

# Manchester Airport Noise Action Plan (2024- 2028)

## NAP23- Strengthening night noise management

### Summary of consultation feedback

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# PURPOSE OF THIS REPORT

Stakeholder feedback is an essential element of the Noise Action Planning process to ensure we take account of the views and ideas of people and organisations who have an interest in noise management at Manchester Airport.

During summer 2024 we consulted on our proposals to strengthen night noise management at Manchester Airport.

We sought views on the following proposals, which were initially presented in our Noise Action Plan 2024-2028:

- Extend the scheduling ban on QC4 aircraft operations to an operating ban and for this to increase from the 6.5-hour period between 23:30 and 06:00 to the 8-hour period between 23:00 and 07:00;
- 'Freeze' QC2 aircraft operations between 23:00 and 07:00 at S25/W25 levels;
- Introduce an 8-hour Quota Count limit for both summer and winter seasons; and
- Amend local scheduling rules relating to night noise to enable these changes to be made.

This report sets out a summary of the responses we received and how this has informed our final proposals.

# HOW WE CONSULTED

In line with regulatory requirements, we undertook public consultation on the NAP23 Proposals. Our consultation commenced on 30th May 2025 and ended on 29th August 2025. During these twelve weeks, we sought the views of a wide range of stakeholders to inform the implementation of the proposals.

During the consultation period, feedback was encouraged through the following activities:

On our web pages [Noise Action Plan | Manchester Airport](#) we summarised the detail of the plan and published the consultation document in an accessible format, which was optimised for screen readers.

The airport web page also provided an e-mail or postal address that could be used to submit feedback.

Direct communication to local stakeholders: we provided the following stakeholders with a link to the consultation document with information about our consultation and details of how to respond:

- Local Councillors representing Cheshire East, Cheshire West and Chester, Manchester, Stockport, Trafford and Tameside
- Local MPs
- EHO forum
- Parish Councils were invited to comment via email. A list of the parish councils we contacted in in Appendix A. Representatives from the airport attended a parish council meeting in Lower Peover by invitation to present our proposals and answer questions from the council Members.

Airport Consultative Committee: The Noise Action Plan was discussed at the Technical Advisory Group (TAG 13th June 2025) and the Manchester Airport Consultative Committee (MACC 11th July 2025)

Industry Stakeholders: The Noise Action Plan was shared with Aviation Stakeholders including airlines and the slot co-ordinator via email and representatives from the airport were available at the AOC on 17 July 2025 to answer any queries.

# CONSULTATION RESPONSES

We received consultation responses from 20 respondents, including Manchester Airport Consultative Committee (MACC), local and parish councils, individuals, community groups and aviation stakeholders including airlines and the slot co-ordinator.

