



## 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/end	reported w/end	total 50 - 80t	reported 50 - 80t	total w/end 50-80T	reported w/end 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	2893	2631	763	701	119	72	36	17
Jul	3163	2183	665	474	64	42	6	5
Aug	2038	1857	665	623	89	40	25	9
Sep	2419	2240	502	479	90	66	23	17
Oct	2329	2143	537	497	76	49	20	11
Nov	0	0	0	0	0	0	0	0
Dec	0	0	0	0	0	0	0	0
<b>total</b>	<b>22875</b>	<b>20312</b>	<b>5809</b>	<b>5278</b>	<b>760</b>	<b>487</b>	<b>210</b>	<b>132</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 11 missed approaches during this reporting period, 6 on runway 24 and 5 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 (January to June 2014) and predicted movements (July to December 2014) was completed in August and submitted to Rushmoor Borough Council as the Interim INM7 Noise Assessment Report 2014. Copies of the report were supplied to Hart and Surrey Heath council, in accordance with planning requirements.
- 2.3 The next report (Annual INM7 Noise Assessment Report 2014) will be submitted in January 2015 and will include actual contours (January to December 2014) and predicted contours (January to December 2015).

### 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) remain in operation at their agreed locations (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.
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### 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, particularly in August. 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 / Ch' Crookham		RW Heli	AD Heli
	24 Arr	06 Dep	06 Arr	24 Dep		
Jun-14	30	18	18	30	1	3
Jul-14	35	10	11	36	1	7
Aug-14	46	3	3	45	1	2
Sep-14	25	22	22	26	2	3

† to the nearest whole percent      RW – Runway      AD – Aerodrome

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### 5. Security

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

#### A. Energy efficiency and Carbon Reduction

TFA has been awarded Airport Carbon Accreditation “Optimisation” for 2014 /2015:

- \* This is the second year of accreditation at this level, work towards achieving the final level of “Neutrality” will commence in 2016.

Meadow Gate solar array installation is in the final stages of construction:

- \* Panels on the northern roof space are complete, the main westerly facing array is under construction.



## B. Environment Management System (EMS)

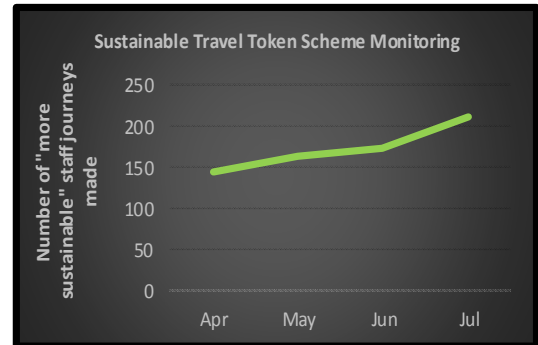
Progress continues toward achieving international standard requirements (ISO 14001):

- \* Airport activities and associated environmental impacts have been ranked to identify those of most significance (Aspects Register). Significant aspects are used to determine targets and objectives for continual improvement of the Environment Management System (EMS).
- \* Internal review of departmental procedures complete in preparation for first stage of ISO 14001 auditing in 2015.

## C. Sustainable Travel

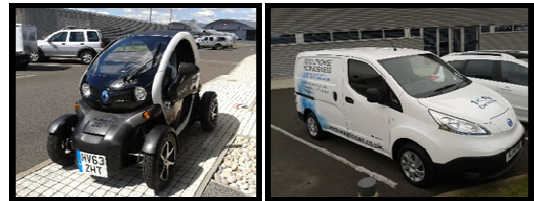
Continued success in Sustainable Staff Travel:

- \* The number of more sustainable staff journeys (walking, cycling, public transport or car share) has increased each month as awareness of the token scheme has spread.
- \* A promotional scheme with gold tokens was been run in August to maximize take-up amongst staff



Trial of electric vehicles suitable for TFA fleet:

- \* Renault Twizy, a single seat, electric vehicle (left) and a Nissan E-NV200, an all-electric trade van (right).
- \* The vehicles, which provide efficient and emissions free transport were trialled by relevant departments for a week.



Press release on the TAG Cycle Team's success in the Ride London 100 – Business Peloton:

- \* To report to stakeholders the success of sustainable travel planning at Farnborough Airport and to incentivise more staff to get on their bikes and enter future events



## 7. Initiatives

7.1 Guided tours of the Airport, hosted by TAG, during this reporting period are displayed in the table below:

June	
3rd	Ex RAE + 2 individuals
10th	Cody Road + 2 individuals
17th	Plough and Horses Friday Club
July	
No tours during Air Show period	
August	
5th	Fleet Probus
12th	Tadley and District U3A Aviation Group + 2 individuals
19th	Smallfield and District Aviation Group + 2 individuals
September	
9th	Farnborough WI Flyer + 2 individuals
16th	Seale and Sands WI + 2 individuals
23rd	Basingstoke College
30th	Basingstoke College
October	
7th	Farnham Lions Club + 2 individuals + 2 Helios staff
21st	Winchester Probus

