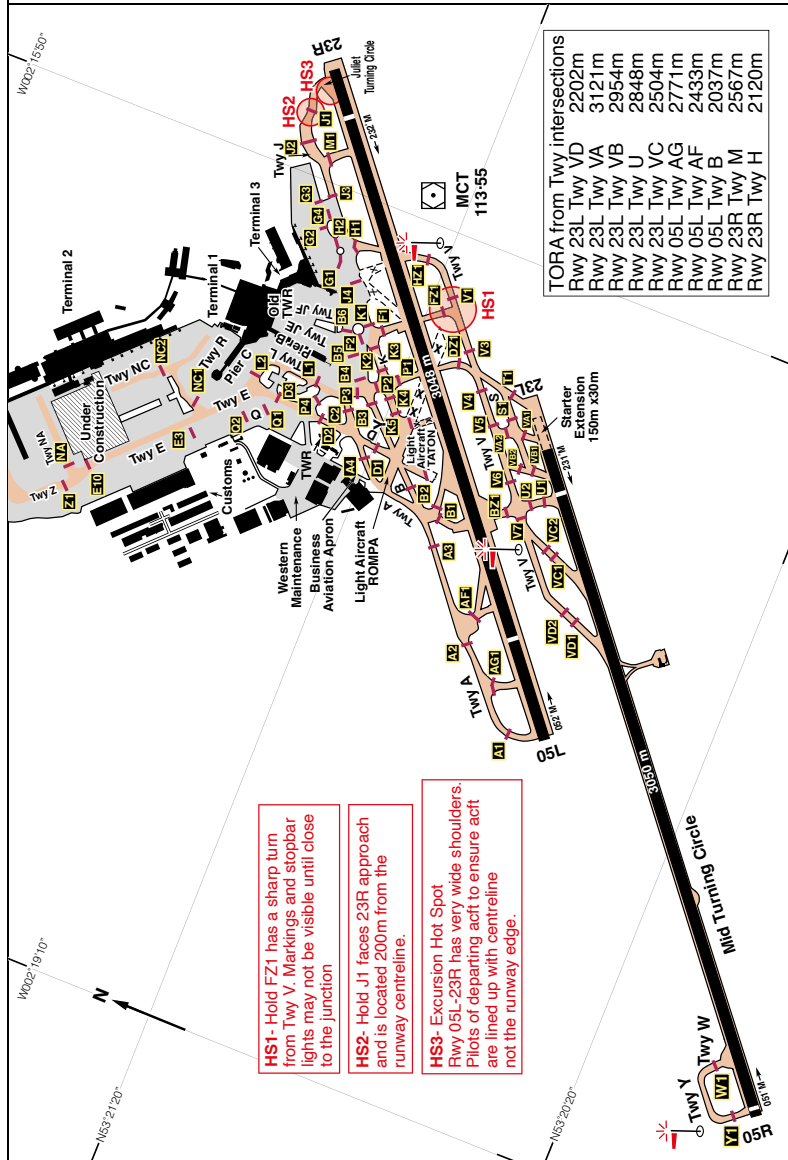




EGCC (MAN)

N53 21.23 W002 16.50		MANCHESTER AIRPORT			257ft AMSL
APP (c/s Radar) 118•580, 135•005*		GND 121•855 - 0630-2200			
APP (c/s Director) 121•355*		TWR 118•630, 119•405		*As directed by ATC	
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°
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 474 and the routes at page 475 & 476.					
VRPs are listed at page 477 and VAD/VRPs Chart is at page 479.					
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, Radio: 131.615 (Northside Facility)

Other handling agents, Menzies; Swissport; dnata; Star handling Ltd; Jet 2, Weston 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 during the following periods in Summer: Mon-Fri 0615-2000; Sat 0615-1600; Sun 0615-0930 and 1300-2000.

At all other times, single runway, mixed-mode operations are in force using Runway 05L/23R.

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: 0808 169 7030 Airport.

Tel: 0161 209 2835 ATC.

Tel: 0161 489 3331 Airfield Duty Manager.

