Issue Specific Hearing: Noise. 22 March, 2019.

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Peoples' sensitivity to noise are very different. My wife for example can hear a water leak in a pipe 20 metres from the house.

In contrast [redacted] and it takes an 80 db sound for me to notice, such as slamming a door.

My response is better at the lower frequencies, but the aviation industry insists on using A weighting for measuring noise and that reduces lower frequency noise, and no account is taken of tonality.

The World Health Organisation (WHO) now gives **lowest-observed-adverse-effect level** (**LOAEL**) as 45 dB daytime and 40 dB, night.

The Applicant should assess proposals against proposals against this level, because this will become the target in future.

But keeping noise below the 45 dB as the latest WHO guidance recommends, does not mean that sounds below that will not annoy people, because some people are annoyed by 30 dB.

For Manston the existing relatively quiet situation will be highly disturbed by heavy noisy air freighters flying in or out every ten minutes, because the change is so huge.

It is not the same as a small increase at an existing airport.

In addition people are more affected by peak noise, but the LA Slow Max (LASMax) does not capture peak noise – LA Fast Max would be better.

The Quota Count system uses Effective Peak Noise (EPN) which better reflects how people actually hear aircraft noise.

Noise assessment depends on aircraft following flight paths. Previous experience showed planes flying on unexpected routes, so there must be clear routes, which the aircraft must use.

As more research is carried out, it shows increasing risks of damage to humans and wildlife, whether it be from noise, or from the other impacts of air transport such as air pollution and climate change.

The Noise Directive requires that noisy areas are made quieter and that quiet areas are maintained.

So a new airport is totally unacceptable.

Thank you.