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1 Introduction

The Town and Country Planning Act 1990, Section 106/299A Agreement signed between Rushmoor Borough Council and TAG Farnborough Airport Ltd, includes requirements for a wide range of environmental monitoring to be carried out in relation to the activities at the airport. This report is compiled to ensure compliance with the annual reporting requirements contained in Paragraph 10 of the agreement and to provide a summary of all of the activities undertaken to protect the environment of what is an historic and strategically important site.

2 Overview and Background

Farnborough Airport is leased and operated by TAG Aviation. TAG Aviation is a global enterprise, widely recognised for its strong commitment to a high quality business aviation service worldwide.

Farnborough Airport is TAG Aviation’s flagship site, forming the only airport TAG Aviation operates in its entirety. Elsewhere TAG Aviation holds interests in other airports, but none as large as at Farnborough. In line with TAG Aviation’s global commitment to safety and quality in the airport environment, at Farnborough it aims to provide a high quality aviation environment for every aviation customer, and to provide an airport that is recognised as Europe’s premier business aviation airport.

Farnborough aerodrome has an extensive and impressive aviation history. The site has enjoyed a wide variety of uninterrupted use by a number of aviation bodies including a number of significant aviation research and development organisations since its establishment as a balloon factory for the Royal Engineers in 1905. The development by TAG of a substantive part of the former aerodrome site as a dedicated business aviation centre, (the only of its kind in the UK) and TAG’s continued commitment to provide high quality facilities furthers the use of an historic site as one of continued significance in the UK’s aviation industry.

2A Background

Following an extensive period of negotiation at both national and local government levels, in February 1998, TAG was confirmed by the government as the future operator of the airport site. By October 2000, TAG had been granted planning permission for the use of the site for business aviation, for the works needed to bring the site up to CAA standards and, in principle, for the new air traffic control tower, hangars and terminal building.

As a part of the planning permission, a number of environmental controls were established at the site. These came into effect on January 1 2003 when the CAA operating licence was granted. One of the environmental requirements is the preparation of this report that summarises environmental performance over the
previous year. This is provided in addition to information submitted as quarterly
environment reports. This, the second annual report produced by TAG, aims to
provide a more holistic picture of the wider performance of the airport, in keeping
with the aviation industries continuing focus on sustainable operation.

Farnborough Airport is located on one part of what was the former aerodrome site.
(See below.) The airport, and its immediate neighbours, occupy part of a strategically
important area of grass heath land, where a valuable community of low nutrient
grassland vegetation species can be found. The importance of the site, which has
developed as a result of ongoing management as open grassland, has been recognised
through its local designation as a Site Interest for Nature Conservation (or SINC). A
small area within the airport, to the South West of the main runway, is designated as
a Site of Special Scientific Interest (or SSSI). This forms an integral part of a larger
site, the majority of which lies to the South West of the airport site, within land
occupied by QinetiQ. Management of the SSSI area within the site is undertaken by
QinetiQ as the major landholders of the SSSI, on behalf of TAG. The management
of a site designated for its bird species, has been successfully integrated with airfield
activities.

In keeping with the requirements of national and international planning and
environment law, a number of environmental controls have been established at the
site.
TAG aims to maintain and where possible improve the quality of the airport site, and actions are taken with respect to a wide variety of potential social and environmental impacts. This report provides a summary of all of the related activities undertaken over the 2004 calendar year.

TAG firmly believes that by developing the facility at Farnborough as a high quality aviation centre to serve the business needs of the region it can make a positive contribution to the local environment, by continuing the historic tradition of aviation at Farnborough in a way that is sustainable and of benefit to the human and natural environments.

The aviation industry (globally) is seeking to operate in a manner that achieves the maximum possible social benefit, while affording effective protection to the environment and limiting the rate of use of natural resources.

Business aviation operations such as that at Farnborough, remain in a privileged position, relative to other sectors of aviation in that business aircraft tend to be aircraft of types that are among the most advanced available, benefiting from new technologies that result in significant improvements in efficiency, noise and emissions. In striving to achieve and continually improve our environmental performance in all areas, TAG Farnborough Airport aims to operate in as sustainable a way as possible, taking full advantage of the opportunities available to us.

