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 four airports in the group.

manchester airport PART OF M.A.G

east midlands airport PART OF M.A.G

london stansted airport PART OF M.A.G

bournemouth airport PART OF M.A.G

- 6103 volunteer hours in the community in 2015-2016.
- Our Airport Academy helped 341 unemployed people into work on our site.
- Community Trust Fund supporting community groups with over £3million in grants since 1997.

1939 saw **7600** passengers per year…

…today it's grown to

26M

2017 – Manchester Airport joined the list of the top 20 airports in Europe.

FLYING TO **210** DESTINATIONS

in 60 countries inc China, USA, the Middle East and Europe.

IN **2001** A SECOND RUNWAY WAS ADDED

OVER **100** STANDS

WITH THE INFRASTRUCTURE FOR OVER **70** AIRLINES AND 200 ON-SITE OPERATORS

The Airport supports the employment of 45,000 jobs in the region with 20,500 people directly employed on our site.

Supporting over 5000 children in education every year. Manchester Airport teacher resources for key stages 1, 2 and 3 are available at **www.magworld.com/education**.

Manchester Airport – the largest outside the South East – delivers

£1.7bn

in the North West economy.

HOW WE OPERATE

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 2016, 75% of flights were westerly operations and 25% of flights were in easterly operations.

YEAR	DIRECTION OF OPERATION	PERCENTAGE OF ARRIVALS
2011	Easterly	16%
	Westerly	84%
2012	Easterly	22%
	Westerly	78%
2013	Easterly	27%
	Westerly	73%
2014	Easterly	23%
	Westerly	77%
2015	Easterly	19%
	Westerly	81%
2016	Easterly	25%
	Westerly	75%

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.

Communities asked us to keep the use of both runways at the same time to a minimum, so where possible we will use only Runway 1 during the day. The hours that both runways are open can change from year to year. Times for 2017 are shown to the right.

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.**

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 six years.

DAYS	TIMES WHEN TWO RUNWAYS USED	
	Summer Season 2017	Winter Season 2016-2017
MONDAY TO FRIDAY	6.30am to 10.30am and 1pm to 8pm	6.30am to 10.30am and 4pm to 8pm
SATURDAY	6.30am to 10.30am and 1pm to 4pm	6.30am to 10.30am
SUNDAY	1pm to 5pm	4pm to 8pm

MEASURING NOISE

Generally, the closer that you live to an airport and a departure or arrival route, the more noise you will hear.

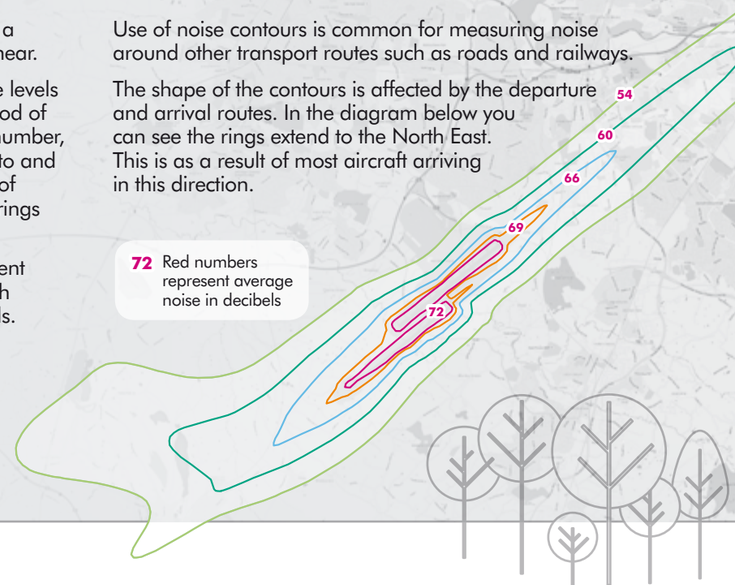
'Noise contours' give an indication of general noise levels and show an average noise reading over a set period of time. They use actual information on the position, number, heights and noise levels of arrivals and departures to and from Manchester. Noise contours look like a series of concentric rings, 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 at **www.manchesterairport.co.uk/soundinsulation**.

Use of noise contours is common for measuring noise around other transport routes such as roads and railways.

The shape of the contours is affected by the departure and arrival routes. In the diagram below you can see the rings extend to the North East. This is as a result of most aircraft arriving in this direction.

72 Red numbers represent average noise in decibels



WANT TO KNOW MORE?

There is a booklet like this one for each of our departure 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 on our website at **www.manchesterairport.co.uk/runwaydatasheet.**

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.**

Crystal Mark 22433 Clarity approved by Plain English Campaign

WILL THINGS CHANGE IN THE FUTURE?

