



***Farnborough  
Airport***

Town and Country Planning Act Section 106/299A

**Environment Report 2  
July to December 2013**

TAG Farnborough Airport Ltd  
Farnborough  
Hampshire  
GU14 6XA

## 1. INTRODUCTION

1.1 In compliance with the requirements of the agreement in place under Sections 106 and 299A of the Town and Country Planning Act 1990 between TAG Farnborough Airport (TFA) and Rushmoor Borough Council (RBC), TFA hereby submits a report for July to December 2013 detailing results of environmental monitoring as required by clauses 1.3, 2.8a, 2.8b and 3.4.

## 2. NOISE MONITORING

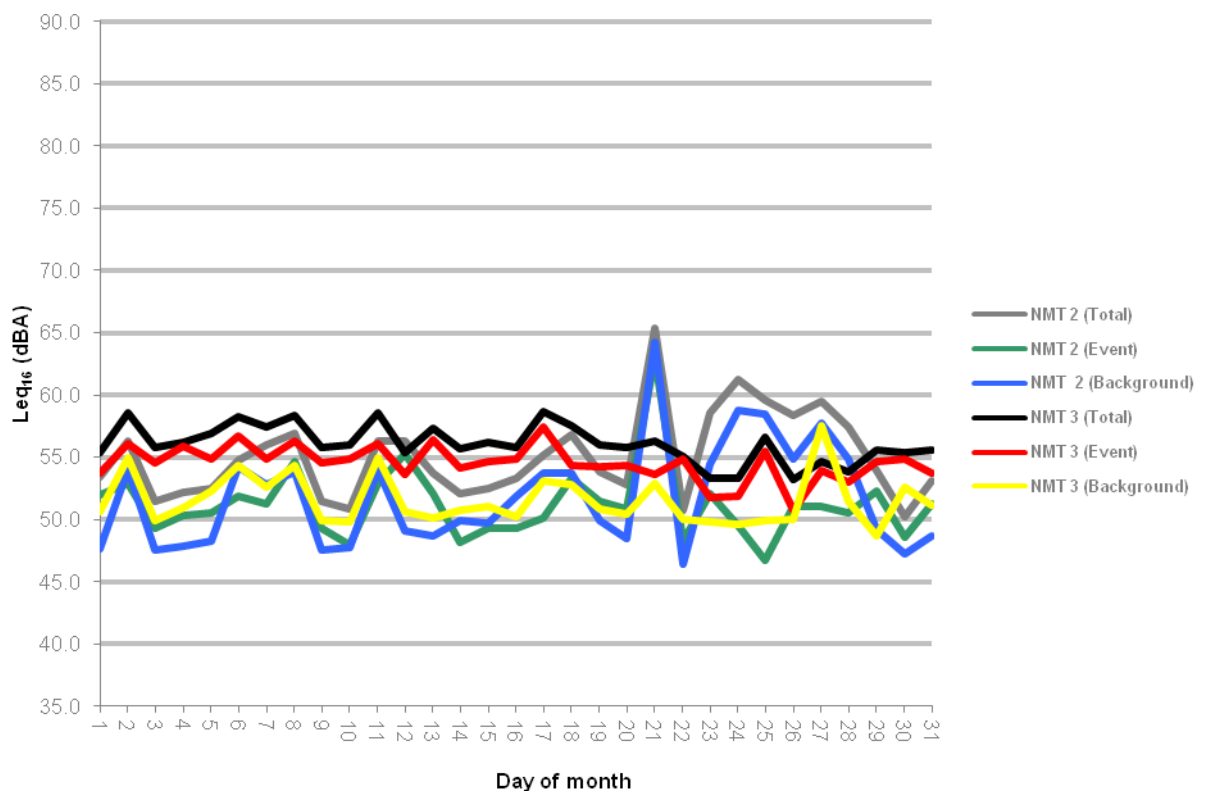
2.1 The two permanent noise monitoring terminals (NMTs) have remained in operation for the reporting period.

The portable noise monitor has remained available on request to any member of the community that has a requirement for noise monitoring within their residential area.

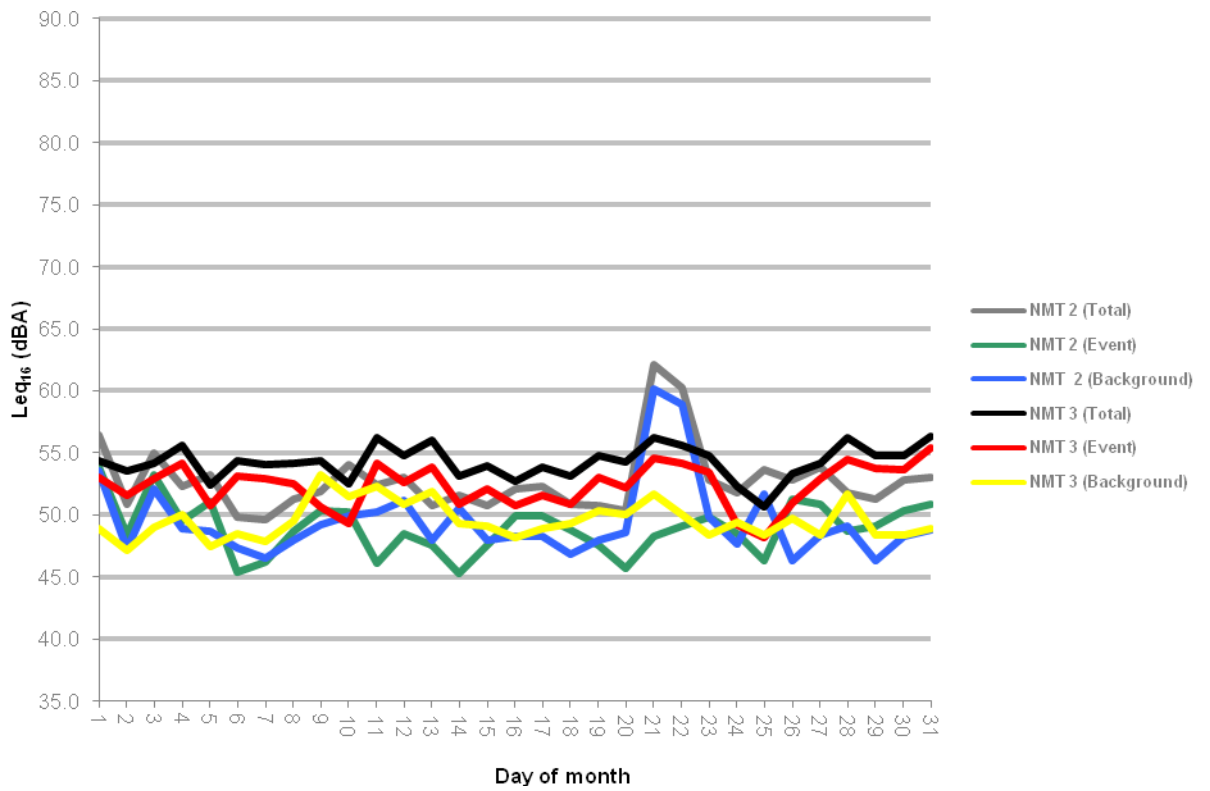
2.2 Figures 1 to 6 display dB(A)  $L_{eq16}$  data for correlated total noise levels (Total), aircraft events (Event) and background noise (Background), calculated as comparable A-weighted (dB(A)) values, by day of month and NMT for the reporting period

2.3 The peaks in  $L_{eq16}$  on the 21<sup>st</sup> July, the 23<sup>rd</sup> to the 28<sup>th</sup> of July, the 21<sup>st</sup> and 22<sup>nd</sup> August and the 28<sup>th</sup> and 29<sup>th</sup> September relate to events at Tweseldown Racecourse.