3 Economic Performance

3 A) Contribution to Farnborough’s Economy

The aviation industry is a major provider of jobs, and opportunities for skill development within the UK. It is estimated in the UK the airline/airport industry contributes some £12.5 billion to Gross Domestic Product (GDP) While TAG operates the central airport business at Farnborough, the aviation community is enhanced by the presence of a total of tenant businesses that occupy premises within the airport site. These businesses range from civil charter aircraft operators, through to business aviation support services; business aircraft sales, corporate aircraft support operations, and communications enterprises.

TAG as operators of the airport, aim wherever possible to achieve a balance in the positive and negative impacts of their activities in the local area of Farnborough. TAG aims to ensure that their activities support in both social and economic terms, activity within the community of Farnborough. Over 2004 TAGs expenditure in the local community, both direct and indirect, amounted to some £28 million. Wherever possible locally based suppliers, services and contractors are employed by TAG. To date at least 30 major contracts within the airport have been let to local companies. Representing only TAG’s own commitments, this number is a fraction only of the overall local investment made by the community of companies at the airport.
A major direct contribution of the airport to the local economy is that associated with the biennial international airshow held on part of the site. The airshow exhibition is held on an area of the airport sublet by TAG to the Society of Business Aviation Companies, (or SBAC).

Aircraft activity at the airport is growing year on year, business flight operations in 2004 totalling 17,175, compared with a total of 16,188 in 2003. This growth is well within the movement limits imposed through the planning agreement, environmental monitoring results and modelling exercises demonstrate that despite the (anticipated) growth in movement numbers, the airport is operating well within all of the environmental parameters.

3 B Community Fund

TAG continue to pay contributions to a community environmental fund that is under the control of Rushmoor Borough Council. The contributions made, relate directly to the level of activity. In January 2005 the sum of £35,664 was paid to Rushmoor borough council, reflecting the 17,175 business aircraft movements during 2004. TAG await confirmation from Rushmoor, in the form of a detailed allocation plan illustrating the environmental projects on which this money is to be put to use.

4 Environment

In their position at the forefront of aviation technology and the aviation industry, business aircraft operators consistently invest in and benefit from cleaner technology, through the acquisition of newer aircraft which emit less noise, use less fuel and emit fewer polluting exhaust gases. The benefits of this approach are continually demonstrated through the results of monitoring undertaken at Farnborough, a dedicated business airport.

Business aircraft flying from Farnborough are all compliant with the current ICAO Chapter 3 classification, a classification that relates predominantly to engine noise, as a result of the technological specification of the engines. From 2006 all new aircraft must comply with a tighter Chapter 4 ICAO classification. The permitted noise impact of ICAO Chapter 4 classified aircraft, is 10dB lower than that of Chapter 3 compliant aircraft. It is understood, from industry research, that the majority of existing aircraft operating at Farnborough will automatically qualify for the new Chapter 4 classification.

Military aircraft, helicopters and light aircraft are not subject to the requirements of the ICAO classification scheme.

Unlike the case for commercial aviation in the UK, or that of business aviation nationally, environmental monitoring results for Farnborough appear to indicate that
the growth in movement numbers has not lead to significant increases in the
environmental impacts of the activity.

4 A  Noise and Noise Monitoring

Aircraft operating at Farnborough are required to comply with noise abatement
procedures as published in the UK aeronautical Information Publication (or AIP).
These procedures apply, by condition, to aircraft according to their Maximum Take
off Weight Classification, (or MTOW) and aircraft type. Farnborough based Air
Traffic Controllers enforce the conditions of the noise abatement procedures through
their communication with and handling of Farnborough air traffic. Application of
the noise abatement procedures is mandatory; however the designation of airspace
surrounding Farnborough and the proximity of the airport to areas of controlled
airspace can result in the cancellation of the requirement to adhere to noise
abatement conditions, to further ensure maintenance of universally recognised
airspace safety standards.

Sound levels around the airport are monitored, to monitor the relative contribution of
air traffic and airport activities. This monitoring is achieved through the use of a
network of continuous sound monitors. Two permanent noise monitoring terminals
(or NMT’s) are located one at either end of the runway, on the extended runway
centreline. These monitors are located at 1 and 1.5 nautical miles from the runway
thresholds at the Farnborough (or 24), and Church Crookham (06) runway ends
respectively. Both monitors are located at height, to allow sufficient clearance from
surrounding acoustic obstacles. The Noise Monitoring Terminals are manufactured
and maintained by a company called Brüel and Kjær. Brüel and Kjær are market
leaders in acoustic and vibration monitoring technology. Each terminal consists of
an omni-directional microphone, feeding data to an onsite micro processing unit.
Each terminal has been programmed with individual duration-decibel threshold
criteria to allow the recognition and recording of aircraft noise events. The event
criteria used are based on the characteristics of “typical” aircraft derived noise
events. The sound data once recorded is transferred to a central processor unit, at the
airport twice daily. Software then interrogates the radar system and locates aircraft
relative to the recording of aircraft noise events, attributing noise events to aircraft in
close proximity to the noise monitors.

