Manchester Airport Departure Routes Information Pack

WESTERLY DEPARTURES IN WESTERLY OPERATIONS (ROUTES EKLAD1R AND EKLAD1Y)

Flying over: Mobberley / North Knutsford / Mere / Over Tabley / Antrobus / Lower Whitley

This document explains how we operate and provides some information about the number of aircraft and passengers currently flying from Manchester Airport.
Manchester Airport Departure Routes Information Pack – 2017 data

ABOUT YOUR AIRPORT

Manchester Airport officially opened on 25 June 1938 and is today owned by the 10 Councils of Greater Manchester and Industry Funds Management (IFM), with four airports in the group.

- 6411 volunteer hours in the community in 2016/2017.
- Our Airport Academy helped 469 people into work on our site.
- Community Trust Fund supporting community groups with over £3million in grants since 1997.

1939 saw 7600 passengers per year… today it’s grown to 28m

2017 Manchester Airport joined the list of top 20 European airports.

FLYING TO 210 DESTINATIONS

in 60 countries including China, USA, the Middle East and Europe.

The Airport supports the employment of 45000 jobs in the region with 24500 people directly employed on our site.

Supporting over 8000 children in education every year. Manchester Airport teacher resources for key stages 1, 2 and 3 are available at www.magworld.com/education.

Manchester Airport – the largest outside the South East – delivers £1.7bn in the North West economy.

WANT TO KNOW MORE?

Generally, the closer that you live to an airport and a departure or arrival route, the more noise you will hear.

If Manchester Airport consults about changes to airspace in the future it will be widely publicised. However if you would like to be on a mailing list to ensure that you receive information directly please email to community.relations@manairport.co.uk.

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HOW WE OPERATE

USE OF RUNWAYS
Manchester Airport has two runways. We use both runways during the daytime, but planning permission does not allow us to use Runway 2 between 10pm and 6am, unless we are doing maintenance on Runway 1.

As the number of flights has increased, we need to extend the times during which we use both runways. This will happen gradually from April until 9 July 2018. The changes will reduce delays and increase efficiency. For more information about this see our web page at www.manchesterairport.co.uk/dualrunwayuse.

We have a Night Noise Policy which means that we do operate at night, but flights are restricted. You can read more about our Night Noise Policy at www.manchesterairport.co.uk/nightnoise.

RUNWAY DIRECTION
For safety reasons, aircraft must land and take off into the wind. At Manchester Airport the wind usually blows from the West, meaning aircraft approach from the East (over Stockport and Heald Green) and take off to the West (towards Knutsford). This is known as ‘westerly operations’.

Sometimes the wind direction changes and moves to the East. In this case, aircraft approach from the West (over Knutsford) and take off to the East (over Heald Green and Stockport). This is known as ‘easterly operations’.

On average, between 70% and 80% of our departures each year will be westerly operations. In 2017, 85% of flights were westerly operations and 15% of flights were easterly operations.

<table>
<thead>
<tr>
<th>DAYS</th>
<th>TIMES WHEN TWO RUNWAYS USED</th>
<th>PERCENTAGE OF DEPARTURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>SUMMER SEASON</td>
<td>2 April to 9 July 2018 From 9 July 2018</td>
<td>Westerly Operations 80%</td>
</tr>
<tr>
<td>MONDAY TO FRIDAY</td>
<td>6.30am to 10.30am and 1pm to 8pm 6am to 9pm</td>
<td>Westerly Operations 75%</td>
</tr>
<tr>
<td>SATURDAY</td>
<td>6.30am to 10.30am and 1pm to 4pm 6am to 4pm</td>
<td>Westerly Operations 70%</td>
</tr>
<tr>
<td>SUNDAY</td>
<td>1pm to 5pm 6am to 9.30am and 1pm to 9pm</td>
<td>Westerly Operations 65%</td>
</tr>
</tbody>
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The wind direction may change several times in a day, so we may change our direction of operations to reflect this. The table above shows the percentage of movements in each direction over the last eight years.
WILL THINGS CHANGE IN THE FUTURE?