Figure 1 Respondents to the consultation

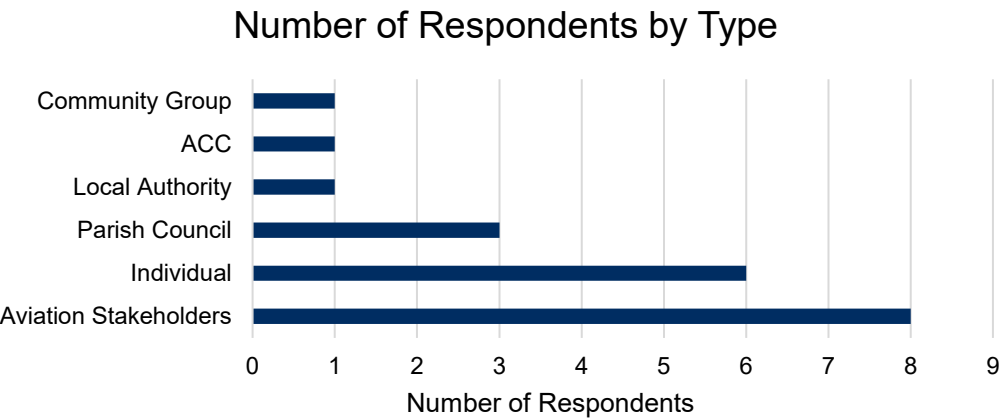


Figure 3 Number of comments to each consultation proposal

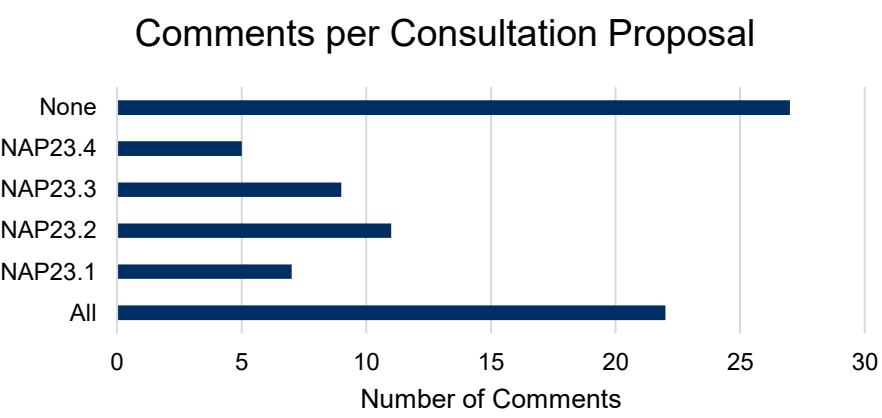
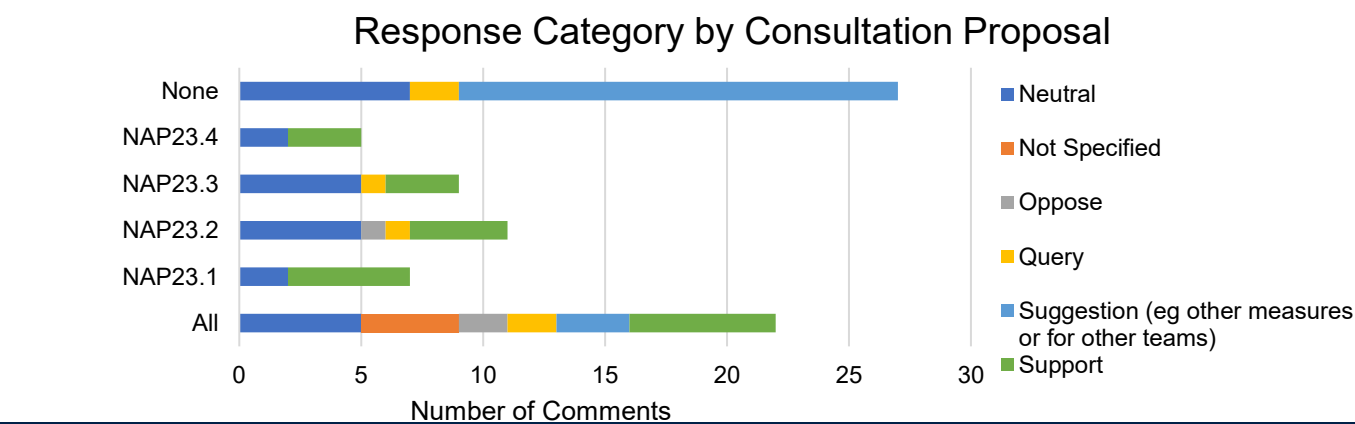


Figure 2 Responses to each consultation proposal



## Proposal NAP23.1: Extend the scheduling ban on QC4 aircraft operations to an operating ban and for this to increase from the 6.5-hour period between 23:30 and 06:00 to the 8-hour period between 23:00 and 07:00.

There was broad **community** support for this measure, with some noting that the extension of these controls to the full night period is an improvement.

One **Parish Council** said that it was a good start and that monitoring would be essential.

**Airlines** did not oppose this change with some noting that it formalised the status quo. One welcomed the proposal, saying that as a responsible operator that has invested heavily in cleaner, quieter next generation aircraft they support proposals to limit the use of older aircraft as new technology reduces the impact of noise.

### MAG Response

We are glad to see the support for this proposal and propose to take this operating ban on QC4 Aircraft forward, extending the control to cover the full night period from 23:00 to 07:00.

## Proposal NAP23.2 'Freeze' scheduled QC2 aircraft operations between 23:00 and 07:00

Some **community** respondents welcomed this measure with one **parish council** noting that it is essential that there is careful monitoring and transparency of historic numbers of QC2 aircraft and above, that this is published and that it is monitored in future. One **local authority** noted that this measure would result in only quieter aircraft being allowed to operate during the night period.

The response from **airlines** was mixed on this measure. Those who did not oppose it were more cautious and caveated on this measure, highlighting concerns about the impact on operational flexibility, and concerns that this restriction would reduce the ability of airlines to respond dynamically to market developments, network requirements, or unexpected operational situations. There were two objections to this measure from airlines.

### MAG Response

The airline concerns about the impact on operational flexibility are an important consideration

The proposal is in relation to scheduling only, and so there is provision for operation of occasional additional QC2 aircraft in the case of unexpected operational situations.

We note that there was support from the community on this measure.

We will report on compliance with this measure to the Airport Consultative Committee.

We have considered all the responses received and, on balance, we will implement the proposed scheduling 'freeze' on QC2 operations.

## NAP23.3 Introduce an 8-hour Quota Count limit for both summer and winter seasons (11498 in Summer and 7788 in winter)

While there was some support for this measure from the **community, local authorities and parish councils** there was a concern that this measure did not go far enough, with several respondents expressing a strong preference for a movement limit instead of or as well as this measure, or reassurance that growth in flight numbers would be curtailed to a minimum. There was a concern that even with quieter aircraft any increase in numbers would increase disturbance to residents.