The third NMT is a portable version of the same system that sends aircraft noise data
via a wireless link to the central processor unit, once the NMT is in its chosen
location. This unit has been being used to monitor noise levels at a variety of
locations around the airport, in order to build-up a comprehensive idea of the sound
environment surrounding the airport.

Aircraft noise data is continuously reviewed and comprehensive reports given as part
of the quarterly monitoring submissions.

4 B  Track Monitoring and Compliance
A real time radar data feed is continuously fed into the noise monitoring system. This provides information from equipment onboard aircraft in the Farnborough radar zone. The noise and track system records a plot of each aircraft’s movements relative to their location, direction, speed and altitude. The aircraft radar “tracks” for Farnborough aircraft are reviewed continuously; each movement is checked for compliance with the published noise abatement procedures.

The radar system also provides information on aircraft type, movement type (operation), and runway used. All noise and track data is retained, to allow for the generation of detailed information on any individual aircraft movement, and for the analysis of activity at the airport for both noise and track records. Over 2004, in excess of 300 different helicopter and aircraft types visited Farnborough. A summary of the different movement types is provided below.

<table>
<thead>
<tr>
<th>Movement Type</th>
<th>Total Movements</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business*</td>
<td>18000</td>
</tr>
<tr>
<td>Flying Club</td>
<td>16000</td>
</tr>
<tr>
<td>Military</td>
<td>14000</td>
</tr>
<tr>
<td>Helicopter</td>
<td>12000</td>
</tr>
<tr>
<td>Diversion</td>
<td>10000</td>
</tr>
<tr>
<td>Other</td>
<td>8000</td>
</tr>
<tr>
<td>SBAC</td>
<td>6000</td>
</tr>
</tbody>
</table>

![Bar chart showing total movements by category for 2004]
The following is a summary of the published noise abatement procedures in use at Farnborough:

<table>
<thead>
<tr>
<th>The following procedures are to be used at all times. However, the requirements may at any time be departed from to the extent necessary for avoiding immediate danger or complying with ATC instructions.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Pilots to operate their aircraft in a manner likely to cause the least disturbance.</td>
</tr>
<tr>
<td>2. Ground running of engines may only take place between 08.00 – 20.00 Monday - Friday.</td>
</tr>
<tr>
<td>3. All departures to use best rate of climb to initial clearance level and thereafter at least 500 ft per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path.</td>
</tr>
<tr>
<td>4. On runway 24(^1) for all aircraft over 5700 kg MTOW, departures to the north - the turn must be delayed until passing 1800 ft altitude or 2.5 nm</td>
</tr>
<tr>
<td>5. ILS approaches are mandatory except when a non-precision or visual approach is provided or authorized by ATC. All aircraft approaching from visual or non-precision approach shall establish on final approach not below 1000ft aal and descent shall not be lower than 3.5° glidepath. Aircraft commanders are requested to minimise noise disturbance by conforming to low power, low drag procedures at all times.</td>
</tr>
<tr>
<td>6. Traffic over 5.7T should not normally expect a left turn out when departing runway 06(^2).</td>
</tr>
<tr>
<td>7. Commanders are requested to avoid the use of reverse thrust at all times, consistent with the safe operation of the aircraft. Where use of reverse thrust is essential, the use of idle reverse thrust should be used in preference.</td>
</tr>
<tr>
<td>8. The running of APUs is banned between 22.30 and 06.30.</td>
</tr>
<tr>
<td>10. All departures must use the full runway length. Runway 06 departures must use the starter extension.</td>
</tr>
</tbody>
</table>

\(\text{All departures to use best rate of climb to initial clearance level and thereafter at least 500 ft per minute at power settings which will ensure progressively.}\)

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\(^1\) Runway 24 is for aircraft taking off in a westerly direction.  
\(^2\) Runway 06 is for aircraft taking off in an easterly direction.
Arrow shows direction of travel and is indicative only showing the extended runway centerline. All traffic subject to noise abatement procedures should not normally expect a left turn out when departing from Runway 06. For runway 24 Departures requiring right turn after take-off, the turn must be delayed until passing altitude 1800ft or 2.5 [DME] from the Farnborough Identification point.

