

SAFETY AND AIRSPACE REGULATION GROUP

Airspace Regulation



25 September 2018

Dear [REDACTED]

RAF Brize Norton 54dB Noise Contour and Population Analysis

Reference: ACP-2014-12

1. We refer to the above matter and to the CAA's letter to you dated 6th April 2018, a copy of which is attached at Enclosure 1.
2. We have considered the analysis from [REDACTED] containing 54 dB noise contour analysis on RAF Brize Norton. The CAA is satisfied that the analysis contained in the report indicates that the noise impact from the airport currently affects less than 10000 people in the standard 54 dB LAeq 16 noise contour. This therefore satisfies the requirement set out in the Department for Transport's letter to the CAA dated 28th March 2018 and we confirm that this ACP is allowed to continue to follow the 2014 Air Navigation Guidance and CAP 725.
3. A copy of this letter will be posted on the CAA website.



[REDACTED]
[REDACTED]

Civil Aviation Authority

Enclosure

1. RAF Brize Norton 54dB Noise Contour Letter dated 6 April 2018



[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

6 April 2018

Ref: RAF Brize Norton ACP

Dear [REDACTED]

After recent consultation with the DfT the CAA has recently published a clarification to its transition policy. The DfT decided that after consideration of this important matter our Ministers have come to the view that ongoing airspace change proposals which had commenced their consultation by 2nd January 2018, or which would have done but for the Christmas period, and whose noise impact currently affects less than 10,000 people in the standard 54dB LAeq 16 noise contour, should be allowed to continue to follow the 2014 Air Navigation Guidance. All other proposals which had not commenced their consultation by that date should follow the 2017 Air Navigation Guidance.

As a consequence, in order to apply ANG 2014 to your proposal when it is submitted to us for a decision the CAA will need to be satisfied that your airports current noise impact affects less than 10,000 people in the standard 54dB LAeq 16 noise contour.

We write to advise you that you must prepare a 54dB noise contour map to enable us to determine whether your airport current noise impact is below that threshold and so your proposal when submitted will be assessed against ANG 2014 and CAP 725 (or not) or some suitable means of making this assessment which is acceptable to the CAA.

Yours sincerely

[REDACTED]

[REDACTED]
Civil Aviation Authority

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