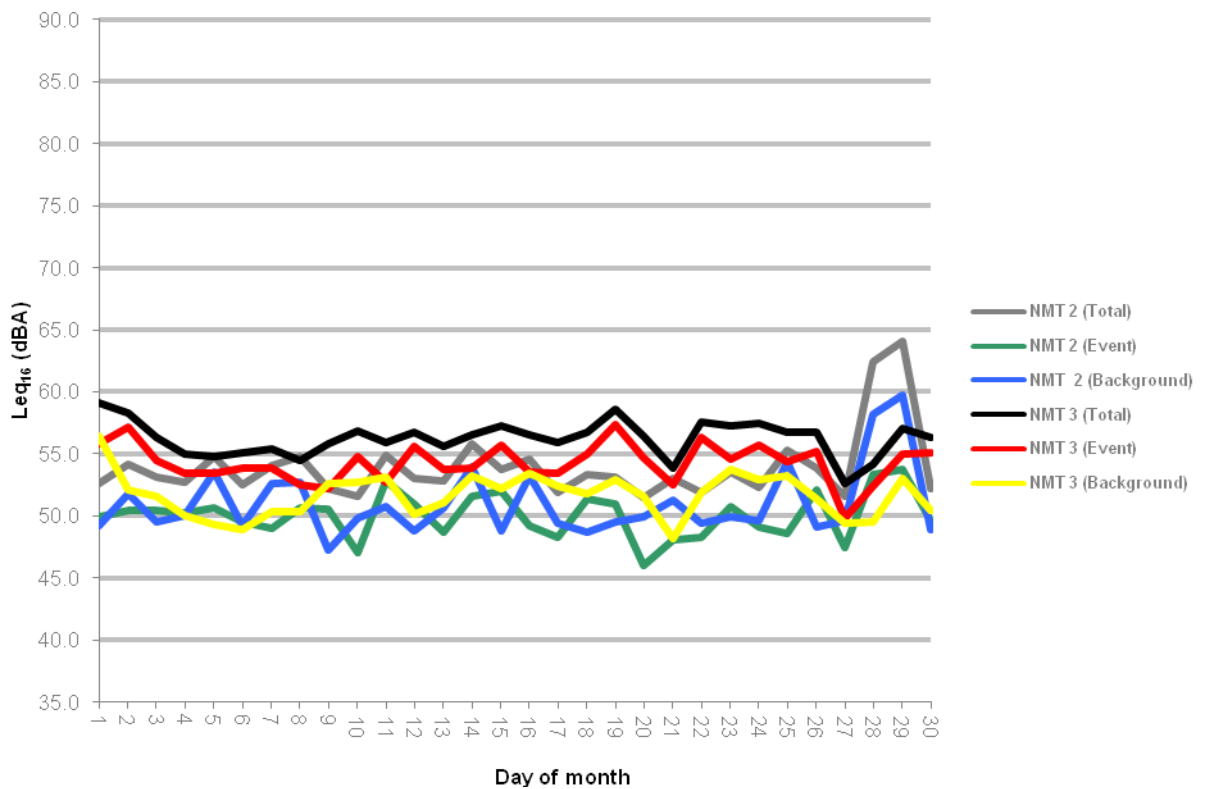
**Figure 1: Noise as dB(A)  $L_{eq16}$  Total, Event and Background, by Day of Month and Noise Monitoring Terminal, July 2013.**



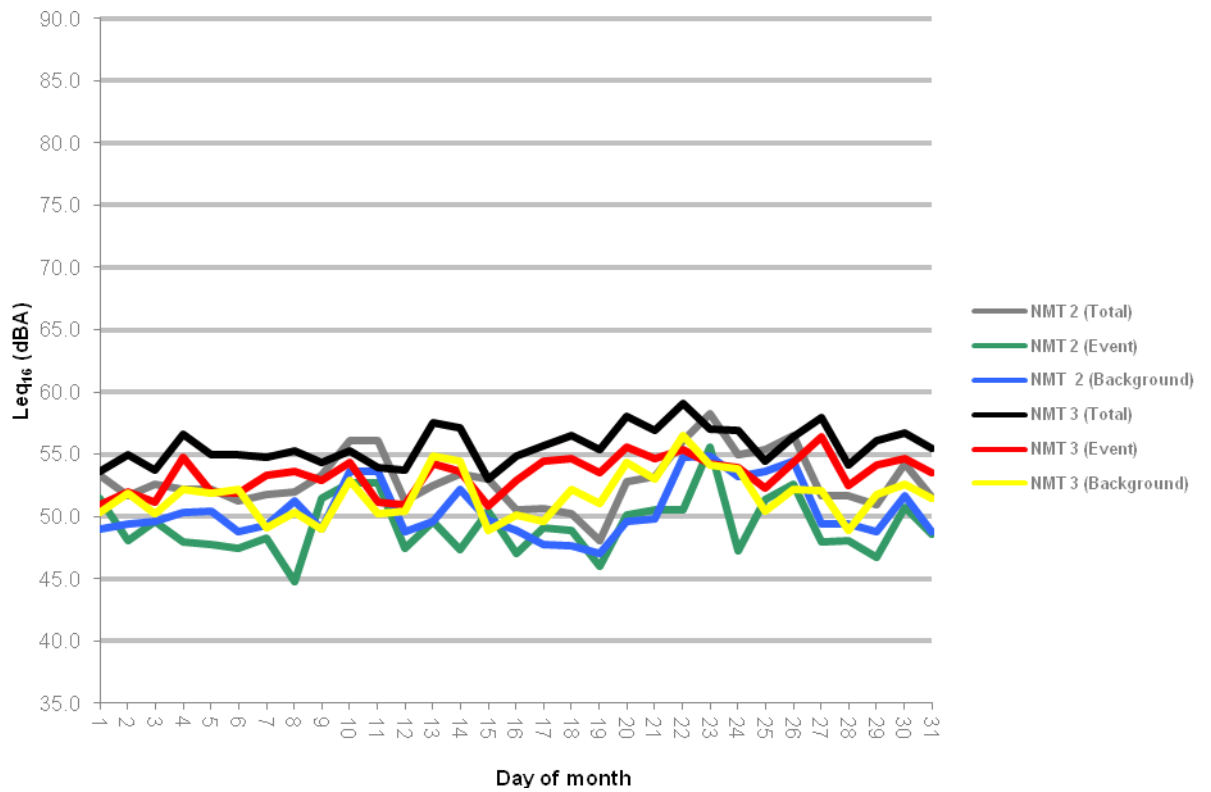
**Figure 2:** Noise as dB(A)  $L_{eq16}$  Total, Event and Background by day of month and Noise Monitoring Terminal, August 2013.



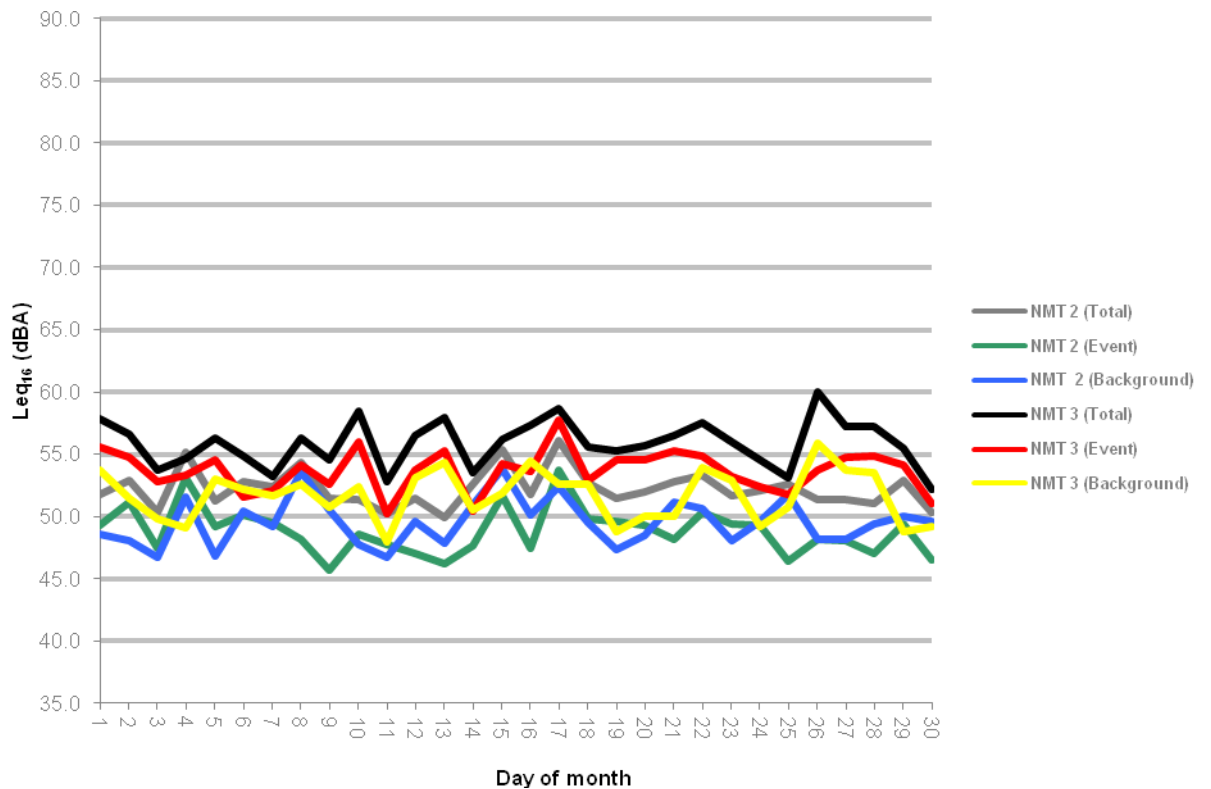
**Figure 3:** Noise as dB(A)  $L_{eq16}$  Total, Event and Background by day of month and Noise Monitoring Terminal, September 2013.



