

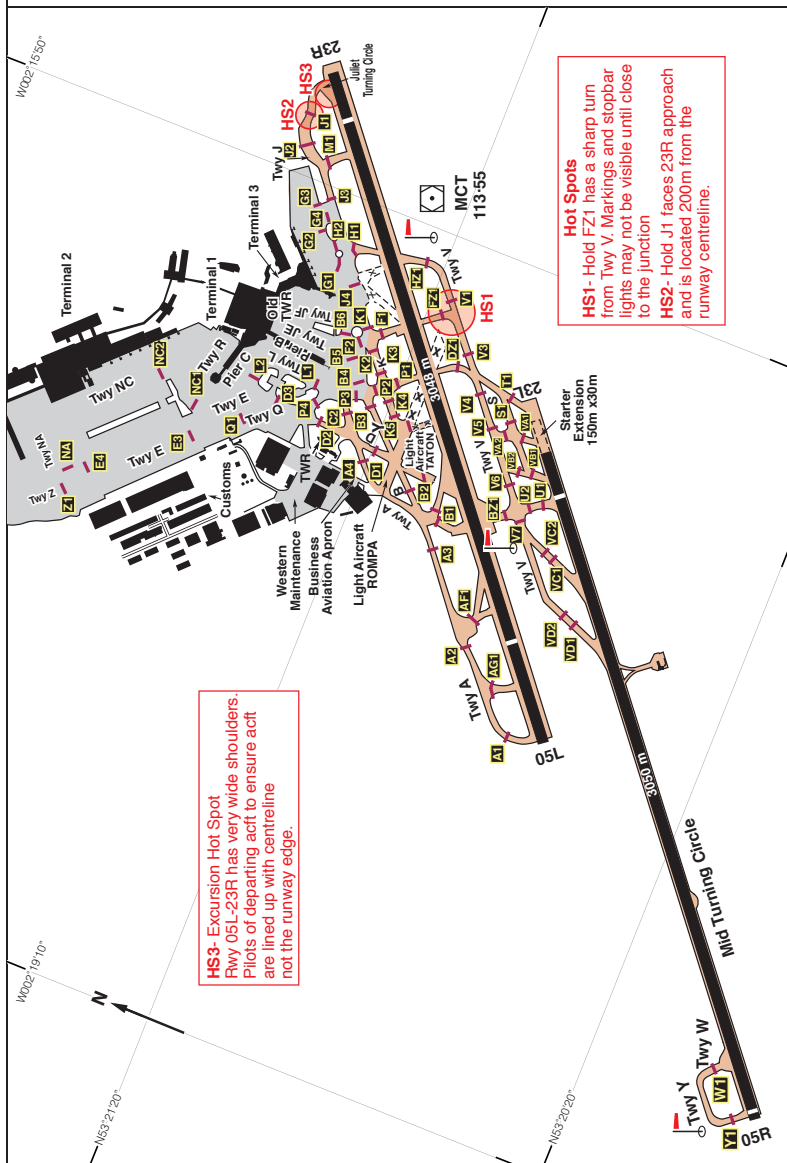
N53 21.23 W002 16.50

MANCHESTER AIRPORT

257ft AMSL

7.5 nm SW of Manchester.

