

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.



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.

IN 2001
A SECOND
RUNWAY
WAS ADDED

OVER 100 STANDS



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.

WITH THE
INFRASTRUCTURE

FOR OVER 70 AIRLINES

AND 200
ON-SITE
OPERATORS

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.

DAYS	TIMES WHEN TWO RUNWAYS USED	
	Summer season	Winter season from 27 October
MONDAY TO FRIDAY	6.15am to 8pm	6.30am to 10.30pm and 4pm to 8pm
SATURDAY	6.15am to 4pm	6.30am to 10.30pm
SUNDAY	6.15am to 9.30pm and 1pm to 8pm	4pm to 8pm

LANDING PATHS

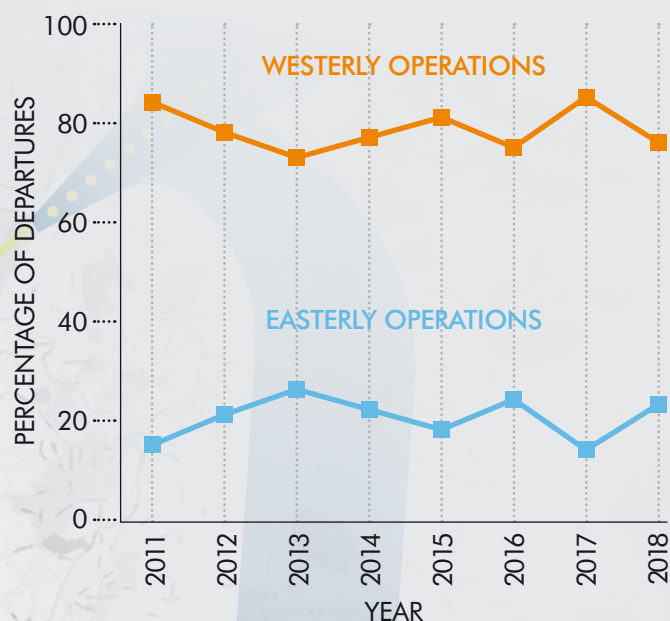
RUNWAY 1
RUNWAY 2

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 westerly departures shown on this diagram. These are used for an average 76% of our flights. In 2018 there were 20625 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 2018, and our busiest month in that year (August), compared to our quietest month (February).
- The following graphics focus on the combined information from routes SANBA1R and SANBA1Y heading west and north travelling to southern Europe and London.

