

GENERAL

Operational Hours

ATS Hours / AD Operator Hours: H24.

For certain types of JET ACFT night FLT restriction between 2300-0700 \pm in use. For details see Noise Abatement Procedures.

Airport Information

RFF: CAT 10

Fire: 'Manchester Fire' 121.600 AVBL when fire vehicle attending ACFT on GND in EMERG.

PCN: RWY 05L/23R: 94/F/C/W/T

RWY 05R/23L: 79/F/C/W/T

Operation

Traffic Notes

All FLTs are subject to PPR.

Before filing Manchester as ALTN, arrangements for GND handling necessary. Exception: EMERG.

Low Visibility Procedures

TWY lit stopbar block-to-block ACFT separation in use at or below RVR 200m.

DEP ACFT use following HLDG points:

RWY 05L - A1, AG1, AF1.

RWY 23R - J1, M1

ARR ACFT

All appropriate RWY exits will be illuminated. Select the first convenient exit and report "RWY vacated" when the ACFT has completely passed the end of the green/yellow colour coded TWY CLL.

Minimum Runway Occupancy Time (MROT)

Ensure standard MROT procedures and in addition:

Vacate RWY only via following exit TWYs unless otherwise instructed by ATC:

RWY	EXIT	DIST from THR	Exit Speed (KT)
23R	BD	1376m / 4514ft	52
	AE	1908m / 6260ft	52
	AG	2574m / 8445ft	N/A
05L	F	1447m / 4747ft	N/A
	H	1778m / 5833ft	N/A
	M	2249m / 7379ft	N/A
05R	VD	1954m / 6411ft	52
	VC	2254m / 7395ft	52
	U	2738m / 8983ft	N/A

Link F is AVBL as exit from RWY 05L, daylight only.

Link D, F is not AVBL as exit from RWY 23R.

Link D is not AVBL as exit from RWY 05L.

GENERAL

RWY Restrictions

If back-track required or DEP from intermediate link notify ATC prior commencement of taxi.

RWY 23R/05L: Hard shoulders outboard of RWY have only 25% of RWY bearing strength and should not be used by ACFT turning on RWY or when backtracking.

RWY 05R: Vacate RWY latest at TWY VB and proceed direct to TWY V.

Dual RWY segregated OPS are normally in force:

Summer: MON-FRI 0630-1030 and 1300-2000, SAT 0630-1030 and 1300-1600 and SUN 1300-1700.

Winter: MON-FRI 0630-1030 and 1600-2000, SAT 0630-1030 and SUN 1600-2000.

All other times, single RWY, mixed mode OPS are in force using RWY 05L/23R.

Pilots requiring use of RWY 05R/23L for ACFT performance reasons outside dual RWY segregated hours should advise ATC at the earliest opportunity. Efforts will be made to make RWY 05R/23L AVBL, however some delay may be experienced.

RWY 05R/23L not AVBL during snowfall.

TWY Restrictions

TWY Q, P may be used for ACFT parking. During night hours and/or LVP follow-me provided.

TWY G, east of stand 55 for MAX wingspan 36m / 118ft.

TWY L CLSD for B777, A340-600 and A380.

RWY 05L/23R exit TWY KC CLSD.

JET ACFT use MNM PWR when using TWY A, B and C due to proximity of light ACFT.

Outbound ACFT use MNM PWR on TWY D between holding point D7 and abeam stand 32.

Link A should be used when departing from RWY 05L. Between 0600-2330±, any ACFT may depart from Links AG, AF and B subject to operational requirements by ATC/pilot. Between 2330-0600±, all ACFT shall depart from the most westerly Link AVBL.

Taxi/Parking

Follow-me O/R.

Do not proceed onto stand before Docking Guidance System has been activated or marshaller is present.

Use of reverse PWR off pier-served stands is prohibited.

Long-wheelbase ACFT such as B777-300 and A340-600 exercise caution when negotiating TWY curves and intersections as main-gear to pavement edge CLR may be limited.

Terminal 1:

All stands are Safedock equipped, except stands 12L and 21 docking by marshaller.

Terminal 2:

Stands 202-211 are Safedock equipped, docking on all stands by marshaller.

Terminal 3:

All stands are Safedock equipped, except stands 44 and 57-58 docking by marshaller.

Remote stands:

Parking by marshaller mandatory.

GENERAL

Stand 100 and 101:

- Located on island between TWY D and TWY L.
- Enter via TWY D only.
- Exit via TWY L only.
- ACFT will be marshalled into PSN.