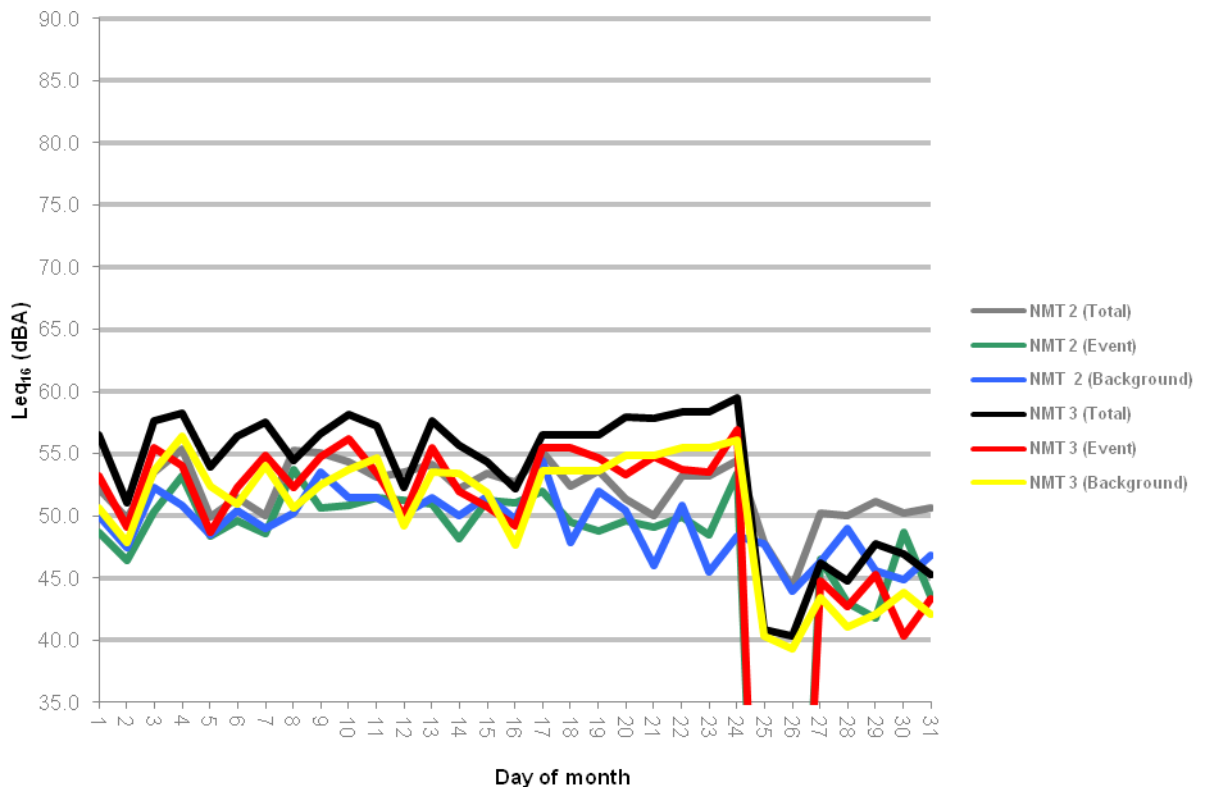
**Figure 4:** Noise as dB(A)  $L_{eq16}$  Total, Event and Background by day of month and Noise Monitoring Terminal, October 2013.



**Figure 5:** Noise as dB(A)  $L_{eq16}$  Total, Event and Background by day of month and Noise Monitoring Terminal, November 2013.



**Figure 6: Noise as dB(A)  $L_{eq16}$  Total, Event and Background by day of month and Noise Monitoring Terminal, December 2013.**



2.4 Noise contours produced using the FAA’s Integrated Noise Model (INM 7.0c) for operations covering 2012 together with predicted contours for 2013, were submitted to RBC in mid February last year in accordance with the requirements of the Planning Agreement. The results of the modelling exercise undertaken are given in Table 1, along with those included within the Planning Agreement. The predicted noise contours were generated using movement data (flight tracks) from the study year, taking in to account the forecast growth for the year ahead (including predicted helicopter movements).

2.5 Contours relating to actual movements for January to June last year and predicted contours for July to December last year were supplied to RBC in mid August. Contours relating to actual movements for January to December last year together with predicted contours for the year ahead will be submitted to RBC in mid February this year.

**Table 1: Most recent results of annual INM Modelling exercise**

<b>dB(A)</b> <small>L<sub>Aeq,16h</sub></small>	<b>Control Contours</b> <small>Predicted 20,000 (km<sup>2</sup>) movements (1997 mix)</small>	<b>Amended Control Contour Areas</b> <small>(km<sup>2</sup>) as per clause 12.1a of the S106 (29/10/2010)</small>	<b>Actual Contours Areas</b> <small>Jan-Dec 2012 (km<sup>2</sup>) (23,017 actual 2012 movements)</small>	<b>Predicted Contour Areas</b> <small>Jan-Dec 2013 (km<sup>2</sup>) (23,017 predicted movements 2012 fleet mix)</small>
55	9.07	6.58	1.89	1.89
60	4.03	2.42	0.86	0.86
65	1.70	N/A	0.41	0.41

- 2.6 Use of the dB(A) L<sub>eq16</sub> contour is internationally recognised as a means of noise measurement. A 66 dB(A) L<sub>eq16</sub> indicates that the average level of noise during a 16 hour day is 66 dB(A).
- 2.7 In accordance with the requirements of the Section 106 Agreement TFA have used INM 7.0c to produce the noise contours. This version of the software allows previously excluded helicopter movements to be integrated in to the modelling process together with consideration of surrounding terrain.
- 2.8 The latest version of INM, 7.0d, was released in 2013 and will be used for noise modelling from 2014. This version includes new aircraft types for use in the model and updated noise data for a number of existing types.
- 2.9 Daily dB(A) L<sub>eq16</sub> figures are provided in Appendix A.

### 3. AIRCRAFT MOVEMENTS

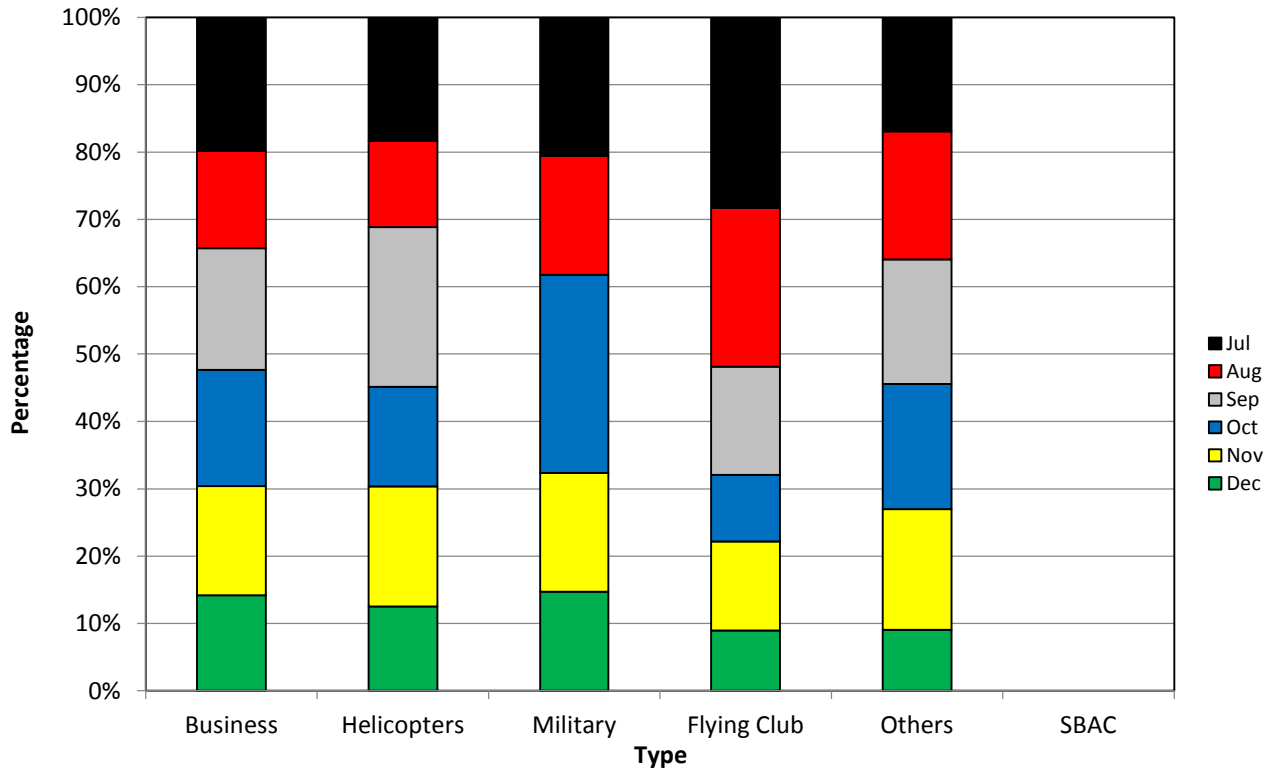
- 3.1 Table 2 displays a summary of aircraft movements for the reporting period by movement category.

