Manchester Airport Departure Routes Information Pack

WESTERLY DEPARTURES IN WESTERLY OPERATIONS (ROUTES EKLAD1R AND EKLAD1Y)
Flying over: Mobberley / north Knutsford / Mere / Over Tabley / Antrobus / Lower Whitley

This document explains how we operate and provides some information about the number of aircraft and passengers currently flying from Manchester Airport.
Manchester Airport Departure Routes Information Pack – 2018 data

ABOUT YOUR 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.

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

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

FLYING TO 210 DESTINATIONS

With new flights to Seattle and Addis Ababa.

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.
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>
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</thead>
<tbody>
<tr>
<td></td>
<td>Summer season</td>
<td>Winter season from 27 October</td>
</tr>
<tr>
<td>MONDAY TO FRIDAY</td>
<td>6.15am to 8pm</td>
<td>6.30am to 10.30am and 4pm to 8pm</td>
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<tr>
<td>SATURDAY</td>
<td>6.15am to 4pm</td>
<td>6.30am to 10.30am</td>
</tr>
<tr>
<td>SUNDAY</td>
<td>6.15am to 9.30am and 1pm to 8pm</td>
<td>4pm to 8pm</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 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.
The map opposite shows the general position and spread of flights using the EKLAD1R and EKLAD1Y runways. A series of instructions will navigate the aircraft along the whole route (for example, to fly 'Upgrading UK Airspace'. This document reviewed how modern aircraft navigate using navigational equipment on the ground close to and around our airports. Currently aircraft navigate using equipment on the ground based on inertial navigation. Satellite-based routes enable aircraft to more efficiently use the airspace above the UK to increase efficiency of our airspace. Over time, airlines will buy new aircraft. The improved engines and technology in new aircraft mean they can fly higher and faster than older aircraft. Aircraft currently approach the airport they are landing at from the airfield. As a part of this project, NATS will examine the changes required to accommodate the new aircraft. Flight frequency has been increased to 200 flights per day as demand increases. In February 2017, the Department for Transport published an Online Airspace Consultation. The Government has stated that all UK airports must make these changes, and in December 2017 the CAA issued guidance on how airports should manage change in a document titled ‘Airspace CP167’. This is available on the CAA website. The first stage in the modernisation process is for an airport to issue a Statement of Need to the CAA for them to approve the start of a change process. We did this in March 2019 so that the CAA can give approval for change. In 2019 there will be a period where we consult our community and the industry on Design Principles. We will follow the process set out in CAP161. Find out more at www.manchesterairport.co.uk/futureairspace.

**Chart 1.** The maximum number of flights on a single day in August was 101, compared with a maximum of 80 in February.

**Chart 2.** Runway use depends on the wind direction, with westerly departures on EKLAD1R or EKLAD1Y routes to 31 days during August.

**Chart 3.** Runway 2 ends one mile further to the west from Runway 1, and 325 yards further south. In the diagram above you can see the two distinct runway departure routes close to the ends of the runways at Town Lane. These routes have merged by Tatton.

The graphics below show the flight level of aircraft on the EKLAD1R and EKLAD1Y routes at the place marked on the route. They show the concentration of aircraft in the centre of the routes and the height above sea level.

**Chart 4.** Flight frequency has been increased to 200 flights per day as demand increases.

**Chart 5.** Runway 2 ends one mile further to the west from Runway 1, and 325 yards further south. In the diagram above you can see the two distinct runway departure routes close to the ends of the runways at Town Lane. These routes have merged by Tatton.

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**Chart 6.** Runway use depends on the wind direction, with westerly departures on EKLAD1R or EKLAD1Y routes to 31 days during August.
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.