AIRCRAFT

Over time, airlines will buy new aircraft. The improved engines are quieter and more efficient. The new quieter engines will produce less noise, which is beneficial for the communities around the airport.

AIRSPACE

A review of upper airspace (above 24,000 feet) is taking place. This will reposition some of the main airways over the UK to increase efficiency and improve the customer experience with less fuel and noise. The review process will allow us to create the best possible design to make sure we can achieve Manchester Airport’s potential by ensuring further routes to destinations around the world. This will create more jobs and boost the regional economy.

ARRIVALS

Aircraft currently approach the airport they are landing at and wait for instructions from the controller. The approach is a continuous descent to land and this is fuel efficient and quiet. If aircraft need to wait, they go into a holding pattern away from the airfield. As part of the project, NATS will examine if this is the best way to control aircraft approaching the airfield before they land.

There is more information about arriving aircraft in our arrivals data sheet. You can find this at manchesterairport.co.uk.

The maximum number of departures on a single day in August was 109 compared to a maximum in February of 87.

In 2015, 33% of all flights were available on the EKLAD1R and EKLAD1Y routes in August 2017. The map opposite shows the general position and spread of flights using the EKLAD1R and EKLAD1Y routes at the airport.

During August there were 418 departures during the morning peak hours of 7am to 9am.

In February there were 308 departures during the morning peak period of 6am to 10am.

Our information is based on the most recent complete year, which was 2017, and our busiest month in that year (August), compared to our quietest month (February).

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When there were 30% of all departures on a single day in August were westerly operations on the EKLAD1R route, when there were 28% EKLAD1Y.

In 2017, August was our busiest month of westerly operations on the EKLAD1R and EKLAD1Y routes, when there were:

- 2781 departures
- while February was our quietest month with 1488 departures

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Currently aircraft navigate using navigational equipment on the ground close to and around our runways. A series of instructions will navigate the aircraft along the whole route for example, to fly straight ahead for a set distance and then turn at a particular point to a compass bearing of X degrees.

The accuracy with which an aircraft navigates depends on the following:

- The size of the aircraft
- What technology the aircraft has on board
- Weather conditions
- How the pilot interprets instructions

The map opposite shows the general position and spread of flights using the EKLAD1R and EKLAD1Y routes in August 2017. At the beginning of the departure, the aircraft is dark blue. As it becomes higher above the ground, the colour changes to light blue (3000 feet) and finally to green (10,000).

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MEASURING NOISE

Generally, the closer that you live to an airport and a departure or arrival route, the more noise you will hear.

‘Noise contours’ give an indication of general noise levels and show an average noise reading over a set period of time. They use actual information on the position, number, heights and noise levels of arrivals and departures to and from Manchester. Noise contours look like a series of concentric rings, like in a tree trunk. The closer the rings are to the airport, the louder the noise is. This is represented by a number. Current Government guidelines recommend noise insulation such as high performance glazing or loft insulation at 63 decibels. If you live in this area, you can apply for help with this noise insulation at www.manchesterairport.co.uk/soundinsulation.

Noise contours are common for measuring noise around other transport routes such as roads and railways.

WANT TO KNOW MORE?

There is a booklet like this one for each of our departure and arrival routes. Extra information is already available on our website in a range of formats including films and downloadable information sheets. You can see them at www.manchesterairport.co.uk/runwaydatasheet.

If Manchester Airport consults about changes to airspace in the future it will be widely publicised. However if you would like to be on a mailing list to ensure that you receive information directly please email to community.relations@manairport.co.uk

If you would like to talk to us you could:
– phone our Freephone number (08000 967967);
– send an email to community.relations@manairport.co.uk;
– come to an outreach session (details are on our website at www.manchesterairport.co.uk/outreach).

You can watch aircraft movements and look at heights and positions over the ground using webtrak, which is on our website at www.manchesterairport.co.uk/webtrak.

manchesterairport.co.uk