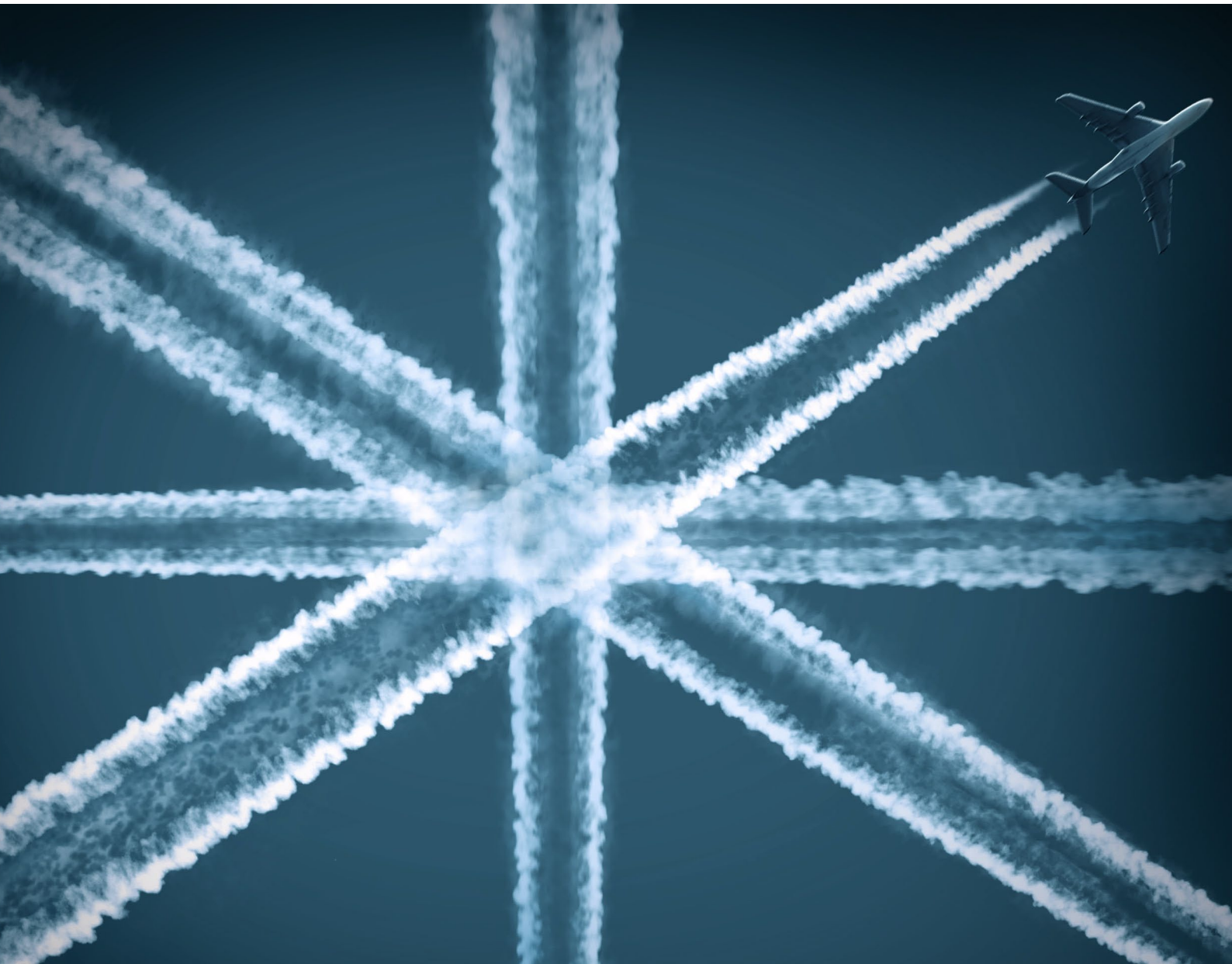
Manchester Airport

Quiet Flight Performance Report

January – December 2025

Airline noise abatement performance



Introduction

Manchester Airport is committed to minimising the noise impact of our operations. Since our previous report we have launched our new Noise Action Plan which has now been adopted by Government, setting out our approach to noise management from 2024-2028.