During 2004 an infringement procedure was devised and implemented to allow unjustified breaches of noise abatement conditions to be addressed in a consistent,
balanced manner. Throughout 2004 all unjustified breaches of the Noise Abatement procedures were adequately addressed by the operating parties responsible.

The diagrams below give a graphical representation of the noise levels as recorded by noise monitoring equipment situated in and around the airport. Levels indicated on the diagrams are measured LEQ values in decibels. An Leq is a time weighted average value that represents a noise energy level equivalent to that actually experienced at ground level. Shown on each graph are daily values for LEQ Total, LEQ Event (E) and Background (B). Noise monitoring equipment used by the airport attributes recorded noise events to aircraft that are detected within the vicinity. These are recorded as aircraft noise events. Background Leq levels are calculated based on noise recorded that is not attributed to aircraft. As is shown on the diagrams below, aircraft derived noise forms a relatively small percentage of the overall noise recorded by the monitoring terminals. Ambient or background noise, not related to aircraft movements accounts for the majority of sound recorded.
4 C Aircraft Movements

A wide variety of information is collected in relation to each aircraft movement at Farnborough. This information includes, aircraft type, movement type, departure and destination information, runway used, aircraft registration, and Maximum Take off Weight (MTOW). All movement records are kept according to the time of the movement. Quarterly summaries of this information are supplied to Rushmoor Borough council in accordance with the requirements of the Section 106/299A Planning Agreement.
The total number of movements by aircraft in the MTOW category of over 50T, permitted at the airport is limited by the planning permission granted for the redevelopment of the site. TAG has complied fully with all the movement restrictions applied by the agreement over 2004.

A small number of aircraft movements occur at Farnborough that are outside TAG’s Planning Permission. These include the operation of a small historic flying club, “emergency” (unscheduled) movements, military movements, and perhaps most notably movements associated with the SBAC Airshow. The planning permission granted to TAG Farnborough Airport Ltd states:

“This deed does not regulate flying at or associated with, or any other activities connected with the setting up or running of the Farnborough International Trade and Exhibition and Airshow.”

In 2004, a total of fixed wing 16166 business aviation movements took place, 882 movements occurred that were associated with the international airshow activities. This total includes both fixed wing and helicopter movements. A further breakdown of the total movements including those not included within the planning permission limits is given below.

<table>
<thead>
<tr>
<th>Category</th>
<th>Total 2004</th>
</tr>
</thead>
<tbody>
<tr>
<td>Business</td>
<td>16166</td>
</tr>
<tr>
<td>Helicopter</td>
<td>1011</td>
</tr>
<tr>
<td>Subtotal (Planning Agreement Movements)</td>
<td>17177</td>
</tr>
<tr>
<td>Flying club</td>
<td>484</td>
</tr>
<tr>
<td>Military</td>
<td>191</td>
</tr>
<tr>
<td>Diversion</td>
<td>118</td>
</tr>
<tr>
<td>Other</td>
<td>748</td>
</tr>
<tr>
<td>SBAC</td>
<td>882</td>
</tr>
<tr>
<td>Total</td>
<td>19600</td>
</tr>
</tbody>
</table>
Aircraft operations have the potential to lead to deterioration in air quality. As with any combustion engine, aircraft engines emit exhaust gases. These exhaust gases can include oxides of carbon, nitrogen, unburnt hydrocarbons, and water vapour. The exhaust emissions from aircraft have different effects on surrounding air masses in accordance with a number of other factors such as the humidity, atmospheric pressure and temperature. The effects of exhaust gas emissions vary according to the altitude at which they are emitted. Scientific analysis and debate concerning greenhouse gases and global warming have brought air quality to the forefront in the environmental community and general public concern. Significant improvements in jet engine design in recent years have resulted in reductions in emissions, in all areas of aircrafts operation. The majority of aircraft using Farnborough are among the most advanced technical specification available, including their engine specifications and resulting exhaust emission rates. Clearly it is neither practical nor reasonable for monitoring of aircraft emissions once airborne to be undertaken by TAG. However extensive continuous monitoring of changes in local air quality and the likely impact of aircraft emissions while on the ground at the airport is carried out.
Oxides of nitrogen are one of the main pollutants produced as in any combustion process. Nitrogen oxides are continuously monitored using two different monitoring techniques at 13 locations in and around the airport. The results of this monitoring are reported as part of the quarterly environment reports submitted to Rushmoor Borough Council. This monitoring gives an indication of any potential changes in the local air quality relative to the airports operations. To date the results of monitoring undertaken by the airport has not shown air quality to have been affected by airport operations. The results obtained through monitoring all indicate air pollution levels to be as expected for urban background sites, such as the airport.