Tel: 0161 493 1850 Airport Co-ordination Ltd

Fax: 0161 489 8373 Airfield Duty Manager.

Website: www.manchesterairport.co.uk

MANCHESTER AIRPORT VFR/SVFR Flights and North West Transit Corridor

Manchester VFR and Special VFR Flights

Special VFR clearance for flights within the Control Zone may be requested and may be given in accordance with rules applicable to Class D airspace.

The use of Special VFR clearances is intended to be confined to light aircraft below 5700 KG MTWA which cannot comply with full IFR requirements.

VFR clearance in the Control Zone will be given for flights operating in VMC.

Routeing instructions and/or altitude restrictions may be specified in order to integrate VFR flights with other traffic. Pilots are reminded of the requirement to remain in VMC at all times and to comply with the relevant parts of SERA and the Rules of the Air Regulations 2015, and must advise ATC if at any time they are unable to comply with the clearance instructions issued.

Aircraft operating VFR or Special VFR in the Manchester CTR inbound to Barton (EGCB) must not assume that co-ordination has taken place to allow aircraft to enter the Barton ATZ. Manchester Radar will, whenever possible, permit an aircraft to leave the frequency temporarily to establish two-way communication with Barton. If this is not possible, aircraft must leave the CTR clear of the Barton ATZ and route to Barton from outside controlled airspace.

Pilots requiring a VFR or Special VFR clearance to transit the Manchester CTR must remain clear of controlled airspace until a clearance has been obtained by RTF from Manchester Radar.

EGR323 North West Transit Corridor

The EGR323 North West Transit Corridor lies immediately to west of the Manchester CTR and beneath Manchester CTA airspace.

EGR323 procedures are described in the UK AIP at ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS.

See CTR/CTA and Entry/Exit Lanes Chart at page 479

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 479.

Standard Outbound Visual Routes

Exit Point	Rwy	Route Designator	Route	Max Alt (QNH)	Remarks
Thelwall Viaduct VRP	05L/05R	Thelwall 2 Visual	Cross M56 motorway. Route north of M56 and leave via the Thelwall Viaduct VRP.	1300ft	1. Avoid overflying Lymm. 2. Inbound traffic operates South of M56 for Rwy 05L and 05R.
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.	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 disused Aerodrome VRP	05L/05R	Stretton 1 Visual	From Stretton disused AD 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	Co-ordinates
Alderley Edge Hill.....	N53 17.72 W002 12.73
A494/A541 Mold Town Roundabout.....	N53 28.60 W003 07.52
Burtonwood	N53 25.00 W002 38.28
Buxton	N53 15.35 W001 54.77
Congleton.....	N53 09.90 W002 10.85
Dovestones Reservoirs	N53 32.25 W001 58.20
Glossop	N53 26.43 W001 55.07
Hilltop	N53 20.50 W002 10.45
Irlam	N53 26.33 W002 24.78
Jodrell Bank.....	N53 14.18 W002 18.55
Lamload Reservoir	N53 16.33 W002 02.55
Leigh Flash.....	N53 29.38 W002 33.58
Macclesfield South.....	N53 14.17 W002 08.08
M53 Junction 11 Stoak Interchange	N53 15.05 W002 52.37
M56 Junction 10	N53 20.07 W002 34.28
M56 Junction 11.....	N53 19.63 W002 38.62
M6 Sandbach Services	N53 08.37 W002 20.18
M60/M62/M66 Heaton Interchange.....	N53 33.00 W002 15.67
Middlebrook Stadium.....	N53 34.83 W002 32.13
Rostherne	N53 21.23 W002 23.12
Sale Water Park	N53 26.00 W002 18.17
Stretton Disused Aerodrome.....	N53 20.77 W002 31.58
Swinton Interchange.....	N53 31.40 W002 21.60
Thelwall Viaduct	N53 23.43 W002 30.35
Whaley Bridge	N53 19.58 W001 59.50
Wigan Lakes	N53 31.28 W002 37.67
Winsford Flash	N53 11.10 W002 30.73
Winter Hill Mast	N53 37.53 W002 30.89

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

