

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.



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.

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

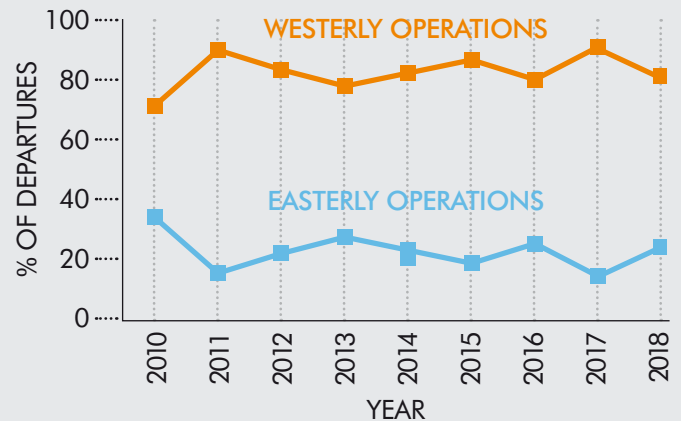
HOW WE OPERATE

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.

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.

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.

DAYS	TIMES WHEN TWO RUNWAYS USED	
	Summer season	Winter season from 27 October
MONDAY TO FRIDAY	6.15am to 8pm	6.30am to 10.30am and 4pm to 8pm
SATURDAY	6.15am to 4pm	6.30am to 10.30am
SUNDAY	6.15am to 9.30am and 1pm to 8pm	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.

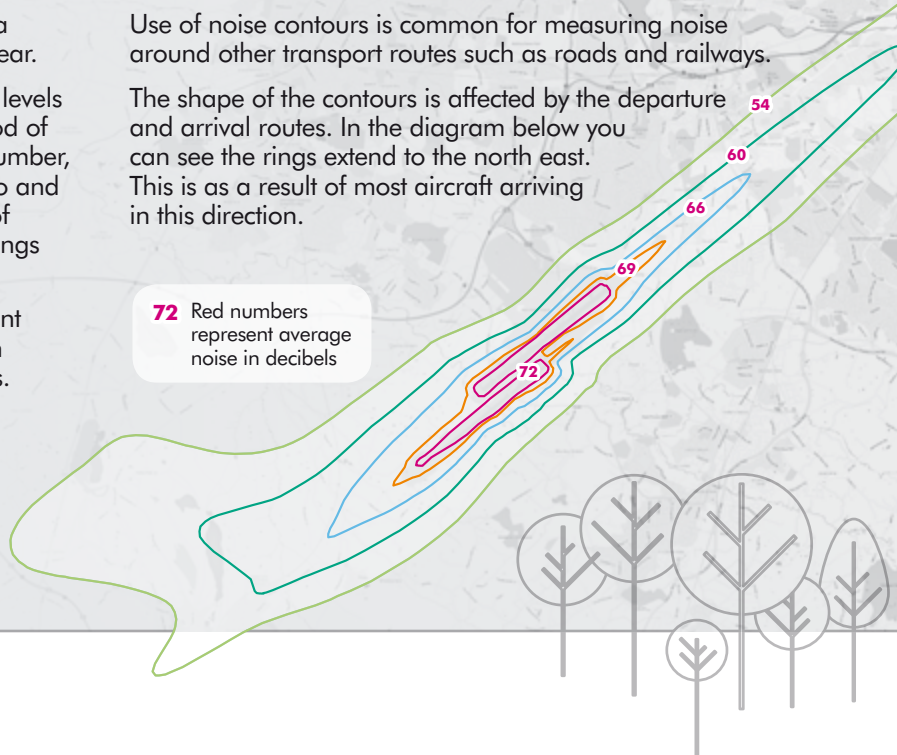
'Noise contours' give an indication of general noise levels and show an average noise reading over a set period of time. They use actual information on the position, number, heights and noise levels of arrivals and departures to and from Manchester. Noise contours look like a series of concentric rings,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



WESTERLY ARRIVALS

▶ The busiest month for westerly arrivals was August, with a total number of...

10060
arrivals

...while March was our quietest month.

3920
arrivals

▶ There were westerly arrivals on 31 days in August

...compared with just 22 days in March.



▶ The maximum number of arrivals on a single day in August was

348
...on 17 August

...compared with a maximum in March of

280
...on 26 March.

▶ During August there were...

1293
arrivals during the peak hours of 2pm to 4pm.

In August, during the night period from 11pm to 6am there were

1535
arrivals.

