

## Bromsgrove Model Flying Club Noise policy from 1<sup>st</sup> July 2017

BMFC are keen to ensure that noise pollution is kept to within acceptable limits to reduce the impact on the neighbouring community, which in turn will reduce the risk of noise complaints and thus securing the longevity of our flying site.

BMFC committee have agreed to the following noise limits:

Category 1 - Up to and including 84dB - **acceptable and able to fly**

Category 2 - above 84dB to 86dB – **notice of improvement issued – can fly after the test but need to take proactive action to reduce the noise at the next visit for a re-test**

Category 3 - above 86dB – **fail, cannot fly until it is brought down to acceptable limits identified above**

All tests shall be documented and displayed on the club website. This will be updated on a monthly basis when there are changes. The test will record:

1. Member name, date
2. Model Name/Description and type
3. Prop size, pitch and make
4. Engine make, size and silencer fitted
5. dB recordings

Any model in category 2 or 3 the member will be issued with a 'Recommendation of improvement' notice which will give advice on what they can do to try and reduce the noise to within acceptable limits.

Any model in category 2 can be flown after the test but the member needs to make necessary changes to reduce the noise to 84dB or below and have it retested before it can be flown again. If a re-test cannot be carried out due to no tester being available or too windy then as long as the member can demonstrate that they have taken necessary steps to reduce the noise then they can fly until a suitable re-test date can be undertaken.

When a model is in category 2, and has had all possible modifications carried out and is still not 84dB or below, then the committee will decide the next course of action. Any modifications made shall be recorded on the test records by the tester.

Any model in category 3 cannot be flown until satisfactory modifications have been made and a re-test has been undertaken.

If a modification is made to a model which is in category 1 eg change of engine or propeller then the member is responsible to organise a re-test within a reasonable timescale (eg two weeks) but the model may be flown up to the date of the test.

It is the responsibility of the member to contact a committee member to organise a test date. If the weather conditions are not acceptable at the time of the test, then the committee member shall make a judgement on whether they think the model is within acceptable limits and can be flown until a suitable day can be re-arranged.

A committee member can request a re-test of any model if he/she feels the model may be exceeding the limits. The model can still be flown until a suitable date can be arranged.

## Method and rules for conducting the noise test

The test shall be carried out by a member of the committee under the BMFA guidelines which is summarised below:

1. Wind speed to be under 7mph
2. The noise meter to be positioned downwind of the model
3. The model and meter to be held at 1.2m high 7m from the noise meter
4. The noise meter shall be initially set to 80db, slow response and with the wind sock fitted
5. If the recorded noise is outside this range then the meter should be selected to an appropriate scale to obtain an accurate reading. ie 90 or 70
6. The model shall be rotated and tested at 0, 90, 180 and 270 degrees to the meter
7. No talking/engines running shall take place within the vicinity of the meter (15m) whilst recording the results, except for the test model itself
8. If the member wishes to witness the results then they can have another member hold the model for them
9. It is the maximum reading of all 4 tests that shall be recorded on the test certificate (not the average)
10. Whilst carrying out each recording the meter can sometimes fluctuate 1 or 2 dB. The documented reading shall be reading at which the model resides at for the longest time.

