



## 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 tables below display movements since the last meeting; the blue section of the tables relates to the reporting period of this FACC report.

### 2013

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	1740	538	497	129	87
Sep	2336	2132	584	543	95	50
Oct	2122	1924	478	440	102	48
Nov	2040	1832	466	417	73	49
Dec	1782	1666	476	447	58	36
<b>TOTAL</b>	<b>24761</b>	<b>22754</b>	<b>6198</b>	<b>5802</b>	<b>937</b>	<b>603</b>

### 2014

Jan	1766	1654	388	359	47	34
Feb	0	0	0	0	0	0
Mar	0	0	0	0	0	0
Apr	0	0	0	0	0	0
May	0	0	0	0	0	0
Jun	0	0	0	0	0	0
Jul	0	0	0	0	0	0
Aug	0	0	0	0	0	0
Sep	0	0	0	0	0	0
Oct	0	0	0	0	0	0
Nov	0	0	0	0	0	0
Dec	0	0	0	0	0	0
<b>TOTAL</b>	<b>1766</b>	<b>1654</b>	<b>388</b>	<b>359</b>	<b>47</b>	<b>34</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 13 missed approaches during this reporting period 11 on runway 24 and 2 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 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 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			
Oct-13	43	7	6	41	1		2
Nov-13	38	10	11	38	1		2
Dec-13	43	5	4	45	1		2
Jan-14	47	3	3	45	1		1

† 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*

- **Installation of low energy induction lamps at N-shed completed:**  
The first month of operation of the new lighting system at N-shed showed a reduction in energy use compared to the previous month totalling 5000kwh.
- **Investigation in to a second photo voltaic array (solar panels) on the airport**  
Three proposals submitted for a roof mounted system at Meadow Gate. The three potential systems range from 38 to 45kwp with an estimated ROI of between 6 and 9 years.

### 6.2 *Environment Management System*

- **Progress continues toward achieving international standard requirements (ISO14001):**  
Departmental Register of Aspects and Environmental Impacts (RAEI) completed and approved for Airport Rescue and Fire Fighting Service, Ground Handling and IT departments. Initial review for development of Facilities Management RAEI complete. Non-compliance database formalized and published to TAG Management team. Two site vehicle wash bays established and permitted under Thames Water regulations to meet legal compliance register requirements.

### 6.3 *Sustainable Staff Travel*

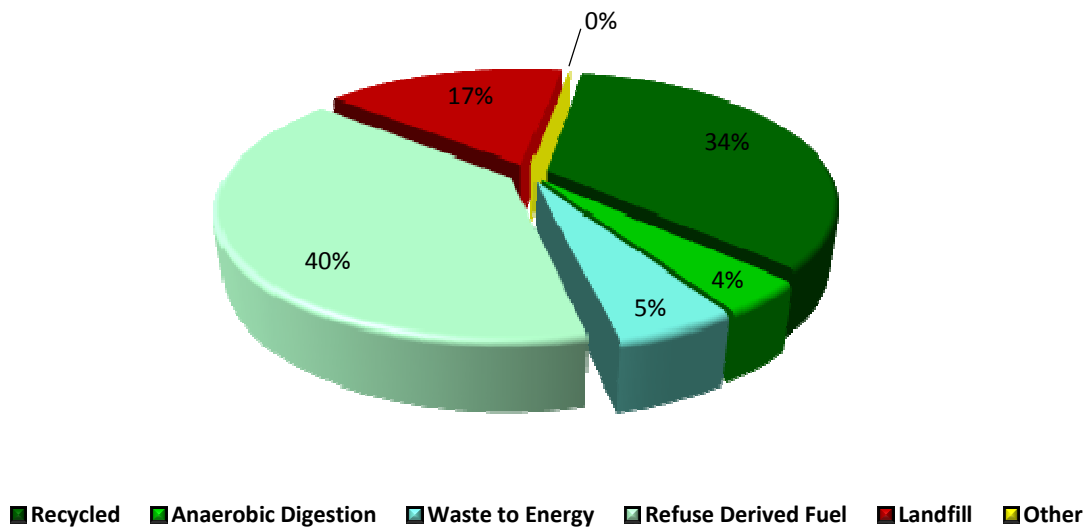
- **Development of intranet based Travel Planning site in accordance with the TAG Farnborough Airport (TFA) Sustainable Travel Plan:**  
Intranet site will include quick links to a range of useful information sources and local services. A sustainable travel token reward scheme will be included to incentivize staff to reduce dependency on single occupancy car journeys
- **TAG group staff at Farnborough participate in sustainable travel events:**  
In September and October TFA, TAG UK and TAG Engineering staff took part in a "National Cycle to Work" day, (using emissions free bicycles to travel to work) and a "National Car Share" week, (sharing their car journeys with colleagues who drive similar routes to cut vehicular emissions, reduce road congestion). In both events staff were given the chance to win a meal for two at the Aviator Hotel for each sustainable journey completed.