**Airlines** were broadly supportive (with one expressing a strong preference for a QC limit and no reduction in movements) and recognised that applying this measure consistently would give certainty to airlines and communities. However, two aviation stakeholder responses were opposed to restrictions on QC2 aircraft.

### MAG Response

We recognise the concern that communities have over increases in the number of night time movements, and the perception that fewer movements would result in lower noise levels. However, the data shows that our noise footprint has improved through the introduction of quieter aircraft, even though our passenger numbers have grown. There are other constraints on the number of movements at night, due to runway, airfield and terminal capacity.

Movement limits have not been demonstrated to comply with the Government's obligations under the ICAO's Balanced Approach (implemented in UK law through Regulation EU598/2014). In practical terms, unlike the QC system (which rewards airlines for investment in quieter aircraft), movement limits offer no incentive for airlines to invest in new technology for reasons of noise abatement.

We also recognise the concern that airlines have about airports introducing restrictions that affect their flexibility and ability to use their asset base.

Government policy is that the benefits of quieter technology should be shared with local communities, and we support this. We believe a QC cap is the way forward that best balances the sharing of benefits between our aviation and community stakeholders. We will implement the QC limit proposed from summer 2026.



## NAP 23.4 Amend the local scheduling rule relating to night noise

There were no objections to the amendments to the proposed local rule.

The slot coordinator suggested amendments to improve clarity and update references to legislative controls.

### **MAG Response**

We welcome the feedback from the slot coordinator and have incorporated their suggested amendments. These have not changed the intent or substance of the local rule but have added clarity. The amended local rule will be shared with the Scheduling Committee in September 2025.

## Other feedback

Some **community** respondents (including a **local authority** and some **parish councils**) said that they did not think the measures went far enough. Other suggestions were given including a cap on the number of movements at night, changes to flight paths, and changes to operations.

Some respondents, including **MACC**, suggested a numerical cap on movements would be a preferred alternative to the proposals set out in the consultation.

One **airline** said that they preferred the proposals to a reduction in permitted movements, which they hoped would not happen.

There were several responses from an individual, that referred to other proposed actions set out in the 2024-2028 NAP for Manchester Airport. We have responded to those comments directly.

We also received some queries requesting clarification which were responded to directly.

One respondent has suggestions relating to the sound insulation grant scheme and questions on the vortex scheme. They received a direct response.

## MAG Response

The consultation was on the implementation of four specific measures that were previously consulted on in our Noise Action Plan in 2024. Accordingly, comments that refer to measures outside the scope of this consultation have not been taken forward at this time. We will begin the next round of action planning in 2027, when we will review a wide range of options to continue to improve our noise management measures so that Manchester Airport continues to grow sustainably and within the requirements of the ICAO Balanced Approach.

Suggestions related to flight paths and operations have been shared with the Future Airspace team, and for all questions or responses that were not directly related to the consultation matters, where appropriate, a direct response has been sent to the consultee.

# NEXT STEPS

On balance, the four proposals received support or a neutral response from the community and aviation stakeholders. We therefore propose to:

- Extend the scheduling ban on QC4 aircraft operations to an operating ban and for this to increase from the 6.5 hour period between 23:30 and 06:00 to the 8-hour period between 23:00 and 07:00;
- 'Freeze' QC2 aircraft operations between 23:00 and 07:00 at S25/W25 levels;
- Introduce an 8-hour Quota Count limit for both summer and winter seasons. For summer the limit will be 11,498 QC points, and for winter the limit will be 7,788 QC points; and
- Amend local rule 1 relating to night noise to enable these changes to be made.

This decision and the revised local rule will be presented to the coordination committee in September 2025, and if agreed will be implemented in the capacity declaration for Summer 2026.

# APPENDIX 1- LIST OF PARISH COUNCILS CONSULTED BY EMAIL

Adlington  
Alderley Edge  
Allostock  
Anderton & Marbury  
Antrobus  
Appleton  
Arclid  
Ashley  
Aston by Budworth  
Chelford  
Chorley  
Comberbach  
Cranage  
Culcheth and Glazebury  
Daresbury  
Delamere and Oakmere  
Duddon and Burton  
Dunham Massey PC

Gawsworth  
Goostrey  
Great Budworth  
Great Warford  
Hartford  
Henbury  
High Legh  
Kingsmead  
Lach Dennis  
Little Bollington  
Little Leigh  
Lostock Gralam  
Lower Peover  
Lower Withington  
Lymm  
Macclesfield  
Marston  
Marton

Middlewich  
Millington  
Mobberley  
Over Alderley  
Peover Superior and Snelson  
Pickmere  
Plumley Toft Bexton  
Prestbury  
Ringway  
Rostherne  
Siddington  
Stretton  
Swettenham  
Tabley  
Tarporley  
Tollerton with Marthall  
Warburton  
Weaverham  
Wincham