**Table 2: Movements summary by type**

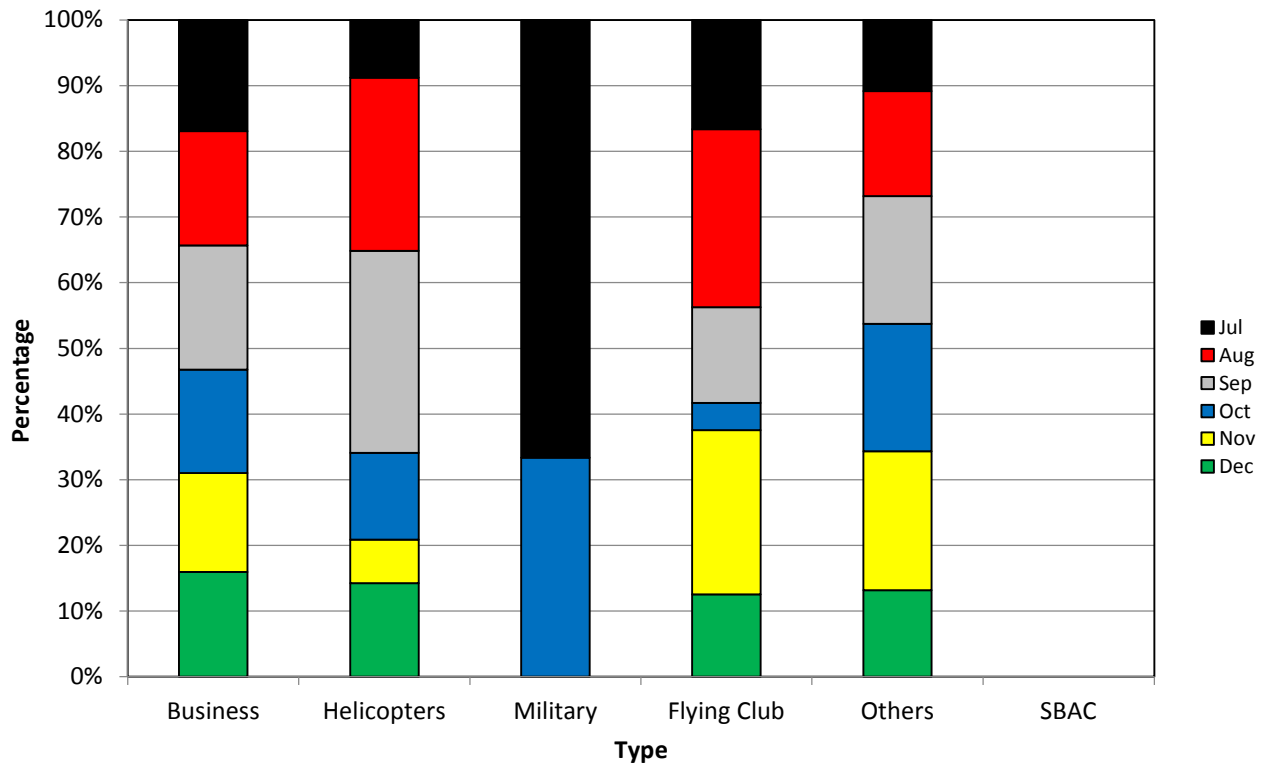
<b>Category</b>	<b>Jul</b>	<b>Aug</b>	<b>Sep</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>	<b>Report 2 Total</b>
<b>Business</b>	2101	1666	2011	1854	1756	1604	<b>10992</b>
<b>Helicopter</b>	80	74	121	70	76	62	<b>483</b>
<b>Subtotal (Planning Agreement Movements)</b>	<b>2181</b>	<b>1740</b>	<b>2132</b>	<b>1924</b>	<b>1832</b>	<b>1666</b>	<b>11475</b>
<b>Flying Club</b>	68	63	41	23	40	25	<b>260</b>
<b>Military</b>	11	6	0	12	6	5	<b>40</b>
<b>Other</b>	137	160	163	163	162	86	<b>871</b>
<b>SBAC</b>	0	0	0	0	0	0	<b>0</b>
<b>Total</b>	<b>2397</b>	<b>1969</b>	<b>2336</b>	<b>2122</b>	<b>2040</b>	<b>1782</b>	<b>12646</b>

3.2 Figures 7 and 8 display a summary of movements by category for weekdays and for weekends respectively.

**Figure 7: Percentage of Weekday Movements by Type, July to December 2013**

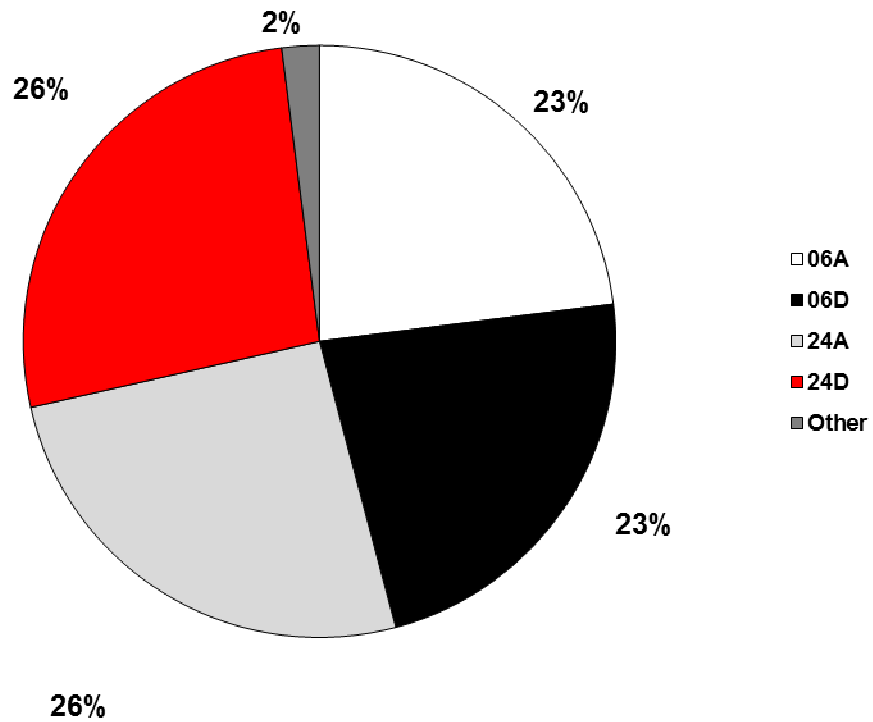


**Figure 8: Percentage of Weekend and Bank Holiday Movements by Type, July to December 2013.**

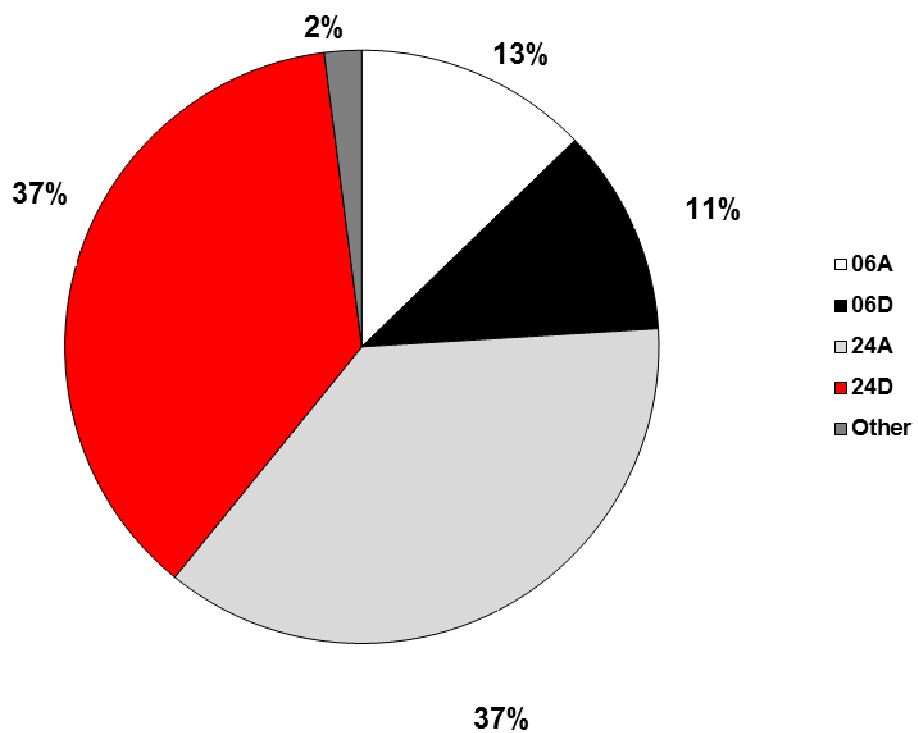


3.3 Figures 9 to 15 display information regarding runway use and operation. Operation refers to whether the movement was a departure or an arrival.

