

Greater Manchester Combined Authority's Low Emission Strategy and Air Quality Action Plan sets out a long-term approach to reducing emissions and improving air quality in the region. Plans to manage airport-related emissions are published in our Sustainable Development Plan.

Changes you can expect include the following.

We're working with coach and train operators to introduce new timetables and routes to Manchester Airport. We've already added coaches to Birmingham and Scotland, with more to follow. New trains will also be travelling on airport routes from 2018, bringing faster journeys with more seats. Manchester Airport is also at the heart of the proposed 'HS2' and 'HS3' high-speed rail routes.

As well as improving public transport, the Government and local authorities are working to reduce emissions from vehicles through measures such as promoting driverless cars and low-emission vehicles that do not run on petrol or diesel.

INTRODUCING LOWER-EMISSION AIRCRAFT

The International Civil Aviation Organisation (ICAO) sets design standards that new aircraft must meet. ICAO has published new standards which will cut emissions from aircraft engines that start being used after 2020. They have also recently announced an international agreement to make growth in civil aviation from 2020 carbon neutral, and to halve emissions by 2050.

MORE EFFICIENT AIRCRAFT ROUTES

Older navigation beacons on the ground are being phased out. As a result, aircraft will instead use 'GPS' satellite-based navigation, and the routes aircraft fly across Europe will no longer depend on ground-based equipment. These changes are supported by Government policy which states that using airspace more than 7,000 feet above sea level more efficiently is a priority; and for aircraft between 4,000 and 7,000 feet above sea level, a balance must be struck between minimising noise and reducing emissions.

Extra information is already available on our website in a range of formats. These include progress reports and the results of our air quality monitoring.

If you would like to talk to us you could:

- phone our Freephone number (08000 967 967);
- send an email to community.relations@manairport.co.uk; or
- come to an outreach session (details are on our website).



www.manchesterairport.co.uk/emissionsinfo

2017

This document gives information on emissions from activities associated with Manchester Airport. It also provides information about how emissions contribute to local air quality and climate change. We also give details of steps that we are taking to reduce emissions.

