Manchester Airport Departure Routes Information Pack

NORTHERLY DEPARTURES IN EASTERLY OPERATIONS (ROUTE DESIGNS)

Flying over: Heald Green / Cheadle / Stockport / Bredbury / Hyde

This document explains how we operate now and provides some information about the number of aircraft and passengers currently flying from Manchester Airport.

manchesterairport.co.uk
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.

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

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

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.

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

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

The table above shows the percentage of movements in each direction over the last eight years.

Manchester Airport has two runways. We use both runways now and provide information on the number of aircraft and passengers currently flying from Manchester Airport.
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.

<table>
<thead>
<tr>
<th>DAYS</th>
<th>TIMES WHEN TWO RUNWAYS USED</th>
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<tbody>
<tr>
<td>Summer season</td>
<td>2 April to 9 July 2018 From 9 July 2018</td>
</tr>
<tr>
<td>MONDAY TO FRIDAY</td>
<td>6.30am to 10.30am and 1pm to 8pm 6am to 9pm</td>
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<tr>
<td>SATURDAY</td>
<td>6.30am to 10.30am and 1pm to 4pm 6am to 4pm</td>
</tr>
<tr>
<td>SUNDAY</td>
<td>1pm to 5pm 6am to 9.30am and 1pm to 9pm</td>
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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.

![Graph showing percentage of departures for westerly and easterly operations from 2010 to 2017.](image-url)

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 design plans are able to climb quicker and fly higher in the sky, significantly reducing noise and emissions. All of this is beneficial to communities that the aircraft fly over.

Aircraft using the DESIG15 route range from small 10-seat aircraft up to the larger 400-seat aircraft. The most common is the 100- to 200-seat aircraft, which accounts for 61% of all flights. It’s likely there will be changes in the future due to:

- a national policy, led by the CAA, to negotiate airspace for improved efficiency and maintaining safety;
- satellite navigation replacing navigational aids on the ground, enabling aircraft to fly more accurately following the centre line of the departure route on each departure; and
- improved technology on board new aircraft, offering the opportunity for greater efficiency and reduced noise.

Guidance on how airports should manage change was issued by the CAA in December 2017, in a document called Airspace Design CAP1616. This is available on the CAA website.

**ARRIVAL**

Aircraft currently approach the airport they are landing at and wait for an instruction to land. Ideally, the approach is a continuous descent to land as this is less efficient and quiet. If aircraft need to wait, they currently go into a “holding pattern” away from the airfield. As a part of this project, MAG 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 annual data sheet www.manchesterairport/ runwaydatasheet.

**DEPARTURE**

The changes relate to three levels of airspace.

- High level – over 7000 feet where aircraft are travelling to or from their final destination
- Arrival – below 7000 feet heading to the final destination airport
- Departure – between 0 and 7000 feet leaving the airport to join the high level routes

The maximum number of departures on a single day was just 126 compared to just 16 during the night period from 11pm to 6am.

**The graphics below show the height of aircraft on the DESIG15 route at the places marked on the route. They show the concentration of aircraft in the centre of the route and the height above sea level.**

**The maximum number of departures on a single day was just 126 compared to just 16 during the night period from 11pm to 6am.**

**The following graphics focus on the number of departures and altitude during May 2017.**

**The maximum number of departures on a single day was just 126 compared to just 16 during the night period from 11pm to 6am.**

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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 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 all at www.manchesterairport.co.uk/runwaydatasheet.

We will need to consult widely about changes to airspace in the future. If you would like to be on a mailing list to make sure you receive information direct, please email 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; or
– come to an outreach session (details are on our website).

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.