

# Manchester Airport Departure Routes Information Pack

## SOUTH TURN IN EASTERLY OPERATIONS (ROUTE LISTO2S)

Flying over: Heald Green / Cheadle / Cheadle Hulme / Bramhall /  
Woodford / Mottram / Prestbury / Henbury

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](http://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](http://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](http://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 9.30am and 1pm to 8pm	4pm to 8pm

### LANDING PATHS

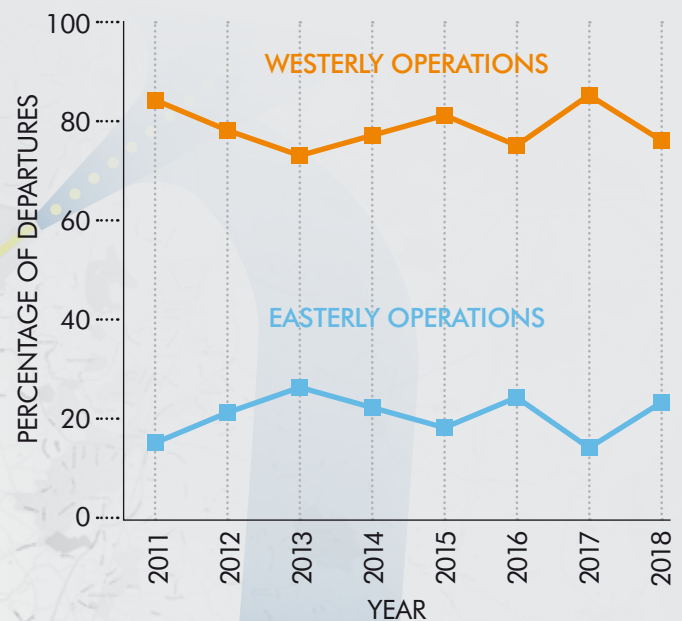
RUNWAY 1  
RUNWAY 2

### 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 EAST

- There are three routes with easterly departures shown on this diagram. These are used for an average of 24% of our flights. In 2018 there were 7818 departures on the LISTO2S route – 33% 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 LISTO2S route travelling to southern Europe and London.

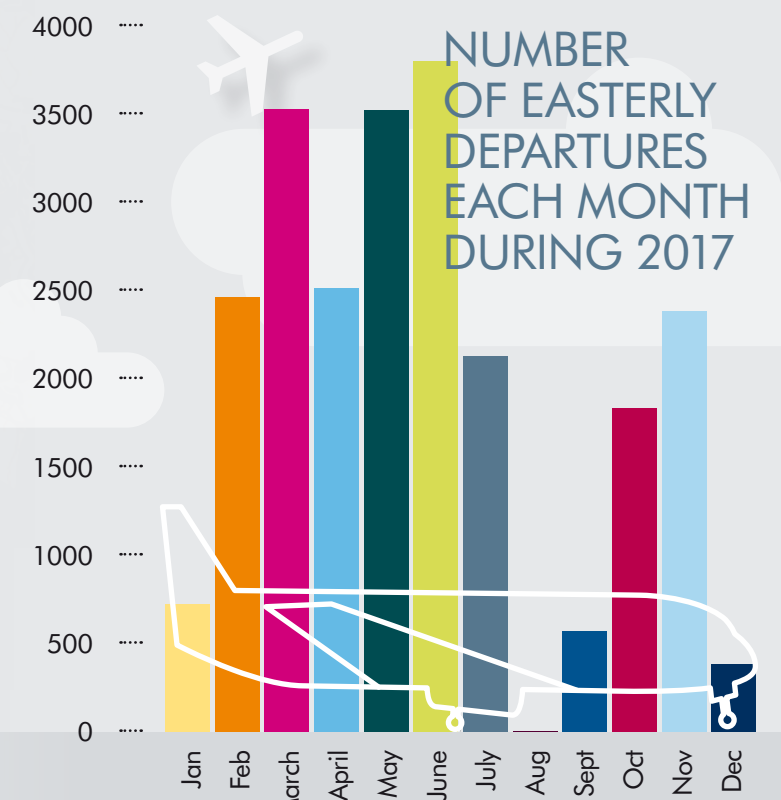


ASMM1S  
29% 29%

DESIG1S  
38% 38%

LISTO2S  
33% 33%

RUNWAY USE (%)  
Actual summer 2018  
Predicted summer 2019

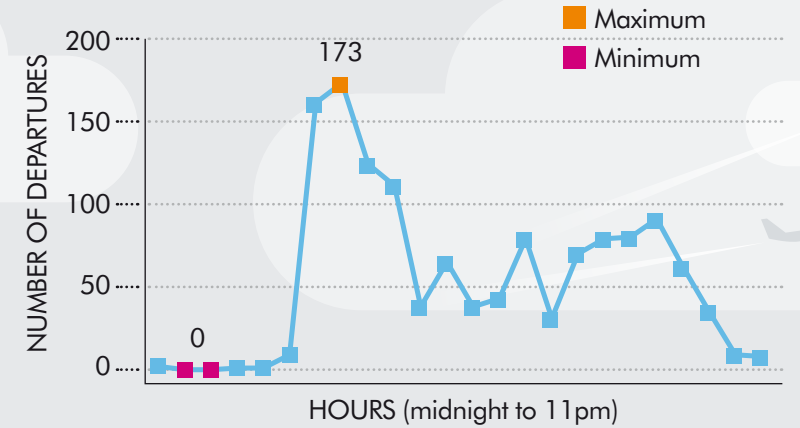


## NUMBER OF DAYS EASTERLY DEPARTURES USED BY YEAR



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 easterly departure routes were used.