The continuing observed trend towards the operation of ever more advanced aircraft in the business aviation sector, together with operators increased ability to respond quickly to improvements in technology, allows for a degree of confidence that will allow TAG Farnborough to continue to benefit from improvements in engine design and development as driven by the increasing attention to stringent environmental criteria.

Local Noise Abatement Procedures, (as detailed elsewhere in this report) control aircraft activity while at the airport. The controls, although primarily aimed at reducing noise at ground level, limit ground level exhaust emissions also.

When examining air quality data it is important to consider the impact of wind direction. Unlike commercial airports Farnborough Airport is not considered a major source of air pollution. This is due to the lack low associated level of surface traffic. Major local roads, such as the M3, A331, A325 and traffic within the built-up areas of Farnborough, Aldershot and Camberley are considered to have a greater impact on air quality than operations at the airport. This theory is borne out by the consistently elevated Nitrogen oxide levels measured at roadside locations.
Air quality Monitoring Sites

4 E Water Quality Monitoring

Farnborough airport occupies a total area of 235 hectares within the headwaters of the Cove Brook catchment. The Cove Brook is a tributary of the Blackwater River. Prior to the redevelopment of the airport, the brook was prone to flooding, causing, on occasion major disruption to the main A327 access road into Farnborough town centre. Changes made to the drainage infrastructure on the airport site, improved the flood water capacity available within the site, and improved the protection of water quality in the brook through the addition of a number of pollution control devices, each served by Water Resources Act Discharge consents. The discharges from the consented points, which operate only during rainfall events, are regularly monitored for their quality. Results of the monitoring show that the discharges have remained well within the permitted limits.
Waste generated within the airport site is handled and disposed of with great care. In keeping with the Government's National waste strategy, wherever possible waste are re-used or recycled rather than being disposed of. All waste is collected by suitably licensed contractors, processed at licensed facilities, and where necessary, disposed of at licensed waste disposal sites.

Waste streams that are collected for recycling from the site include; paper and cardboard, lead acid batteries, oils, green waste and also office materials such as printer and toner cartridges, and phone components.

Food waste that is imported on board aircraft is kept separate from all other waste types. This waste is bulked up on site in a sealed containment system, prior to disposal by deep excavation at a landfill specially licensed to accept imported food waste materials. The means by which this activity is achieved was changed mid way through 2004. This fact is demonstrated in the graph below.
5 **Social**

Plans were laid in 2004 for the existing temporary terminal building to be modified to allow full disabled access. Works on the building, which already allowed partial disabled access will have been completed in early 2005.

### A **Employment**

TAG Employs some 95 people directly at the airport. In April 2005 this number will increase further through the direct employment of the Fire and Rescue service by TAG, a service currently provided by contractors.

Contract staff, providing security, air traffic control and other essential services account for a further 50 staff. Other operations on the site, comprising business aviation related companies who are TAG’s tenants, employ in addition some 500 people. The total population of the airport site is, therefore around 740 people.

While TAG Operates the central airport business, at Farnborough, the aviation “community” is enhanced by the total of 35 tenant businesses occupying premises within the airport site, and boasts a total of 34 aircraft, permanently based at the airport. These businesses range from civil charter aircraft operators through to business aviation support services; business aircraft sales and corporate aircraft support operations.
The TAG Team

B Education

The developing relationship between TAG and local education services has continued to expand, with an increasingly broad group of interested parties being hosted at the airport for informative visits and staff also has travelled out to speak to a wide range of audiences. The historic links between the airport and Farnborough College of Technology remains close, with a TAG director having been appointed to the board of Governors at the College.

