

1. Aircraft Movements

- 1.1 The permitted movement numbers for 2015 are 45,000 total movements of which 8,600 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.

| Movements Summary 2014 | | | | | | | | |
|------------------------|--------------|--------------|-------------|----------------|----------------|-------------------|--------------------|-----------------------|
| 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 | 2043 | 1879 | 536 | 504 | 55 | 44 | 20 | 17 |
| Dec | 1865 | 1753 | 465 | 441 | 74 | 52 | 14 | 9 |
| total | 26783 | 23944 | 6810 | 6223 | 889 | 583 | 244 | 158 |

| Movements Summary 2015 | | | | | | | | |
|------------------------|-------------|-------------|-------------|----------------|----------------|-------------------|--------------------|-----------------------|
| 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 | 1866 | 1740 | 480 | 446 | 63 | 40 | 13 | 2 |
| Feb | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mar | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Apr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| May | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| total | 1866 | 1740 | 480 | 446 | 63 | 40 | 13 | 2 |

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 6 missed approaches during this reporting period, 5 on runway 24 and 1 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 December 2014) and predicted movements (January to December 2015) was completed in January and submitted to Rushmoor Borough Council as the Annual 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 (Interim INM7 Noise Assessment Report 2015) will be submitted in August 2015 and will include actual contours (January to June 2015) and predicted contours (July to December 2015).
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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) remain in operation at their agreed locations (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 two 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 October and January. 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 | | |
| Oct 14 | 44 | 4 | 5 | 45 | 1 | 1 |
| Nov 14 | 30 | 17 | 18 | 31 | 2 | 2 |
| Dec 14 | 38 | 9 | 9 | 39 | 2 | 3 |
| Jan 15 | 43 | 4 | 5 | 43 | 2 | 3 |

† to the nearest whole percent

RW – Runway

AD – Aerodrome

5. Security

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

6. Sustainability

Energy efficiency and Carbon Reduction

- **Meadow Gate efficiency projects reach completion**

In addition to the roof mounted solar array, the following has also be installed at Meadow Gate:

- * A high efficiency chiller
- * Low energy LED lighting
- * Automatic lighting controls (PIR)
- * An upgraded Building Management System
- * Solar film (solar gain control)
- * Sustainable Travel Facilities

- **Current proposals for future Airport based carbon reduction projects include:**

| Area / building | Project |
|----------------------|---|
| D shed | Installation of a roof solar array |
| D & N shed | Destratification fans to improve heating efficiency |
| Hangar 1 and 2 | Voltage Optimization to reduce electricity usage |
| GSF | Voltage Optimization to reduce electricity usage |
| Hangar 1 and 2 | Induction lamp conversion on high bay lighting |
| A-shed | Induction lamp conversion on high bay lighting |
| Spine Road | LED conversion on street lamps |
| North & West 1 Apron | LED conversion on Apron high mast lighting |

Biodiversity

- **Revision of the TFA Site of Importance for Nature Conversation (SINC) Management Plan**

- * New procedures developed for the T-Area Management Plan, undertaken in collaboration with the Biodiversity Officer of Rushmoor Borough Council.
- * Bank stabilisation works undertaken to preserve the Cove Brook SINC.

Waste and Recycling

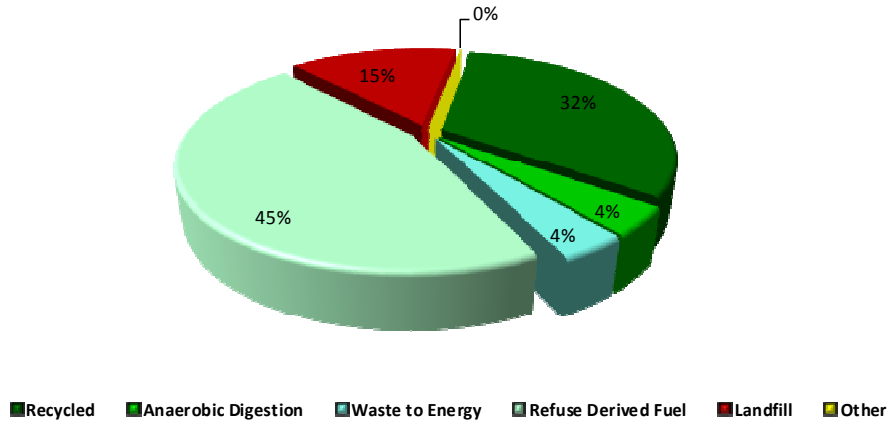
- **Waste research project undertaken by work experience graduate on behalf of TFA**

- * To improve understanding of the impact of waste from TFA, a study has been completed to trace the route and final destination of all waste types from the Airport.
- * The study included visits to the transfer and processing depots of TFA's waste service provider.
- * An in-depth report on the findings was made to the CEO and the Airport Operations Director.



- **No significant changes to existing waste disposal and recycling methods**

Disposal methods for Airport Generated Waste
January to December 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)

- * Meadow Gate food waste disposal service initiated to send organic waste from catering facilities to aerobic digestion.