## TOTAL NUMBER OF DEPARTURES PER HOUR IN AUGUST 2018



## JUNE '18

Mon	Tue	Wed	Thu	Fri	Sat	Sun
28	29	30	31	✓	2	✓
✓	✓	✓	✓	✓	✓	✓
11	✓	✓	✓	✓	✓	✓
18	✓	✓	✓	✓	✓	✓
25	✓	✓	✓	✓	✓	✓
2	3	4	5	6	7	

June was our busiest month in 2018 with the runway used for

1310

departures using the LISTO2S route.

The direction of landing and taking off depends on the wind direction.

LISTO2S NOT USED ON

15

DAYS DURING JUNE

During June there were...

334

departures during the morning peak hours of 6am to 8am

The maximum number of departures on a single day was just...

121.

compared with just...

21

during the night period from 11pm to 6am.

## POSITION OF AIRCRAFT ALONG ROUTE LISTO2S

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 LISTO2S route in June 2018. The colours show the position of aircraft on the route in June 2018. The key shows how frequently areas were flown over during June 2018.

## SOUTHERLY / EASTERLY

NEWALL GREEN

BRUNTWOOD PARK

BRAMHALL PARK

WOODFORD

MOTTRAM HALL

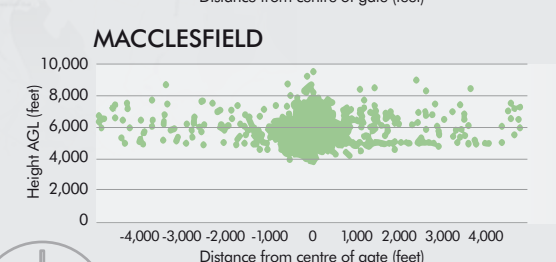
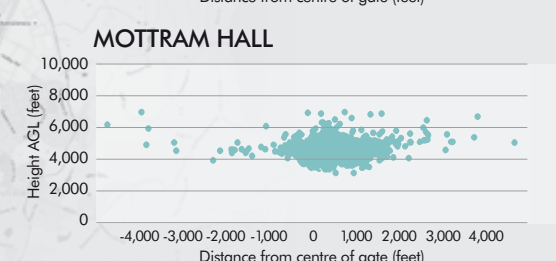
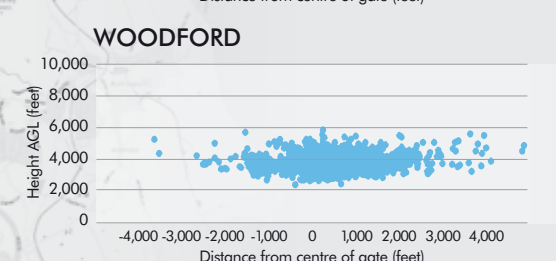
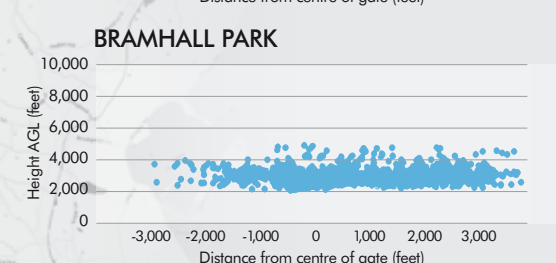
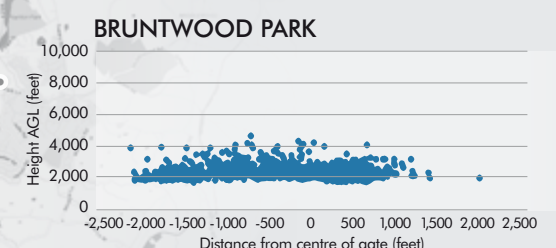
MACCLESFIELD

Flight frequency during August 2018

- 200 to 1400 flights
- 100 to 199 flight
- 50 to 99 flights
- 25 to 49 flights
- 3 to 24 flights
- LISTO2S

The graphics below show the height of aircraft on the LISTO2S route at the places marked on the route. They show the concentration of aircraft in the centre of the route and the height above sea level.

You can see some aircraft from one airline turned south outside of the LISTO2S route. Our environment department noticed this and working together with the airline have resolved the problem.



## 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 LISTO2S route 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](http://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 currently 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 [www.manchesterairport.co.uk/runwaydatasheet](http://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](http://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](http://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](mailto: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](mailto: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](http://www.manchesterairport.co.uk/webtrak).

**Crystal  
Mark  
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Clarity approved by  
Plain English Campaign