TAG has also, once again been able to offer a small number of work experience opportunities at the airport. However the health and safety of students remains to be a critical factor influencing the ability of the airport to provide such opportunities.
During 2004 Airport Staff undertook the following talks and visits:

<table>
<thead>
<tr>
<th>Date</th>
<th>Organisation</th>
</tr>
</thead>
<tbody>
<tr>
<td>8th January</td>
<td>Farnborough Aerodrome Consultative Committee (FACC)</td>
</tr>
<tr>
<td>12th January</td>
<td>Air cadets</td>
</tr>
<tr>
<td>12th January</td>
<td>Camberley School</td>
</tr>
<tr>
<td>15th January</td>
<td>FACC visit</td>
</tr>
<tr>
<td>22nd January</td>
<td>FACC visit</td>
</tr>
<tr>
<td>2nd February</td>
<td>Oak Farm School (1)</td>
</tr>
<tr>
<td>12th February</td>
<td>British lubricants</td>
</tr>
<tr>
<td>8th March</td>
<td>Oak Farm School (2)</td>
</tr>
<tr>
<td>17th April</td>
<td>Surrey Heath Borough Council</td>
</tr>
<tr>
<td>06th May</td>
<td>University of the Third Age</td>
</tr>
<tr>
<td>13th May</td>
<td>Royal Aeronautical Society</td>
</tr>
<tr>
<td>26th May</td>
<td>Farnborough Residents Association Talk</td>
</tr>
<tr>
<td>20th May</td>
<td>Townswomans Guild (2)</td>
</tr>
<tr>
<td>27th May</td>
<td>Townswomans Guild (2)</td>
</tr>
<tr>
<td>2nd June</td>
<td>British Airports Authority</td>
</tr>
<tr>
<td>3rd June</td>
<td>FACC</td>
</tr>
<tr>
<td>17th June</td>
<td>Newlands Primary School</td>
</tr>
<tr>
<td>1st July</td>
<td>University of the Third Age (Ash)</td>
</tr>
<tr>
<td>8th July</td>
<td>Farnborough University of third Age</td>
</tr>
<tr>
<td>26th August</td>
<td>Crondall Society</td>
</tr>
<tr>
<td>03rd September</td>
<td>Surbiton Cub Scouts</td>
</tr>
<tr>
<td>09th September</td>
<td>Farnborough Rotary Club</td>
</tr>
<tr>
<td>16th September</td>
<td>Hart District Council</td>
</tr>
<tr>
<td>23rd September</td>
<td>Farnborough Rotary Club</td>
</tr>
<tr>
<td>7th October</td>
<td>Royal Aeronautical Society</td>
</tr>
</tbody>
</table>

C  Farnborough International Airshow 2004

In 2004 Farnborough airport hosted the first Society of Business Aerospace Companies (SBAC) international airshow to be held at the site following the grant of the CAA Operating licence. The airshow was heralded as a great success, attracting over 243,000 visitors over its duration (110,000 on Saturday and Sunday, the public open days). Business aviation movements continued uninterrupted at the site throughout the show (except during the flying displays). The internationally renowned airshow featured a wide range of aircraft. Vintage aircraft including those that were in active service during World War II displayed alongside civil and military aircraft demonstrating new and emerging technology. Some examples of which are shown below.
The Red Arrows Display at Farnborough International Airshow, 24th July 2004

A visiting South African Airlines Boeing 747, Farnborough International Airshow 2004
D  **Built Environment**

Construction of a new £10 million terminal complex started at the airport in September 2004. The building which is of a futuristic design, in keeping with the quality and appearance of the new hangars and control tower will provide over 40000 m$^2$ of additional office space, including operational space for TAG’s own aircraft charter business, together with facilities for visiting passengers and crew. The terminal building is due for completion in early 2006.

**The TAG Terminal Development site**

E  **External Links**

TAG continues to work closely with its business neighbours. Links forged during the first year of operation with BAE Systems, QinetiQ and Slough Estates have been further strengthened through ongoing liaison. The ongoing development of the airport site is hoped to support the wider economic development in progress, of Rushmoor Borough and the Blackwater Valley.
CONCLUSION

TAG continues to operate and develop its activities at Farnborough airport in accordance with the requirements of the Section 106/299A Town and Country Planning Act Agreement. The potential impact of all activities (social, chemical and physical) are routinely monitored. Results of the monitoring undertaken are reported through the Section 106/299A quarterly and annual reporting structure, or by means of separate less formal correspondence with relevant parties.

TAG continues to work towards the goal of operating the airport in a sustainable manner, and aims to make a positive contribution to the local community of Rushmoor and surrounding borough’s.