To enable our local communities to understand operations at the airport, we provide a wide range of information. Our website includes Community Information Sheets, performance reports and a link to WebTrak, an online radar replay website which allows communities to see aircraft activity in their area, and more recently our new Community Noise Portal which has information tailored to postcode level. As well as engaging with local communities, we work closely with airline partners to help them operate more quietly and efficiently when they operate at Manchester Airport.

This Quiet Flight Performance Report provides a transparent view of how airlines operating at Manchester Airport perform against a range of noise-related indicators. It considers measures that apply to both the types of aircraft in use and the way in which our airlines operate those aircraft at our airport.

The summary table below shows a ranking of each airline's overall performance, along with an average percentage score against the noise-related indicators. This report also includes a description of each noise-related indicator and a detailed breakdown of all the measurement criteria that contribute to an airline's overall performance.

Notable performance in 2025

Our report includes all airlines that have operated at least 1 operation a day from Manchester Airport during the reporting period. This report compares data for the calendar year 2024 and calendar year 2025 to give an accurate comparison of the results.

We are pleased to see that overall performance has maintained at an average of 88% from 2024 to 2025. Notable operational performance in 2025 include:

- 13 airlines achieving or maintaining above 90%.
- 8 airlines seeing an improvement of more than half a percent.
- 19 airlines remain within half a percent of their previous score.
- 12 airlines scored 95% or above track keeping compliance, and 21 airlines with 95% of operations or above completing Continuous Climb Operations for 2025.

January – December 2025 Performance Summary

Owner Name	Airline	Total Performance	Total Performance Previous Year
Aurigny	AUR	94.2%	93.6%
EasyJet	EZY	92.8%	93.2%
British Airways	SHT	92.7%	92.7%
airBaltic	SWR	92.6%	92.8%
SAS	SAS	92.4%	92.4%
Ryanair	RYR	91.8%	91.8%
Finnair	FIN	91.0%	90.9%
Loganair	LOG	91.0%	90.6%
Jet2	EXS	90.7%	90.9%
Emerald Airlines	EAG	91.6%	91.6%
	EAI	89.5%	90.5%
TAP Air Portugal	TAP	90.3%	91.5%
Icelandair	ICE	90.0%	90.2%
TUI	TOM	90.0%	89.7%
Vueling Airlines	VLG	89.9%	89.8%
Iberia	IBS	89.7%	90.5%
Lufthansa	LHX	90.7%	89.3%
	DLH	89.3%	90.1%
SunExpress	SXS	89.6%	88.6%
Brussels Airlines	BEL	89.3%	89.6%
NetJets UK	NJE	88.8%	89.8%
Virgin Atlantic Airways	VIR	88.4%	88.5%
Universal Airways	EMC	88.3%	91.1%
Turkish Airlines	THY	88.2%	89.3%
Air France	AFR	87.9%	88.5%
Ethiopian Airlines	ETH	87.9%	88.2%
Pegasus Airlines	PGT	87.7%	88.8%
KLM	KLM	87.7%	86.8%
Cathay Pacific	CPA	87.6%	87.2%
Air Transat	TSC	87.4%	86.8%
Eurowings	EWG	87.2%	87.8%
Singapore Airlines	SIA	86.8%	86.2%
Gulf Air	GFA	86.5%	87.0%
Aer Lingus	EIN	86.0%	86.4%
Qatar Airways	QTR	85.8%	86.8%
Etihad Airways	ETD	84.7%	87.0%
Juneyao Air	DKH	84.3%	81.1%
Private Operator	PVT	83.9%	85.2%
Saudia	SVA	83.1%	83.4%
Norwegian	NOZ	81.4%	81.4%
Egyptair	MSR	80.3%	79.0%
Emirates	UAE	78.7%	79.4%
Hainan Airlines	CHH	75.0%	77.2%

↑	-	↓
Improved by more than half a percent compared to last year	Stayed within +/- half a percent of last year's performance.	Declined by more than half a percent compared to last year

METHODOLOGY

Scope of the report

This report combines information from a number of sources including:

- aircraft certification data issued by regulators in the country in which aircraft are registered
- noise and operational performance data recorded by our noise management system, which includes radar information from air traffic control and information collected by our community noise monitors.