**Figure 9: Monthly Movements by Runway Used and Operation July 2013**  
 Key: A-Arrival, D-Departure, Other- Non runway traffic (helicopters)

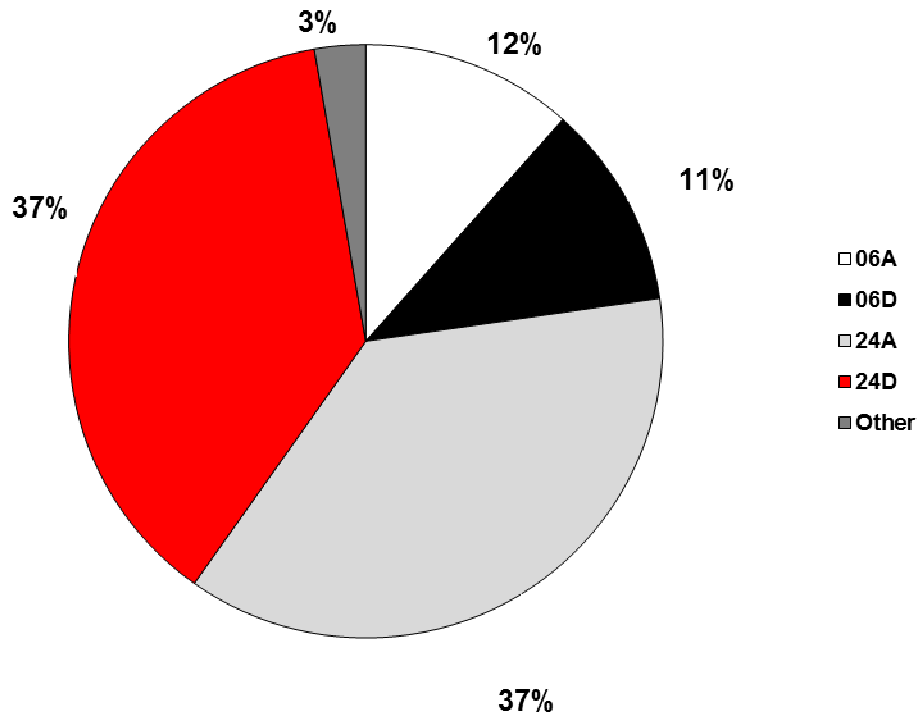


**Figure 10: Monthly Movements by Runway Used and Operation August 2013**  
 Key: A-Arrival, D-Departure, Other- Non runway traffic (helicopters)

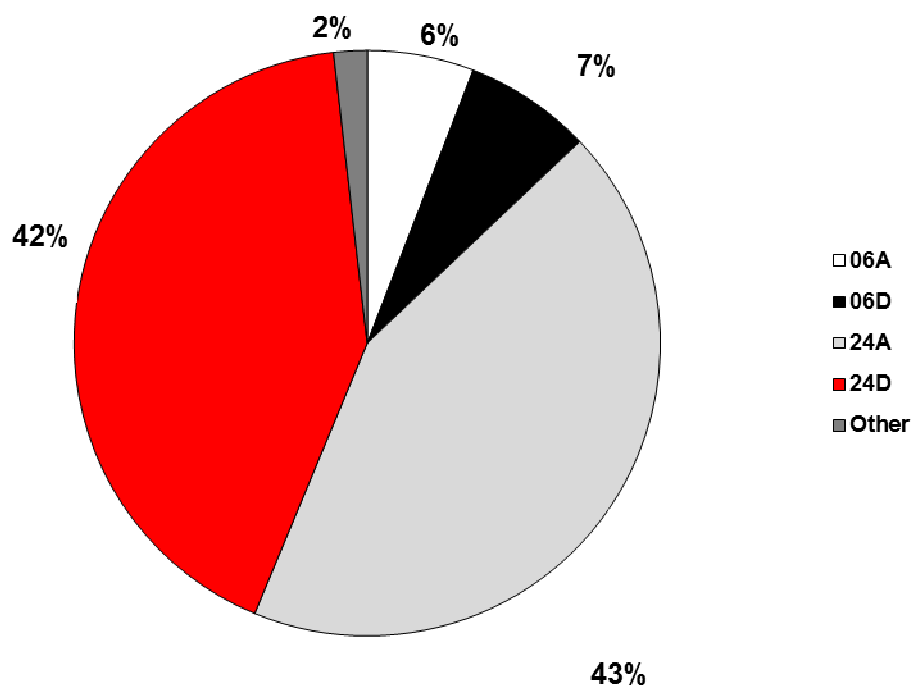




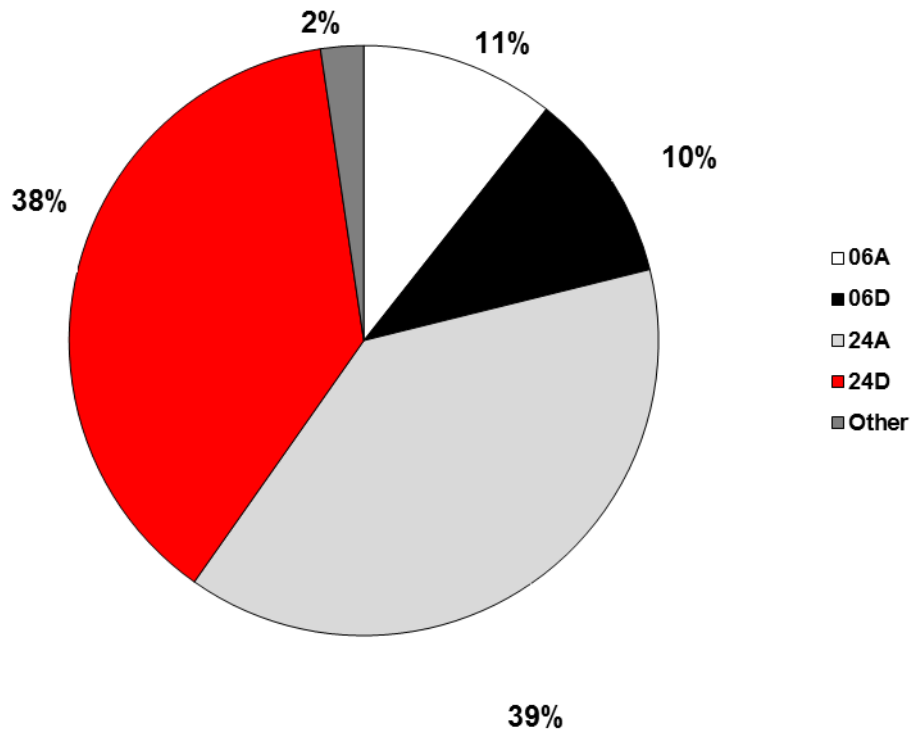
**Figure 11: Monthly Movements by Runway Used and Operation September 2013**  
 Key: A-Arrival, D-Departure, Other- Non runway traffic (helicopters)



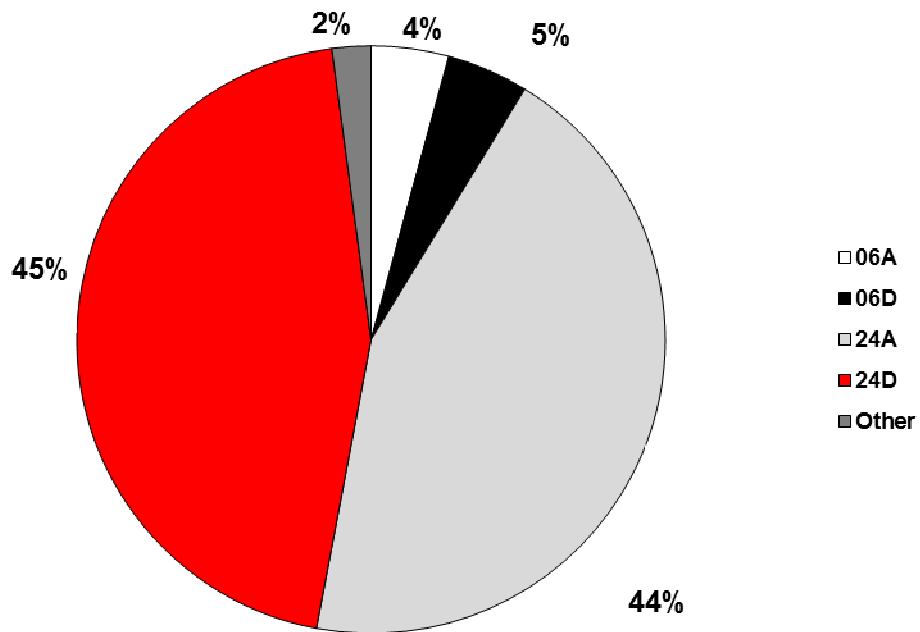
**Figure 12: Monthly Movements by Runway Used and Operation October 2013**  
 Key: A-Arrival, D-Departure, Other- Non runway traffic (helicopters)