### 6.4 *Waste and Recycling*

- **Water treatment permit confirmed:**  
Permission sought from and granted by the Environment Agency to treat waste oily waters (from separator units) using the on-site Aerobic Digestion plant (Microbac) located at the Fire Training Ground.
- **No significant change in waste and recycling performance:**  
Waste procedures remain unchanged at TAG Farnborough Airport with no significant change in disposal methods used. In 2013 the total volume of waste removed from site on TFA's behalf was 285 tons. This represents a 15% reduction against the 2012 total of 335 tons (excluding wet wastes). This is in keeping with the waste hierarchy which places non creation or re-use of waste above disposal methods such as recycling and recovery.

## Disposal methods for Airport Generated Waste

January to December 2013



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:

October	
1 <sup>st</sup>	Ex RAE Apprentices
8 <sup>th</sup>	North Waltham WI
15 <sup>th</sup>	Yateley and District UCA
22 <sup>nd</sup>	Grumpy Old Men
29 <sup>th</sup>	10 <sup>th</sup> Farnborough Beavers
November	
5 <sup>th</sup>	UL9
12 <sup>th</sup>	Science & Technology Group of Camberley U3A
19 <sup>th</sup>	UL9
26 <sup>th</sup>	Over 45's
December	
3 <sup>rd</sup>	Feather Boots
10 <sup>th</sup>	Blackbushe
17 <sup>th</sup>	Eve Cowell
January	
7 <sup>th</sup>	Pam Lazenby
14 <sup>th</sup>	U3A Camberley
21 <sup>st</sup>	U3A Camberley
28 <sup>th</sup>	Royal Aeronautical Society

## 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
Oct-13	9	8	7	1	0.42	0.33
Nov-13	3	2	2	0	0.15	0.10
Dec-13	2	2	2	0	0.11	0.06
Jan-14	4	2	1	1	0.23	0.06
<b>TOTAL</b>	<b>18</b>	<b>14</b>	<b>12</b>	<b>2</b>	<b>0.23</b>	<b>0.14</b>

8.2 The table below displays a summary of infringement procedure results for the past year:

Period	Infringements	Responses to date	Responses Accepted
Q1 (Jan - Mar)	24	21	2
Q2 (Apr – Jun)	14	13	0
Q3 (Jul – Sep)	13	12	1
Q4 (Oct – Dec)	14	12	1
<b>TOTAL</b>	<b>65</b>	<b>58</b>	<b>4</b>

8.3 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 71%\* were identified as relating to Chapter 4 certified aircraft. The remaining 29%\* 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).

*\*percentages are calculated to the nearest whole percent*

- 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.

## 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>				
2013	Oct	25	12	7	15	1	2	8 ( 6 auth )	18	2	2
	Nov	9	7	0	5	2	2	5 ( 5 auth )	5	1	0
	Dec	12	7	0	10	0	2	8 ( 8 auth )	10	0	0
2014	Jan	7	6	1	3	3	0	2 ( 2 auth )	5	0	0
	Feb <sup>1</sup>	5	4	0	3	1	1	3 ( 2 auth )	3	0	1
<b>Total</b>		<b>58</b>	<b>23</b>	<b>8</b>	<b>36</b>	<b>7</b>	<b>7</b>	<b>26 ( 23 auth )</b>	<b>41</b>	<b>3</b>	<b>3</b>

1. Up to and including February 13<sup>th</sup> 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

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