MEASURING NOISE

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

‘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 63 decibels. If you live in this area, you can apply for help with this noise insulation such as high performance glazing or loft insulation at 63 decibels.

Noise contours are common for measuring noise around other transport routes such as roads and railways.

WANT TO KNOW MORE?

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);
– 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.

Manchester Airport Department Routes Information Pack

SOUTH EASTERLY DEPARTURES IN WESTERLY OPERATIONS (ROUTES LISTO2R AND LISTO2Y)

Flying over: Mobbarley / East Knutsford / Ollerton / Chelford / Swettenham

This document explains how we operate now and provides some information about the number of aircraft and passengers currently flying from Manchester Airport.

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WILL THINGS CHANGE IN THE FUTURE?

**AIRCRAFT**

Over time, airlines will buy new aircraft. The improved engines are quieter and more efficient. The new designs are able to climb quicker and with less friction, significantly reducing noise and emissions. All of this is beneficial to communities that the aircraft fly over.

Aircraft currently using the LISTO2R and LISTO2Y routes range from small 10-seat aircraft up to the larger 100-seat aircraft.

A likely there will be changes in the future due to:

- 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; and
- improved technology on board new aircraft offering the opportunity for greater efficiency and reduced noise.

**AIRSPACE**

A review of upper airspace (above 24 000 feet) is taking place. This will repurpose some of the main airways over the UK to increase efficiency and improve the customer experience. The new rules are designed to allow companies to operate in the airspace more efficiently.

The changes relate to three levels of airspace:

- High level – over 7 000 feet where aircraft are traveling to or from their final destination;
- Arrival – below 7 000 feet heading to the final destination airport;
- Departure – between 0 and 7 000 feet leaving the airport to join the high level routes.

**ARRIVALS**

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 are kept a “holding pattern” away from the airfield. As a part of this project, NATS will examine if this is the best way to control aircraft approaching the airfield and before they land.