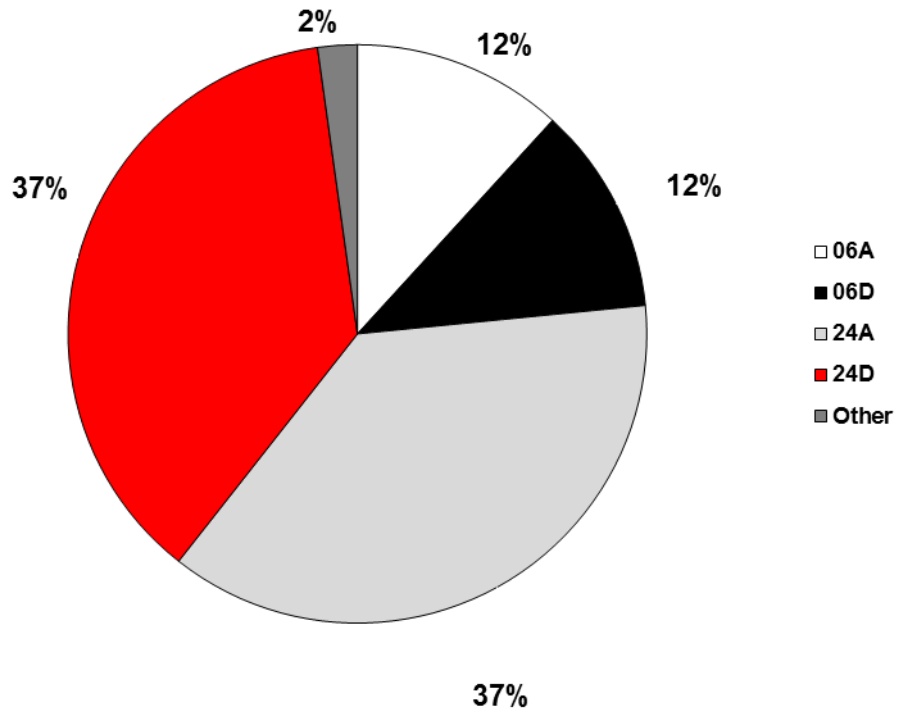
**Figure 13: Monthly Movements by Runway Used and Operation November 2013**  
 Key: A-Arrival, D-Departure, Other- Non runway traffic (helicopters)



**Figure 14: Monthly Movements by Runway Used and Operation December 2013**  
 Key: A-Arrival, D-Departure, Other- Non runway traffic (helicopters)

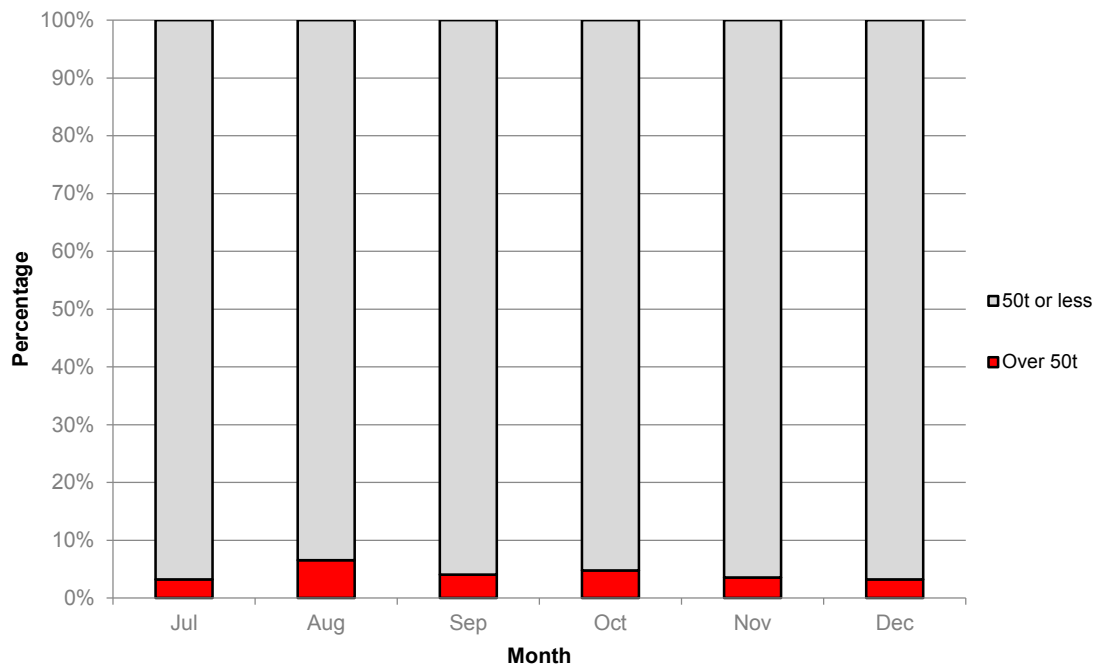


**Figure 15: Overall runway usage split for July - December 2013**  
 Key: A-Arrival, D-Departure, Other- Non runway traffic (helicopters)



3.4 Maximum Take-Off Weight (MTOW) is recorded for all operating aircraft. Figure 16 displays a summary of the MTOW of aircraft operated during the reporting period.

**Figure 16: Percentage of movements by Maximum Take-Off Weight (MTOW, July to December 2013).**



- 3.5 All civil aircraft using Farnborough between during the reporting period were compliant with the International Civil Aviation Organisation (ICAO) Chapter 4. All aircraft must provide certification of Noise Chapter prior to permission being granted to operate.
- 3.6 Helicopters, light aircraft and turbo-prop aircraft are not subject to the requirements of the ICAO noise certification scheme.

#### 4. AIR QUALITY MONITORING

- 4.1 The locations of the thirteen nitrogen dioxide diffusion tubes and the two Learian Streetbox monitors remain as previously reported, to see details of the locations of the monitors please refer to previous reports prior to the first quarter of 2005.
- 4.2 Table 3 displays the standards accepted by the Government and recommended by the expert panel on air quality standards.

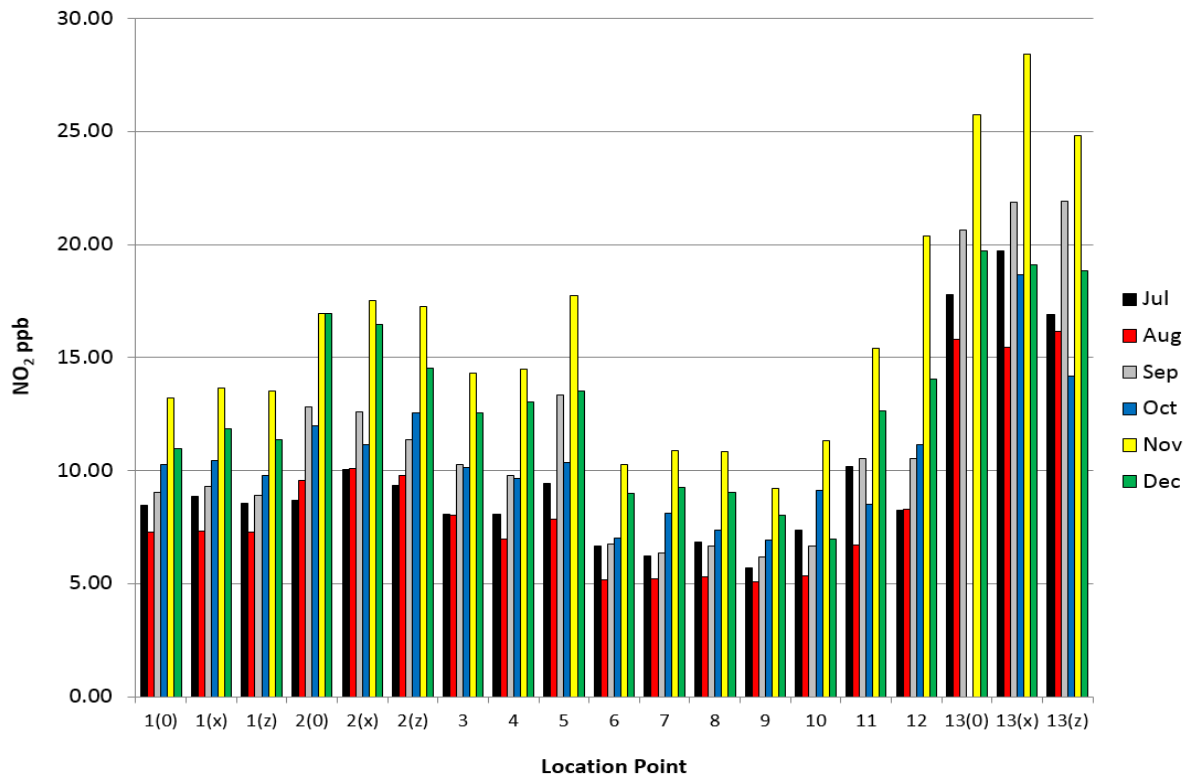
**Table 3: Objectives included in regulations for the purposes of local Air Quality Management**

