Manchester Airport Departure Routes Information Pack

NORTHERLY DEPARTURES IN EASTERLY OPERATIONS (ROUTE DESIGN1S)

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

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.

- 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

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.

WANT TO KNOW MORE?

- phone our Freephone number
- come to an outreach session (details are on our website).

There is a booklet like this one for each of our departure and arrival routes.

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.

Noise contours are common for measuring noise around

Manchester Airport. They use actual information on the
position, number, heights and noise levels of arrivals and departures to and
at 63 decibels. If you live in this area, you can apply for help with
this at www.manchesterairport.co.uk/soundinsulation.

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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>
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<tbody>
<tr>
<td></td>
<td>SUMMER SEASON</td>
</tr>
<tr>
<td>MONDAY TO FRIDAY</td>
<td>6.15am to 8pm</td>
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<tr>
<td>SATURDAY</td>
<td>6.15am to 4pm</td>
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<tr>
<td>SUNDAY</td>
<td>6.15am to 9.30am and 1pm 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 following graphics focus on the DES15 routes and the routes with easterly departures shown on the diagram. These are used for an average of 24% of all flights. In 2018 there were 3158 easterly departures on the DES15 route – 38% of all easterly departures.

There are three routes with easterly departures shown on this diagram. These are used for an average of 24% of all flights. In 2018 there were 3158 easterly departures on the DES15 route – 38% of all easterly departures.

Our information is based on the most recent complete year, which was 2018, and our busiest month in that year, June.

The following graphics focus on the DES15 route travelling to northern Europe and the Far East.

The changes relate to three levels of airspace.

Airspace levels

- High level – over 7000 feet. Since aircraft are now required to climb or descend to 6000 feet within 20 miles, the use of high level airspace has increased.

- Medium level – from 2000 to 7000 feet. Increased use of this level for both departures and arrivals has been mandatory since 2013.

- Low level – 0 to 2000 feet. This has also increased in recent years.

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 from 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 arrivals data sheet www.manchesterairport.co.uk/runwaydatabsheet.

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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 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; 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.

manchesterairport.co.uk