

NIGHT NOISE POLICY 2020-2024

WINTER 2020 – SUMMER 2024

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This document sets out Manchester Airport's policies for controlling night noise. We have adopted a balanced approach in setting our Night Noise Policies and believe that they are necessary if we are to achieve our environmental objectives and specific night noise abatement objectives.

We last reviewed our five-year night noise policy in 2017. The resulting policy, was subsequently (in 2020) extended for a further four years to allow it to be revised at the same time as our Noise Action Plan.

The potential benefits afforded by forthcoming airspace change and the associated introduction of new technologies and procedures, will be an important consideration, in the next major review of our Night Noise Policy. We believe therefore that such a review should take place in parallel with our airspace change proposal. To enable this, we have maintained our 2018 - 2020 Night Noise Policy, with minor amendments*, for a further four years.

Our environmental objectives are to:

- Ensure that aircraft noise at night does not exceed the levels recorded during 2001/2 (the year Runway 2 opened)
- To encourage the use of quieter aircraft
- To meet noise abatement objectives as adopted from time to time.

Our policies fall into six categories:

- Movement and points budget limits
- Noisy aircraft
- Noise penalties
- Engine testing
- Operational restrictions
- Monitoring and review.

The policies will run from the beginning of the Winter season 2020 until the end of the Winter season in 2024.

* The addition of the QC0.125 and QC0 categories.



MOVEMENT & POINTS BUDGET LIMITS

NN1 Night movement limits will not exceed 7% of the Airport's total movements.

This policy ensures that the number of night movements is capped at no more than 7% of total movements of the airport.

NN2 The QC points budget for each Summer/Winter season up to the end of the Winter season 2024 will be fixed at 7000 points for Summer and 3000 points for Winter. Points that are unused in any season shall not be carried forward to subsequent seasons.

Every aircraft arriving and departing at night from the Airport is given a noise classification, by the Civil Aviation Authority, known as a Quota Count (often referred to as QC) based on ICAO noise certification data. A modern quiet jet such as the Airbus A319 or Boeing 737-700 may be classified as QC0.25 on arrival and QC0.5 on departure, whilst older aircraft such as the Boeing 747-200 may be classified as QC4 on arrival and QC8 on departure. For every arrival and departure we deduct the Quota Count for the arrival or departure from the points budget. This process allows airlines to operate more quiet aircraft in exchange for fewer noisier ones.

An essential part of our night-period noise controls is a system of classifying aircraft according to their 'quota count'. The system gives each aircraft a 'quota count' depending on the noise they generate on take-off and when landing (based on the noise levels measured at the time that aircraft was first introduced).

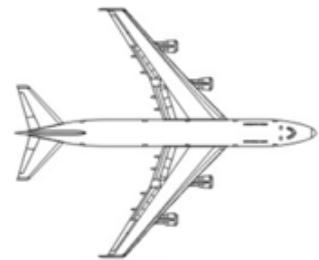


There are now eight categories of quota count and these double with each increase of three decibels. Aircraft are given a quota count (QC) as follows. In addition, flights by the quietest aircraft types (QC0) are no longer excluded from movement limits.

CERTIFIED NOISE LEVEL (DECIBELS)	QUOTA COUNT
More than 101.9	QC16
99 to 101.9	QC8
96 to 98.9	QC4
93 to 95.9	QC2
90 to 92.9	QC1
87 to 89.9	QC0.5
84 to 86.9	QC0.25
81 to 83.9	QC0.125
Less than 81	QC0

Boeing 747-200

QC8 on take-off
QC4 when landing
Passengers 458



Airbus A380-800

QC2 on take-off
QC0.5 when landing
Passengers 615



Boeing 757-200

QC0.5 on take-off
QC0.25 when landing
Passengers 235



DHC-8-400

QC0 on take-off
QC0.25 when landing
Passengers 78





NN3 Seasonal movement limits of 10150 (Summer) and 3895 (Winter) will be maintained until the end of the Winter season 2024.

Whilst the overall noise climate is fixed, along with the movement cap and the points budget, the Airport also imposes further controls on seasonal operations. This provides a further limit on the number of movements – even by the quietest aircraft. It therefore complements and reinforces policies NN1 and NN2. The seasonal movement limits remain unchanged from our previous Night Noise Policy.

Policies NN1-NN3 cover the period 23:30-05:59.