APU: Ground PWR must be used wherever AVBL and serviceable. Use of GPU and APU must be limited to minimize environmental impact.

Noise Abatement Procedure: ARR and DEP for quota count 8/16 ACFT is prohibited between 2300-0659 \pm . EXC EMERG or where exempt.

Engine Run-up Areas

Idle ENG run-up allowed with safety man behind ACFT. Above idle ENG run-up O/R in ENG Test Bay between 0600-2300 \pm . Open airfield ENG run-ups allowed for chapter 2 ACFT between 0900-1700 \pm and chapter 3 ACFT between 0730-2200 \pm (SAT-SUN), 0600-2200 \pm (MON-FRI).

Warnings

High terrain east of AD.

4 high VIS bright LGTs from golf driving range 1500m / 4921ft left of THR 23R. SS-2130 \pm .

The UK wake turbulence separation during APCH/DEP differs from ICAO, see CRAR.

Strong NW-winds can cause TURB and large windshear effects when LDG on RWY 23R.

Pilots are reminded of the need exercise caution on wingtip CLR from other ACFT when maneuvering in close proximity. Particular care should be taken in the RWY holding areas and at RWY crossing points.

Be aware of proximity of road traffic while maneuvering around APN taxi-lanes.

APR-SEPT: Bird hazard, birds flying across AD below 100ft.

ARRIVAL

Speed

Cross SLP or 3min before HLDG facility at 250KT or less when at FL140 or below.

210-240KT during APCH, reducing to 160-180KT at a range of 12NM from TDZ, maintain 160KT from D8-D4.

Communication

Report ACFT type and ATIS designator on first contact with APP.

COM Failure: See CRAR and in addition;

No visual signals AVBL.

During MISAP:

RWY 05R: Follow standard MISAP onto track 187° climbing to FL70. When established on track and above 3500ft turn left direct to AMLET to join DAYNE hold.

RWY 05L: From MCT VOR D10 at 3500ft (if below 3500ft continue climb in left turn to reach 3500ft), continue climb to intercept and follow POL VOR R164 to AMLET to join DAYNE hold at FL70.

RWY 23R: Follow standard MISAP onto track 357°. At MCT VOR D10 turn direct to BURNI (MCT VOR R339/D24) climbing to 5000ft to enter ROSUN hold. ACFT unable to make 3500ft before MCT VOR D10, commence climbing turn left to 3500ft at MCT VOR D10. At 3500ft or above continue left turn and proceed direct to BURNI.

RWY 23L: From MCT VOR D10 at 3500ft (if below 3500ft continue climb in left turn to 3500ft), turn left onto track 068° continuing climb to FL70 to join DAYNE hold.

ARRIVAL

When radar vectored:

Initial APCH: CONT visually or by appropriate APCH aid. If not possible proceed at FL60, or last assigned LVL if higher to DAYNE hold via AMLET or ROSUN hold via BURNI, as appropriate to IAC.

Intermediate and final APCH: CONT visually or by appropriate APCH aid. If not possible follow MISAP to DAYNE hold via AMLET or ROSUN hold via BURNI, as appropriate to IAC.

Arrival Procedure

Visual Switching of Landing RWY

In the event of the LDG RWY being declared temporarily unavailable, ATC may offer LDG ACFT the option of switching visually to the other RWY.

ACFT more than 4NM from touchdown may be offered the option to switch visually from RWY 05R to RWY 05L, or from RWY 23R to RWY 23L.

Radar vectoring PROC for RWY 23R/23L

SLP. When RWY 23R/23L in use, all TFC inbound to EGCC from south and southeast at FL140 or below should fly at MAX IAS 210KT when north of an arc drawn D17 from TNT VOR in sector 300° - 350°, unless authorized by ATC.

IFR TFC entering Manchester TMA from controlled airspace will be cleared initially to not less than 3500ft, EXC that descending IFR TFC entering the airspace between the TMA BDRY and the BDRY of radar vectoring area (RVA) intercepted between the extended CL of RWY 23L/23R and a line drawn 170° from MCT VOR, will be cleared initially to not less than 4000ft.

ATC will not clear ACFT for descent below 3500ft or 4000ft as appropriate until within RVA.

If unable to comply with speed limits, inform ATC and state MNM speed acceptable.

