

**March 2008**

**Average Noise Level Report**  
**Quarterly Noise Events - Top Twenty Movements**

## Average Noise Level Monitoring Information

### 1.0 Introduction

1.1 The most obvious environmental impact of the airport is noise. Though aircraft standards are constantly improving, with quieter engines being part of that process, it is noise levels that are the most frequent source of complaint.

Residents are therefore entitled to know how aircraft noise is measured, and what the monitoring results actually mean.

### 2.0 Noise Measurement

2.1 Sound, or what we call noise when it disturbs us and is unwanted, is caused by pressure variations in air. The human ear can detect a vast range of pressure difference. So for example, a very loud noise, like a road drill, represents a sound pressure several million times greater than leaves rustling in a breeze. To account for the range noise is measured on the decibel scale (dB) which runs from zero to 140 dB.

2.2 Humans hear different frequencies of air pressure better than others. The A scale, usually written as dB (A) takes this into account and is therefore the measurement most commonly used for reports.

### 3.0 Monitoring at Kent International Airport

3.1 KIA has provided and installed two sound level metres. One is in central Ramsgate, close to the centre of the flightpath. The other is near St. Nicholas roundabout.

3.2 The instruments are regularly calibrated, and checked. This means that monitoring results are reliable.

### 4.0 Average and Peak Noise Levels

4.1 This report shows both average and peak results. Average noise, written as LA<sub>eq</sub> shows the total noise over a specific period of time.

Therefore by comparing a recent three month period with those from before we can see if in overall terms there is more or less noise. Subsequently discussion on why differences occur can take place.

4.2 But average noise measures, though they electronically capture all pressure changes in air do not tell the full story. It is the moments of aircraft take-off and landing, as 'peak' noise levels, which are the most intrusive to residents and so these are separately reported. Sometimes it is possible to correlate peaks with especially movement of particularly large and noisy aircraft.

### 5.0 Future Reports

5.1 Kent International Airport pays for the noise monitoring and provides all data in this report to the Council.

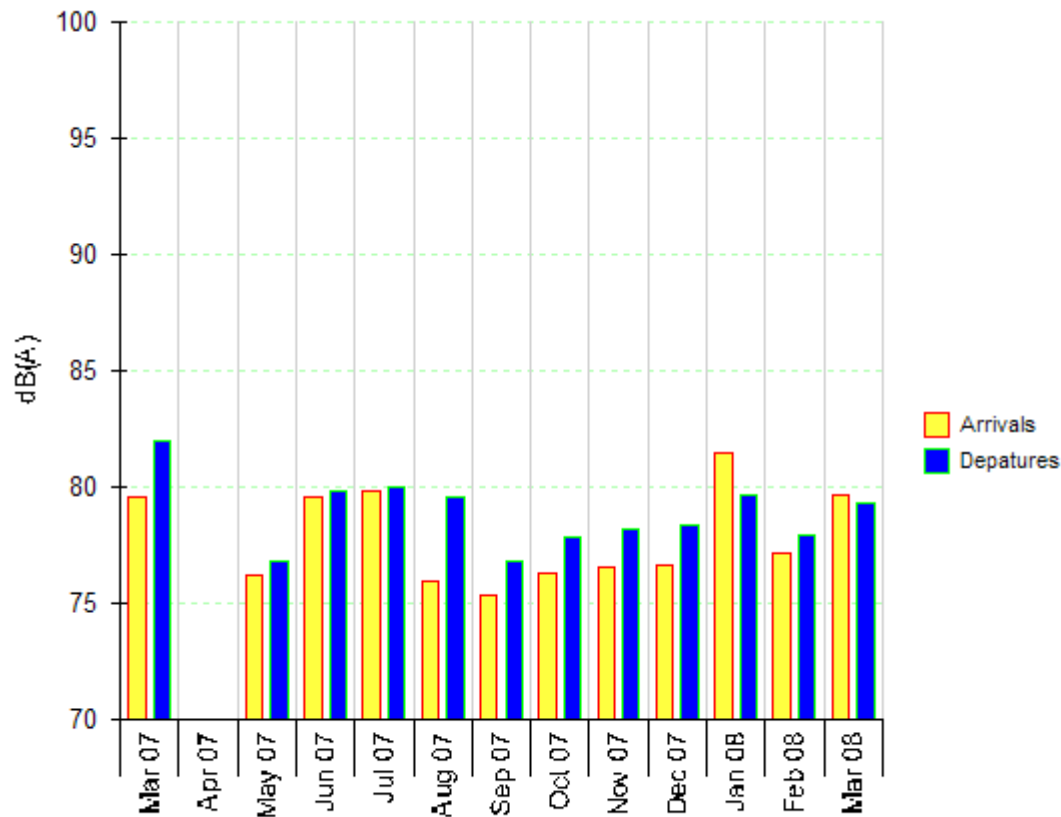
# Kent International Airport - Manston.

