

Aircraft Noise & Track Scheme

1. Introduction

- 1.1 In compliance with the Town and Country Planning Act Section 106 Agreement, Farnborough Airport operates an integrated Noise and Track Monitoring System (NTMS). The NTMS comprises of two fixed Noise Monitoring Terminals, a single portable Noise Monitoring Terminal and a software package (ANOMS 9). The NTMS system is operated 24 hours a day.
- 1.2 In compliance with the Town and Country Planning Act Section 106 Agreement, Farnborough Airport provides real time access to ANOMS data to Rushmoor Borough Council (RBC).

2. Noise Monitoring and Reporting

- 2.1 Farnborough Airport maintains continuous operation of two fixed Noise Monitoring Terminals (NMTs) located at the agreed locations of Tweseldown Racecourse (No.2) and Farnborough College of Technology (No. 3). Should maintenance be required on either system is required and data loss results, Farnborough Airport shall inform RBC as soon as is operationally practicable.
- 2.2 The fixed NMTs are be configured to record “noise events” that result from aircraft operating at the Airport. Distinction between community noise (non-aviation) and aircraft noise is achieved through the operation of the NTMS software and used for reporting purposes.
- 2.3 Noise event data is reported within the Farnborough Airport Environment Report, submitted to RBC twice annually and expressed as daily dB LAeq,16h for Aircraft, Community and Total Noise.
- 2.4 Noise event data from the two fixed NMTs is used to validate noise modelling assessments which are carried out on a six monthly basis using the Integrated Noise Model (INM).
- 2.5 The portable NMT (No.1) is maintained in preparation for ad-hoc monitoring in connection with procedural trials or in response to requests from groups or individuals in the surrounding community.
- 2.6 All NMTs are subject to full maintenance checks and certified calibration on an annual basis.

3. Track Monitoring

- 3.1 Track monitoring of flights at Farnborough Airport uses a secondary radar data feed to the NTMS. Aircraft up to an altitude of 10,000ft are captured by the NTMS, to include non-Farnborough operated flights where possible (aircraft without transponder equipment cannot be captured on the system). Recognition of different modes of operation (departure, arrival, transient) is automatically initiated by ANOMS software.
- 3.2 In compliance with the requirements of the Section 106 Planning Agreement, all Farnborough Airport operated flights are subject to a routine flight track auditing procedure. This procedure allows identification of flights that have infringed published operating procedures in terms of track or altitude where applicable.
- 3.3 All identified infringements of published operating procedures, identified through track auditing, are recorded on the Infringement Database and are be subject to internal investigation (using track mapping as evidence to aircraft operators). Aircraft operators notified of an infringement are required to acknowledge the notification, provide explanation of the occurrence and state the measures that will be implemented in order to ensure future compliance. Repeat infringements and failure to acknowledge and address such matters result in sanctions, to include limitations on or complete withdrawal of Airport access where appropriate.

- 3.4 Where responses are not received from operators within a reasonable timescale, Farnborough Airport will present a hard copy of the infringement letter to the crew of the aircraft the next time it operates at the Airport.
- 3.5 Track monitoring is routinely employed for the identification of flights reported by the local community in the form of complaints (refer to the Farnborough Airport Complaints Charter). Track data and findings from track auditing are used to identify reported flights (Farnborough Airport and where possible non-Farnborough Airport operated) and confirm the operational circumstances at the relevant time.

4. Reporting

- 4.1 Summaries of data from the Infringement Database are reported to Rushmoor Borough Council within the annual Farnborough Airport Performance Monitoring Report and to the Farnborough Aerodrome Consultative Committee (FACC) within the Farnborough Airport Information Report.

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