Additional submission for Deadline 9
TR020002 –Manston Airport - Ref:20011948

Dear Sir,

I am writing in connection with the submission by Five10Twelve[1] concerning noise contours. I am no expert on Noise Contour generation but I assume that the quality and relevance of the contour is totally dependant on the input data. If the data is inaccurate or inappropriate then so will be the contours produced.

I would like to refer to Table 1[2] from the submission:

Table 1   Manston 'Five10Twelve' fleet mix average day 100% W traffic

Type	Code	Departure route 1	Departure route 2	RWY 28 arrivals
Airbus A320	A320	1	0	1
Airbus 330-200	A332	1	1	3
Boeing 747-400	B744	1	0	2
Boeing 747-800	B748	1	0	1
Boeing 757-200	B752	1	1	3
Boeing 757-300	B753	1	0	1
Boeing 737-800	B738	6	6	11
Boeing 737-300	B733	2	2	3
Boeing 777-200	B772	3	3	5
ATR72	AT72	3	3	6
Boeing C17 Globemaster III	C17	1	0	1
Fokker 70	F70	1	1	2
Lockheed L-100 Hercules	C130	1	0	1
Single Propeller	SP	15	15	30
Small Twin Piston	STP	4	4	8
Small Twin Turboprop	STT	4	4	8
Executive Jet	EXE3	3	3	6
	Total	**49**	**43**	**92**

Presumably the CAA (ERCD) used this data to produce the noise contours for 100%W traffic. The table heading suggests that this is the "fleet mix for an average day". However, the table shows multiple examples where there are either more planes of a particular type taking off in a day than landing or more planes of a particular type landing than taking off. If it is an average day then there would be the same number of planes of a particular type taking off and landing.

For example for a Boeing 737-800 it should read:

6 departures route 1   6 departures route 2   12 (not 11) arrivals RNW 28

If they make such basic mistakes it does call into question how reliable the contours are?

Kind regards,

David Stevens.

---

[1] Five10Twelve – [AS-120]
[2] Five10Twelve – [AS-120] page 3