

NIGHT NOISE POLICY

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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.

This policy aligns with the S106 agreement and the Noise Action Plan 2024-2028.

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 outlined in our Noise Action Plan.

Our policies fall into six categories:

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

NIGHT NOISE POLICY



QC SYSTEM

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 certified noise levels for each aircraft.

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 encourages airlines to operate more quieter aircraft in exchange for fewer noisier ones.

There are 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 (EPNdB)	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

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



Boeing 747-200

QC8 on take-off
QC4 when landing
Passengers 458





POINTS BUDGET LIMITS

NN1: - We will operate seasonal quota count (QC) noise budgets of 7,000 QC points in the summer season and 3,000 QC points in the winter season. These limits apply to the core night period of 23:30 to 05:59.

NN2: - We will operate a seasonal quota count (QC) point noise budgets of 11,498 QC points in the summer season and 7,788 QC points in the winter season. These limits apply to the night period of 23:00 to 06:59.

NOISY AIRCRAFT

NN3: - Between 23:00 and 06:59 no QC16, QC8 and QC4 aircraft will be allowed to arrive or depart.

NN4: - Between 23:00 and 06:59 all QC2 aircraft that do not hold historic slots at the end of Summer 2025 for the subsequent Summer, and the end of Winter 2025 for the subsequent Winter season, will not be permitted to operate during the 8-hour night.

We operate a number of exemptions which allow QC2, QC4, QC8 and QC16 aircraft to operate within the night period, 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

NN5: - 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)

Details of the penalties applied can be found in the airport fees and charges document.

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

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

ENGINE TESTING

NN6: - No engine tests will be permitted outside the engine test bay between 22:00 and 06:00.

NN7: - No engine tests will be permitted outside the engine test bay between 06:00 and 07:30 on Saturday and Sunday.

NN8: - 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. To minimise 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

NN9: - Visual approaches will not be permitted between 23:00 and 06:59.

NN10: - Non-standard departures will not normally be issued between 23:00 and 6:59.

NN11: - Early turns will not be issued between 23:00 and 06:59.

NN12: - All aircraft approaching Manchester between 22:00 and 05:59 will be expected to conform to a Continuous Descent Approach.

NN13: - 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.

NN14: - Where available and practical for operational reasons aircraft should use Fixed Electrical Ground Power.

NN15: - 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

NN16: - We will report annually the average noise level of the top 100 noisiest departures between 23:00 and 06:59.

NN17: - We will report annually the area of the 60L_{Aeq}, 57L_{Aeq} and 48L_{Aeq} 8-hour night contours.

NN18: - 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 60L_{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 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](https://twitter.com/MAComRels)

manchesterairport.co.uk/community

