

Stakeholder Reference Group

17 September 2018

Minutes

Present

Chair Steve Wilkinson

Members

Peter Burns – Chair TAG

Jan Nicholson – Knutsford Resident

Sally Kendall – Mobberley Resident

John Mayhew – NATS

Captain Mark Parker – Thomas Cook

Manchester Airport

Wendy Sinfield (WS)

David Foote

Apologies

Linton Foat – Thomas Cook airlines

Nick Kelly – Cheshire East Environmental Health

George Walton – Cheshire East TAG

Gary Ellis - SAS

1. Minutes from the previous meeting were agreed. Actions completed:

- WS had contacted Mere PC to offer a presentation – not taken up
- TAG had looked at the BV Report in December
- A WHO report is due out on 10 October looking at effect of noise generally and not just at airports. This will be picked up by TAG

2. WS took members through the presentation on the implementation of the changed dual runway hours (see pages 4 to 8).

- The implementation of increased hours had been 'ad hoc' from 1 April but had been complete from 9 July 2018
- The weather in 2018 has been unusual and there has been a very large number of easterly operations. It is known that this by itself generates a large number of complaints.

- Complaints in the period from April have increased however many are attributed to arrivals from the South as a result of easterly winds. This can be seen on the diagram Map 1 that shows the spatial distribution of complaints.
- Map 2 shows the complaints only from 9 July when there was 100% use of the extended hours. A further period of easterly operations and associated complaints is evident from the distribution of the complaints.
- Only 2 complaints in Mobberley are directly attributable to the changed use of the runways. These are associated, in part, with an individual who was unaware that the changes were due to happen and had not been aware of the communications before the changes. A further two complaints in Rostherne /Ashley were associated with a stated preference for the use of Runway 2 as opposed to Runway 1.
- In summary changes had not had a large impact to complaints.

Members asked if further changes to operating hours were planned and WS and DF for the airport stated that they were not.

There was a detailed discussion about the complaints directly south of the runway. These were identified as weather related NSDs and not illegitimate use of the early turn. JM and MP were able to explain the procedure for identifying weather dangerous to aircraft and the procedure for avoidance that results in an NSD.

JP was able to confirm that the changes in opening hours had greatly reduced the time spent in hold for aircraft on arrival. MP explained that aircraft use of fuel in hold varied according to type but would be at around 125kg/per minute. It was agreed that the environmental benefits of the change were far reaching.

3. No change in letters sent regarding complaints due to the small number of people contacting the Community Relations Office.
4. It was agreed that the Chair would approve the minutes before Friday 21 September in order that they could be shared with the Technical Advisory Group then published on the dual runway use web page.
5. Members of the SRG said that they had found it useful and informative to be on the group. PB advised the group that the CAA were keen for airports to consult with a wide range of community groups including

some further away from the airport giving consideration to those that were not council led. Members felt that a group of 10/12 to include technical support from airlines and air traffic control was optimum. WS thanked the group of their time and support which had been of great benefit to the airport in the extended operating hours project.

No further meetings planned as project is complete.

Analysis of Dual Runway Use



1st April to 31st August 2018

Introduction

Manchester Airport increased the opening hours for Runway 2 within the planning permission granted for the construction of Runway 2. The increase in hours of Runway 2 use began from April 2018 and the full extended hours became effective on Monday 9th July. Changes were as shown below

Days	Times of Dual Runway Use before April 2018	Times of Dual Runway Use from April 2018
Monday to Friday	06.30 -10.30 hrs 13.00 -20.00 hrs	06:00-21:00 hrs
Saturday	06.30-10.30 hrs 13.00-16.00 hrs	06:00-16:00 hrs
Sunday	13.00-17.00 hrs	06:00-09:30 hrs and 13:00-21:00 hrs

This paper shows the impact of the changes as measured in complaints.

Complaints distribution

The maps below show the westerly end of the Runways and the location of the complainants and the number of complaints that they have recorded between 1st April and 31st August 2018.

Overall complaints from 1st April to 31st August are 30% higher than the same period in 2017. In 2018 the percentage of easterly operations was 26% from April to August compared to 2017 when easterly operations accounted for less than 17% of total movements. The increase in complaints have therefore largely been attributed to inbound aircraft due to the large amount of easterly operations associated with the unusual fine weather. The circles on Map 1 show clusters of complaints on the approach to the runways, the cluster of complaints in Knutsford shows the effect of complaints during easterly operations and the reason for this assumption. Below is a table that shows the difference of easterly operations for the months from April to August for 2018 and 2017. Please note these are monthly percentage figures, as the number of flights varies from month to month the overall percentage is not an average of each months percentage figure.

