

# City Airport

## Noise Policy

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## 1. Introduction

City Airport is managed by City Airport Ltd. The company recognises that in operating a successful and thriving airport there will inevitably be some environmental impact on individuals and our local communities.

Where possible, the Company aims to minimise and mitigate environmental affects, and we welcome suggestions from individuals and our local communities.

## 2. Historic and Present

City Airport, formerly Barton Aerodrome was built in 1928, and was the original chosen site for Manchester's First Municipal Airport, becoming licensed by the Air Ministry in 1929. By 1930, Imperial Airways were flying a regular flight from Croydon to Barton, 3 times a week. However, in 1934, after discussions with KLM (Royal Dutch Airlines), it was decided that the surface conditions were unsuitable for the increasingly large aircraft and so a new site was found for Manchester Airport.

The airport continued in use however and has grown steadily. At first, there were no marked runways, and aircraft took-off and landed into-wind. Several Runway directions were later established. Today, the airport has 3 main runway directions. These allow aircraft to operate safely in most wind conditions, and provide an opportunity to vary the flight paths over which aircraft fly.

In 2006, City Airport handled almost 16,000 aircraft flights, equating to approximately 50,000 aircraft movements. A movement is defined a take-off, landing, touch and go, or go-around. The majority of these are training flights. Many of these pilots go on to careers with the large commercial airlines. The remainder of flights are mostly private, plus a number of charter helicopters, often utilising our services during sporting or other significant events in the region. The airport and other businesses located on site together employ over 100 people, the majority from the immediate local area.

### 3. Noise Sources

Airborne aircraft noise is the noise that arises from an aircraft as it commences its take-off run on the runway, until it has reached such a height that it does not contribute significantly. It also includes the noise of a landing aircraft, particularly once into the standard circuit pattern.

Other sources of noise may come from aircraft performing aerobatics, often for training or competition practices, or from the various helicopter training circuits or operators based at the airport.

### 4. Measures to Minimise Aircraft Noise

City Airport Ltd has established a number of measures to minimise the impact of airborne aircraft noise. This includes the following initiatives:-

- Maintaining a Noise Complaints Recording System.
- Encouraging based operators to operate their aircraft in a manner, which will cause the least likely disturbance.
- Publication of the airport noise abatement policy.
- Selection of Runway in use to minimise noise disturbance.
- Establishment of circuit patterns, which avoid densely populated areas where possible.
- Strict limitations for aerobatic flights that take place overhead the airfield.
- Limitations and restrictions on operating hours.

### 5. Noise Complaints

Noise complaints will normally be dealt with by the Airfield Duty Manager or, in certain cases by the General Manager, of City Airport Ltd. Enquiries may be made by telephone, fax, email or letter.

All noise complaints received are recorded and monitored. The majority of complaints are usually regarding a particular aircraft and where identified, the complaint is passed on to the Pilot or Operator concerned. If a breach of airport procedures is identified, then the company will take up the matter directly with the operator.

Most complaints occur during the summer months, particularly on fair weather days at weekend, when flying activity is usually at its peak.

City Airport is established in relatively open airspace. This means that a majority of complaints received are about aircraft, which are not necessarily

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based, or operating from the Airport. Additionally, several Police Helicopter and Fixed Wing units operate in the area at City Airport and other local airfields.

### 6. Runway Utilisation

Due to prevailing wind direction, Runway 27L/27R is the runway most often in use. On average, approximately 57% of all aircraft movements occur on this runway. This means that the majority of noise occurring at low level (below 500ft) is over Barton Moss, West of the Airfield.

21% of movements occur on Runway 09L/09R which means that the majority of noise at low level is over the Eccles/Winton/Worsley area to the East and North East.

7% of movements occur on Runway 20 which means that the majority of noise at low level is over the Flixton / Irlam area to the South West.

The orientation of the runway in use is selected by the Air Traffic Service (ATS) based on wind speed and direction at the airfield to ensure safe, stable operations for aircraft as they land and depart. Where possible in light wind conditions, runway 27L/27R is used to minimise noise impact.

Specific procedures for helicopters (which do not require a particular runway for departing and arriving) are published as part of the airport's procedures to approach avoiding the built up areas to the East and North East.

### 7. Noise Complaints

If you are disturbed by aircraft noise and want to contact the Airport to discuss it further, you can make contact via the following methods:

By Telephone: 0161 789 1362

By Fax: 0161 787 7695

By Email: [info@cityairportltd.com](mailto:info@cityairportltd.com)

By Post: City Airport Ltd, City Airport Manchester, Control Tower, Liverpool Road, Eccles, Manchester. M30 7SA