

**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	2306	779	731	76	53	23	14
Jun	2843	2623	621	575	112	76	26	11
Jul	2552	2344	533	499	82	50	25	13
Aug	2050	1856	763	702	132	70	41	20
Sep	2297	2114	535	478	69	41	23	11
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>20013</b>	<b>18426</b>	<b>5164</b>	<b>4785</b>	<b>734</b>	<b>466</b>	<b>219</b>	<b>116</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 6 missed approaches during this reporting period, 3 on runway 24 and 3 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 2015) and predicted movements (July to December 2015) was completed in August and submitted to Rushmoor Borough Council as the Interim INM7 Noise Assessment Report 2015. 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 2015) will be submitted in January 2016 and will include actual contours (January to December 2015) and predicted contours (January to December 2016).

### 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 has been one complaint 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, although to a lesser than average extent in August and September. 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-15	33	13	14	34	2	4
Jul-15	41	8	7	40	1	3
Aug-15	31	16	17	31	2	3
Sep-15	28	19	20	28	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

#### Environment Management System

- **Airport achieves certification to ISO 14001 standard**

- \* The final certification (stage 2) audit was completed in July over five days. No major non-conformities were identified.
- \* Confirmation of certification to ISO14001 was confirmed in early October 2015.

## Energy efficiency and Carbon Reduction

- **EV (Electric Vehicle) charging facilities extended**
  - \* Dedicated charging facilities at the Control Tower and Meadow Gate are complete. Terminal facilities installed, to be operational at the end of October.
  - \* First two third-party staff on site (NATS / Systematic) registered for use of TFA charging facilities.
  - \* Tesla charging posts for the Terminal building confirmed, awaiting European approval of Tesla hardware.
- **EV trials continue**
  - \* Mercedes B-Class Electric Drive trialled by Customer Services department
  - \* Proposed to reduce usage of large Mercedes Viano vehicles on short journeys with low passenger numbers



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## Sustainable Travel

- **A fleet of “Pool” bikes funded through a Government Grant Scheme**
  - \* Nine custom TAG coloured, single speed commuter bikes purchased using a £3,000 grant, for use by TAG and other site staff.
  - \* Grant also covered accessories and safety equipment including helmets, lights, saddle bags, tools and locks.
  - \* Bikes to be located at the Tower and Meadow Gate and serviced twice annually through the existing Dr Bike scheme (set up as a part of the Sustainable Staff Travel Plan)
- **Cycle incentive event yields record numbers of sustainable staff commuter journeys**
  - \* The “*Have you got the bottle*” cycle incentive scheme ran for four weeks in June and July giving those who ride to work the opportunity to swap sustainable travel tokens for a chance to win prizes
  - \* June and July data shows there were 236 and 281 sustainable commutes made respectively, this is 37% and 35% more than these two months in 2014.



- **TAG Cycle Team completes the 2015 Prudential Ride 100 Business Peloton and the Fly2help Airports Cycle Challenge.**

- \* Four TAG staff rode in the 100 mile Olympic legacy event to promote Sustainable Staff Travel, starting from the Olympic park and finishing on the Mall.
- \* One team member completed the 170 mile Airports Cycle Challenge route starting and finishing at Farnborough and visiting Biggin Hill, Gatwick and Shoreham airports.
- \* Participants all used their commute to work as training for the event.



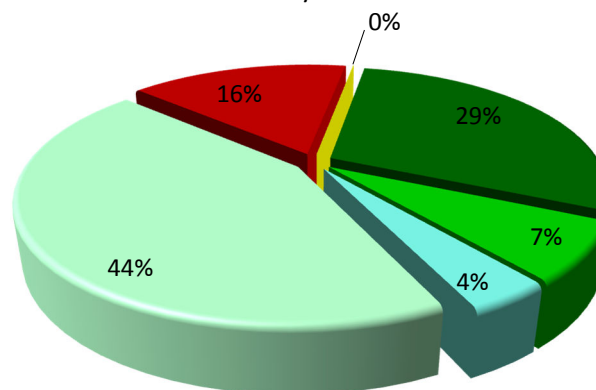
## Waste and Recycling

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

- \* The percentage of waste to landfill remains at a relative constant with the most recent investigation in to disposal options confirming no new alternative optional that are economically viable.
- \* New focus will be to reduce the potential of recyclable waste being incorrectly disposed of in to the general waste stream through improved provision of recycling facilities and monitoring of general office bin usage.

