope 1 & 2)**
  - \* Scope 3 emissions are calculated as 5468 tCO<sub>2</sub>e giving an “all scopes” total of 8763 tCO<sub>2</sub>e
  - \* Expressed as a relative metric this gives 168 tCO<sub>2</sub>e per £million turnover
  - \* Compared to 2012 there has been an 8.4% reduction in tCO<sub>2</sub>e per £million turnover
  - \* The 2013 scope has been widened to encompass emissions relating to air conditioning and other greenhouse gas emissions that are registered as CO<sub>2</sub> equivalents (N<sub>2</sub>O & CH<sub>4</sub>)
- **Meadow Gate solar array scheduled for installation in July 2014**
  - \* Design confirmed as a 49.5 kwp system constructed from 198 panels
  - \* Estimated to generate 45,000 kwh per annum
  - \* Estimated 7 year return on investment

## 6.2 Environment Management System (EMS)

- **Progress continues toward achieving international standard requirements (ISO14001)**
- \* Departmental aspects registers (RAEI) used to produce TFA Impacts Register. This sets out all operational controls used at TFA to maintain environmental performance and identifies areas for environmental improvement
- \* SGS selected as ISO14001 assessor. SGS have worked with Bournemouth and Southampton airports on EMS accreditation

## 6.3 Sustainable Travel

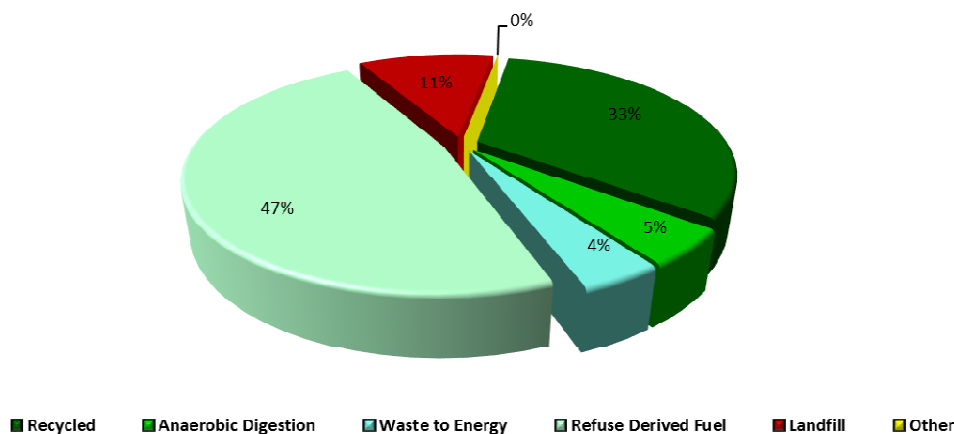
- **TFA Sustainable Staff Travel Scheme launched on the 3<sup>rd</sup> April 2014**
- \* Travel plan scheme to include incentives and benefits available to all TFA staff via the intranet
- \* Travel Token scheme launched to influence a reduction in single occupancy car travel
- \* 145 and 165 staff journeys recorded within month one and two of scheme respectively, that were more sustainable (using cycling, walking, car-share and public transport)
- **TFA Cycle Team entered in the Prudential Ride London-Surrey 100 Business Peloton**
- \* Used to promote cycling as one of the most viable modes of sustainable travel for TAG staff
- \* Team members encouraged to use commutes as training for the event
- \* TFA cycling jersey designed to promote the business and its associated carbon credentials
- **Free cycling parking facilities applied for through Hampshire County Council scheme**
- \* Meadow Gate building to have covered and open cycle parking facilities for up to 30 bikes (estimated to be greater than 10% of total occupancy)

## 6.4 Waste and Recycling

- **No significant change in waste disposal methods**
- \* A small increase in Refuse Derived Fuel with a reduction in Recycling is evident. This is due to a change in our skip provider and the treatment process they employ. The previous service provider that employed hand sorting of skip waste went out of business.

### Disposal methods for Airport Generated Waste

January to March 2014



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 below:

| February |  |
|----------|--|
| 4th      | Helios   |
| 11th     | FAST   |
| 18th     | Netley & Winchester Streets Residents' Association |
| 25th     | FCOT Travel and Tourism Group                      |
| March    |  |
| 4th      | Hedgehogs  |
| 11th     | Milton Keynes Aviation Group                       |
| 14th     | Mr Bush & guests                                   |
| 18th     | Netley & Winchester Streets Residents' Association |
| 25th     | Helios   |
| April    |  |
| 1st      | Church Crookham Parish Council                     |
| 8th      | Camberley  |
| 15th     | Ladies Golden Circle                               |
| 22nd     | Royal Aeronautical Society                         |
| 29th     | Barry Briars                                       |
| May      |  |
| 6th      | The Farnborough Society                            |
| 13th     | The Farnborough Society                            |
| 20th     | Vits of IESF                                       |
| 27th     | Vits of IESF                                       |

## 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 |
| Feb-14       | 6                    | 5                 | 4              | 1               | 0.31                          | 0.21           |
| Mar-14       | 4                    | 2                 | 2              | 0               | 0.21                          | 0.10           |
| Apr-14       | 5                    | 1                 | 0              | 1               | 0.27                          | 0.00           |
| May-14       | 10                   | 4                 | 3              | 1               | 0.40                          | 0.12           |
| <b>TOTAL</b> | <b>25</b>            | <b>12</b>         | <b>9</b>       | <b>3</b>        | <b>0.30</b>                   | <b>0.11</b>    |

8.2 To ensure a robust infringement procedure all operators that fail to respond to infringement notifications within the standard time parameters are reported to the TAG operations department. Original infringement procedure letters are then submitted direct the flight crews of the operator when next operating at the airport. This process eliminates the potential for any failure in communication on TAG's part and ensures all operators have the opportunity to respond in full to infringements concerning their aircraft.

## 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 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 - [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 Of the complaints received during the reporting period 72%\* were identified as relating to Chapter 4 certified aircraft. The remaining 28%\* 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).
- 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 <sup>3</sup> | Number of complaints that related to specific TAG flights | Number of complaints that related to non TAG flights | Number of non-authorized non-compliant flights that generated complaints |
|--------------|------------------|----------------------|------------------------|-----------------------|-----------------------|--------------------------|--------------------|--|---|--|--|
|              |                  |                      |                        | flight specific noise | flight specific track | flight specific altitude | other <sup>2</sup> |  |   |  |  |
| 2014         | Feb              | 9                    | 5                      | 0                     | 6                     | 1                        | 2                  | 6 ( 4 auth )   | 6   | 0  | 2  |
|              | Mar              | 15                   | 13                     | 3                     | 10                    | 2                        | 0                  | 10 ( 9 auth )  | 15  | 0  | 1  |
|              | Apr              | 7                    | 4                      | 1                     | 5                     | 1                        | 0                  | 3 ( 3 auth )   | 7   | 0  | 0  |
|              | May              | 72                   | 47                     | 11                    | 18                    | 30                       | 13                 | 12 ( 9 auth )  | 39  | 3  | 3  |
|              | Jun <sup>1</sup> | 9                    | 7                      | 5                     | 0                     | 3                        | 1                  | 0 ( 0 auth )   | 4   | 1  | 0  |
| <b>Total</b> |                  | <b>112</b>           | <b>64</b>              | <b>20</b>             | <b>39</b>             | <b>37</b>                | <b>16</b>          | <b>31 ( 25 auth )</b>  | <b>71</b>   | <b>4</b>   | <b>6</b>   |

1. Up to and including the 5th June 2014

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

Produced by: Miles H Thomas  
Environment Manager  
TAG Farnborough Airport