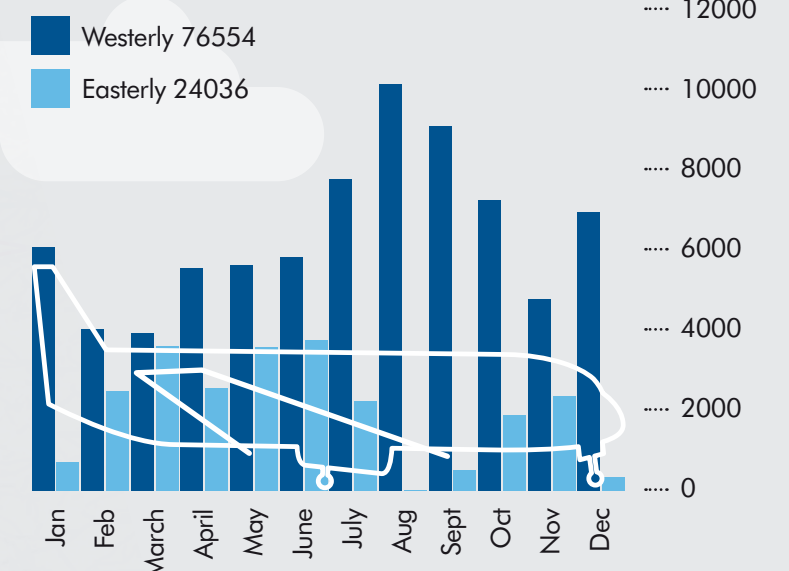
▶ In March there were...

546
arrivals during the peak hours of 3pm to 5pm.

In March, during the night period from 11pm to 6am there were

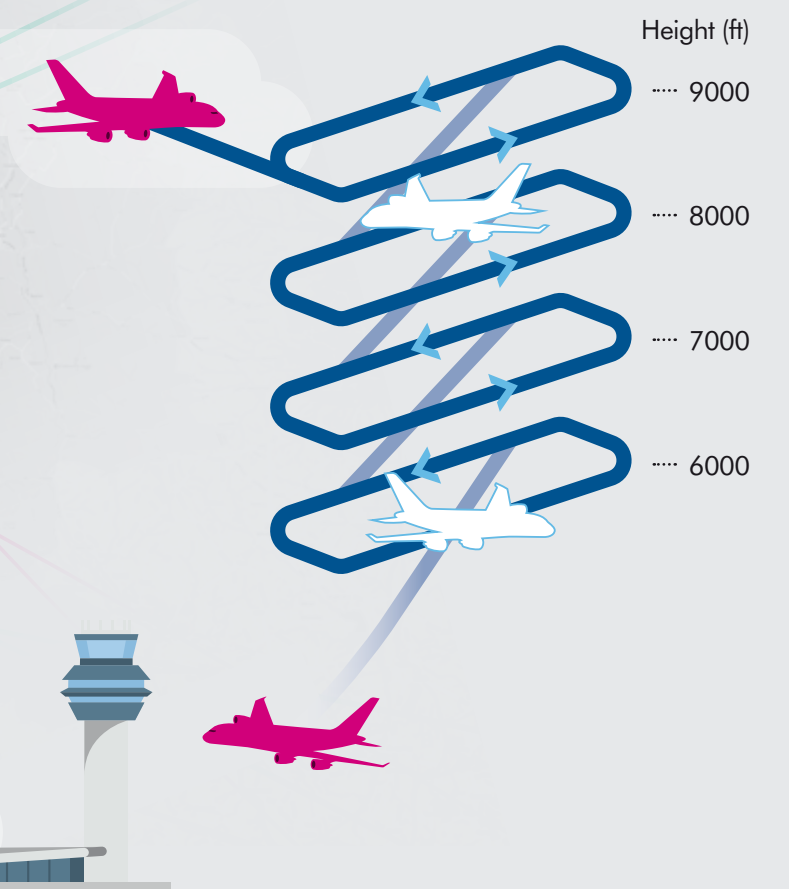
212
arrivals.

NUMBER OF ARRIVALS EACH MONTH DURING 2018



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 June, with a total number of...

3742
arrivals
RUNWAY 1 – 1625, RUNWAY 2 – 2117

...while August was our quietest month, with...

29
arrivals
RUNWAY 1 – 28, RUNWAY 2 – 1

▶ There were 16 days in June when there were easterly arrivals

...compared with just three days in August.



▶ The maximum number of arrivals on a single day in June was

343
...on 29 June

...compared with a maximum in August of

26
...on 31 August.

▶ During June there were...

476
arrivals during the peak hours of 7pm to 9pm.

In June, during the night period from 11pm to 6am there were

610
arrivals.

▶ In August there were...

18
arrivals during the peak hours of midnight to 2am.

In August, during the night period from 11pm to 6am there were

29
arrivals.

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 as 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 outcome of the consultation on how best to manage any change in the future was published in December 2017 in a document called CAP1616. This will form a framework to manage consultations in the future.

We will need to consult widely on any future changes. If you would like to know when a consultation begins, please register with us at community.relations@manairport.co.uk or futureairspace@manairport.co.uk.

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 at www.manchesterairport.co.uk/outreach).

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.

