MEASURING NOISE

‘Noise contours’ give an indication of general noise levels and show an average noise reading over a set period of time. They are used information on the position, number, heights and noise levels of arrivals and departures to and from Manchester. Noise contours look like a series of concentric rings, like in a tree trunk. The closer the rings are to the airport, the louder the noise is. This is represented by a number. Current Government guidelines recommend noise insulation such as high performance glazing or loft insulation at 63 decibels. If you live in the area, you can apply for help with this from Manchester.

Noise contours are common for measuring noise around an airport and a departure or arrival route, the more noise you will hear.

WANT TO KNOW MORE?

There is a booklet like this one for each of our departure routes. Further information is already available on our website in a range of formats including films and downloadable information sheets. You can see them all at www.manchesterairport.co.uk/howweoperate.

If you would like to talk to us you could:

– phone our Freephone number (08000 967967);
– send an email to community.relations@manairport.co.uk; or
– come to an outreach session (details are on our website).

You can watch aircraft movements and look at heights and positions over the ground using webtrak, which is on our website at www.manchesterairport.co.uk/webtrak.

MEASURING NOISE

Generally, the closer that you live to an airport and a departure or arrival route, the more noise you will hear.

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There are three routes with easterly departures shown on this diagram. These are used for an average of 23% of our flights. In 2016 there were 74% departures on the ASMIM15 route – 31% of all easterly departures.

Our information is based on the most recent complete year, which was 2016, and our busiest month in that year, October.

The following graphics focus on the ASMIM15 route travelling to the USA and Scotland.

- **AIRCRAFT**
  - Newer aircraft are quieter and more efficient.
  - Aircraft currently using the ASMIM15 route range from small 10-seat aircraft to the largest 400-seat aircraft.
  - Aircraft used between 2010 and 2016.

- **AIRSPACE**
  - Over 25000 feet, which is the highest point at which the aircraft must stay on the route.
  - Aircraft currently approach the airport they are landing at and wait in a holding pattern before landing and taking off.

- **ARRIVALS**
  - Aircraft currently approach the airport they are landing at and wait in a holding pattern before landing and taking off.

- **WILL THINGS CHANGE IN THE FUTURE?**
  - A national policy, led by the CAA, to reorganise airspace for improved efficiency and maintaining safety.
  - Satellite navigation replacing navigational aids on the ground, enabling aircraft to fly more accurately following the centre line of the departure route on each departure;
  - Improved technology on board new aircraft offering the opportunity for greater efficiency and reduced noise.

- **POSITION OF AIRCRAFT ALONG ROUTE ASMIM15**
  - This review process will also enable us to create the best routes for improved efficiency and improved engines are quieter and more efficient.

- **DEPARTURES**
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  - Aircraft used between 2010 and 2016.

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