Although we monitor the performance of all airlines operating at the airport, this report focuses on airlines who operated 1 movement per day, consisting of an arrival and a departure per day during the monitoring period.

Assessing performance

We measure performance against a total of six measures which consider the types of aircraft airlines in use at Manchester Airport and the way in which they operate those aircraft. The measures include:

- Continuous descent operations
- Departure track keeping
- Continuous climb operations
- Compliance with departure noise limits
- Average QC of operations
- QC1or below operations at night

Each airline's overall performance score is calculated as the mean average of its performance against the six noise-related performance indicators listed above.

Operational performance

We have invested significantly in a state-of-the-art noise and track keeping monitoring system which monitors compliance with the noise abatement procedures set out in our Noise Action Plan. This report includes four operational measures which assess airlines' performance with procedures intended to minimise aircraft noise and the number of people impacted by noise from aircraft operating at Manchester Airport. Performance against these indicators is reported over 24hrs to align with our NAP commitments.

Continuous descent operations

The primary method of minimising noise impacts of arriving aircraft is through a technique known as 'continuous descent arrival' (CDA), sometimes referred to as 'continuous descent operations' (CDOs). CDAs require air traffic controllers to work closely with pilots, providing accurate information about the distance to touchdown. This allows aircraft to remain higher for longer, reducing the need for engine thrust associated with periods of level flight.

Departure track keeping

Aircraft departing from Manchester Airport are required to remain within our NPRs until they reach a release altitude. Release altitudes, which are defined in the Aeronautical Information Publication (AIP), differ depending on which NPR an aircraft is following. When aircraft reach their release altitude, they can be directed to their onward route by air traffic control. Sometimes it is necessary for aircraft to fly alternative routes at lower altitudes, for example to maintain safe operations during bad weather. These operations are referred to as Non-Standard Departures (NSDs).

Continuous climb operations

Continuous Climb Operations (CCO) enable aircraft to keep climbing after take-off until they reach their cruise altitude. By eliminating periods of level flight (a similar principle to continuous descent approaches), a CCO reduces the tonal changes in the aircraft engine noise and enables the aircraft to make a smoother climb. Continuous climb can increase the height of the aircraft closer to the airport and make noise levels less audible.

Departure noise limit compliance

To encourage airlines to fly as quietly as possible, we operate a noisy aircraft penalty scheme. Using our noise monitoring system, we measure the level of noise generated by each departing aircraft. Noise is measured by monitors positioned at fixed points beneath the departure flight paths. Noisy aircraft surcharges are levied against the operators of aircraft that exceed our published noise limits. The current noise limits are as shown below:

Time (Local)	Maximum Permitted Noise Level Db(A)
06:00 - 07:00	82
07:00 - 23:00	90
23:00 - 23:30	82
23:30 - 06:00	81

Fleet performance

We work closely with our airlines to encourage them to operate their quietest aircraft at Manchester Airport. Our Noise Action Plan includes details of the steps we have taken and actions we plan to take to discourage the use of noisier aircraft. This report includes two specific fleet-based performance indicators. These indicators acknowledge airlines who are operating a more modern, quieter fleet of aircraft.

Average quota count per flight

The Quota Count (QC) system, published by the Government, gives each aircraft a QC value depending on its certified noise level for departure and arrival. There are nine QC categories as shown below, louder aircraft are placed in higher categories and these double with each increase of three decibels.