POL 112·10 195 24·2



EGCC

N53 21.23 W002 16.50		MANCHESTER AIRPORT			257ft AMSL
APP (c/s Radar) 118•580, 135•005 (as directed by ATC)			GND 121.855 - 0630-2200		
APP (c/s Director) 121•355 (as directed by ATC)			TWR 118•630, 119•405		
Delivery 121•705 (Initial call for departing aircraft during Op hrs 0630-2200 (L), Other times call 'Ground')					
Arrival ATIS 128•180, 113•55 VOR 'MCT'			Departure ATIS 121•980		
VOR/DME 'MCT' 113•55 (On A/D)		ILS/DME Rwy 05L (052°M) 'I MM' 109•50			
ILS/DME Rwy 23R (232°M) 'I NN' 109•50		ILS/DME Rwy 05R (052°M) 'I MC' 111•55			
Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
05L/23R	3048x45	Concrete/ Asphalt	05L-3014 23R-2897	05L-2587 23R-2714	Ap Thr Rwy RCL PAPI 3° Ap Thr Rwy RCL PAPI 3°
05R/23L	3050x45	Concrete/ Asphalt	05R-3047 23L-3200	05R-2864 23L-2864	Ap Thr Rwy RCL PAPI 3° Ap Thr Rwy RCL PAPI 3°
Rwy 05L Take-off from intersection with Twy AF - TORA 2432 m.					
Op hrs: H24.					
Landing Fee: On application.				Customs: H24.	
Hangarage: Limited.				Maintenance: Limited.	
Remarks: Operated by Manchester Airport PLC, Manchester Airport, Manchester. M90 1QX.					
Flights within the Manchester CTR/ CTA are subject to the regulations applicable to Class 'D' Controlled Airspace. Note: Manchester TMA (base 3500ft ALT) is Class 'A' Airspace.					
Pilots of transponder equipped aircraft flying VFR within the Manchester Low Level Route are to select SSR code 7366 and maintain a listening watch on Manchester Radar freq 118•580. Student pilots flying solo are encouraged to select SSR code 7367 and maintain a listening watch on Manchester Radar freq 118•580.					
Pilots of transponder equipped aircraft flying VFR in Class G airspace within the vicinity of the Manchester CTR are encouraged to select SSR code 7366 (7367 for student pilots flying solo) and maintain a listening watch on Manchester Radar freq 118•580.					
Selection of the above codes does not imply an ATC service; however, Manchester Radar may make blind transmissions to ascertain an aircraft's intentions/route. SVFR Flights and Manchester Low Level Route - see page 480 and the routes at page 481 & 482.					
VRPs are listed at page 483 & 484 and VAD/VRPs Chart is at page 485.					
High visibility clothing mandatory on the apron areas.					
Use by General and Business Aviation aircraft is subject to prior permission.					
Filing of a Flight Plan does not constitute PPR.					

Continued

Continued

Remarks: (Continued)

Prior permission applications should be through Airport Co-ordination Ltd (ACL),
Office hours 0900-1700, Tel: 0161 493 1850.

Email: manchester@acl-uk.org. Outside of office hours contact Airfield Operations,
Tel: 0161 489 3657, Fax: 0161 489 2889.

Applications must include:— Aircraft Owner/Operator; Aircraft Type and registration;
Flight number (if applicable); Requested time of arrival and departure at Manchester
and Nominated handling agent.

Handling Agents for General Aviation:

A nominated handling agent is mandatory for all visiting aircraft.

Signature Flight Support, Tel 0161 436 6666, Fax: 0161 436 3450,

Email: man@signatureflight.co.uk, telex: 668777, Radio: 130.650 (Northside Facility)

Other handling agents, Menzies; Swissport; dnata; Stobart Aviation.

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

All helicopters will be instructed to land and take-off on a runway. Helicopters unable
to ground taxi will be escorted by an Airfield Operations vehicle whilst in the hover.

Runway Operations:

Dual runway segregated operations are normally in force between
Mon-Fri 0630-1030 and 1600-2000, Sat 0630-1030 and Sun 1600-2000.

At all other times, Rwy 05L/23R is in use.

Check ATIS for runway/s in use prior to calling ATC.

GA pilots should ensure that they have identified the correct landing runway - the two
runways are closely spaced and there has been one incident of a GA aircraft landing
on the wrong runway.

Pilots requiring departure from an intermediate Link must inform ATC prior to taxiing.

Warnings: When landing on Runway 23R in strong NW winds, expect the possibility
of turbulence and large windshear effects.

Flocks of up to 100 racing pigeons may cross the airfield below 100ft during the
racing season April-September.

4 x high visibility bright lights from golf driving range, 1500m left of Rwy 23R thld,
SS -2130.

Restaurant: Airport restaurant and light refreshments H24.

Car Hire: Available at the Terminal.

Fuel: Jet A1
Diners, Multi Service

Tel: 0871 271 0711 Airport.

Tel: 0161 209 2835 ATC.

Tel: 0161 499 5502 AFTN.

Tel: 0161 489 3331 Airfield Duty Manager.

Tel: 0161 493 1850 Airport Co-ordination Ltd

Fax: 0161 489 2889 Airfield Duty Manager.

Fax: 0161 499 5501 AFTN.

Website: www.manchesterairport.co.uk

MANCHESTER AIRPORT
VFR/SVFR Flights and
Manchester Low Level Route

Manchester VFR and Special VFR Flights

Except for helicopters operating for special purposes approved by the UK CAA, Special VFR clearance to operate within the Manchester ATZ will not be granted when the reported Manchester meteorological conditions indicate:

- (a) Aircraft other than helicopters: a ground visibility less than 1500m, and/or cloud ceiling less than 600ft;
- (b) Helicopters: A ground visibility less than 800m, and/or cloud ceiling less than 600ft.

