

1. Aircraft Movements

- 1.1 The permitted movement numbers for 2018 are 49,000 total movements with 8,750 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 2017								
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	1833	1695	512	483	55	32	19	6
Feb	1963	1859	595	575	31	23	12	10
Mar	2262	2072	467	433	72	40	30	15
Apr	2065	1876	673	630	93	66	36	22
May	2748	2556	738	721	68	47	15	12
Jun	2889	2670	669	638	75	57	24	19
Jul	2748	2531	784	745	93	45	30	13
Aug	2238	1995	644	572	140	67	39	19
Sep	2739	2549	719	677	105	57	38	18
Oct	2547	2393	706	682	65	42	31	21
Nov	2087	1935	444	421	46	31	8	4
Dec	2209	2102	611	583	78	55	24	16
total	28328	26233	7562	7160	921	562	306	175

Movements Summary 2018								
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	2151	1981	515	481	74	41	27	12
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	2151	1981	515	481	74	41	27	12

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 10 missed approaches during this reporting period, 8 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 2017) and predicted movements (July to December 2017) was completed in August and submitted to Rushmoor Borough Council (RBC) as the Interim INM Noise Assessment Report 2017. Hart and Surrey Heath councils also received the reports, in accordance with planning requirements.

2.3 The Annual INM Noise Assessment Report 2017 was submitted in February 2018 and included actual contours for 2017 (January to December) and predicted contours for 2018 (January to December).

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 significant influence 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 within the Air Quality Regulations.

3.3 During this reporting period there has been one complaint relating to odour.

4. Runway Use

4.1 The predominant south-west winds in the Farnborough area favoured use of runway 24 during the entire reporting period. Table 4.2 details recorded runway use and operation (i.e. Departure or Arrival) figures for the reporting period.

Helicopters are subject to different procedures to fixed wing aircraft and some do not require the use of the runway and ILS navigational aids. Table 4.2 displays separate percentages for helicopters operations using the runway and the aerodrome.

4.2 Percentage Runway use †

month	Farnborough		Fleet / Ch' Crookham		RW heli	AD heli
	24 arr	06 Dep	06 arr	24 dep		
Oct-17	45	4	4	44	1	2
Nov-17	48	1	1	47	1	2
Dec-17	42	6	6	43	1	2
Jan-18	38	10	10	38	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

ISO14001 Certification

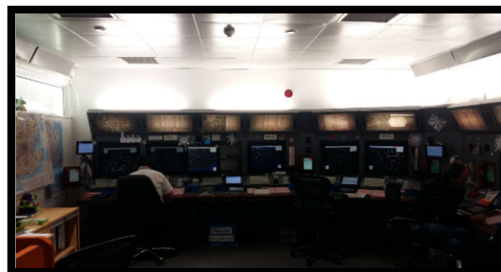
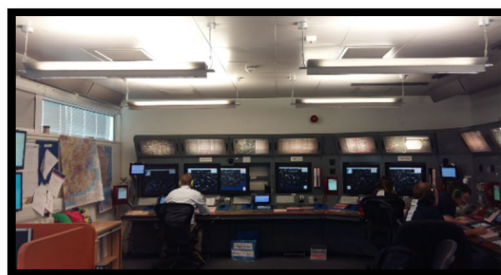
- **Preparations for ISO14001:2015**

- * TFA has collaborated with WSP to initiate a base line study on potential climate change impacts that may affect our future business operation. The study will look at likely scenarios up to 2080 including flooding, rising temperatures, increased storm and snow events and the risks that they pose.
- * The final report, due in February 2018, will identify areas to address in the short and medium term to ensure risk mitigation and business continuity.

Carbon Reduction and Energy Efficiency

- **Lighting upgrades continue at the Control Tower**

- * 237 lighting units have be replaced with low energy LEDs in offices at the Control Tower with an estimated saving of 50% on annual electricity usage for lighting.
- * The upgrade includes a redesigned lighting system for the Approach Control Room improving task lighting while reducing glare on radar and electronic flight strip screens.
- * Total electricity consumption figures for the Tower show a 15% reduction in usage when comparing January 2018 with the previous year.



