

# Manchester Airport

IATA/ICAO CODE: MAN/EGCC  
 CITY: Manchester  
 COUNTRY: UK

## AIRPORT CONTACT

No changes reported by the airport in 2011  
[Verify information below with the airport](#)

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ELEVATION: 257 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (ft)
05L/23R	3048	-	3 deg	46
05R/23L	3050		3 deg	45

## NOISE ABATEMENT PROCEDURES

See UK AIP for details

a. All aircraft inbound or outbound from this airport are required to conform to the following procedures, notwithstanding that these may at any time be departed from to the extent necessary for avoiding immediate danger:

i. Every operator of aircraft using the airport shall ensure at all times that aircraft are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the airport.

ii. After take-off every jet aircraft shall, in addition to complying with the Noise Preferential Routeings specified for each runway, be operated in such a way that it is at a height of not less than 1000 ft aal, at the point nearest to the relevant noise monitoring terminal (AD 2-EGCC-3-

2). Details of noise monitoring locations and performance are obtainable from the Environment Department. (Tel: +44 161 489 3504

Email: [environment@manairport.co.uk](mailto:environment@manairport.co.uk)).

iii. Every jet aircraft using the airport shall, after take-off or 'go-around' maintain, after passing the relevant monitoring point, a rate of climb of at least 500 ft per minute at power settings which will ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring point.

iv. Unless otherwise authorised by ATC, aircraft using the ILS in IMC and VMC shall not descend below 2000 ft before intercepting the glidepath, not thereafter fly below it. An aircraft approaching without assistance from ILS or radar shall follow a descent path which will not result in its being at any time lower than the approach path which would be followed by an aircraft using the ILS glidepath.

For visual approaches, or following a visual circuit, to Runway 23R/23L the following additional limitations apply:

1. Jet aircraft shall not join the final approach at a height of less than 1500 ft aal
2. Propeller driven aircraft whose MTWA exceeds 5700 kg shall not join the final approach at a distance of less than 3 nm from the landing threshold and at a height of less than 1000 ft aal.

v. To minimise disturbance in areas adjacent to the airport, Captains are requested to avoid the use of reverse thrust after landing, consistent with safe operation of the aircraft, especially between 2300 and 0700 (local time).

vi. The Noise Preferential Routes specified in the following table are compatible with ATC requirements and the tracks are to be flown by all departing aircraft until the level defined in the table below is reached except:

1. aircraft whose MTWA does not exceed 5700 kg;
2. those aircraft instructed by ATC to make Early Turns In order to expedite traffic flow, such instructions may be issued during the period 0700-2300 local time, to propeller aircraft whose MTWA does not exceed 23000 kg and the following jet aircraft types: BAe 146 (Avro RJ Series), Canadair Regional Jet, Embraer EMB-135/145
3. unless otherwise instructed by ATC or deviations are required in the interests of safety.

The use of these routes is supplementary to noise abatement take-off techniques. After take-off, pilots should ensure that they are at a minimum height of 500 ft aal before commencing any turn.

Note: See AIP UK for table in Noise Abatement Procedures for route details.

vii. Unless otherwise required by ATC, Runway 23R/23L shall be used for all movements when there is a head wind component and when a tail wind component is not greater than 5 kt on either runway or at 2000 ft.

viii. Link Alpha should be used for all jet aircraft and all large propeller-driven aircraft departing from Runway 05L. However between the hours of 0600 and 2330 (local), any aircraft may depart from Links AG, AF and B subject to operational requirements by ATC/pilots. Between the hours of 2330 and 0600 (local), all jet aircraft and large propeller-driven aircraft shall depart from the most westerly link available

ix. Every aircraft using the airport shall, after take-off or 'go around' be operated in the quietest

possible manner, aircraft exceeding 90 dB(A) (103 PNdB) by day (0700-2300 local time) and 83 dB(A) (96 PNdB) by night (2300-0700 local time) at the relevant monitoring points will be subject to a penalty of £750 sterling by day and £750 sterling by night plus an additional £150 sterling for each decibel thereafter.

b. In the interests of noise abatement, certain restrictions are imposed on night jet flights at this airport; operators concerned are advised to obtain details from the Airfield Duty Manager

c. ATC will approve idle ground engine runs. A safety man must be positioned behind the aircraft to warn road traffic. Permission for ground testing in excess of idle must be requested through the Airfield Duty Manager, Ext 3331, at all times. All engine tests above idle must commence in the Engine Test Bay. Times of operation are 0600-2300. Engine testing on the open airfield will only be allowed for Chapter 2 aircraft between 0900 and 1700 and Chapter 3 aircraft between 0600 and 2300. Propeller driven aircraft are to be classified as Chapter 3

d. Training flights by all aircraft shall be subject to the approval of the Airfield Duty Manager

e. Non-standard departure instructions will not normally be issued between 2300 and 0700.