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## Monitor EMU1 10 - St Nicholas



Period	Arrival/Departure	Avg. LMax dB(A)
March 2007	A	79.6
March 2007	D	82.0
April 2007	A	-
April 2007	D	-
May 2007	A	76.2
May 2007	D	76.8
June 2007	A	79.6
June 2007	D	79.9
July 2007	A	79.9
July 2007	D	80.0
August 2007	A	76.0
August 2007	D	79.6
September 2007	A	75.4
September 2007	D	76.8
October 2007	A	76.3
October 2007	D	77.9
November 2007	A	76.6
November 2007	D	78.2
December 2007	A	76.7
December 2007	D	78.4
January 2008	A	81.5
January 2008	D	79.7
February 2008	A	77.2
February 2008	D	78.0
March 2008	A	79.7
March 2008	D	79.3

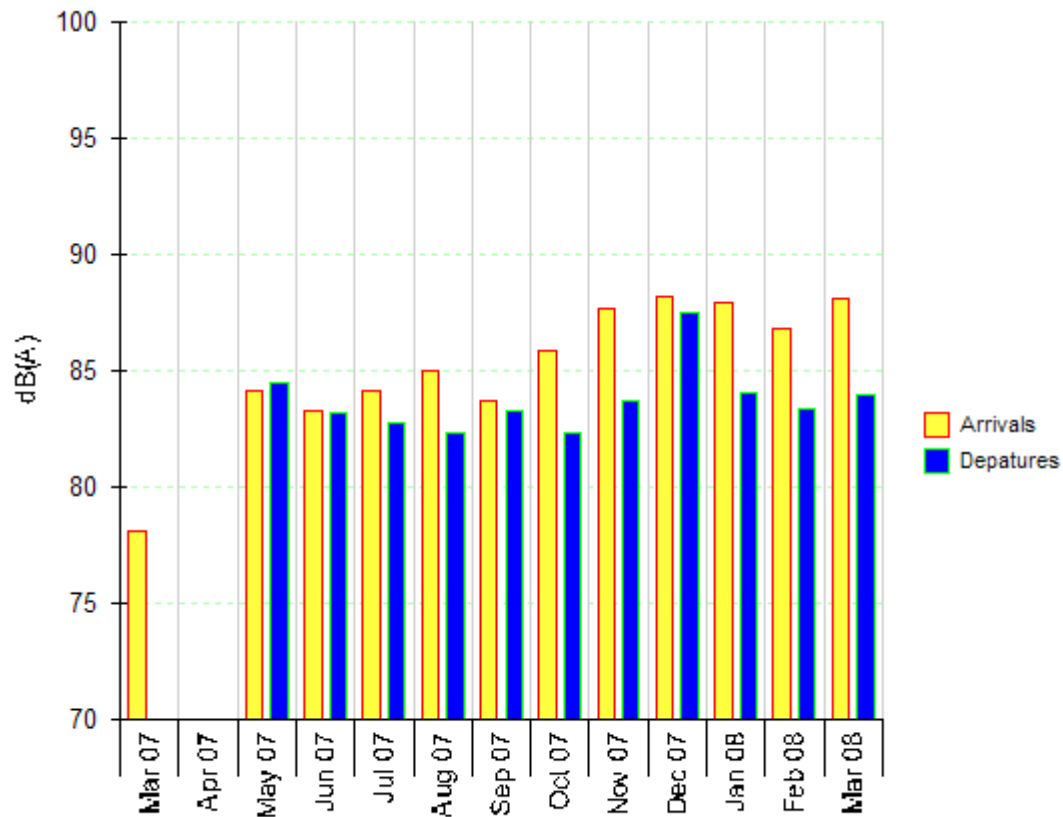
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## Monitor EMU2 28 - Chapel Place - Ramsgate