Noise Abatement Procedure

Jet and turbo-prop ACFT approaching Manchester AD are expected to minimize noise disturbance by use of low power, low drag and (between 2200-0559 \pm) continuous descent APCH PROC.

ILS APCH: Do not descend below 2000ft before intercepting GP.

APCH without ILS or radar: Follow descend path that is at no time below the descend path of an ACFT using ILS.

Visual APCH

RWY 23L/R: Not permitted between 2300-0700 \pm . MNM distance to join final APCH is 7NM. Jet ACFT shall not join final APCH below 1500ft AGL. Propeller ACFT shall not join final APCH at a distance less than 3NM from landing THR and below 1000ft AGL.

Reverse: Do not use more than idle reverse between 2300-0700 \pm .

Non-standard GP Intercept Position on RWY 05L

GP intercepts RWY 05L at 332m / 1088ft after landing threshold.

Remaining DIST beyond GP is 2255m / 7400ft.

RWY 23R

GP intercepts RWY 23R at 320m / 1049ft after landing threshold.

Remaining DIST beyond GP is 2394m / 7855ft.

Warnings

Radio ALT may show large fluctuations when approaching RWY 05L due to valley at SW-end of RWY.

LOC RWY 23R: False localiser capture may be experienced when APCH RWY 23R from north/south.

DEPARTURE**Take-off Minima**

RWY		05L/23R	
All ACFT	ft - m/km	0 - 75R	-
RWY		05R/23L	
All ACFT	ft - m/km	0 - 350R/350V	-

Speed

MAX IAS 250KT below FL100 unless previously removed by ATC.

SID LISTO/SANBA: Strictly adhere to Speed Profile (Speed requirements in note on SIDPT).

Communication

On first contact with Scottish CTL report:

- call-sign
- SID designator
- current ALT and initial cleared ALT

COM Failure: See CRAR and in addition;
No visual signals AVBL.

ATC Slot, Clearance

REQ CLR on DLV (2200-0630± call GND), state ACFT type, stand number and ATIS Code, at least 10min but not prior 15min before start-up.

When REQ a cruising level of FL270 or above on UN862 you can EXP a CLR from London CTL to cross AMRAL at FL270 or above.

Departure Procedure**Start-up/Push-back**

Contact DLV for ATC CLR (stating ACFT type, stand number, code letter of latest ATIS received) at least 10min, but not more than 15min before start-up.

REQ start-up and push-back from GND. Start-up approval does not imply approval to push-back.

Inform DLV when ready to start.

When requesting start-up or push-back pilots should give full call sign, type and stand number. ACFT must be ready in all respects to start and if necessary push-back before calling on the appropriate FREQ. Pilots should only request push-back when they are actually ready to do so.

When requesting push-back CLR, inform ATC if headset COM with GND crew is not established. Push-back CLR must not be requested until GND crew has confirmed that ACFT is CLSD and tug is manned and fully ready to move.

If within 30min of a previously issued CTOT the flight is unable to comply with that CTOT, advise DLV as soon as possible.

ACFT that require to depart from TWY T1 on RWY 23L for performance reason must inform DLV prior to requesting push-back.

DEPARTURE

Push and Hold Procedure/Park Procedures

Request to push and hold are to be made on DLV FREQ.

ATC CLR for push and hold manoeuvre will be given on the GND FREQ to flight deck crew in case of park procedures to tug crew.

When in position at the remote parking location, monitor DLV FREQ.

Departure Notes

If RWY 05R/23L is required for TKOF, notify DLV on first contact. In this case expect a delay of aprx. 30min.

After line-up CLR has been received, pilot must inform ATC before entering the RWY if greater wake vortex separation will be required behind the preceding ACFT. Failure to do so may result in additional delay. Ensure CLR is issued by ATC.

IFR FLTs between EGCC and EGGP (Liverpool) will normally be cleared via appropriate LIVSU or ASMIM.

LISTO RWY 23L/R (Restricted use): AVBL only to PROP and JET ACFT up to 35t MTOM, plus BAe 146 (Avro RJ series), Embraer 135/145, Bombardier CRJ1,2,7,9, BD700, Global Express and Gulfstream V.

HONILEY: Non-JET and certain specified ACFT will be cleared via LISTO 1R/1Y.

Noise Abatement Procedure

Qouta count 4 ACFT will not be scheduled to depart between 2330-0559±.

JET ACFT shall after TKOF or go-around maintain, after passing monitoring point, a ROC of at least 500FPM at PWR settings which will ensure progressively decreasing noise levels at points on ground under flight path beyond monitoring point.