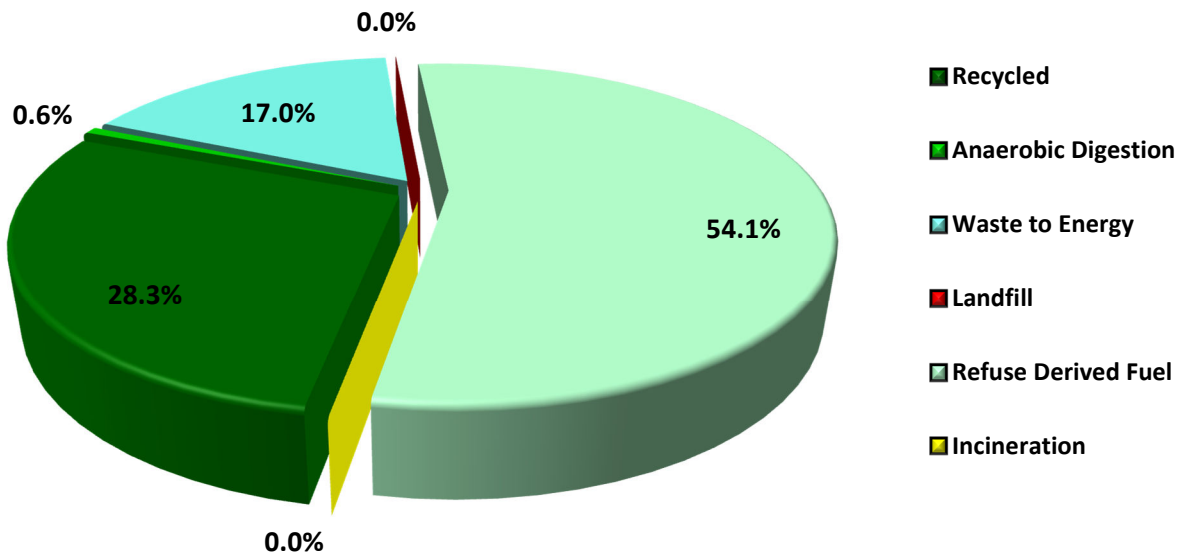
Waste Management

- **Working to improve waste disposal and recycling performance**

- * A final report from the site Waste Audit undertaken in August identified that poor disposal of paper and card at a number of distinct locations across Airport buildings is causing the most significant effect on recycling performance. Adjustments to facilities, signage and communications at the affected areas will address the issue.
- * TFA maintained a “Zero waste to landfill” status throughout 2017.

Disposal methods for Airport Generated Waste

January to December 2017



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:

October 17	
3rd	Bowls Club + Hampshire Lakes
7th	Bluebells Charity Sebastains Trust
10th	SRCE -Chartered Engineers + local residents
17th	QinetiQ
24th	Emmersworth U3A + WI + local residents
November 17	
7th	Thames REA
14th	Church Group + Ladies of the Red Hat Society
21st	U3A Camberly Moto
28th	Probus Club
December 17	
5th	Fruglemere Probus Club of Fleet
12th	SARSA + local residents
19th	Friends of Basinbourne Park
January 18	
9th	Marlow U3A + local residents
16th	Barry Briars Group + Mr and Mrs Greenslade
23rd	Colin Southton Group + Mr Noyce + local residents
30th	U3A + IF Branch

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 17	7	7	7	0	0.27	0.27
Nov 17	3	1	1	0	0.14	0.05
Dec 17	5	5	4	1	0.23	0.18
Jan 18	5	2	2	0	0.23	0.09
total	20	15	14	1	0.22	0.16

* Figures are up to date as of the 14th February 2018

8.2 Failure to adhere to noise abatement procedures leads to investigation. Identified operators must provide information that demonstrates operational circumstances beyond their control that led 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	29	28	3
Q2	25	25	5
Q3	29	28	0
Q4	15	13	1
total	98	93	9

* Figures are up to date as of the 14th February 2018

9. Complaints

9.1 TFA maintains record and investigates complaints in accordance with the Complaints Charter, published on the TFA and RBC websites. Complaints submission methods available are through 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), a revised Complaints Summary Table provides additional information on complaints and related concerns.

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	complainants	complaints	complaints generated from non-compliant flights			unauthorised flights that generated complaints	complaints related to non-TAG flights
			total	ATC authorised	unauthorised		
Oct 17	4	4	2	2	0	0	0
Nov 17	4	5	0	0	0	0	2
Dec 17	2	2	0	0	0	0	1
Jan 18	3	3	0	0	0	0	3
total	13	14	2	2	0	0	6

Table 2 displays a breakdown of the concerns raised by the complainants. On occasion, single complaints identify multiple concerns; consequently 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
Oct 17	2	2	2	1	0	0	1
Nov 17	1	2	1	0	0	1	3
Dec 17	1	2	0	0	0	0	0
Jan 18	1	1	1	0	0	0	2
total	5	7	4	1	0	1	6

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 on complaints received during the reporting period. 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, 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 name or address details of 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 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 29%* were identified as relating to Chapter 4 certified aircraft. 21%* 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 50%* were non-flight specific complaints.

** calculated to the nearest whole percent*