	April	May	June	July	August	September 1-9
2018	31%	39%	39%	22%	0%	19%
<i>Average 1998-2017</i>	<i>29%</i>	<i>30%</i>	<i>20%</i>	<i>15%</i>	<i>11%</i>	<i>20%</i>
<i>2017</i>	<i>13%</i>	<i>39%</i>	<i>11%</i>	<i>14%</i>	<i>7%</i>	<i>15%</i>

	April	May	June	July	August	Total Complaints
2018 complaints	39	97	159	127	69	491
2017 complaints	28	66	81	62	109	346
Difference	+11	+31	+78	+65	-40	+145 (30%)

Map 1 identifies the cause of the complaints. Complaints associated with the change in hours both positive and negative are identified on the map in green and red:

- Two complainants said that the hours had changed and felt that they were experiencing more noise as a result.
- Two complainants reported aircraft 'Off Track'. In these cases people were disturbed when Runway 1 was being used on Saturday/Sunday. More affected by aircraft departing from Runway 1 the complainants had benefitted from the respite of aircraft departing from Runway 2 on weekdays and were disturbed by aircraft departing from Runway 1 on a Saturday/Sunday.

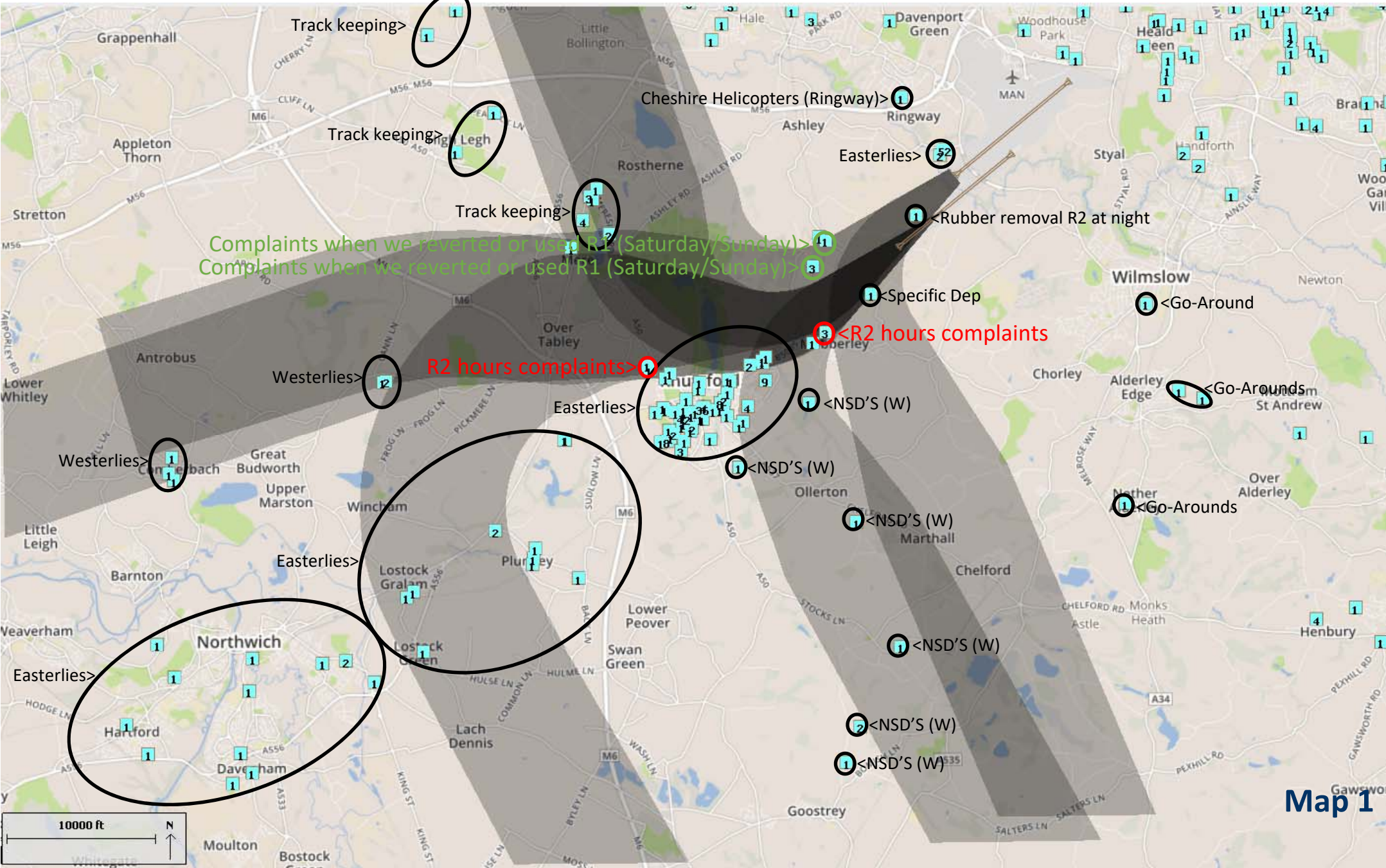
Map 2 shows complaints from 9th July only, as this is when the full changes came in to force, until Sunday 9th September. This period was largely westerly operations with departures towards Cheshire. There are no particular complaints identified as associated with dual runway operations in this time. Map 2 shows;

- Complaints in Lostock Green, Plumley and Knutsford aligned to the inbound approach path.
- Complaints in Mere and Comberbach on the outer margins of the departure routes
- Two complaints on the LISTO route from R2. These are aligned to the centre of the route.