CERTIFIED NOISE LEVEL (DECIBELS)	QUOTA COUNT
More than 101.9	16
99 to 101.9	8
96 to 98.9	4
93 to 95.9	2
90 to 92.9	1
87 to 89.9	0.5
84 to 86.9	0.25
81 to 83.9	0.125
Less than 81	0

This indicator is calculated by evaluating the average QC of each airline operation based on the noise certificates of aircraft operated at MAN over 24 hours. The total QC of all operations per aircraft, both arriving and departing, is divided by the number of operations to provide an average QC per operation. The methodology we have used determines that if an airline is operating only QC0 aircraft they would receive 100% score, whereas if an operator was to only operate QC16 they would receive 0% score.

QC1 or lower operations (night-time)

Recognising the impact of noisier aircraft operating at night, we introduced a QC2 surcharge in April 2025. Any QC2 or above operation between the hours of 23:00-07:00 will incur a surcharge.

This new surcharge is in addition to existing surcharges for QC8 and QC16 aircraft.

This measure reports the percentage of flights undertaken using aircraft which are categorised as QC1 or below and do not need to pay a QC2, QC4, QC8 or QC16 surcharge.

Quiet Flight Performance Report January – December 2025 full report

Owner Name	Airline	Total Performance	Total Performance Previous Year	Total Movements	Total Departures	Total Arrivals	Total Track Keeping	Total CCO	Total CDA	Compliance vs Noise Limits 24hr	Average QC Per Movement (24hr)	QC1 or below (8hr night)
Aurigny	AUR	94.2%	93.6%	1219	609	610	97.7%	95.6%	88.7%	100.0%	83.31%	100.0%
EasyJet	EZY	92.8%	93.2%	40832	20411	20421	94.3%	93.7%	94.4%	100.0%	74.73%	100.0%
British Airways	SHT	92.7%	92.7%	5077	2534	2543	98.7%	93.0%	91.0%	100.0%	73.49%	100.0%
airBaltic	SWR	92.6%	92.8%	1552	776	776	96.8%	89.0%	91.0%	100.0%	79.01%	100.0%
SAS	SAS	92.4%	92.4%	2848	1425	1423	85.8%	96.5%	88.3%	100.0%	84.09%	100.0%
Ryanair	RYR	91.8%	91.8%	49784	24885	24899	93.0%	94.5%	96.5%	100.0%	66.83%	100.0%
Finnair	FIN	91.0%	90.9%	1206	603	603	91.5%	97.0%	86.6%	100.0%	70.93%	100.0%
Loganair	LOG	91.0%	90.6%	5189	2595	2594	94.8%	93.9%	76.6%	100.0%	80.76%	100.0%
Jet2	EXS	90.7%	90.9%	24066	12031	12035	92.3%	93.5%	93.0%	100.0%	65.73%	99.9%
Emerald Airlines	EAG	91.6%	91.6%	2344	1172	1172	99.0%	96.9%	72.5%	100.0%	80.97%	100.0%
	EAI	89.5%	90.5%	2718	1358	1360	99.8%	96.2%	65.8%	100.0%	74.95%	100.0%
TAP Air Portugal	TAP	90.3%	91.5%	964	482	482	95.2%	96.7%	76.3%	100.0%	73.56%	100.0%
