Manchester Airport Departure Routes Information Pack

SOUTHERLY DEPARTURES IN WESTERLY OPERATIONS (ROUTES SANBA1R AND SANBA1Y)

Flying over: Mobberley / north Knutsford / Mere / Over Tabley / Plumley / Lostock Gralam / Lostock Green / Lach Dennis

This document explains how we operate and provides some information about the number of aircraft and passengers currently flying from Manchester 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 three airports in the group.

- 6543 volunteer hours in the community in 2017/2018.
- Our Airport Academy helped 492 people into work on our site.
- Community Trust Fund supporting community groups with over £3.5million in grants since 1997.

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

28M

With new flights to Seattle and Addis Ababa.

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 14900 children in education every year. Manchester Airport teacher resources for key stages 1,2 and 3 are available at www.manchesterairport.co.uk/education.

Manchester Airport – the largest outside the south east – delivers

£1.7bn

in the north west economy.

WANT TO KNOW MORE?

2001 A SECOND RUNWAY WAS ADDED

OVER 100 STANDS

TO OVER 210 DESTINATIONS

IN 2018 DEPARTURES INFORMATION

OVER 100 INFRASTRUCTURE

FOR OVER 70 AIRLINES

AND 200 ON-SITE OPERATORS

OVER-100 INFRASTRUCTURE
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 have needed to extend the times during which we use both runways. This happened in 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>
<th>PERCENTAGE OF DEPARTURES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Summer season</td>
<td>Winter season</td>
</tr>
<tr>
<td>MONDAY TO FRIDAY</td>
<td>6.15am to 8pm</td>
<td>6.30am to 10.30pm</td>
</tr>
<tr>
<td></td>
<td></td>
<td>and 4pm to 8pm</td>
</tr>
<tr>
<td>SATURDAY</td>
<td>6.15am to 4pm</td>
<td>6.30am to 10.30pm</td>
</tr>
<tr>
<td>SUNDAY</td>
<td>6.15am to 9.30pm</td>
<td>4pm to 8pm</td>
</tr>
<tr>
<td></td>
<td>and 1pm to 8pm</td>
<td></td>
</tr>
</tbody>
</table>

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 2018, 76% of flights were westerly operations and 24% of flights were easterly operations.

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.
**Routes departing to the west**

- There are four routes with weekly departures shown on this diagram. These are used for on average 76% of our flights. In 2018 there were 20223 departures on route SANBAIR (Runway 1) and route SANBATY (Runway 2) – 27% of all weekly departures.
- Our information is based on the most recent complete year, which was 2018, and our busiest month in that year (August), compared to our quietest month (February).
- The following graphs show the combined information from routes SANBAIR and SANBATY heading west and north traveling to southern Europe and London.

**Position of aircraft along routes SANBAIR and SANBATY**

- 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, in fly straight ahead for a set distance and then turn at a particular point to a compass bearing of... ).
- The accuracy with which an aircraft navigates depends on the following:
  - The size of the aircraft
  - The weather conditions
- The map opposite shows the general location and spread of flights using the SANBAIR and SANBATY routes in August 2018. The colours show the position of aircraft on the route in August 2018. The key shows how frequently areas were flown over during August 2018.

**Changes in the future**

- Aircraft:
  - Over time, airlines will buy new aircraft. The improved engines are quieter and more efficient. The new aircraft will be able to climb quicker and with less friction, significantly reducing noise and emissions. All of this is beneficial to communities that the aircraft fly over.
- Aircraft using the SANBAIR and SANBATY routes range from small 10-seat aircraft up to the larger 450-seater aircraft. The most common is the 100- to 200-seat aircraft.

**Airspace levels**

- A review of upper airspace (above 24,000 feet) is taking place. This will repurpose some of the main airways 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 for 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 change relates to three levels of airspace:
  - High-level – over 7000 feet where aircraft are travelling to or from their final destination
  - Arrivals – below 7000 feet heading to the final destination airport
  - Departures – between 0 and 7000 feet leaving the airport to join the high level routes.

**Arrivals**

- 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 fuel efficient and quiet.
- If aircraft need to wait, they go into a holding pattern away from the airport. As part of this project, NATS will examine if this is the best way to control aircraft approaching the airport before they land.
- There is more information about arriving aircraft in our arrivals data sheet. You can find this at www.manchesterairport.co.uk/runwaydatashow.
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 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 future.airspace@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