Period	Arrival/Departure	Avg. LMax dB(A)
March 2007	A	78.1
March 2007	D	-
April 2007	A	-
April 2007	D	-
May 2007	A	84.2
May 2007	D	84.5
June 2007	A	83.3
June 2007	D	83.2
July 2007	A	84.2
July 2007	D	82.8
August 2007	A	85.0
August 2007	D	82.4
September 2007	A	83.7
September 2007	D	83.3
October 2007	A	85.9
October 2007	D	82.4
November 2007	A	87.7
November 2007	D	83.7
December 2007	A	88.2
December 2007	D	87.5
January 2008	A	88.0
January 2008	D	84.1
February 2008	A	86.8
February 2008	D	83.4
March 2008	A	88.1
March 2008	D	84.0

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Airline	Arr/Dep	Date	Time	Runway	A/C Type	A/C Reg	SEL	Lmax dB(A)	
MKA	MK Airlines	A	21/03/2008		12:18	B742	GMKBA	105.8	106.5
MKA	MK Airlines	D	29/01/2008	10	20:27	B742	GMKGA	102.9	96.3
MKA	MK Airlines	A	29/01/2008	28	15:49	B742	GMKGA	99.5	96.2
MKA	MK Airlines	A	07/02/2008	28	14:07	B742	GMKGA	98.1	94.7
MKA	MK Airlines	D	24/02/2008	10	12:47	B742	GMKBA	98.8	93.6
MKA	MK Airlines	A	18/01/2008	28	15:51	B742	TFARW	100.0	93.4
MKA	MK Airlines	A	24/02/2008	28	08:10	B742	GMKBA	99.0	92.4
MKA	MK Airlines	A	21/02/2008	28	10:40	B742	GMKDA	99.1	92.4
MKA	MK Airlines	A	18/03/2008	28	11:23	B742	GMKCA	98.1	92.2
MKA	MK Airlines	A	14/03/2008	28	18:25	B742	N704CK	98.6	91.9
MKA	MK Airlines	A	26/02/2008	28	17:47	B742	GMKHA	98.9	91.9
MKA	MK Airlines	A	05/01/2008	28	21:22	B742	GMKHA	99.4	91.8
MKA	MK Airlines	A	13/01/2008	28	14:41	B742	9GMKM	97.7	91.8
MKA	MK Airlines	A	05/02/2008	28	13:26	B742	GMKCA	99.1	91.5
MKA	MK Airlines	A	30/01/2008	28	13:13	B742	GMKHA	99.6	91.5
CLX	Cargolux Airlines	A	11/03/2008	28	14:28	B744	LXPCV	99.0	91.5
AIN	African International Airways	D	19/02/2008	10	18:39	DC86	ZSOSI	101.2	91.2
AIN	African International Airways	D	18/02/2008		22:19	DC85	ZSOSI	99.7	91.1
MKA	MK Airlines	D	18/03/2008	28	15:48	B742	GMKCA	99.1	91.1
MKA	MK Airlines	A	27/01/2008	28	09:11	B742	GMKFA	98.3	91.0