

Current radar tracks and noise data - TraVis

Fact sheet: Notes on flight path display and noise measurement data

Notes on flight track display

The radar data is provided by the French Civil Aviation Authority respectively the SNA/NE (Services de la Navigation Aérienne Nord-Est). The Authority has imposed certain restrictions on publication:

- All flights are displayed with a 30-minute time lag.
- Only IFR flights in general air traffic (GAT) are displayed. VFR, state, humanitarian, and search and rescue flights, as well as operational air traffic (OAT) flights, are excluded from the display. (IFR: instrument flight rules, VFR: visual flight rules)
- The display is limited to the following airspace:
 - Terminal control area (TMA) of Basel-Mulhouse airport including the control zone (CTR), as well as the delegated Swiss and German sectors (area marked in grey on the map)
 - Airspace above 200 ft (ft AAL - Altitude above Airfield Level) or below 10,000 ft (ft AGL - Altitude above Ground Level)
 - In archive mode, data can be retrieved for a period of 30 days.

Notes on the noise measurement data

The noise measurement data displayed are direct noise measurements, which include not only aircraft noise but also environmental noise. These data are displayed parallel to the flight tracks. In addition, for each aircraft noise event, a systematic check and validation of the assignment to a specific flight movement is performed by the system administrator. This processing usually takes two weeks.

Calculated noise levels

By setting your own position (house symbol), information on distance and altitude as well as a calculated level for most aircraft types can be displayed at any location for a selected flight movement. The calculation of the level at the immission point is based on the calculation algorithm "AzB2008" (*) using the flight path and aircraft type. The calculated level is displayed from a value of 50 dB(A), depending on the distance and on the basis of type-specific average values, and may therefore deviate from the actual measured values. Other influencing factors which can lead to deviations from current measured values are meteorological influences, mainly wind direction, wind speed and temperature, the current settings of the aircraft such as flaps, engine speed, loading factor and special acoustic influences from extraneous noise, directional characteristic, attenuation and reflection.

In general, the accuracy is within a level range of +/- 3 dB(A) in the immediate vicinity of the flown route. As the lateral distance to the flight route increases, the basis of calculation (*) may cause an increasing deviation.

If the abbreviation DIST is displayed instead of the level value, the selected location is outside an area for which a level is calculated.

The level indicator is not and cannot claim to calculate the exact measured value for each flight movement, but for those locations where the airport does not operate a fixed measuring point, it should provide information on the level within the specified accuracy.

*(AzB2008 - Anleitung zur Berechnung von Lärmschutzbereichen)