**Disposal methods for Airport Generated Waste**

January to June 2015



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

N.B . Exclusive of minor waste streams e.g. Toner Cartridge waste

## 7. Initiatives

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

June	
2nd	The Blackwater Valley U3A.
9th	Hoebridge School yr8 12-13yrs
16th	Hoebridge School yr8 12-13yrs
23rd	Leonard Cheshire group
30th	Camberley Rotary Club + 1 work experience + 1 local resident
July	
7th	Leonard Cheshire
14th	Lightwater WI
21st	Lightwater WI
28th	Fleet and Church Crookham Society + 1 local resident
August	
4th	Tadley and District U3A Aviation Group + Probus Club of Farnham
11th	FASTA and Aldershot Tinnitus group + 4 Medaire
18th	Rotary Club Odiham and Hook + 4 individuals
September	
8th	Farnborough U3A + Op Pegasus
15th	Farnborough U3A
22nd	Church Crookham WI + 2 individuals
29th	Farnborough WI Tilly Widgets + 2 Helios Employees

## 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 15	4	3	3	0	0.14	0.11
Jul 15	4	4	3	1	0.16	0.12
Aug 15	2	1	0	1	0.10	0.00
Sep 15	3	1	1	0	0.13	0.04
Oct 15*	1	0	0	0	0.08	0.00
<b>total</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0.13</b>	<b>0.06</b>

\* Figures are up to date as of the 15<sup>th</sup> October 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](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 15	15	14	6	6	0	0	1
Jul 15	16	12	8	8	0	0	0
Aug 15	16	14	3	3	0	0	2
Sep 15	18	15	2	1	1	1	2
Oct 15 <sup>1</sup>	4	4	3	3	0	0	1
<b>totals</b>	<b>69</b>	<b>49</b>	<b>22</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>6</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 15	8	2	7	0	2	0	1
Jul 15	9	9	8	2	0	0	5
Aug 15	4	9	5	1	1	0	3
Sep 15	4	9	4	0	0	1	3
Oct 15 <sup>1</sup>	3	2	1	0	0	0	1
<b>totals</b>	<b>28</b>	<b>31</b>	<b>25</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>13</b>

<sup>1</sup> Up to and including the 15<sup>th</sup> October 2015

<sup>2</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 monitoring system, the report now includes additional information on each complaint. Explanations of each column are provided below:

<b>Day:</b>	The day of the week to which the complaint refers
<b>Date &amp; Time:</b>	The date and time to which the complaint refers
<b>Surname:</b>	The surname of the complainant ( <b>may be withheld for data protection</b> )
<b>Road Name:</b>	The road name of the complainant ( <b>may be withheld for data protection</b> )
<b>Town / City:</b>	The town or city of the complainant
<b>Concerns:</b>	The concerns raised by the complainant (may be multiple)
<b>Operation:</b>	Whether the aircraft was a <b>Departure</b> , an <b>Arrival</b> , or <b>Transient</b> (overflight)
<b>R/W:</b>	The runway used, either <b>24</b> , <b>06</b> or <b>H</b> (Helipad).
<b>Type:</b>	The aircraft type as an International Civil Aviation Organisation (ICAO) code
<b>Category:</b>	The general type of aircraft, either <b>Jet</b> , <b>Turbo-prop</b> , <b>Prop</b> or <b>Helicopter</b>
<b>Infringement Status:</b>	The conclusion following flight track auditing and complaint investigation
<b>Explanation:</b>	The key explanation of the concerns raised by the complainant
<b>Response:</b>	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 67%\* were identified as relating to Chapter 4 certified aircraft. 6%\* 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 27%\* were non-flight specific complaints.

\*percentages are calculated to the nearest whole percent