Icelandair	ICE	90.0%	90.2%	601	301	300	79.4%	94.4%	93.0%	100.0%	73.17%	100.0%
TUI	TOM	90.0%	89.7%	14214	7103	7111	88.9%	94.0%	92.9%	99.9%	64.13%	100.0%
Vueling Airlines	VLG	89.9%	89.8%	1018	509	509	97.1%	92.1%	86.4%	100.0%	63.74%	100.0%
Iberia	IBS	89.7%	90.5%	624	312	312	99.4%	96.2%	82.1%	100.0%	60.42%	100.0%
Lufthansa	LHX	90.7%	89.3%	1265	632	633	83.4%	98.1%	82.9%	100.0%	79.76%	100.0%
	DLH	89.3%	90.1%	3458	1729	1729	85.1%	97.3%	83.7%	100.0%	69.47%	100.0%
SunExpress	SXS	89.6%	88.6%	2380	1190	1190	82.6%	94.6%	89.8%	100.0%	70.76%	100.0%
Brussels Airlines	BEL	89.3%	89.6%	1243	621	622	99.0%	91.5%	77.5%	100.0%	67.61%	100.0%
NetJets UK	NJE	88.8%	89.8%	511	257	254	97.7%	89.9%	55.9%	100.0%	89.21%	100.0%
Virgin Atlantic Airways	VIR	88.4%	88.5%	2568	1284	1284	91.2%	97.4%	88.6%	100.0%	53.19%	100.0%
Universal Airways	EMC	88.3%	91.1%	484	241	243	97.5%	86.7%	63.0%	100.0%	82.87%	100.0%
Turkish Airlines	THY	88.2%	89.3%	2672	1336	1336	87.7%	95.8%	93.0%	100.0%	55.35%	97.1%
Air France	AFR	87.9%	88.5%	2401	1200	1201	96.8%	88.0%	61.9%	100.0%	80.81%	100.0%
Ethiopian Airlines	ETH	87.9%	88.2%	626	313	313	94.9%	84.7%	85.3%	100.0%	62.40%	100.0%
Pegasus Airlines	PGT	87.7%	88.8%	1855	927	928	81.6%	93.4%	76.9%	100.0%	74.11%	100.0%
KLM	KLM	87.7%	86.8%	4065	2033	2032	77.1%	95.0%	84.1%	99.9%	69.89%	100.0%
Cathay Pacific	CPA	87.6%	87.2%	650	325	325	87.4%	93.8%	82.2%	100.0%	62.06%	100.0%
Air Transat	TSC	87.4%	86.8%	370	185	185	85.9%	96.8%	87.0%	100.0%	54.66%	100.0%
Eurowings	EWG	87.2%	87.8%	2040	1020	1020	83.3%	97.0%	77.1%	100.0%	66.14%	100.0%
Singapore Airlines	SIA	86.8%	86.2%	648	324	324	83.0%	96.6%	79.0%	100.0%	62.33%	100.0%
Gulf Air	GFA	86.5%	87.0%	517	259	258	83.0%	86.9%	86.4%	100.0%	62.48%	100.0%
Aer Lingus	EIN	86.0%	86.4%	3199	1595	1604	87.6%	97.5%	79.7%	100.0%	51.23%	100.0%
Qatar Airways	QTR	85.8%	86.8%	2375	1188	1187	73.0%	95.1%	85.8%	100.0%	60.59%	100.0%
Etihad Airways	ETD	84.7%	87.0%	1256	628	628	70.2%	95.9%	90.3%	100.0%	52.34%	99.7%
Juneyao Air	DKH	84.3%	81.1%	446	223	223	90.6%	91.0%	61.4%	100.0%	62.50%	100.0%
Private Operator	PVT	83.9%	85.2%	384	191	193	81.2%	85.9%	53.4%	100.0%	83.31%	100.0%
Saudia	SVA	83.1%	83.4%	686	343	343	73.2%	87.2%	79.0%	100.0%	59.44%	100.0%
Norwegian	NOZ	81.4%	81.4%	722	361	361	42.1%	98.1%	90.9%	100.0%	57.53%	100.0%
Egyptair	MSR	80.3%	79.0%	723	362	361	69.1%	88.7%	67.0%	100.0%	57.16%	100.0%
Emirates	UAE	78.7%	79.4%	2189	1094	1095	65.8%	96.8%	71.1%	99.9%	50.01%	88.6%
Hainan Airlines	CHH	75.0%	77.2%	594	297	297	52.9%	99.0%	54.9%	100.0%	43.77%	99.6%