Manchester Low Level Route

The Manchester Low Level Route is a 4nm wide corridor of Class D airspace, within which aircraft may fly without individual clearance (day or night) subject to the aircraft being flown:

- i. in accordance with the Visual Flight Rules (VFR);
- ii. maximum altitude: 1300ft, Manchester QNH; Manchester QNH available from ATIS;
- iii. minimum flight visibility of 5 km;
- iv. at an IAS of 140kts or less;
- v. in accordance with the communications & SSR procedures published in UK AIP, EGCC AD 2.22, ie if equipped, squawk 7366 and monitor Manchester Radar 118.580MHz.

Flights using the Low Level Route are responsible at all times for their own separation from all other flights when operating within the Low Level Route, and are exempt from the provisions of an ATC service.

Pilots are advised that the Low Level Route is not aligned on the M6 motorway, or on any railway line, and these should not therefore be used as a navigational line feature for transit within the route. However, to the northwest and southeast of the route, stubs are aligned on the M6 and the Crewe-Winsford railway line to enable pilots to access the route accurately.

Pilots should be aware of the possibility of wake turbulence, particularly when flying in the vicinity of the Manchester & Liverpool extended centrelines.
Pilots will not be passed wake turbulence warnings.

See CTR/CTA and Entry/Exit Lanes Chart at page 485

MANCHESTER VFR and SVFR ROUTES

VFR and Special VFR Routes to/from Manchester Airport

To integrate VFR and Special VFR flights to/from Manchester Airport with the normal flow of IFR traffic, a number of Standard Routes are established along which ATC VFR and Special VFR clearances will be issued subject to the conditions specified on previous page. These routes are defined by prominent ground features (eg Motorways) and are detailed below.

In order to reduce RTF congestion of Clearance Delivery freqs, the standard outbound Visual Routes are allocated Route Designators. Pilots are to ensure that they are familiar with the route alignment and altitude restrictions prior to departure.

The routes below are depicted on the Manchester CTR Chart at page 485.

Standard Outbound Visual Routes				
Exit Point	Rwy	Route Designator	Route	Max Alt (QNH)
Thelwall Viaduct VRP	05L/05R	Thelwall 2 Visual	Cross M56 motorway. Route North of M56 to Thelwall Viaduct VRP, then via the Low Level Route.	1300ft
Macclesfield South VRP	23L/23R	Macclesfield 1 Visual	Left turn towards Alderley Edge Hill VRP. Route West, then South of Alderley Edge Hill and join the Macclesfield Entry/Exit Lane at Prestbury Station. Keep the railway line on the left and leave the CTR via Macclesfield VRP.	2500ft Notes 1, 2 and 5.
Remarks				1. Avoid overflying Lymm. 2. Inbound traffic operates South of M56 for Rwy 05L and 05R. 3. Warnings: Traffic in Low Level Route is unknown to ATC. Traffic information will not be passed. 1. Maximum altitudes 1500ft between Manchester and the northern edge of Macclesfield, 2500ft South of the northern edge of Macclesfield to the CTR boundary. 2. Warnings: High ground to East of the Entry/Exit Lane. 3. Aircraft may be routed direct from Manchester to Prestbury Station, or via disused Woodford aerodrome. 4. Aircraft must not leave the confines of the Entry/Exit Lane without prior co-ordination with ATC. 5. Caution: Alderley Edge 650ft AMSL.

