

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 table below displays movements since the last meeting; the blue section relates to the reporting period of this 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	1847	1697	534	510	58	39	19	13
Feb	1993	1835	584	565	59	47	25	20
Mar	2045	1909	472	452	71	58	30	26
Apr	2019	1839	478	448	90	67	27	17
May	2468	2280	650	622	86	60	25	19
Jun	2652	2532	626	604	65	55	26	19
Jul	3365	2349	871	635	134	92	40	26
Aug	2092	1895	558	524	113	61	22	15
Sep	2567	2356	599	561	112	67	38	23
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	21043	18692	5372	4921	788	546	252	178

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 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 June 2016) and predicted movements (July to December 2016) was completed in August and submitted to Rushmoor Borough Council (RBC) as the Interim INM7 Noise Assessment Report 2016. 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 2017) will be submitted in January and will include actual contours (January to December 2016) and predicted contours (January to December) for 2017.

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 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 June. 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-16	32	16	16	32	1	3
Jul-16	46	2	2	47	1	2
Aug-16	40	8	8	39	2	3
Sep-16	45	4	3	44	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.
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6. Sustainability

Environment Management Systems

- **ISO 14001 Surveillance Audit 2 complete**

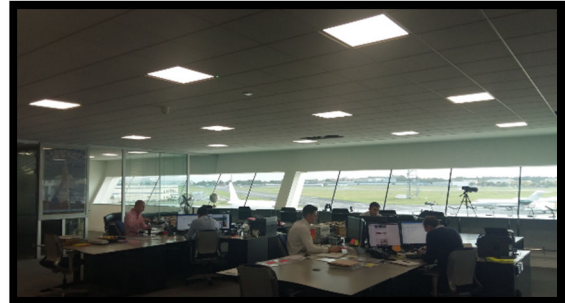
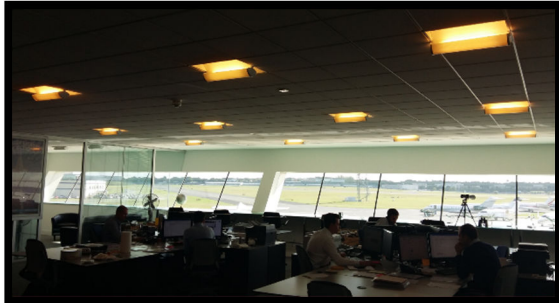
- * The second independent surveillance audit since certification was held in July 2016.

- * No major or minor non-conformities were identified, 7 opportunities for improvement were made.

Energy efficiency and Carbon Reduction

• Terminal lighting upgrade project nears completion

- * Over 600 lighting units in the Terminal are being replaced by latest technology efficient LEDs
- * The Installation covers the atrium, offices, corridors and comfort areas



- * Estimated to reduce annual electricity usage at the Terminal by 200,000 KWh per annum.
- * The net benefit of the project will be assessed through Energy Performance Certification.

• Efficiency projects completed at A-shed

- * Replacement of a further 46 high-bay sodium lamps (400 watt) with 52 LED units (200 watt).
- * Energy usage of hangar lighting will be reduced by approximately 40%
- * Installation of 13 “De-stratification Fans” to improve heating system efficiency in the hangar, (keeping warmer air at working level and reducing heat differential at the roof)

• N & D shed assessed for energy efficiency

- * The 1940 / 50s Hangars have been Energy Performance Certified as grade D and E respectively
- * This means that the Hangars can continue to be rented in the longer term under the *Energy Efficiency (Private rented properties) Regulations 2016*, which come in to force in April 2017
- * The achievement is largely owed to the technological investment made in upgrading the high-bay lighting system between 2010 and 2011.

Sustainable Travel

• Tesla range and charging facilities tested

- * A 530 mile round trip completed using TESLA Supercharger facilities
- * Car fully charged at 285 miles per hour in just 35 minutes
- * Electricity usage and range predictions very accurate and reliable
- * All electricity supplied at no cost from TESLA

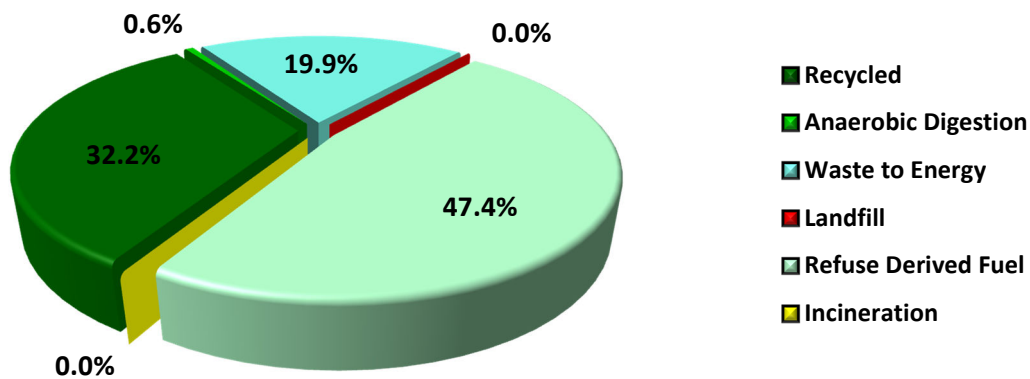


- **Zero waste to landfill achieved during third quarter of 2016**

- * Additional waste recycling facilities continue to be established across the site including food waste bins (for anaerobic digestion) and glass recycling.
- * Non directive (under desk) bins are being removed from all major facilities and are being replaced with communal and instructional general waste bins. To date the Terminal, Fire Station, Tower, and Hangar 2 have been completed.
- * Collaboration with Absolute Taste is taking place to review potential for re-usable hot beverage cups. The aim is to reduce incorrect disposal of non-recyclable cups and total volume of waste related to beverage sales.

Disposal methods for Airport Generated Waste

January to September 2016



Data derived from average collection weights (from Waste Contractors).
 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:

June	
7th	Local interest group
10th	Sustainable Business Network
14th	Friends of Old fellows Farnborough + 2 local residents
August	
16th	Godalming Baptist Church + 6 local residents
23rd	Guildford Society
30th	Farnborough Nostalgia Group
September	
6th	The Blackwater Valley U3A + GAMA + Helios
13th	Daytimers Hampshire + 1 work experience + 2 local residents
14th	BAAC
20th	FASTA
22nd	Muscle Help Foundation
27th	Local Group + 2 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
Jun 16	3	3	2	1	0.11	0.08
Jul 16	1	1	1	0	0.03	0.03
Aug 16	8	3	3	0	0.38	0.14
Sep 16	12	7	6	1	0.47	0.23
total	24	14	12	2	0.22	0.11

* Figures are up to date as of the 31st October 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.

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 complaints and complainant numbers data together with details of operational classification (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 16	10	10	1	1	0	0	1
Jul 16	19	19	4	4	0	0	1
Aug 16	18	15	5	4	1	1	5
Sep 16	18	12	8	5	3	3	6
totals	65	49	18	14	4	4	13

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 ¹
Jun 16	5	6	4	0	1	1	0
Jul 16	10	10	10	3	1	0	5
Aug 16	6	11	8	0	0	0	4
Sep 16	10	7	9	0	3	0	3
totals	31	34	31	3	5	1	12

¹ 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 54%* were identified as relating to Chapter 4 certified aircraft. 5%* 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 41%* were non-flight specific complaints.

** calculated to the nearest whole percent*