

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	1842	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	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	10367	9560	2718	2597	364	271	126	95

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 12 missed approaches during this reporting period, 8 on runway 24 and 4 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 have been two complaints 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 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-16	33	15	15	34	1	2
Mar-16	29	19	19	30	1	2
Apr-16	35	12	13	35	2	3
May-16	22	26	26	22	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

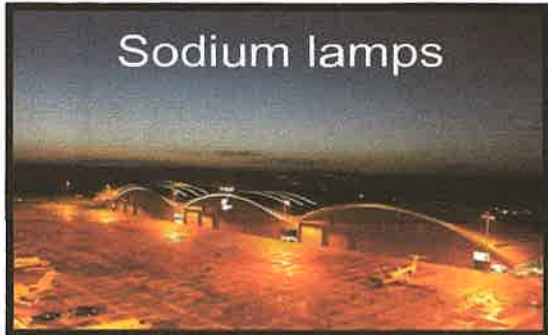
Environment Management System

- **ISO 14001 Surveillance Audit 1 complete**
 - * The first independent surveillance audit since certification was held in January 2016.
 - * No major or minor non-conformities were identified

Energy efficiency and Carbon Reduction

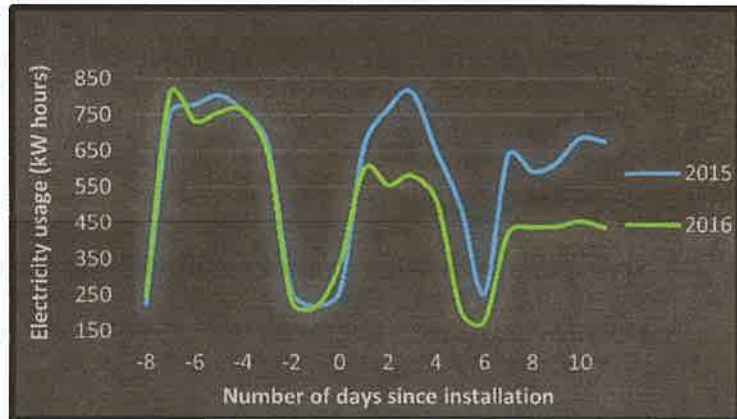
- **Airfield high-mast lighting LED upgrade complete**

- * 21 mast clusters upgraded to low energy fittings saving over 30% on the associated annual electricity usage
- * Estimated savings in excess of 6 tonnes of carbon dioxide emissions per annum



- **A-shed high-bay LED lighting installed**

- * Removal of 42 sodium lamps and replacement with 46 low energy LED lamps. Fluorescent tubes replaced with LED retrofit units in workshop areas.
- * Between day 7 and day 11 (first full operational week since installation) the reduction in energy usage was recorded as 32%.



- **Meadow Gate Chillers upgraded on BMS system**

- * Chillers at Meadow Gate upgraded to “on demand” settings removing reliance on time clocks with a view to reducing operational hours of the units and associated energy wastage.

- **Tesla “Destination Charging” operational at the Terminal**

- * Two Tesla chargers installed at the Terminal as a part of the European release of the Tesla Destination Charging programme.
- * TAG Farnborough Airport identified as a charging location on in-car mapping software and upon the Tesla website.



Sustainable Staff Travel

- **Two new electric / hybrid vehicles now operational at the Tower**
 - * The BMW i3 and the Mitsubishi PHEV are now in use as pool cars for operational staff at the Tower
 - * Electric and hybrid vehicles now make up 50% of the Tower pool car fleet

