Manchester Airport
Departure Routes
Information Pack

WESTERLY DEPARTURES IN EASTERLY OPERATIONS (ROUTE ASMIMIS)
Flying over: Heald Green / Didsbury / Sale / Streford / Urmston

This document explains how we operate 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

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

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.

Manchester Airport Departure Routes Information Pack – 2017 data

Manchester Airport

MAG East Midlands Airport

MAG London Stansted Airport

60

60

60

60

manchesterairport.co.uk

Noise Level Contour (dB)

63 decibels. If you live in this area, you can apply for help with this noise insulation such as high performance glazing or loft insulation at this position, number, heights and noise levels of arrivals and departures to and from the airport.

This is represented by a number. Current Government guidelines recommend a tree trunk. The closer the rings are to the airport, the louder the noise is.

Noise contours are common for measuring noise around an airport. They use actual information on the noise reading over a set period of time. They give an indication of general noise levels and show an average level of noise.

Generally, the closer that you live to an airport and a departure or arrival route, the louder the noise is. This is represented by a number. Current Government guidelines recommend a tree trunk. The closer the rings are to the airport, the louder the noise is.

Manchester Airport has two runways. We use both runways — Manchester Airport — the largest airport in the group.

Manchester Airport joined the list of top 20 European airports.

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

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.

Manchester Airport Departure Routes Information Pack – 2017 data

Manchester Airport

MAG East Midlands Airport

MAG London Stansted Airport

60

60

60

60

manchesterairport.co.uk

Noise Level Contour (dB)

63 decibels. If you live in this area, you can apply for help with this noise insulation such as high performance glazing or loft insulation at this position, number, heights and noise levels of arrivals and departures to and from the airport.

This is represented by a number. Current Government guidelines recommend a tree trunk. The closer the rings are to the airport, the louder the noise is.

Noise contours are common for measuring noise around an airport. They use actual information on the noise reading over a set period of time. They give an indication of general noise levels and show an average level of noise.

Generally, the closer that you live to an airport and a departure or arrival route, the louder the noise is. This is represented by a number. Current Government guidelines recommend a tree trunk. The closer the rings are to the airport, the louder the noise is.

Manchester Airport has two runways. We use both runways — Manchester Airport — the largest airport in the group.

Manchester Airport joined the list of top 20 European airports.

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

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.

Manchester Airport Departure Routes Information Pack – 2017 data

Manchester Airport

MAG East Midlands Airport

MAG London Stansted Airport

60

60

60

60

manchesterairport.co.uk

Noise Level Contour (dB)

63 decibels. If you live in this area, you can apply for help with this noise insulation such as high performance glazing or loft insulation at this position, number, heights and noise levels of arrivals and departures to and from the airport.

This is represented by a number. Current Government guidelines recommend a tree trunk. The closer the rings are to the airport, the louder the noise is.

Noise contours are common for measuring noise around an airport. They use actual information on the noise reading over a set period of time. They give an indication of general noise levels and show an average level of noise.

Generally, the closer that you live to an airport and a departure or arrival route, the louder the noise is. This is represented by a number. Current Government guidelines recommend a tree trunk. The closer the rings are to the airport, the louder the noise is.

Manchester Airport has two runways. We use both runways — Manchester Airport — the largest airport in the group.

Manchester Airport joined the list of top 20 European airports.

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

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.

Manchester Airport Departure Routes Information Pack – 2017 data

Manchester Airport

MAG East Midlands Airport

MAG London Stansted Airport

60

60

60

60

manchesterairport.co.uk

Noise Level Contour (dB)

63 decibels. If you live in this area, you can apply for help with this noise insulation such as high performance glazing or loft insulation at this position, number, heights and noise levels of arrivals and departures to and from the airport.

This is represented by a number. Current Government guidelines recommend a tree trunk. The closer the rings are to the airport, the louder the noise is.

Noise contours are common for measuring noise around an airport. They use actual information on the noise reading over a set period of time. They give an indication of general noise levels and show an average level of noise.

Generally, the closer that you live to an airport and a departure or arrival route, the louder the noise is. This is represented by a number. Current Government guidelines recommend a tree trunk. The closer the rings are to the airport, the louder the noise is.
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></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>MONDAY TO FRIDAY</td>
<td>6.30am to 10.30am and 1pm to 8pm</td>
<td>80</td>
<td>80</td>
<td>80</td>
<td>80</td>
<td>80</td>
<td>80</td>
<td>80</td>
<td>80</td>
</tr>
<tr>
<td>SATURDAY</td>
<td>6.30am to 10.30am and 1pm to 4pm</td>
<td>40</td>
<td>40</td>
<td>40</td>
<td>40</td>
<td>40</td>
<td>40</td>
<td>40</td>
<td>40</td>
</tr>
<tr>
<td>SUNDAY</td>
<td>1pm to 5pm and 6am to 9.30am and 1pm to 9pm</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
</tr>
</tbody>
</table>

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**

Clear air, airlines will buy new aircraft. The improved engines are quieter and more efficient. The new airplane plans are able to climb quicker and fly longer, with less fuel, significantly reducing noise and emissions. All of this is beneficial to communities that the aircraft fly over.

Aircraft using the ASMIM15 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 is likely there will be changes in the future due to:

- A national policy, led by the CAA, to manage 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
- new 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.

**AIRSPACE**

A review of upper airspace (above 24 500 feet) is taking place. This will repartition some of the main airspace over the UK to increase efficiency and improve the customer experience with less time in hold, more timely arrivals and departures and reduced emissions. This review process will also enable us to create the best possible design to make sure we can achieve Manchester Airport’s potential by securing further routes to destinations around the world. This will create more jobs and boost the region’s economy.

The changes relate to three levels of airspace:

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

**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 fast efficient and quiet.

If aircraft need to wait, they currently go on a ‘holding pattern’ away from the airfield. As a part of this 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 www.manchesterairport.runwaydata sheet.
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](http://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](http://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](http://www.manchesterairport.co.uk/webtrak), which is on our website at [www.manchesterairport.co.uk/webtrak](http://www.manchesterairport.co.uk/webtrak).