f. Night Jet Restrictions/Allocations

i. Runway 23L/05R will not normally be used between 2200-0600 (local) except when Runway 23R/05L is closed for maintenance

ii. Manchester Airport operates a night Jet Policy restricting operations of certain types of aircraft during the periods of 2300-0700 hours (local).

iii. The penalty scheme will be administered by a panel set up under the auspices of the Scheduling Committee which includes members of the Airlines Operators Committee and the Airport Authority

iv. Records of night infringements for this purpose will be available to the co-ordinators at the IATA scheduling conferences for summer seasons.

v. Between the hours of 2300 to 0600 local, visual approaches will not be permitted. Aircraft shall be positioned, by radar, to join the final approach at a distance of not less than 7 nm from touchdown. This restriction does not apply to non jet aircraft whose MTWA is 5700 kg or below

g. Scheduling Restrictions

i. Between 2330 and 0559 (local) QC4 aircraft will not be scheduled to depart.

h. Operational Restrictions

i. Between 2300 and 0659 (local) QC16 and QC8 aircraft will not be allowed to arrive or depart, except in case of emergency or where exempt.

i. Jet and turbo-prop aircraft approaching Manchester Airport are expected to minimise noise disturbance by use of low power, low drag and (during the period 2200-0559 (local)) continuous descent approach procedures.

**CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)**

**AIRPORT CURFEWS**

## Night Noise Policy Summer 2007 to Winter 2011

### PREFERENTIAL RUNWAYS

[Night Noise Policy Summer 2007 to Winter 2011](#)

### OPERATING QUOTA

[Night Noise Policy Summer 2007 to Winter 2011](#)

Certification noise levels (EPNLs) are used for determining the QC category.	
Takeoff = (Takeoff+Sideline)/2 for Chapter 3 or ((Takeoff+Sideline)/2)+1.75 for Chapter 2	
Approach = Approach - 9	
Certificated Noise Level (EPNdB)	Quota Count
Greater than 101.9	16
99-101.9	8
96-98.9	4
93-95.9	2
90-92.9	1
87-89.9	0.5
84-86.9	0.25

### ENGINE RUN-UP RESTRICTIONS

[Night Noise Policy Summer 2007 to Winter 2011](#)

### APU OPERATING RESTRICTIONS

We require aircraft on stands to use fixed electrical ground power where this is available. This will eliminate noise and pollution from an aircraft's auxiliary power units.

### NOISE BUDGET RESTRICTIONS

[Night Noise Policy Summer 2007 to Winter 2011](#)

### NOISE SURCHARGE

[Schedule of Charges and Terms and Conditions of Use 1 Apr 2011 - 31 March 2012](#)

### NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1972	Secondary Glazing and other noise attenuation measures available to over 20,000 properties within the 62 LAeq twenty-four hour noise contour. Properties nearer the Airport are entitled to enhanced products.
Purchase Assurance for Homeowners Located Within the	2006	Although house purchase is not available, assistance is available to assist homeowners in the areas of highest noise to move house to

Airport Noise Contours		a quieter area.
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

THE MANCHESTER AIRPORT NOISE AND TRACK INFORMATION SYSTEM (MANTIS)

Air Transport Movements relating to Manchester Airport are monitored using the Manchester Airport Noise and Track Information System (MANTIS). The Manchester Airport Noise and Track Information System is based upon Lochard's Global Environment Management System (GEMS). MANTIS gathers noise data from noise monitors strategically located around the airport, receives flight track information from the Secondary Surveillance Radar and flight plan information from the (Manchester) Airport Management Operational Support System (AMOSS). Additional inputs such as complaints, weather and accurate time information complete the System. Track, plan and time and some noise data are gathered in real time with other noise data provided at regular 'dial-up' times. Data is correlated automatically, enabling users to examine details of a noise event, and the source of that noise event, within minutes of occurrence.

MANTIS is a sophisticated noise and track monitoring system combining radar, noise & air traffic control data, to give a variety of information to the user. The System checks and records every aircraft within 30km of the airport up to a height of 12,000 feet and monitors aircraft noise and where the course flown 24 hours a day. MANTIS automatically registers breaches of the noise limits and identifies aircraft that stray from the Preferred Noise Routes (PNR's) prior to attaining the appropriate release altitude.

Noise Monitoring Terminals (NMT)

The following noise monitoring terminals are used for infringement/rebate purposes. Distance to run to the appropriate NMT is in nautical miles from take-off position which gives the maximum TORA

RWY	NMT	NM	RWY	NMT	NM	RWY	NMT	NM	RWY	NMT	NM
23R	1	3.4	23L	21	3.5	05L	7	3.4	05R	26	3.5
	3	3.4		22	3.5		6	3.7			
	2	3.8									

## FLIGHT TRACK MONITORING SYSTEM

Yes - See information under Noise Monitoring System above.

## NOISE LEVEL LIMITS

[Night Noise Policy Summer 2007 to Winter 2011](#)

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## CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

## CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at airports in EU Member States must comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

## CHAPTER 3 RESTRICTIONS

See information under Airport Curfews