RUNWAY USE (%)
 Actual summer 2018
 Predicted summer 2019

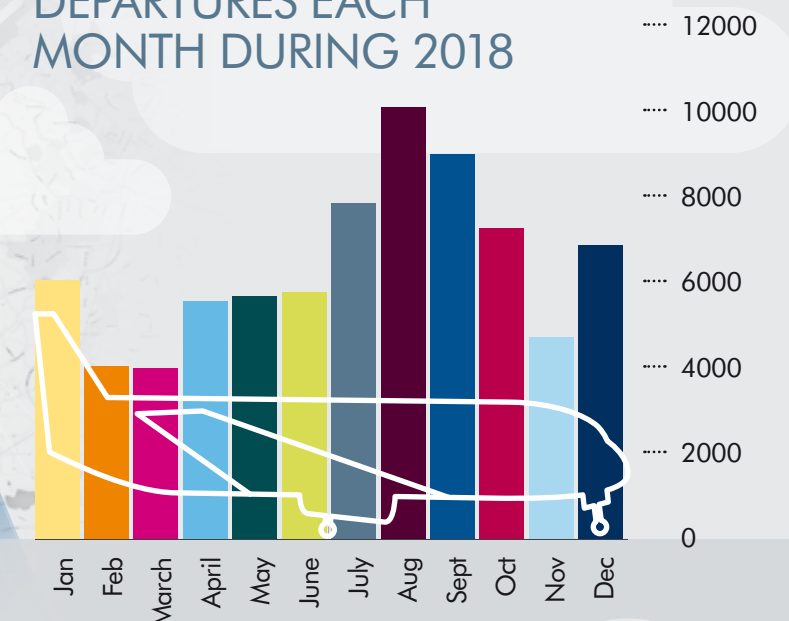
SONEX1R/Y
38% 39%

EKLAD1R/EKLAD1Y
29% 29%

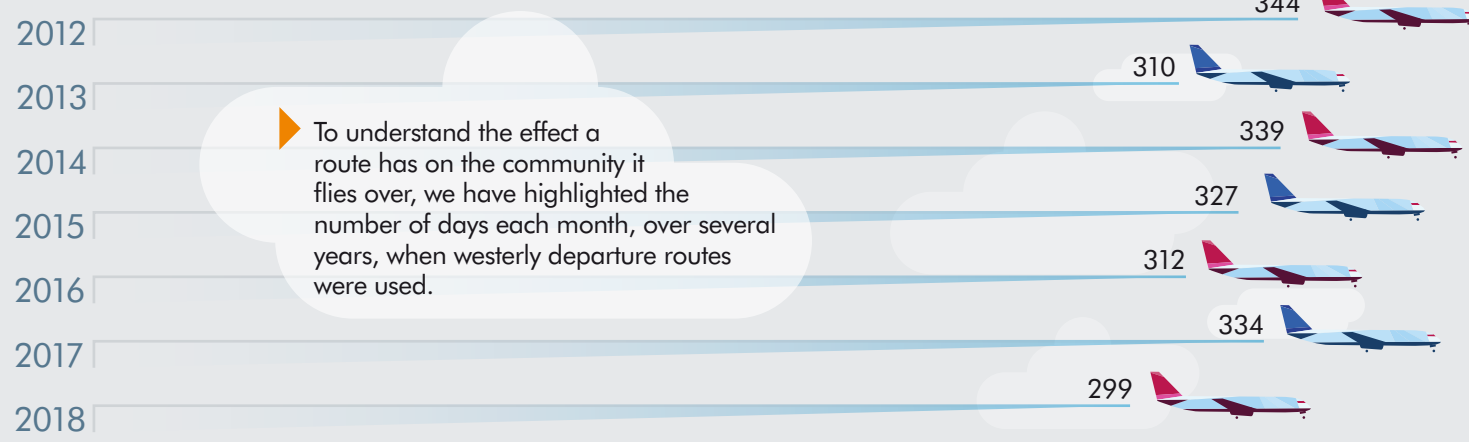
SANBA1R/Y
27% 29%

LISTO2R/Y
6% 4%

NUMBER OF WESTERLY DEPARTURES EACH MONTH DURING 2018

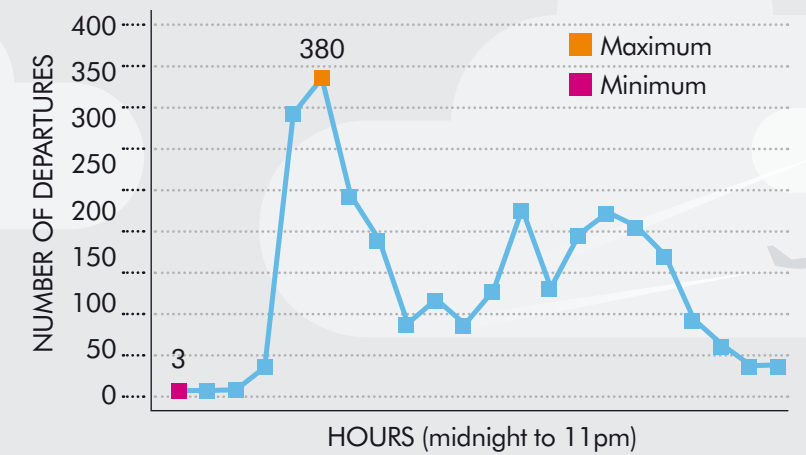


NUMBER OF DAYS WESTERLY DEPARTURES USED BY YEAR



To understand the effect a route has on the community it flies over, we have highlighted the number of days each month, over several years, when westerly departure routes were used.

TOTAL NUMBER OF DEPARTURES PER HOUR IN AUGUST 2018



In 2018, August was our busiest month of westerly operations on the SANBA1R and SANBA1Y route, when there were...

2926 departures

...while February was our quietest month.

1047 departures

Runway use depends on the wind direction, with westerly departures on SANBA1R or SANBA1Y routes for 31 days during August



The maximum number of departures on a single day in August was

123

...compared with a maximum of 73 in February.

