

24 June 2008

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Dear Sirs,

FOR IMMEDIATE ATTENTION – NOT A CONSULTATION RESPONSE

Accuracy of SEL contours for Luton (your reference SG001959-C)

Thank you for your letter of 18 June in response to mine of 8 June.

While I accept that there is no fixed relationship between L_{Amax} and SEL values, I note that you have failed to make any case which could render your SEL contours for the Boeing 737-700 compatible with the SEL measurements for the same aircraft type made by Bureau Veritas which I quoted in my original letter of 1 May. For ease of reference, I have repeated the data and technical information here.

The following SEL (dBA) measurements were produced by the Airport Company's consultants Casella Stanger (now Bureau Veritas) for 7 westerly departures over Ludlow Avenue, Luton (grid reference TL 093 196) in 2003: 88.8, 88.6, 89.2, 89.7, 91.2, 87.9 and 89.0. These measurements were made on a single day, 24 July 2002, between 11:50 and 13:57. The equipment used was manufactured by CEL. If you wish to approach Bureau Veritas for a copy of the paper, the reference is st/03/113/N6006 and the date of the report is 22 July 2003.

I have tried to visualise ways in which these measurements could be compatible with your SEL contours but I have drawn a blank. Worse, I suspect that the 80 dBA SEL contours are also incorrect.

Yours faithfully,

Dr Roger Wood
for LADACAN

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