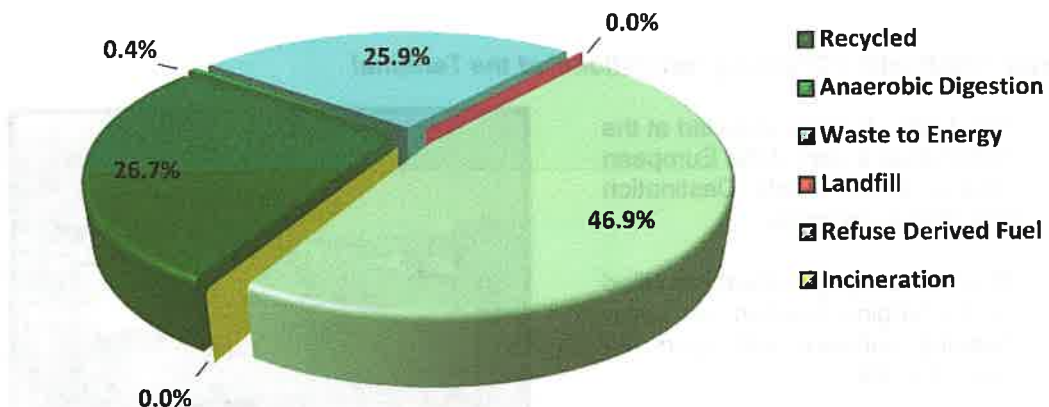


- **All TAG staff at Farnborough Airport encouraged to commute more sustainably**
 - * In accordance with the TFA Sustainable Travel Plan the sustainable travel token scheme has expanded to include TAG Aviation UK and TAG Farnborough Engineering.
 - * Staff who walk, cycle, use public transport or car share are issued tokens for inbound journeys. Tokens can be spent in the terminal café or redeemed as vouchers for outdoor / sporting goods.
 - * Extra incentive of “double tokens” introduced for February (bad weather bonus). 434 sustainable commutes were recorded in February, over a 30% increase on the previous highest month.

Waste Management

- **Zero waste to landfill achieved during first quarter of 2016**
 - * Newly appointed waste contractors ESWM managed all Airport generated waste through recycling and recovery processes in quarter 1.
 - * Food recycling facilities rolled out across all operational buildings for TFA staff and tenants

Disposal methods for Airport Generated Waste
January to March 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:

February	
2nd	Fleet Social and Bowling club + 2 Helios employees
9th	Aldershot and District Tinnitus group + 2 Local residents
16th	Cruse Camberley + 2 Helios employees
23rd	Medaire + 10 Local residents
March	
1st	Des Cowper Group + Smallfield and District Aviation Group + 5 Local residents
8th	Hedgehogs + 5 Local residents
11th	Royal Grammar school Guildford + 1 Work experience
15th	Local interest group + 2 Local residents
29th	Hartley Wintney Wednesday Ladies club + 1 Work experience
April	
5th	Northcamp Methodist Church + 6 Local residents
12th	Brooklands Museum + 1 Local resident
19th	Guernsey Aero club + 1 Work experience
26th	Southern retired chartered engineers + 2 Local residents
May	
3rd	Farnham Ladies Club + 5 Local residents
10th	RSSOC + 2 Local residents
17th	Medaire + 16 Local residents
24th	Farnham Ladies Club + 4 Local residents
31st	Mrs Ambrose 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
Feb 16	5	5	3	2	0.25	0.15
Mar 16	6	5	3	2	0.29	0.15
Apr 16	8	4	4	0	0.40	0.20
May 16	11	2	2	0	0.45	0.08
total	30	16	12	4	0.35	0.14

* Figures are up to date as of the 14th June 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		
Feb 16	9	9	5	0	5	2	1
Mar 16	2	2	1	1	0	0	0
Apr 16	11	10	6	3	3	1	1
May 16	10	8	2	1	1	1	1
totals	32	23	14	5	9	4	3

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
Feb 16	5	6	4	0	1	1	0
Mar 16	2	0	0	0	0	0	0
Apr 16	8	2	4	0	0	1	2
May 16	6	1	2	1	0	0	0
totals	21	9	10	1	1	2	2

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 85%* 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 9%* were non-flight specific complaints.

* calculated to the nearest whole percent

