

## Update following the FACC meeting – 27<sup>th</sup> June 2024

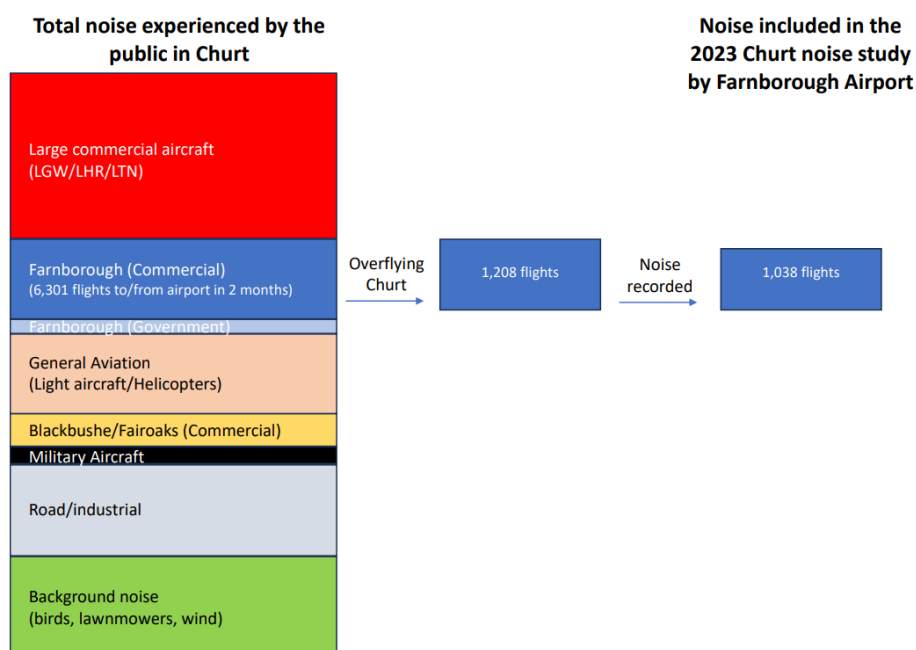
The latest FACC meeting was again very unsatisfactory. The issues that are a concern to the public are not being discussed and misinformation is being provided by the airport. Events such as the Advertising Standards Authority upholding complaints against Farnborough Airport and operators for greenwashing aren't mentioned because the airport's updates are a marketing exercise. Papers for the meeting aren't circulated to the public until after the event so the public can't comment on them or ask questions relevant to the meeting. It really relies on FACC members challenging the airport at the time but only one or two local authority or local interest representatives on the FACC have sufficient technical aviation knowledge to do that or are unaware of things that need to be brought to the meeting. That isn't a criticism of representatives. It is a reflection of the airport refusing to engage with knowledgeable people or groups like FNG who should (under the DfT's Airport Consultative Committee Guidelines) be able to do so.

There are two things from the FACC meeting worth discussing:

- 1) The complaints data is still of no use. The objective of collecting the data is to understand what is causing complaints and what can be done to address the issues, therefore reducing the number of complaints. Bear in mind that typically only 1 in 10 people complain vs those annoyed by something. The airport's main focus is to discredit the number of complaints, e.g. reporting that 71.5% of complaints are from a couple of complainants in GU10, therefore they are repeat complainers who should be discounted.

The reality is that FNG has noise monitoring equipment in GU10 and there are people in GU10 who track aircraft and therefore submit more complaints. It is obvious that if a new flightpath is put over GU10, and aircraft are flying lower than they should be, there will be complaints. What is FAL going to do about it?

- 2) There was a presentation on aircraft noise and a summary of the data collected at Churt. The full report still isn't available. The main problem with the work carried out is that it only measured Farnborough aircraft, and only a sub-set of them. The table below shows where noise comes from in Churt. People don't select out sources of noise so all noise must be measured. The conclusion in the presentation was that on average only one aircraft a day makes more than 65 dBA (max of 4 a day). That is totally unrealistic. It is probably ten times that on many days.



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There was a presentation by Bickerdike Allen Partners (FAL's noise consultants) that explained how "overflow" is measured. It is a cone at 48.5 degrees to the ground projecting upwards. So that means an aircraft at 2,000ft height would need to be within half a mile of a person on the ground to be "overflow". But an aircraft at 10,000ft could be three miles from a person on the ground to be "overflow". A problem with the picture provided is that it is rather misleading. We've included it below with the correct angles. Only including Farnborough aircraft at 3,000ft and ignoring the many Heathrow and Gatwick aircraft at 5,000 – 15,000ft is a huge misrepresentation of the "number of people overflow" and the noise experienced.