NOISY AIRCRAFT

NN4 Between 23:00 and 06:59 no QC16 or QC8 aircraft will be allowed to arrive or depart.

NN5 Between 23:30 and 05:59 no QC4 aircraft will be scheduled to depart.

We operate a number of exemptions which allow QC8 and QC16 aircraft to operate within the night period and QC4 aircraft departures to be scheduled, namely:

- Off scheduled movements during emergency situations;
- Off scheduled movements as a result of major disruption to air traffic;
- Off scheduled movements where significant distress may be caused to humans and animals;
- Relief flights where urgent needs exist;
- Military and support aircraft at time of war;
- Aircraft of British or foreign Royal Families and aircraft carrying Heads of State.

We will report any departure or arrival that takes place as a result of these exemptions to the Manchester Airport Consultative Committee.



NOISE PENALTIES

NN6 Between 23.00 and 06.59, financial penalties will be applied to aircraft that exceed the following noise levels on departure (monitored at 6.5km from the start of roll).

23.00 – 23.29 82 dB(A)

23.30 – 05.59 81 dB(A)

06.00 – 06.59 82 dB(A)

A minimum penalty of £768 will be applied for the first decibel by which the noise level is exceeded. A further £153.60 will be added for each decibel in excess of the noise limit.

We linked these penalties to the Retail Price Index (RPI) and adjust them annually. These changes have been reflected in our Fees and Charges from April 2020.

The purpose of imposing noise penalties is to encourage pilots to fly their aircraft in the quietest possible manner and to encourage airlines to change to quieter aircraft.

All penalties that are received are donated to Manchester Airport Community Trust Fund.

NN7 No engine tests will be permitted outside the engine test bay between 22:00 and 06:00.

NN8 No engine tests will be permitted outside the engine test bay between 06:00 and 07:30 on a Saturday and Sunday.

NN9 No more than 20 engine tests a year will be permitted in the engine test bay between the hours of 22:00 and 06:00.

ENGINE TESTING

Aircraft maintenance is an important part of the activities at the Airport and the source of many jobs. A necessary part of maintenance is the need to test engines prior to an aircraft being brought back into service. In order to limit the impact on local residents a specially designed engine test bay has been constructed.

Engine testing on the airfield only takes place as an exception, when prevailing wind direction prevents the use of engine test bay. No such tests are allowed at night and only 20 night tests a year are allowed within the test bay. This is a legal commitment contained within the agreement with Cheshire East Council.



OPERATIONAL RESTRICTIONS

NN10 Visual approaches will not be permitted between 23:00 and 06:59.

NN11 Non standard departures will not normally be issued between 23:00 and 06:59.

NN12 Early turns will not be issued between 23:00 and 06:59.

NN13 All aircraft approaching Manchester between 22:00 and 05:59 will be expected to conform to a Continuous Descent Approach.

NN14 Runway 2 will not be used between 22:00 and 05:59 unless it is unsafe to use Runway 1 or if Runway 1 is closed for repairs.

NN15 Where available and practical for operational reasons aircraft should use Fixed Electrical Ground Power.

NN16 Pilots are requested to avoid the use of reverse thrust (above idle power) after landing, consistent with the safe operation of the aircraft, especially between 23:00 and 06:59.

MONITORING AND REVIEW

NN17 We will report annually the average noise level of the top 100 noisiest departures between 23:00 and 06:59.

NN18 We will report annually the area of the 60LAeq, 57 LAeq and 48 LAeq 8 hour contours.

NN19 We will manage the operations of the Airport at night to ensure that neither the average noise level of the top 100 noisiest departures or the area of the 60LAeq contour is worse than recorded during 2001.

These are the performance indicators which we use to track our progress against our environmental objectives. We monitor the noise levels of all aircraft operating at the Airport. Monitoring is a requirement of both the Runway 2 Planning Conditions and our legal agreement with Cheshire East Council.

The monitoring of performance against targets is externally audited on an annual basis with the results of the audit being reported to the Manchester Airport Consultative Committee. Members of the Environmental Health Officers consultative group also have access to night noise information for audit and performance monitoring purposes.

The Community Relations Team
Olympic House Manchester Airport
Manchester
M90 1QX
United Kingdom

08000 967 967

community.relations@manairport.co.uk

manchesterairport.co.uk/community

 @MAComRels

manchesterairport.co.uk/community