Pollutant	Air Quality Objective		Date to be achieved by
	Concentration	Measured as	
NO <sub>2</sub>	200µg/m <sup>3</sup> (105ppb) not to be exceeded more than 18 times a year	1 hour mean	31 <sup>st</sup> Dec 2005
NO <sub>2</sub>	40µg/m <sup>3</sup> (21ppb)	annual mean	31 <sup>st</sup> Dec 2005

<sup>a</sup> Conversions of ppb and ppm to µg/m<sup>3</sup> and mg/m<sup>3</sup> at 20°C and 1013mb.  
 ppb = parts per billion    µg/m<sup>3</sup> = micrograms per cubic metre.  
 Source: <http://aqma.defra.gov.uk/objectives.php>

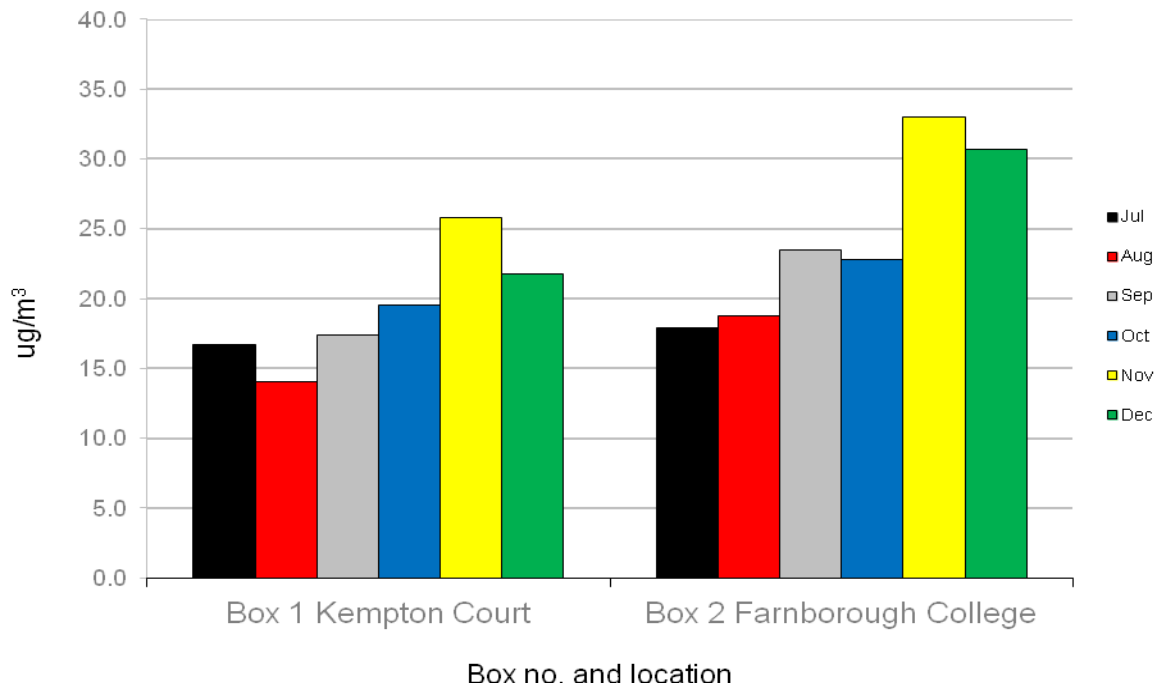
- 4.3 The results of the air quality surveys consist of both raw and manipulated data taken from the diffusion tube laboratory analysis. The raw data taken from the Learian Streetbox Monitors consists of hourly mean concentrations of NO<sub>2</sub>. As this data is extensive when covering a six-month period, it has been displayed as monthly means for the purpose of this report.
- 4.4 The passive and active NO<sub>2</sub> monitoring results are detailed in Figures 17 and 18.

**Figure 17: NO<sub>2</sub> Diffusion Tube Results, July to December, 2013**



*N.B. Expressed as a monthly mean. This data has not had a bias adjustment applied*

**Figure 18: NO<sub>2</sub> concentrations as recorded by Learian Streetbox Monitors, July to December 2013**



*N.B. ug/m3 expressed as a monthly mean*

- 4.5 The results taken from the diffusion tubes indicate that NO<sub>2</sub> levels around the airfield during the reporting period have achieved the objectives included in the regulations for the purpose of Air Quality Management.
- 4.6 Continuing trends in the results obtained indicate terrestrial sources of NO<sub>2</sub> as the predominate source. The elevated levels consistently recorded for location 13 adjacent to the M3 motorway illustrate this.

## 5. CONCLUSION

- 5.1 Routine monitoring of compliance with noise abatement routes, air quality targets, and aircraft movements continues at the Airport. To date, all environmental monitoring undertaken has been implemented in accordance with the regulatory requirements and those of the Town and Country Planning Act Section 106 Agreement.
- 5.2 All movements operated at the airport are restricted to those permitted by the terms of the planning consent and the accompanying agreement.
- 5.3 Nitrogen dioxide levels recorded by monitoring stations remain consistent with previously noted trends. Nitrogen dioxide levels are naturally elevated over the colder winter months compared with results obtained during the summer; this is as a result of the release of nitrates from the soils and decomposition processes.
- 5.4 The activities at the airport remain within the specifications of the Section 106/299A agreement.

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24/01/2014

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dB(A) Leq16 (Total) by Day of Month and NMT



	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
<b>Jul</b>	<b>NMT 2</b>	53.4	56.3	51.5	52.2	52.5	54.7	56.0	56.9	51.5	50.8	56.3	56.3	53.7	52.1	52.5	53.3	55.2	56.8	53.8	52.8	65.4	50.7	58.6	61.2	59.6	58.4	59.5	57.4	53.9	50.2	53.1
	<b>NMT 3</b>	55.4	58.6	55.8	56.2	56.9	58.3	57.4	58.4	55.8	56.0	58.6	55.4	57.3	55.7	56.2	55.8	58.7	57.5	56.0	55.8	56.3	55.1	53.3	53.3	56.6	53.2	54.6	53.8	55.6	55.4	55.6

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
<b>Aug</b>	<b>NMT 2</b>	56.4	50.9	55.0	52.3	53.2	49.8	49.6	51.3	51.9	54.1	52.4	53.0	50.8	51.6	50.8	52.1	52.3	50.9	50.8	50.3	62.1	60.3	52.8	51.8	53.6	52.8	53.9	51.8	51.3	52.8	53.0
	<b>NMT 3</b>	54.4	53.5	54.2	55.6	52.4	54.4	54.1	54.2	54.4	52.5	56.2	54.8	56.0	53.1	54.0	52.7	53.9	53.1	54.8	54.3	56.2	55.6	54.8	52.3	50.6	53.3	54.2	56.2	54.8	54.8	56.3

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
<b>Sep</b>	<b>NMT 2</b>	52.6	54.2	53.1	52.7	54.8	52.5	54.1	54.8	52.2	51.6	54.9	53.0	52.8	55.8	53.7	54.6	51.9	53.3	53.1	51.5	53.0	51.9	53.5	52.3	55.3	53.9	51.6	62.4	64.1	52.2
	<b>NMT 3</b>	59.1	58.3	56.3	55.0	54.8	55.1	55.4	54.5	55.8	56.8	55.9	56.7	55.6	56.5	57.3	56.5	55.9	56.7	58.6	56.4	53.9	57.6	57.3	57.5	56.7	56.7	52.6	54.2	57.1	56.3

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
<b>Oct</b>	<b>NMT 2</b>	53.3	51.7	52.6	52.2	52.2	51.2	51.8	52.0	53.3	56.1	56.1	51.2	52.5	53.4	53.0	50.5	50.6	50.2	48.1	52.8	53.2	56.1	58.2	55.0	55.4	56.5	51.7	51.7	50.9	54.2	51.6
	<b>NMT 3</b>	53.6	55.0	53.7	56.6	55.0	55.0	54.7	55.3	54.3	55.3	53.9	53.7	57.5	57.1	53.0	54.8	55.7	56.5	55.4	58.0	56.9	59.1	57.0	56.9	54.4	56.4	57.9	54.1	56.1	56.7	55.5

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
<b>Nov</b>	<b>NMT 2</b>	51.8	52.9	50.3	55.2	51.2	52.8	52.4	54.3	51.5	51.3	50.2	51.4	49.9	52.6	55.4	51.8	56.1	52.7	51.5	52.0	52.8	53.3	51.7	52.1	52.6	51.3	51.3	51.0	52.9	50.3
	<b>NMT 3</b>	57.8	56.6	53.7	54.6	56.3	54.8	53.2	56.3	54.5	58.5	52.8	56.5	57.9	53.5	56.2	57.3	58.7	55.6	55.3	55.7	56.5	57.5	56.0	54.5	53.1	60.0	57.2	57.2	55.5	52.2

