FARNBOROUGH AERODROME CONSULTATIVE COMMITTEE
"keeping people informed"

Questions to the Committee - June 2020

1. **From Geoff Marks – FARA - Addressed to Miles Thomas – FAL**

   The CAA's CAP 1875 CAP defines its proposed minimum requirements for noise modelling. Modelling requirements become more stringent with increases in the number of people exposed to the LOAEL of 51dB.

   Can you confirm your process meets the second highest Category B standard but would comply with the most stringent Category A standard if the number of fixed monitors were to be increased?

   Response from Miles Thomas - Environment Manager, Farnborough Airport Ltd

   Dear Geoff,

   I can confirm that the noise modelling process at Farnborough Airport Ltd (FAL) conforms to the Category B standard as described in the CAA Document "Consultation on CAA Minimum Noise Requirements for Noise Modelling" (CAP1875).

   Category A standards for noise monitoring require the number of noise monitors to be "sufficient and appropriately positioned such that track-keeping data can be used to identify noise caused by specific types of aircraft, and used to make amendments to data from the ICAO sponsored Aircraft Noise and Performance (ANP) database, to reflect local effects". With only one runway and SIDS and STARS that following the same path for initial departure and final approach, the number and placement of FAL noise monitors is sufficient and appropriate.

   It is the specifics of Table 2.1, CAP1875 that identify the relevant and key difference between Category A and Category B approaches to noise modelling. Under Category B, FAL validates the ICAO noise dataset by reference to actual data collected from operations of the major aircraft types (most common 20), these represent the significant majority of movements. Under Cat A, an airport must validate ICAO datasets with reference to ALL aircraft types. Given the huge diversity in types operated in business aviation, combined with the low annual frequency of some types, collection of sufficient noise data to validate the ICAO dataset for all types would not be workable, regardless of the amount of noise monitors.

The CAA also sets out more general guidance on Noise Modelling Requirements in the introduction to CAP1875 and states:

> different groups of airports. In general, the CAA will expect the noise analysis to be sufficient for it to carry out its duties but also proportionate to the size and likely noise effects of the airport or the proposal under consideration. In most

Given that very large commercial entities such has Heathrow, Manchester and potentially Birmingham fall within the Category A standard, it would seem the FAL is appropriately placed within Category B.

I hope this assists you in your understanding, if I can be of further assistance, please let me know.