Conclusions

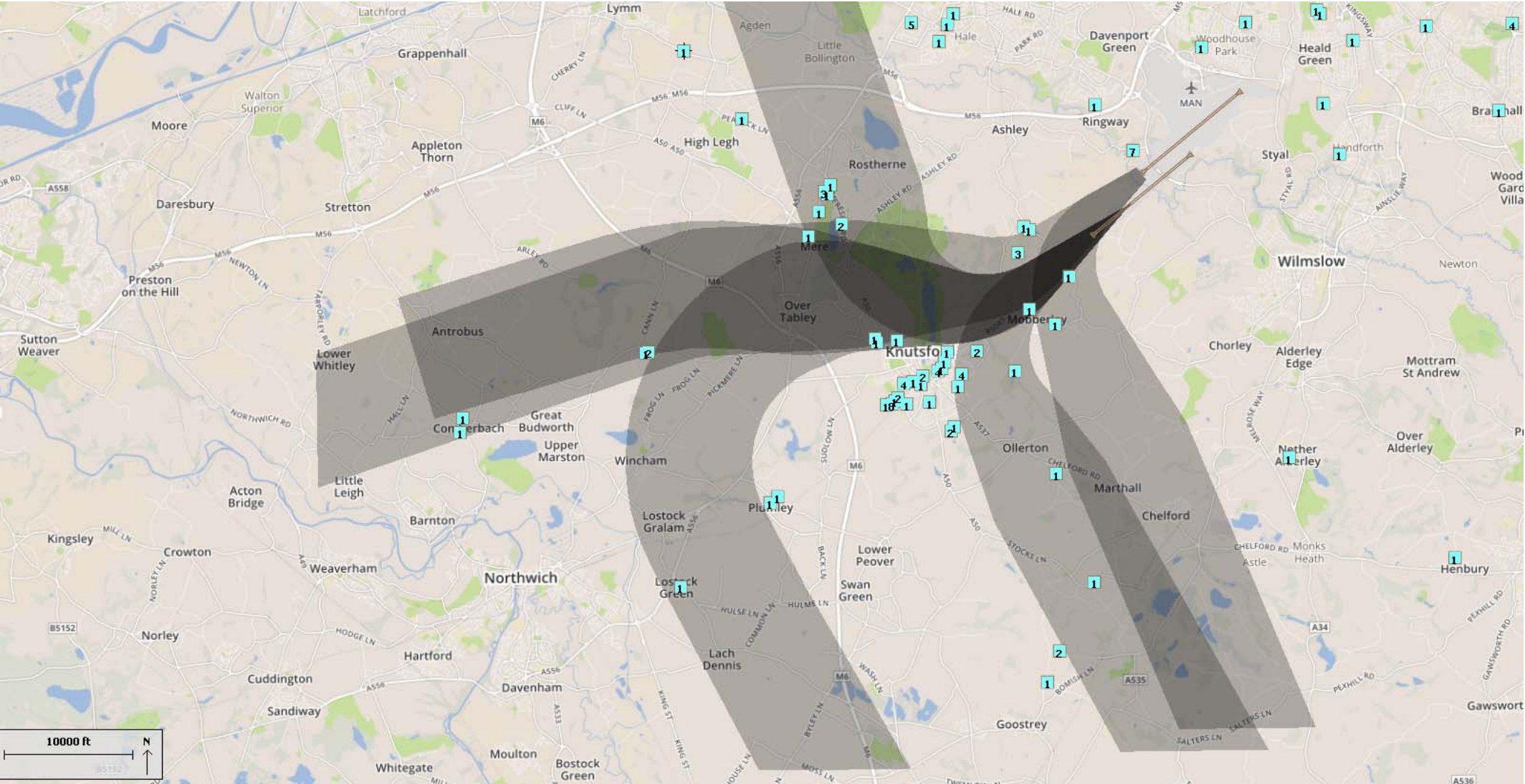
The communication plan put into place in advance of the changes was successful in advising local communities about the changes and what differences there would be the areas affected. Before the implementation of change the dedicated email address had received 20 emails mostly seeking clarification of the changes. After implementation of the change there have been a very small number of complaints associated with the runway use changes received during the early weeks. There are no frequent complainers arising from the changes and specific complaints appear to have ceased.

Complaints 1st April to 31st August 2018



Map 1

Complaints 9th July to 9th September 2018



Map 2