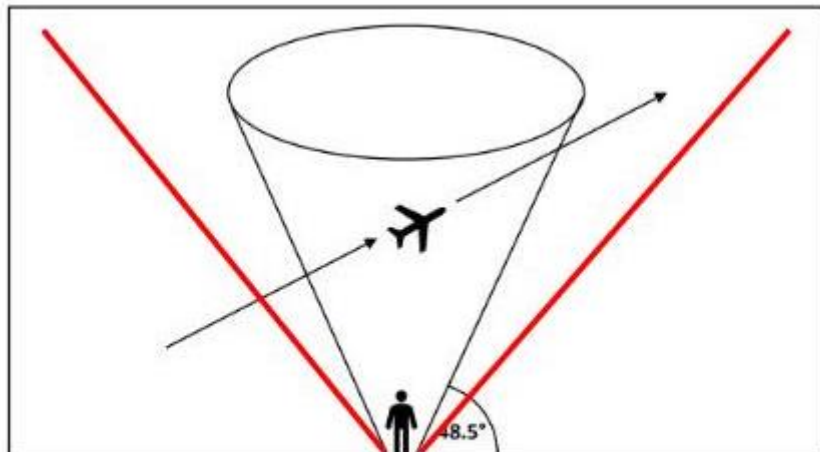
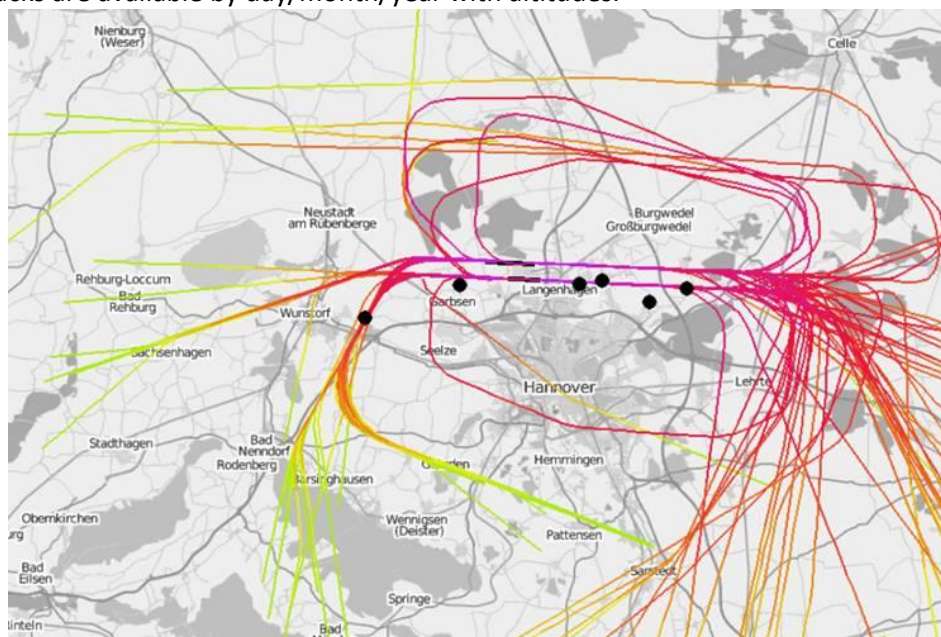


Figure 3: Illustration of an overflow. Any aircraft passing through the cone defined by the 48.5° angle was classed as an overflow.

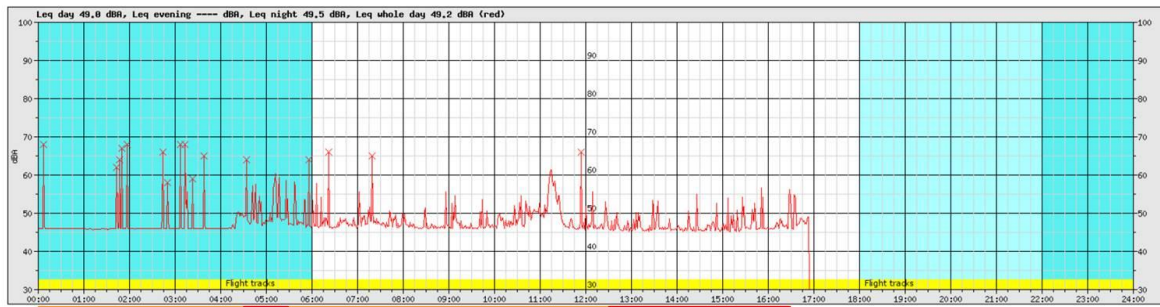
The report also suggests that the noise of each aircraft can't be correlated with a specific aircraft. Yes it can. We do it. Our sound monitor is connected to an ADS-B receiver so we can correlate which aircraft is making the noise. It requires some manual work and we are working with a European group to address this. This is the sort of data they provide real-time from hundreds of sound monitoring locations.

Flight tracks are available by day/month/year with altitudes.



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Noise data is available real-time with LAeq16, max and Nx provided.



What is needed, for the FACC to be effective, is to understand what the issues are that the public are experiencing – and they are different in different areas. Then to put in place a plan, with milestones and measures to find solutions to those issues where possible.

There is also a need to challenge the airport to comply. That is to comply with the S106 agreement regarding conditions, comply with the flightpaths established in the 2014 consultation, and comply with national guidance on things like measuring noise and pollution properly. If the FACC is going to passively allow the airport to knowingly pollute and harm local residents, that is totally unacceptable.