AIRCRAFT

Over time, airlines will buy new aircraft. The improved engines are quieter and more efficient. The new sleeker planes can glide through the air with less friction, significantly reducing noise and emissions. All of this is beneficial to the communities that aircraft fly over.

AIRSPACE

An international review of upper airspace (above 24,500 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 a this is fuel efficient and quiet.

If the 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 and before they land.

CONSULTATION ON CHANGES

The Department for Transport are supporting changes to airspace. The Civil Aviation Authority (CAA) will manage this process on their behalf. In 2016 there was a consultation on how best to manage any change in the future. We and our Consultative Committee, along with many other airports and other interested parties throughout the UK, responded to that consultation. The outcome of this will be published in 2017 and form a framework to manage consultations on change in the future. We will need to hold consultations for any changes in the future.

2016 ARRIVALS INFORMATION

Manchester Airport Arrival Routes Information Pack

This document explains how aircraft approach Manchester Airport from the East and West. It also provides information about the number of aircraft arriving at Manchester Airport.

manchesterairport.co.uk

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WESTERLY ARRIVALS

The busiest month for westerly arrivals was July with a total number of…

9539 arrivals

…while October was our quietest month.

3693 arrivals

There were westerly arrivals on every day in July (31 days)

…compared to just 17 days in October.

The maximum number of arrivals on a single day in July was **339** …on 29 July

…compared to a maximum in October of **321** …on 31 October.

During July there were…

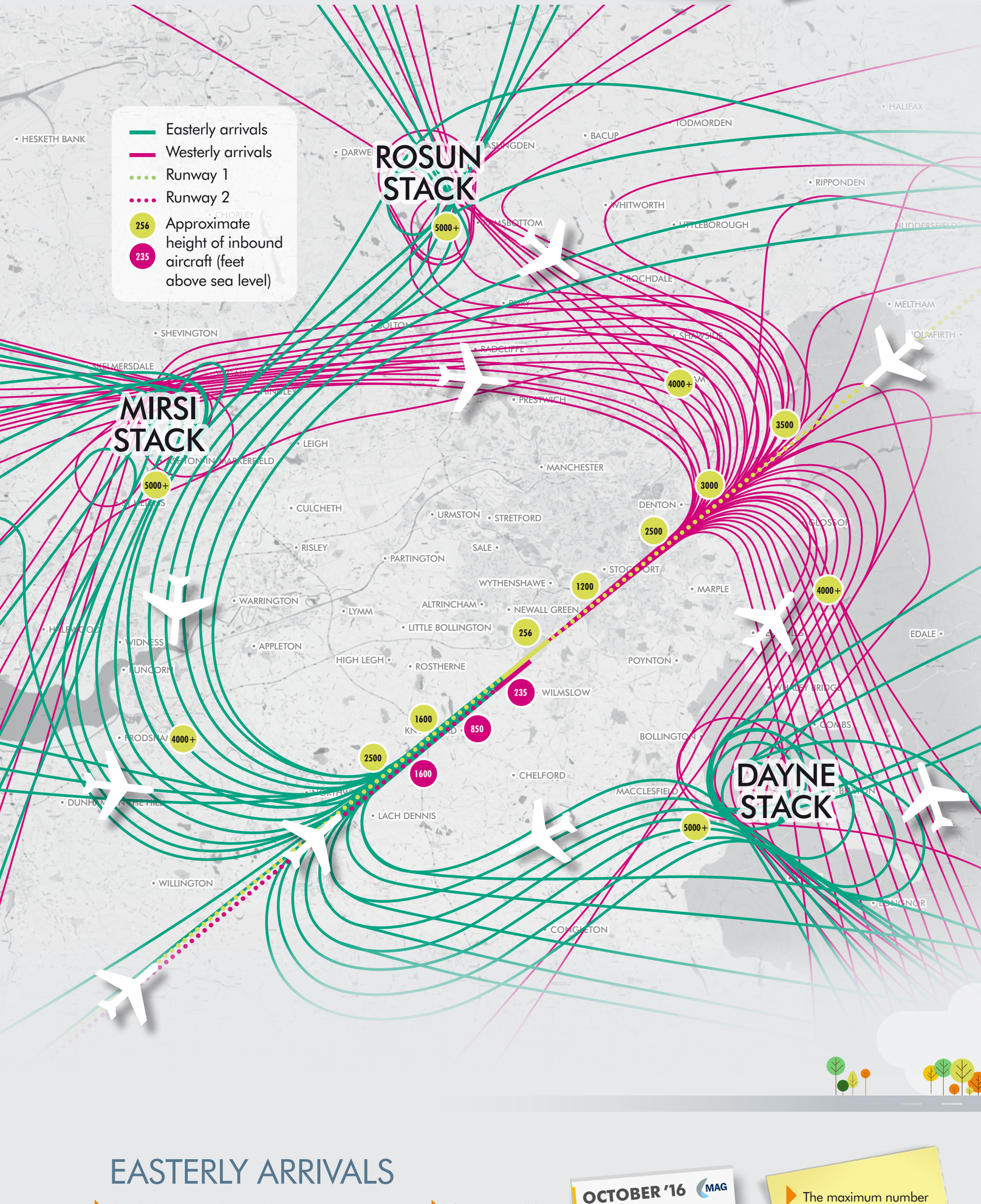
1239 arrivals during the peak hours of 2pm to 4pm.

