

1. Aircraft Movements

- 1.1 The permitted movement numbers for 2016 are 47,000 total movements of which 8,250 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 tables below display movements since the last meeting; the blue sections relate to the reporting period of this report.

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	1738	480	446	63	40	13	2
Feb	1932	1811	544	527	52	41	20	15
Mar	2176	1980	498	453	79	50	29	21
Apr	1826	1649	411	374	69	45	19	9
May	2471	2303	779	729	76	53	23	14
Jun	2843	2618	621	575	112	76	26	11
Jul	2552	2342	533	499	82	50	25	13
Aug	2050	1855	763	702	132	70	41	20
Sep	2297	2113	535	478	69	41	23	11
Oct	2475	2298	613	574	85	56	24	16
Nov	1976	1852	458	440	67	46	15	8
Dec	1806	1689	403	380	55	36	17	10
total	26270	24248	6638	6177	941	604	275	150

Movements Summary 2016								
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	1842	1697	534	510	58	39	19	13
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	1842	1697	534	510	58	39	19	13

NB. A more detailed breakdown of Total Movements can be viewed within the TFA Environment Reports to Rushmoor Borough Council, available at <http://www.rushmoor.gov.uk/article/3287/Airport-monitoring>

1.3 There were 20 missed approaches during this reporting period, 18 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 2015) and predicted movements (January to December 2016) was completed in January and submitted to Rushmoor Borough Council (RBC) as the Annual 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 (Interim INM7 Noise Assessment Report 2016) will be submitted in August and will include actual contours (January to June) and predicted contours (July to December) for 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 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 has been two complaint 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, although to a lesser than average extent in October. 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 15	25	24	23	24	2	2
Nov 15	45	3	4	45	1	2
Dec 15	46	2	2	47	1	2
Jan 16	44	4	5	43	1	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

Environment Management System

- **ISO 14001 Certification announced**

- * An official presentation of the ISO 14001 Certificate was held on the 13th November 2015.
- * A press release covering the achievement together with other elements of the Airport's work in Sustainable Development was published on the 16th November 2015.



Energy efficiency and Carbon Reduction

- **Airfield high-mast lighting to be upgraded to low energy LED fittings**

- * Existing 127 sodium luminaires to be replaced with 104 LED luminaires.
- * Total kilo-watt hours (kwh) will be reduced from 54,778 to 35,787, providing a 35% saving electricity usage and approximately 9 tons of CO₂ per annum

- **A-shed high-bay LED lighting trial approved**

- * Trial will replace 8 existing 400w halide lamps for low energy 200w LED fittings to allow assessment of the lux levels achieved and suitability for required working conditions within the hangar
- * Potential to replace all 46 units within the hangar reducing operating costs and related carbon emissions by up to two thirds.

- **Energy Saving Opportunity Scheme (ESOS) audits complete**

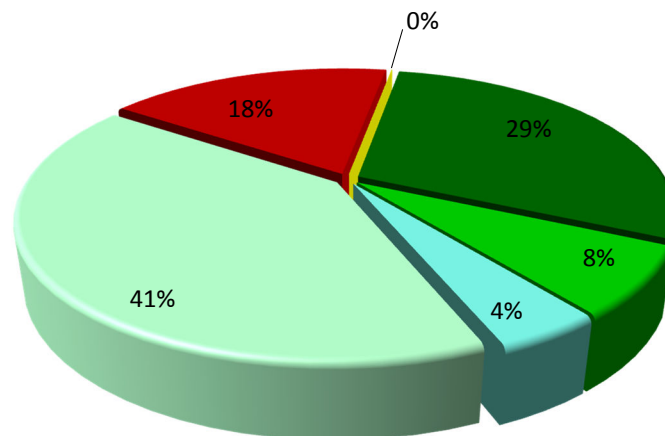
- * A certified ESOS assessor completed an energy usage audit of all TAG Farnborough Airport (TFA) operated buildings in October as a part of the mandatory Environment Agency (EA) led initiative.
 - * A full report on findings was submitted in November and will be submitted to the EA as a part of the TFA Evidence Pack that will be used to demonstrate compliance with the ESOS regulations.
 - * Report findings will be used to identify the most viable future energy reduction projects.
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Waste and Recycling

- **Developments in further reducing TFA waste to landfill**

- * Review of potential disposal methods of CAT 1 waste has identified a viable combination of a new waste service provider and receiving waste depot.
- * The depot identified will incinerate CAT 1 waste allowing for energy recovery
- * Approval from the regulating body (Animal and Plant Health Agency, AVLA) is pending
- * Once approved, future TFA waste to landfill could be reduced to as little as 1% of all site waste.

Disposal methods for Airport Generated Waste
January to September 2015



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

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 Guided tours of the airport hosted by TFA during this reporting period are displayed in the table below:

October	
6th	Farnborough U3A + 2 local residents
13th	Fleet Matinee Social Club + 2 local residents
20th	Southern retired chartered engineers + 1 local resident
21st	Farnborough Tech Travel and Tourism
27th	Andover Rotary Club + 2 local residents
28th	2121 (abingdon) Air Cadets

November	
3rd	Basingstoke College + 2 local residents
17th	Local Interest Group + 11 local residents
24th	Camberley Society + National womens register + 4 local residents
December	
15th	Probus Club of Farnham + 2 local residents
22nd	Local residents and students
January	
5th	Hordean and District U3A + 2 local residents
12th	Friday Club + Medaire
22nd	UCA MOTO Camberley
26th	Hampshire Chamber of Commerce + Medaire + 6 local residents

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 15	7	6	6	0	0.28	0.24
Nov15	2	2	2	0	0.10	0.10
Dec 15	3	2	2	0	0.17	0.11
Jan 16	4	1	1	0	0.22	0.05
total	18	11	11	0	0.21	0.13

* Figures are up to date as of the 11th February 2016

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	7	7	0
Q2	7	6	0
Q3	9	9	3
Q4	12	10	0
Total	35	32	3

9. Complaints

9.1 All complaints received are recorded and investigated in accordance with the Complaints Charter which is published on the TFA and RBC 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 the Airport Noise and Operations Management System (ANOMS), 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 15	17	15	2	1	1	1	0
Nov 15	11	9	1	1	0	0	4
Dec 15	9	6	0	0	0	0	0
Jan 16	4	4	2	1	1	1	0
Feb 16 ¹	2	2	1	0	1	1	0
totals	43	30	6	3	3	3	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 15	9	10	9	1	0	0	2
Nov 15	2	6	4	0	4	0	3
Dec 15	2	6	3	0	1	2	0
Jan 16	1	2	1	0	0	0	1
Feb16 ¹	0	2	0	0	0	0	0
totals	14	26	17	1	5	2	6

¹ Up to and including the 11th February 2016

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 (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 58%* were identified as relating to Chapter 4 certified aircraft. 12%* 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 30%* were non-flight specific complaints.

*percentages are calculated to the nearest whole percent