

1. Aircraft Movements

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

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	1866	1740	480	446	63	40	13	2
Feb	1932	1813	544	527	52	41	20	15
Mar	2176	1980	498	453	79	50	29	21
Apr	1826	1650	411	374	69	45	19	9
May	2471	2308	779	731	76	53	23	14
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	10271	9491	2712	2531	339	229	104	61

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 8 missed approaches during this reporting period, 6 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 (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).

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 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 May. 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		
Feb-15	35	13	12	35	1	4
Mar-15	31	16	16	32	2	3
Apr-15	31	16	17	31	2	3
May-15	41	7	7	40	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.
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6. Sustainability

- **Electric Vehicles (EVs) and EV charging established**

- * The three Renault Zoe EV's are now fully operational.
- * Three dedicated twin charging points are operational at Meadow Gate.
- * To incentivise uptake of EV's, charging facilities will be offered for free for an initial period. This will be reviewed annually.



Energy efficiency and Carbon Reduction

- **Meadow Gate efficiency projects continue**

- * Meadow EPC confirmed as a high “D” rating, it was previously “E” rated
- * Solar PV System is now registered to the government Feed In Tariff scheme and has already generated over 20,000 kwh (more than double of that generated by the Ively Gate system since 2011).
- * Meadow Gate and spine road street lighting converted to low energy LED fittings.
- * Forty luminaires replaced at Meadow Gate, forty-eight luminaires replaced on Spine Road together with twenty-two new luminaires for the newly constructed pathway to Meadow Gate.
- * Each unit reduces the wattage from 100W to 45W saving over 50% in energy usage.



- **Next major lighting project approved**

- * High-mast apron lighting at North Apron, West 1 Apron and the Terminal Ramp to be converted to low energy LED fittings.
- * Project will reduce current wattage from 55,000w to 36,000w, a saving of 35%.

Biodiversity

- **Woodland Management area operational in T-Area**

- * The designated zone in T-Area is now complete providing facility for green waste composting, chipping, trommeling and storage of a range of organic resources that can be used across the site.
- * T-Area SINC Management work was reviewed by the Rushmoor Borough Council Biodiversity Officer in June who approved current works.

Waste and Recycling

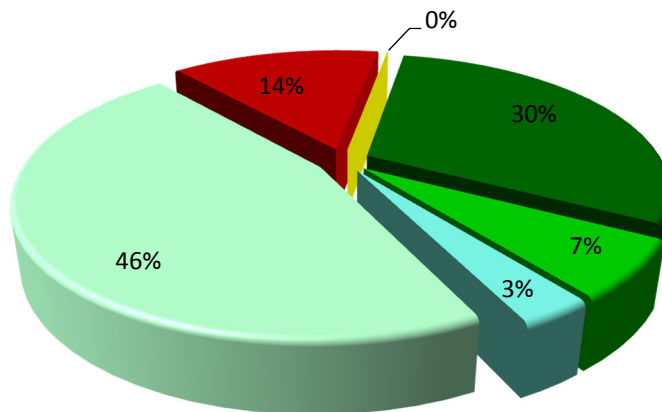
- **Revised site Waste Procedures finalised**

- * The new procedures provide a simple method of looking up waste types that require disposal, provide information on how they should be treated and outline the relevant facilities that are provided on site.
- * The procedures will be published to all site users during quarter 3 following a review of all current office based waste facilities.
- * Tenant organisations will be given the opportunity to provide contacts names and email addresses for the correct person to distribute information about waste procedures and performance within their organisation.

- **A good level of waste recycling and recovery continues**

- * The percentage of waste to landfill remains at a relative constant (down by 1% on 2014) however a review of Category 1 Food Waste (the only waste type to go to landfill) is in progress and may provide new options to make use of specialised incineration facilities.
- * The percentage of waste going to anaerobic digestion has increased by 3% as a result of improved food waste disposal facilities at Meadow Gate.

Disposal methods for Airport Generated Waste
January to March 2015



■ Recycled
 ■ Anaerobic Digestion
 ■ Waste to Energy
 ■ Refuse Derived Fuel
 ■ Landfill
 ■ Other

N.B . Exclusive of minor waste streams e.g. Toner Cartridge waste, wet wastes which are subject to water treatment (oily water and sewage) and green waste that is composted on site and is not subject to weighing

7. Initiatives

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

February	
3rd	Cruse Camberley + 1 local resident
10th	Local Residents + 1 work experience
17th	Hampshire Air Scout Camp
24th	Farnborough Tech Travel and Tourism + 1 local resident + 1 work experience
March	
3rd	Fleet and District Model Aero club
10th	Hedgehogs + 2 local residents
17th	Members on their own U3A
24th	Absconders + 1 work experience
31st	Tadley and District U3A Aviation Group + 7 individuals

April	
7th	New Forest Rotary Club
7th	10th Farnborough Beavers
14th	Bishops Waltham Aviation Group
21st	New Forest Rotary Club + 2 Helios employees
28th	Royal Air Forces Association (Alton)
May	
5th	Air Aces, Chichester
12th	Solitaire Social Club + 2 individuals
19th	Worpleson Church Group + 2 local residents + 4 individuals
20th	Scout Support Group
26th	Ex RAE group + 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
Feb 15	3	3	3	0	0.16	0.16
Mar 15	3	3	3	0	0.14	0.14
Apr 15	1	1	1	0	0.05	0.05
May 15	2	1	1	0	0.08	0.04
total	9	8	8	0	0.10	0.09

* Figures are up to date as of the 22nd June 2015

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.

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		
Feb 15	5	5	1	1	0	0	0
Mar 15	7	6	2	1	1	1	0
Apr 15	15	10	2	2	0	0	1
May 15	17	14	7	7	0	0	3
Jun 15 ¹	10	8	3	3	0	0	1
totals	54	33	15	14	1	1	5

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

month	concerns raised by complainants						
	track	noise	altitude	size or type	out of hours	odour	other ¹
Feb 15	2	3	2	1	0	0	0
Mar 15	3	1	4	0	0	0	2
Apr 15	3	9	11	4	0	0	2
May 15	9	7	12	3	1	0	4
Jun 15 ¹	6	0	4	0	1	0	0
totals	23	20	33	8	2	0	8

¹ Up to and including the 11th June 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 overleaf:

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 (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.*
- *Complaints data only reflects those complaints submitted within the reporting period.*

9.4 Of the complaints received during the reporting period 70%* were identified as relating to Chapter 4 certified aircraft. 9%* 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 21%* were non-flight specific complaints.

*percentages are calculated to the nearest whole percent