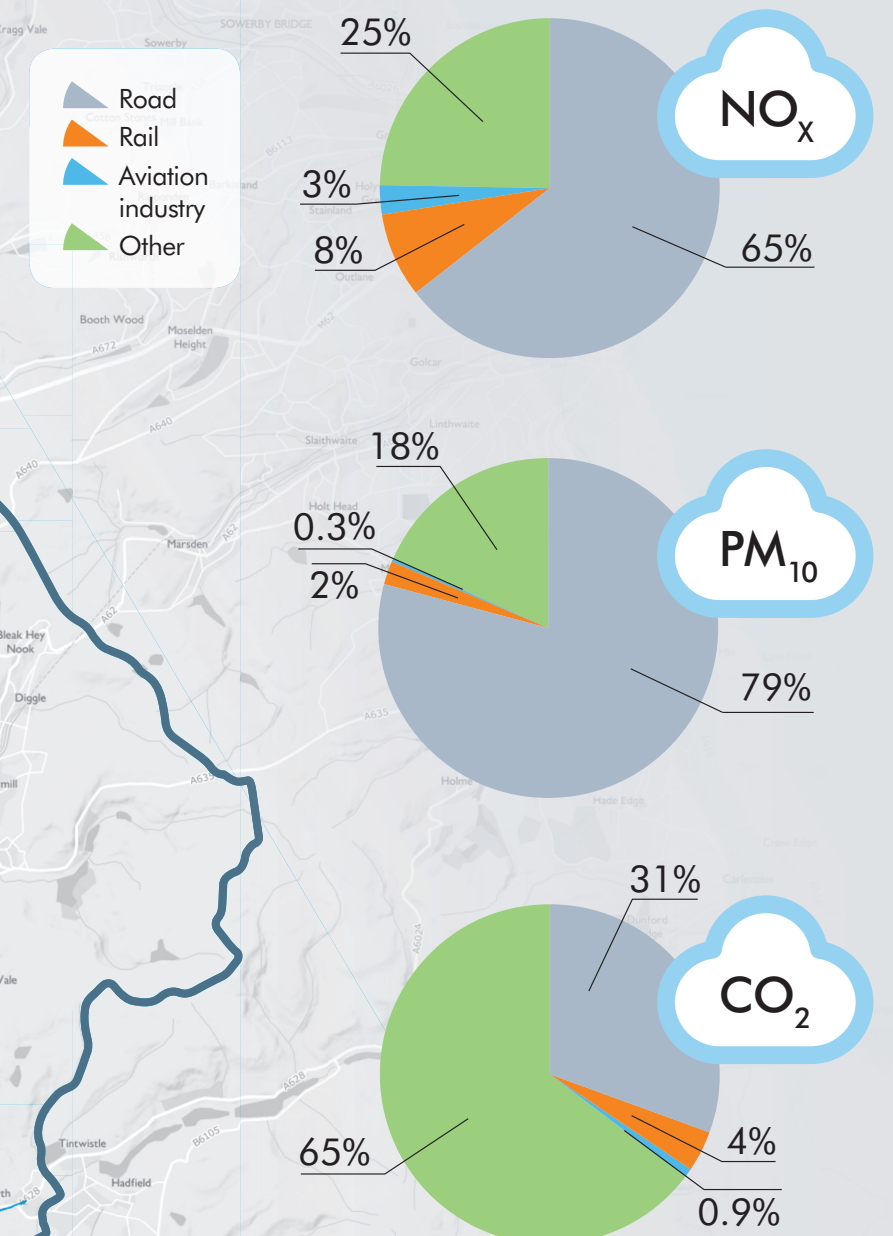


AIR QUALITY IN GREATER MANCHESTER AND SOURCES OF EMISSIONS

▶ The aviation industry contributes a small but important proportion of emissions. Emissions in Greater Manchester are reported each year. In 2014 (the most recent year information is available for) the aviation industry was the source of just 3% nitrogen oxides, 0.3% particulate matter (PM₁₀) and 0.9% carbon dioxide emissions. Road traffic is the main source of emissions.

The map below indicates the extent of Greater Manchester's Air Quality Management Area. Areas where concentrations of nitrogen dioxide are higher than legally binding air quality objectives are shown in **blue**. As with other air quality management areas across the country, this highlights busy transport routes and built-up areas.

SOURCES OF EMISSIONS IN GREATER MANCHESTER (2014)

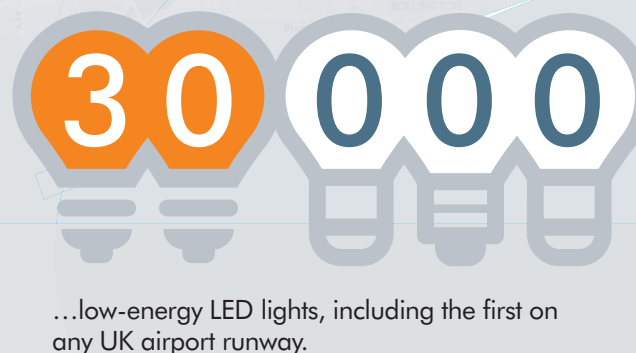


WHAT WE'RE DOING TO REDUCE OUR EMISSIONS

▶ Manchester is the first UK airport to be certified carbon neutral through Airport Carbon Accreditation.



▶ We have invested in...



GETTING TO AND FROM THE AIRPORT

▶ By connecting passengers and staff with rail, tram, bus and coach connections, Manchester Airport's Station helps reduce emissions from road transport.



Up to 22 trains an hour, connecting the airport with Manchester City Centre and beyond.



Trams to Manchester City Centre every 12 minutes, with over 275,000 emission-free journeys a year.



60 coach routes to the rest of the UK, and regular bus services across our region.



40,000 car-parking spaces for passengers and staff – halving road emissions compared to taxi services and cars dropping off and picking up passengers.

▶ Our Consolidation Centre receives deliveries for airport shops. These are security screened and bulked up ready for co-ordinated deliveries to our terminals when needed, reducing the number of HGV journeys to the airport.

▶ We encourage our airlines to taxi to and from the runways without using all their engines, cutting emissions and reducing noise.

100%

▶ That's how much electricity Manchester Airport uses from renewable sources, helping them on the way to meeting their carbon neutral commitment.

83%

of our aircraft parking stands have electric power so that aircraft engines can be turned off.

▶ Occasionally, departing aircraft need to return to Manchester. A small number of these flights need to dump fuel to reduce weight and land safely. Fuel is expensive, so airlines don't like dumping it, but when this happens it is always at a high altitude so that it disperses fully and doesn't reach the ground.

▶ Because emissions disperse quickly, emissions from aircraft over 1,000 feet above the ground do not affect ground-level air quality.

▶ In certain weather conditions aircraft leave 'contrails' of water vapour. These white trails can sometimes look like cloud, and are formed when hot water from aircraft exhausts meets cold dry air.

▶ In partnership with Manchester City Council, we monitor air quality near the airport. The results of this monitoring show that the concentrations of air pollutants are below the health-based air quality targets set by Government. We also publish the results of our air quality monitoring.