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

Noise contours are common for measuring noise around other transport routes such as roads and railways. This is represented by a number. Current Government guidelines recommend a noise reading over a set period of time. They use actual 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 homes that are close to the airport.

‘Noise contours’ give an indication of general noise levels and show an average noise reading over a set period of time. They use actual 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 homes that are close to the airport.

There is a booklet like this one for each of our departure routes. Extra information is already available on our website in a range of formats including films and downloadable information sheets.

If you would like to talk to us you could:
– phone our Freephone number (0800 096 7967);
– send an email to community.relations@manairport.co.uk;
– come to an outreach session (details are on our website); or
– you can see them all at www.manchesterairport.co.uk/soundinsulation.

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

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It is likely there will be changes in the future of all flights.

The changes relate to three levels of airspace.

- Departure – below 7000 feet heading to the airport to join the high level routes
- Arrival – below 7000 feet heading to the airport
- Holding pattern

Aircraft currently approach the airport they are landing at and wait for an instruction to land. Ideally, the approach is a continuous descent to land as this is fuel efficient and quiet.

If aircraft need to wait, they go into a ‘holding pattern’ away from a continuous descent to land as this is fuel efficient and quiet.

The graphic below show the height of aircraft on the SONEX1R and SONEX1Y routes when there were departures on a single day in July 2016.

The accuracy with which an aircraft navigates depends on the following.

- The size of the aircraft
- What technology the aircraft has on board
- The weight of the aircraft
- How the pilot interprets instructions

The map opposite shows the general position and spread of flights using the SONEX1R and SONEX1Y routes in July 2016.

At the beginning of the departure, the aircraft is dark blue. As it becomes higher above the ground, the colour changes to light blue (3500 feet) and finally to green (5000 feet). On the route 4000 feet is the highest point at which the aircraft must stay on the route.

There are four routes with westerly departures shown on this diagram. These are used for an average 77% of our flights. In 2016 there were 26274 departures on route SONEX1R (Runway 1) and route SONEX1Y (Runway 2) – 37% of all westerly departures.

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

The following graphics show the combined information from routes SONEX1R and SONEX1Y routes heading North and East traveling to Northern Europe and the Far East.

If aircraft need to wait, they go into a ‘holding pattern’ away from the airport to join the high level routes.