## 8. Infringements

8.1 The table below displays a summary of results from the Flight Track Auditing Procedure:

month	flights investigated	responses to date	upheld to date	excused to date	% of total monthly flights	
					investigated	upheld to date
Jun-14	8	7	6	1	0.28	0.21
Jul-14	1	1	1	0	0.03	0.03
Aug-14	0	0	0	0	0.00	0.00
Sep-14	13	7	6	1	0.54	0.25
Oct-14	4	0	0	0	0.17	0.00
<b>total</b>	<b>26</b>	<b>15</b>	<b>13</b>	<b>2</b>	<b>0.25</b>	<b>0.12</b>

8.2 Flights that fail to adhere to, or are not ATC authorised to cancel the noise abatement procedures are investigated. Identified operators will only be excused if they are able to provide information that demonstrates other operational circumstances beyond their control, which gave rise to the infringement.

8.3 Due to the Farnborough International Air Show, routine flight track auditing was suspended between the 7<sup>th</sup> and the 23<sup>rd</sup> of July 2014.

## 9. Complaints

9.1 All complaints received are recorded and investigated in accordance with the Complaints Charter which is published on the TAG Farnborough Airport and Rushmoor Borough Council websites.

Complaints can be submitted by letter, telephone or email using the contacts below:

The Environment Department  
TAG Farnborough Airport Ltd  
Farnborough  
Hants, GU14 6XA.

Tel: 01252 526001  
Email: [complaints@tagfarnborough.com](mailto:complaints@tagfarnborough.com)

9.2 Following the installation of a new integrated Noise, Track and Complaints System, the Complaints Summary Table has been revised to provide additional information.

Table 1 displays summarised data on complaints and complainant numbers together with details of what the complaints related to in terms of operations (i.e. ATC authorised or unauthorised non-compliant flights and non-TAG flights)

**Summary Table 1**

month	complaints	complainants	complaints generated from non-compliant flights			unauthorised flights that generated complaints	complaints related to non-TAG flights
			total	ATC authorised	unauthorised		
Jun-14	55	37	11	9	2	2	6
Jul-14	24	18	6	6	0	0	1
Aug-14	22	18	5	5	0	0	3
Sep-14	22	17	6	6	0	0	3
Oct-14	15	11	2	1	1	1	1
<b>totals</b>	<b>138</b>	<b>78</b>	<b>30</b>	<b>27</b>	<b>3</b>	<b>3</b>	<b>14</b>

Table 2 displays a breakdown of the concerns raised by the complainants. It should be noted that in many cases multiple concerns are raised in a single complaint and therefore the total of all the concerns raised is greater than the total complaints figure in Table 1.

**Summary Table 2**

month	concerns raised by complainants						
	track	noise	altitude	size or type	out of hours	odour	other <sup>1</sup>
Jun-14	16	22	24	3	7	0	18
Jul-14	8	10	14	0	0	0	7
Aug-14	7	13	11	6	0	0	6
Sep-14	9	13	12	1	4	0	2
Oct-14	4	5	9	2	0	0	4
<b>totals</b>	<b>44</b>	<b>63</b>	<b>70</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>37</b>

<sup>1</sup> Complaints categorised as "other" relate to general complaints (not flight specific) or complaints that do not come within the main categories (e.g. circling flights).

9.3 The FACC complaints report (submitted alongside the TAG Report) provides in depth data concerning complaints received during the reporting period. Using the new complaints logging system, the report now includes additional information on each complaint, explanations of each column are provided below:

Day:	The day of the week to which the complaint refers
Date & Time:	The date and time to which the complaint refers
Surname:	The surname of the complainant (may be withheld for data protection)
Road Name:	The road name of the complainant (may be withheld for data protection)
Town / City:	The town or city of the complainant
Concerns:	The concerns raised by the complainant (may be multiple)
Operation:	Whether the aircraft was a <b>Departure</b> , an <b>Arrival</b> , or <b>Transient</b> (an overflight)
R/W:	The runway used, either <b>24, 06</b> or <b>H</b> (Helipad).
Type:	The aircraft type as an International Civil Aviation Organisation (ICAO) code
Category:	The general type of aircraft, either <b>Jet</b> , <b>Turbo-prop</b> , <b>Prop</b> or <b>Helicopter</b>
Infringement Status:	The conclusion following flight track auditing and complaint investigation
Explanation:	The key explanation of the concerns raised by the complainant
Response:	The correspondence method used to respond to the complainant

Where the complainant has not provided details of name or address entries are marked "*Undisclosed*".

In cases where the complaint is of a general nature and flight or infringement specifics do not apply or if the complaint concerns a non-TAG flight of which details are unknown, the entry is marked "N/A".

9.4 Of the complaints received during the reporting period 70%\* were identified as relating to Chapter 4 certified aircraft. 7%\* of complaints in the reporting period were related to aircraft types that are not subject to the Noise Chapter Scheme (e.g. helicopters, propeller aircraft) and the remaining 13%\* were non-flight specific complaints.

\*percentages are calculated to the nearest whole percent