During the night period from 11pm to 6am there were **1452** arrivals.

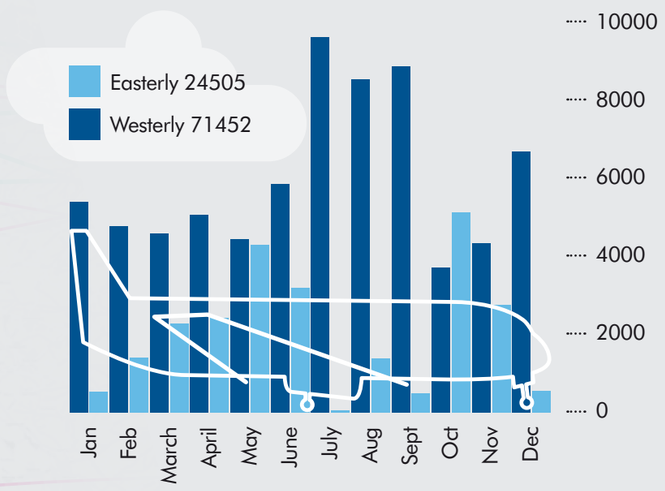
In October there were…

466 arrivals during the peak hours of 6pm to 8pm.

During the night period from 11pm to 6am there were **375** arrivals.

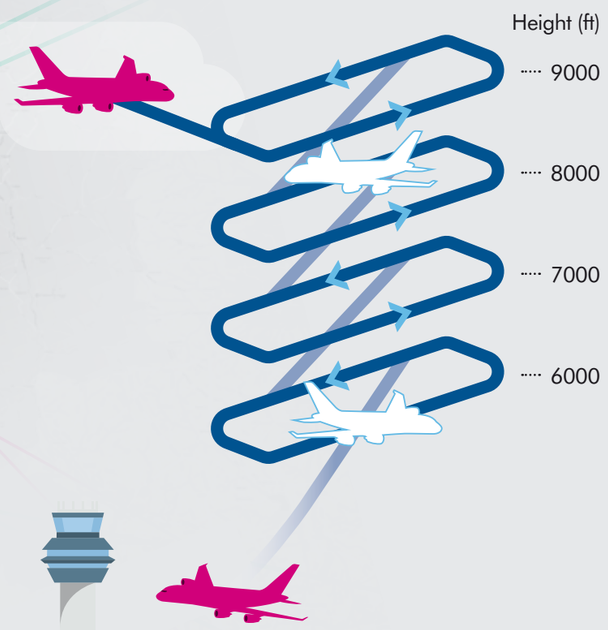


NUMBER OF ARRIVALS EACH MONTH DURING 2016



HOLDING STACKS

If an aircraft cannot land immediately they may be instructed to enter a 'stack'. Aircraft in a stack circle at different heights around a central point until the way is clear for them to land. Aircraft in the stack are 1000 feet above each other. The lowest level of the stack is 6000 feet. There are three stacks in use at Manchester Airport – DAYNE, MIRSI, and ROSUN. DAYNE serves arrivals from the South and East, ROSUN from the North and East, and MIRSI from the West. The stacks are approximately 15 to 20 miles away from the Airport. Stacks are more likely to be used in poor weather when our movement-rate decreases.



EASTERLY ARRIVALS

The busiest month for easterly arrivals was October with a total number of…

5101 arrivals

RUNWAY 1 – 2291, RUNWAY 2 – 2810

…while July was our quietest month with…

62 arrivals

RUNWAY 1 – 25, RUNWAY 2 – 37

There were 22 days in October when there were easterly arrivals.

…compared to just three days in July.

The maximum number of arrivals on a single day in October was **313** …on 7 October

…compared to a maximum in July of **33** …on 6 July.

During October there were…

609 arrivals during the peak hours of 6pm to 8pm.

During the night period from 11pm to 6am there were **635** arrivals.

In July there were…

25 arrivals during the peak hours of 10am to 12pm.

During the night period from 11pm to 6am there were **34** arrivals.