Sustainable Travel

- **Sustainable Staff Travel Facilities increased**

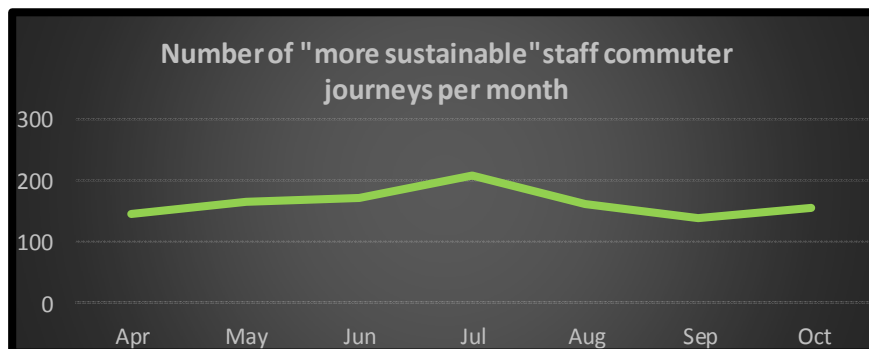
- * Installation of covered cycle parking, showers, changing areas and lockers completed at 1 Meadow Gate. Cycle parking facilities now complete at all major buildings.

- **Scoping and review of Electric Vehicle (EV) charging options**

- * Investigation of latest technology options, vehicle compatibility, locational limitations and user access / charging mechanisms.
- * Long term strategy in development to provide EV charging to clients, tenants, visitors and staff to encourage uptake of new technology.

- **Sustainable Staff Travel Scheme a continuing success**

- * Despite the onset of winter the number of more sustainable staff journeys has remained relatively stable demonstrating the continuing success of the token based incentive scheme.



7. Initiatives

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

| October | |
|----------|--|
| 7th | Farnhams Lions Club, 2 Helios Staff, 2 Individuals |
| 21st | Winchester Probus |
| 28th | 14th Aldershot Scout Group |
| November | |
| 4th | CAMBERLEY 41 Club, 2 Helios Staff |
| 11th | CAMBERLEY 41 Club, 2 Helios Staff |
| 18th | FASTA, 2 Individuals |
| 25th | Betty Cox |
| December | |
| 2nd | Surrey Uni |
| 9th | Surrey Uni |
| 16th | Graham Chenery |
| 23rd | Salesian College/Scouts, 2 Individuals |
| January | |
| 6th | Fleet Matinee Social Club, 6 Individuals |
| 13th | Inner Wheel Club Rushmoor, 2 Individuals |

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 |
| Oct 14 | 4 | 3 | 3 | 0 | 0.17 | 0.13 |
| Nov 14 | 5 | 3 | 3 | 0 | 0.24 | 0.15 |
| Dec 14 | 4 | 1 | 1 | 0 | 0.21 | 0.05 |
| Jan 15 | 1 | 0 | 0 | 0 | 0.05 | 0.00 |
| total | 14 | 7 | 7 | 0 | 0.17 | 0.09 |

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

| period | infringements | responses received* | responses accepted* |
|--------------|---------------|---------------------|---------------------|
| Q1 | 14 | 14 | 2 |
| Q2 | 23 | 19 | 3 |
| Q3 | 14 | 9 | 1 |
| Q4 | 13 | 7 | 0 |
| Total | 64 | 49 | 6 |

* Figures are up to date as of the 10th February 2015

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

- 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 | | |
| Oct 14 | 15 | 11 | 3 | 1 | 2 | 2 | 2 |
| Nov 14 | 9 | 8 | 1 | 0 | 1 | 1 | 1 |
| Dec 14 | 10 | 8 | 5 | 4 | 1 | 1 | 0 |
| Jan 15 | 5 | 5 | 0 | 0 | 0 | 0 | 1 |
| Feb 15 ¹ | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| totals | 41 | 17 | 9 | 5 | 4 | 4 | 4 |

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 ² |
| Oct 14 | 4 | 5 | 9 | 2 | 0 | 0 | 4 |
| Nov 14 | 2 | 3 | 5 | 0 | 0 | 1 | 2 |
| Dec 14 | 4 | 6 | 6 | 0 | 0 | 0 | 1 |
| Jan 15 | 1 | 1 | 4 | 0 | 0 | 1 | 2 |
| Feb 15 ¹ | 0 | 1 | 0 | 1 | 0 | 0 | 0 |
| totals | 11 | 16 | 24 | 3 | 0 | 2 | 9 |

¹ Up to and including the 5th February 2015

² 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 monitoring 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 Departure , an Arrival , or Transient (an overflight) |
| R/W: | The runway used, either 24, 06 or H (Helipad). |
| Type: | The aircraft type as an International Civil Aviation Organisation (ICAO) code |
| Category: | The general type of aircraft, either Jet , Turbo-prop , Prop or Helicopter |
| 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 |

Please note:

- *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".*
- *Complaints that are received that do not specify a time are logged using the default time setting on the complaints monitoring system. The default setting is 00:00.*

9.4 Of the complaints received during the reporting period 59%* 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 34%* were non-flight specific complaints.

*percentages are calculated to the nearest whole percent