Continued overleaf

MANCHESTER VFR and SVFR ROUTES

Standard Inbound Visual Routes

Exit Point	Rwy	Route Designator	Route	Max Alt (QNH)	Remarks
Stretton Aerodrome VRP	05L/05R	Stretton 1 Visual	From Stretton Aerodrome VRP, route via M56 motorway, keeping the motorway on the left. Join left base Rwy 05L.	1300ft	1. Outbound traffic operates North of M56. 2. Aircraft may be held at Stretton VRP or Rostherne VRP.
Macclesfield South VRP	23L/23R	Macclesfield 1 Visual	From CTR boundary East of Macclesfield South VRP, route via the Macclesfield Entry/Exit Lane (keeping the railway line on left) to disused Woodford aerodrome. Join left base for Rwy 23L/23R.	2500ft Notes 1 & 5	1. Maximum altitudes 2500ft between CTR boundary and the Northern edge of Macclesfield, 1500ft North of Macclesfield. 2. Aircraft may be held at Hilltop VRP which is defined as open area 1nm NW of disused Woodford A/D. Pilots must hold by visual reference to ensure that the holding pattern does not deviate to the North which would come into conflict with Rwy 23R final instrument approach, particularly in a Southerly wind. 3. When Rwy 23L is in use as the landing Rwy Hilltop VRP will not be used. VFR inbound aircraft can expect to hold overhead disused Woodford aerodrome. 4. Pilots should contact Manchester Radar initially (118*580) 5. Warnings: High ground to the East of the Entry/Exit Lane. 6. Aircraft must not leave the confines of the Entry/Exit Lane without prior co-ordination with ATC. 7. Aircraft experiencing a radio failure inbound to Manchester whilst in the Macclesfield Entry/Exit Lane, or holding at Hilltop, are to carry out the Radio communication failure procedure detailed in the UK AIP ENR 1-2-2 paragraph 2.9. Note: No visual signals are available at Manchester.

MANCHESTER AIRPORT VISUAL REFERENCE POINTS (VRPs)

VRP	VOR/DME
Alderley Edge Hill N53 17.72 W002 12.73	MCT 155°/4 nm
Burtonwood N53 25.00 W002 38.28	MCT 286°/14 nm WAL 086°/17.9 nm
Buxton N53 15.35 W001 54.77	MCT 117°/14 nm
Congleton N53 09.90 W002 10.85	MCT 167°/12 nm TNT 291°/20 nm
Dovestones Reservoirs N53 32.25 W001 58.20	MCT 045°/15.1 nm
Glossop N53 26.43 W001 55.07	MCT 069°/13.4 nm
Hilltop N53 20.50 W002 10.45	MCT 108°/3 nm TNT 315°/25 nm
Irlam N53 26.33 W002 24.78	MCT 314°/7.4 nm
Jodrell Bank N53 14.18 W002 18.55	MCT 194°/7 nm
Lamload Reservoir N53 16.33 W002 02.55	MCT 124°/9.4 nm
Leigh Flash N53 29.38 W002 33.58	MCT 308°/13 nm
Macclesfield South N53 14.17 W002 08.08	MCT 149°/8.6 nm
M56 Junction 10 N53 20.07 W002 34.28	MCT 264°/11 nm
M56 Junction 11 N53 19.63 W002 38.62	MCT 264°/14 nm WAL 104°/18 nm
M6 Sandbach Services N53 08.37 W002 20.18	MCT 192°/13.2 nm
M60/M62/M66 Heaton Interchange N53 33.00 W002 15.67	MCT 002°/11.6 nm
Middlebrook Stadium N53 34.83 W002 32.13	MCT 325°/17 nm
Rostherne N53 21.23 W002 23.12	MCT 269°/4 nm
Sale Water Park N53 26.00 W002 18.17	MCT 344°/5 nm
Stretton Disused Aerodrome N53 20.77 W002 31.58	MCT 267°/10 nm WAL 098°/22 nm

Continued overleaf

MANCHESTER AIRPORT VISUAL REFERENCE POINTS (VRPs)

VRP	VOR/DME
Swinton Interchange N53 31.40 W002 21.60	MCT 342°/11 nm
Thelwall Viaduct N53 23.43 W002 30.35	MCT 284°/9 nm
Whaley Bridge N53 19.58 W001 59.50	MCT 102°/9.7 nm
Wigan Lakes N53 20.77 W002 31.58	MCT 308°/16.4 nm POL 236°/23 nm WAL 068°/19.8 nm
Winsford Flash N53 11.10 W002 30.73	MCT 222°/14 nm
Winter Hill Mast N53 20.77 W002 31.58	MCT 332°/18.5 nm POL 245°/16.3 nm WAL 059°/26.3 nm

Note: Burtonwood/M56 Junction 11 - Remain to the east of these VRPs to remain clear of Liverpool CTR.
 Stretton Disused Aerodrome/Thelwall Viaduct - Remain to the west of these VRPs to remain clear of Manchester CTR. Winsford Flash - Remain to the west of the VRP to avoid over flying Winsford.

MANCHESTER CTR/CTA ENTRY/EXIT LANES and VRPS