During August there were...

619

departures during the morning peak hours of 7am to 9am

compared with just...

75

during the night from 11pm to 6am.

In February there were...

190

departures during the morning period of 8am to 10am

compared with just...

3

during the night from 11pm to 6am.

POSITION OF AIRCRAFT ALONG ROUTES SANBA1R AND SANBA1Y

- 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, to 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 weight of the aircraft
- What technology the aircraft has on board
- Weather conditions

The map opposite shows the general position and spread of flights using the SANBA1R and SANBA1Y 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.

- Runway 2 ends one mile further to the west than 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 Tattton.

The graphics below show the height of aircraft on the SANBA1R and SANBA1Y routes at the places marked on the routes. They show the concentration of aircraft in the centre of the routes and the height above sea level.

HIGH LEIGH

SOUTHERLY / WESTERLY

TATTON

M6, JUNCTION 19

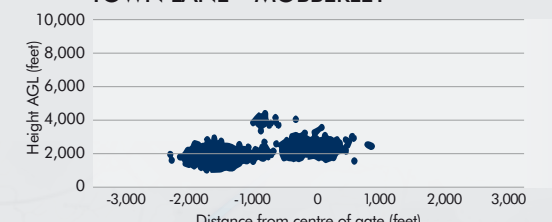
KNUTSFORD

PICKMERE

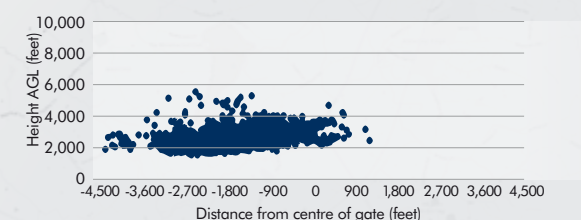
LACH DENNIS

WILMSLOW

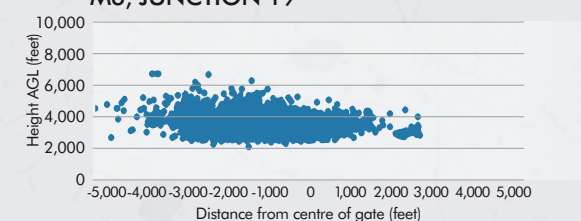
TOWN LANE – MOBBERLEY



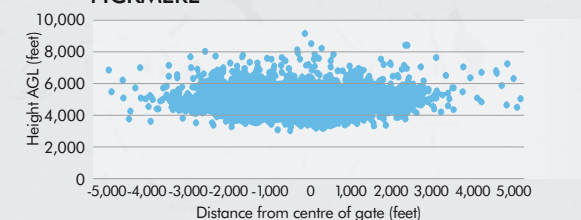
TATTON



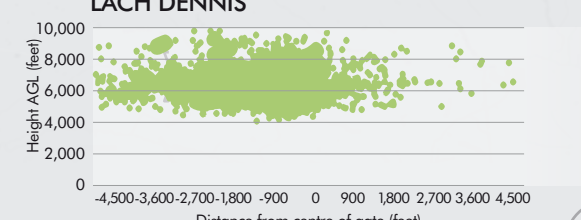
M6, JUNCTION 19



PICKMERE



LACH DENNIS



CHANGES IN THE FUTURE

AIRCRAFT

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

MODERNISING AIRSPACE

In February 2017, the Department for Transport published 'Upgrading UK Airspace'. This document reviewed how modern aircraft can use the new technology on board for greater efficiency and reduced noise. The current departure routes for aircraft are based on navigation equipment on the ground. Modern aircraft can replace this method of navigation by using satellites. Satellite-based routes enable aircraft to more accurately follow the centre lines of departure routes while maintaining safety.

The Government has said 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 called Airspace Design CAP1616. 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 CAP1616. Find out more at www.manchesterairport.co.uk/futureairspace.

AIRSPACE LEVELS

A review of upper airspace (above 24500 feet) is taking place. This will reposition 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 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
- Arrival – below 7000 feet heading to the final destination airport
- Departure – 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 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. You can find this at www.manchesterairport.co.uk/runwaydatasheet.

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.

**Crystal
Mark
22702**

Clarity approved by
Plain English Campaign

