WANT TO KNOW MORE?
- There is a booklet like this one for each of our departure routes. Extra information is also available on our website in a range of formats including films and downloadable information sheets.

If you would like to talk to us you could:
- phone our Freephone number (0800 967 967);
- send an email to community.relations@manairport.co.uk;
- came to an outreach session (details are on our website);
- look at the airspace change web page www.manchesterairport.co.uk/airspacechange.

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

Manchester Airport Departure Routes Information Pack

SOUTHERLY DEPARTURES IN WESTERLY OPERATIONS (ROUTES SANBAIR AND SANBAIY)
Flying over: Mobbarley / North Knutsford / Mare / Over Tabley / Plumley / Lostock Gralam / Lostock Green / Lach Dennis

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

MEASURING NOISE

‘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 manchesterairport.co.uk/soundinsulation.

Noise contours are a useful tool for measuring noise around other transport routes such as roads and railways.
There are four routes with westerly departures shown on this diagram. These are used for an average 78% of our flights. In 2015 there were 18,673 departures on route SANBA1R (Runway 1) and route SANBA1Y (Runway 2) – 27% of all westerly departures.

Our information is based on the most recent complete year, which was 2015, and our busiest month in that year, August, compared to our quietest month, February.

The following graphs show the combined information from routes SANBA1R and SANBA1Y heading west and then south travelling to southern Europe and London.

**Position of Aircraft Along Routes SANBA1R and SANBA1Y**

Currently aircraft navigates using navigational equipment on the ground close to and around our airfield. A series of instructions will navigate the aircraft along the whole route (for example, to fly straight ahead for x set time and then turn at a particular point to a compass bearing of y).

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 SANBA1R and SANBA1Y routes in August 2015.

At the beginning of the departure, the aircraft is dark blue. As it becomes higher above the ground, the colour changes to light blue (2,000 feet) and finally to green (5,000 feet), which is the highest point at which the aircraft must stay on the route.

**Will Things Change in the Future?**

Over time, airlines will buy new aircraft. The improved engines are quieter and more efficient.

The new dealer plans to add new services with less friction, significantly reducing noise and emissions. All of this is beneficial to communities that the aircraft fly over.

Aircraft currently using the SANBA1R and SANBA1Y routes 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 rational policy, led by the CAA, to reorganize 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.
- Improved technology on board new aircraft, offering the opportunity for greater efficiency and reduced noise.

**Aircraft**

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**Aircrase**

A review of upper airspace (above 24,500 feet) is taking place.

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