



Night Noise Policy

Summer 2007 to Winter 2011

Night Noise Policy Summer 2007 – Winter 2011



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.

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 Summer season 2007 until the end of the Winter season 2011.

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. This obligation is part of a legal agreement with Cheshire County Council.

NN2 The points budget for each Summer/Winter season up to Summer 2012 will be fixed at 8,750 points for Summer and 3,900 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 is classified as QC0.5 on arrival and departure whilst older more noisy aircraft such as the Boeing 747-200 may be classified as QC8 on departure and QC4 on arrival. 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.



NN3 Seasonal movement limits of 10150 (Summer) and 3895 (Winter) will be maintained until Summer 2011.

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. Again, this obligation is contained within our legal agreement with Cheshire County Council. 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.

NN4 and NN5 represent a significant strengthening over our previous noise policies. For the first time rather than imposing a restriction on the scheduling of the operation of noisier aircraft, we have introduced an operating ban on those aircraft with quota counts of QC8 or QC16.

We have also introduced a scheduling ban on the departure of QC4 aircraft during the core nighttime period of 23:30-05:59. We did consider introducing a scheduling restriction on arriving aircraft with a quota count of QC4. However this would have affected aircraft arriving from the USA and the Far East. Significant variability in flight times due to weather conditions (particularly winds in the upper airways) can lead them to arrive substantially earlier than they are scheduled to, and normally do, arrive. The ultimate effect of an operating restriction would have been that an aircraft arriving early would have had to delay its landing until after 06:00 by being kept in the air in holding patterns. This would consequently affect the amount of fuel burn, which is inconsistent with our overall Environmental Policy.

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 Financial penalties will be applied to departing aircraft that exceed 83 dBA monitored at 6.5 km from start of roll. A minimum penalty of £750 for the first decibel by which the noise level is exceeded will be applied. A further £150 will be added for each decibel in excess of the noise limit.

This policy significantly tightens the night noise limit from 85 dBA to 83 dBA and also increases the minimum penalty which we can impose from £500 to £750.

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.

Engine Testing

- 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.

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 County Council.

The period during which the 20 night tests can be undertaken has been restricted by a further hour to commence at 22:00 rather than 23:00.



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.

Operational measures are an important way of encouraging quiet operations and best practice. We have introduced a number of new operating measures and strengthened the existing policies.

We have introduced continuous descent approaches, restricted the use of early turns and extended the period during which non-standard departures and visual approaches are restricted.

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 60 L_{Aeq} , 57 L_{Aeq} and 48 L_{Aeq} 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 60 L_{Aeq} 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 County 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.