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
<b>Dec</b>	<b>NMT 2</b>	52.2	49.8	53.5	55.4	49.9	51.4	50.0	55.3	55.1	54.3	53.1	53.5	54.1	52.2	53.4	52.7	55.2	52.4	53.6	51.3	50.0	53.2	53.2	54.4	47.8	44.2	50.2	50.0	51.1	50.2	50.6
	<b>NMT 3</b>	56.5	51.0	57.6	58.3	53.9	56.4	57.5	54.4	56.6	58.1	57.2	52.3	57.6	55.7	54.3	52.2	56.5	56.5	56.5	57.9	57.8	58.4	58.4	59.5	40.8	40.3	46.2	44.8	47.7	46.9	45.3

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dB(A) Leq16 (Event) by Day of Month and NMT



	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
<b>Jul</b>	<b>NMT 2</b>	52.0	52.9	49.3	50.3	50.5	51.9	51.2	54.6	49.3	47.9	52.9	55.3	52.1	48.2	49.3	50.1	53.3	51.4	50.8	63.0	48.3	52.1	49.5	46.7	51.0	51.0	50.5	52.3	48.6	51.2	
	<b>NMT 3</b>	53.7	56.1	54.5	55.9	54.8	56.7	54.9	56.3	54.5	54.9	56.1	53.6	56.4	54.1	54.6	54.9	57.4	54.3	54.2	54.3	53.6	54.8	51.8	51.9	55.5	50.7	53.9	53.0	54.6	54.9	53.7

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
<b>Aug</b>	<b>NMT 2</b>	53.9	48.4	53.2	49.5	51.1	45.4	46.2	48.7	50.3	50.2	46.1	48.5	47.6	49.9	49.9	48.8	47.6	45.7	48.3	49.1	49.8	48.5	46.3	51.3	50.9	48.7	49.1	50.3	50.9		
	<b>NMT 3</b>	53.0	51.6	52.9	54.2	50.8	53.1	52.9	52.5	50.6	49.3	54.2	52.6	53.9	50.9	52.1	50.8	51.6	50.9	53.0	52.2	54.6	54.2	53.4	49.2	48.2	51.0	52.9	54.5	53.7	53.6	55.4

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
<b>Sep</b>	<b>NMT 2</b>	49.9	50.4	50.4	50.2	50.7	49.5	49.0	50.7	50.5	47.0	52.8	51.0	48.7	51.6	52.0	49.2	48.3	51.4	51.0	46.0	48.1	48.3	50.8	49.1	48.6	52.1	47.4	53.3	53.7	49.6
	<b>NMT 3</b>	55.8	57.2	54.5	53.4	53.4	53.9	53.9	52.5	52.2	54.8	52.7	55.6	53.7	53.9	55.7	53.5	53.4	55.0	57.4	54.7	52.5	56.3	54.6	55.7	54.4	55.2	49.8	52.4	55.0	55.1

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
<b>Oct</b>	<b>NMT 2</b>	51.4	48.0	49.6	47.9	47.7	47.4	48.3	44.8	51.4	52.7	52.7	47.4	49.6	47.3	50.4	47.0	49.1	48.9	46.0	50.1	50.5	50.5	55.6	47.2	51.3	52.6	47.9	48.1	46.7	50.7	48.6
	<b>NMT 3</b>	50.9	52.0	51.1	54.7	52.0	51.9	53.3	53.6	52.9	54.3	51.1	50.9	54.2	53.6	50.8	52.9	54.4	54.6	53.5	55.6	54.6	55.4	54.2	53.9	52.3	54.3	56.4	52.5	54.1	54.6	53.5

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
<b>Nov</b>	<b>NMT 2</b>	49.3	51.1	47.4	53.1	49.2	50.1	49.5	48.2	45.7	48.6	47.7	47.0	46.2	47.6	51.7	47.4	53.7	49.8	49.6	49.3	48.2	50.3	49.4	49.3	46.4	48.2	48.1	47.0	49.4	46.5
	<b>NMT 3</b>	55.6	54.7	52.8	53.3	54.5	51.6	52.1	54.1	52.6	56.0	50.2	53.7	55.3	50.4	54.2	53.6	57.7	52.9	54.5	54.5	55.3	54.9	53.2	52.4	51.8	53.7	54.7	54.8	54.1	51.0

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
<b>Dec</b>	<b>NMT 2</b>	48.7	46.4	50.3	53.2	48.4	49.6	48.6	53.7	50.6	50.8	51.5	51.2	50.9	48.2	51.2	51.0	52.0	49.5	48.8	49.6	49.1	49.9	48.5	53.4	0.0	0.0	46.5	43.0	41.8	48.7	43.5
	<b>NMT 3</b>	53.2	49.1	55.5	54.0	48.7	52.3	54.9	52.3	54.7	56.2	53.4	50.0	55.5	52.0	50.7	49.2	55.5	55.5	54.6	53.3	54.7	53.7	53.5	56.9	0.0	0.0	44.7	42.7	45.3	40.3	43.3



Noise Data Report 2 2013

dB(A) Leq16 (Background) by Day of Month and NMT



	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
<b>Jul</b>	<b>NMT 2</b>	47.6	54.0	47.5	47.8	48.3	54.2	52.8	53.8	47.5	47.7	54.0	49.1	48.7	49.9	49.7	51.9	53.7	53.7	49.9	48.5	64.2	46.4	54.4	58.8	58.5	54.8	57.7	54.9	49.2	47.2	48.7
	<b>NMT 3</b>	50.6	55.0	49.9	50.9	52.3	54.3	52.6	54.3	49.9	49.8	55.0	50.6	50.1	50.7	51.0	50.2	53.1	52.8	50.8	50.4	52.9	50.0	49.8	49.6	49.9	50.0	57.5	51.4	48.7	52.6	51.1

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
<b>Aug</b>	<b>NMT 2</b>	53.5	47.2	52.1	48.9	48.7	47.3	46.5	48.0	49.2	49.9	50.2	51.2	48.0	50.5	48.0	48.3	48.3	46.8	48.0	48.6	60.2	58.9	49.8	47.7	51.7	46.3	48.4	49.1	46.3	48.3	48.8
	<b>NMT 3</b>	48.9	47.1	49.0	50.0	47.4	48.5	47.9	49.5	53.2	51.5	52.3	50.9	51.9	49.3	49.1	48.2	48.9	49.3	50.3	50.0	51.7	50.0	48.4	49.4	48.4	49.7	48.4	51.7	48.4	48.4	48.9

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
<b>Sep</b>	<b>NMT 2</b>	49.2	51.8	49.5	50.0	53.5	49.2	52.6	52.7	47.2	49.8	50.8	48.8	50.7	54.0	48.8	53.2	49.4	48.7	49.5	49.9	51.3	49.4	49.9	49.6	54.4	49.1	49.6	58.2	59.7	48.9
	<b>NMT 3</b>	56.4	52.1	51.6	50.0	49.3	48.9	50.3	50.3	52.6	52.7	53.1	50.1	51.1	53.2	52.2	53.4	52.4	51.8	52.9	51.6	48.2	51.9	53.7	52.9	53.2	51.4	49.4	49.5	53.0	50.4

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
<b>Oct</b>	<b>NMT 2</b>	49.0	49.4	49.6	50.3	50.4	48.8	49.3	51.2	49.0	53.6	53.6	48.8	49.6	52.2	49.7	48.9	47.7	47.6	47.0	49.6	49.8	54.7	54.9	53.2	53.6	54.4	49.4	49.4	48.8	51.7	48.8
	<b>NMT 3</b>	50.3	51.9	50.2	52.2	51.9	52.2	49.1	50.3	49.0	52.9	50.2	50.4	54.8	54.4	48.9	50.1	49.6	52.2	51.0	54.3	53.0	56.5	54.1	53.8	50.4	52.2	52.1	48.9	51.8	52.6	51.4

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	
<b>Nov</b>	<b>NMT 2</b>	48.6	48.0	46.7	51.6	46.8	50.4	49.2	53.6	50.5	47.7	46.7	49.6	47.8	50.9	53.8	50.1	52.4	49.5	47.3	48.5	51.1	50.6	48.1	49.6	51.8	48.2	48.2	49.4	50	49.6
	<b>NMT 3</b>	53.7	51.4	49.8	49.1	53.0	52.2	51.7	52.6	50.7	52.4	47.9	53.1	54.3	50.5	51.9	54.4	52.6	52.6	48.8	50.0	50.0	53.9	52.9	49.2	50.7	55.9	53.7	53.5	48.8	49.2

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
<b>Dec</b>	<b>NMT 2</b>	50.0	47.4	52.3	50.8	48.5	50.4	49.0	50.2	53.5	51.4	51.5	50.1	51.4	50.0	51.6	49.7	54.4	47.8	52.0	50.4	46.0	50.8	45.5	48.4	47.7	43.9	46.3	49.0	45.6	44.9	46.8
	<b>NMT 3</b>	50.6	47.8	53.6	56.4	52.4	50.9	54.0	50.6	52.5	53.7	54.6	49.2	53.5	53.4	51.9	47.6	53.6	53.6	53.6	54.8	54.8	55.5	55.5	56.1	40.3	39.3	43.4	41.0	42.1	43.8	42.1