Noise Level Restrictions

After TKOF do not exceed the following noise levels:

- 0600-0700± 82dB(A)
- 0700-2300± 90dB(A)
- 2300-2330± 82dB(A)
- 2330-0600± 81dB(A)

De-Icing

AVBL.

Effective 13-SEP-2018

06-SEP-2018

MAN-EGCC

United Kingdom Manchester

AGC
AFC

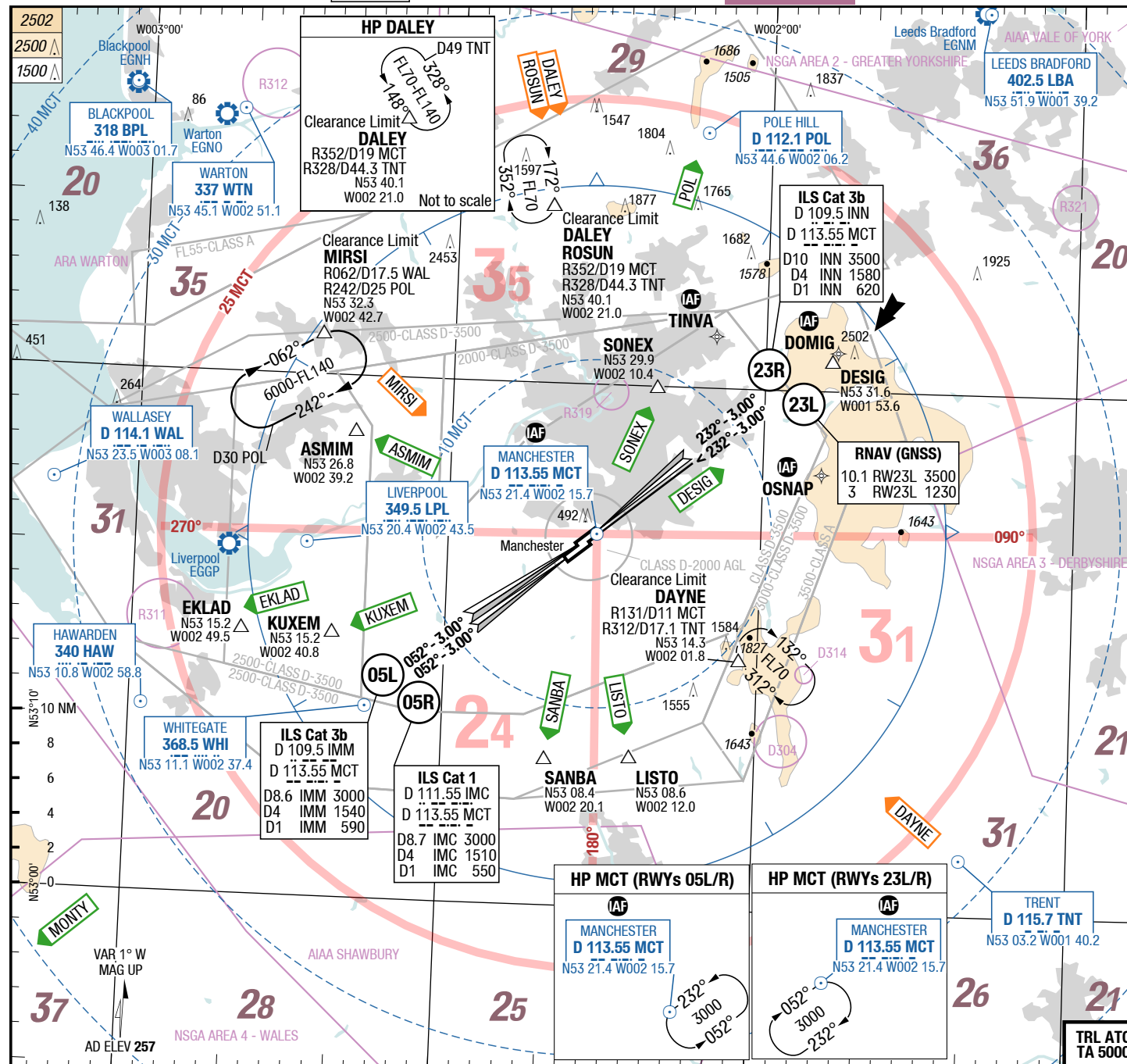
AFC

AFC

Manchester United Kingdom

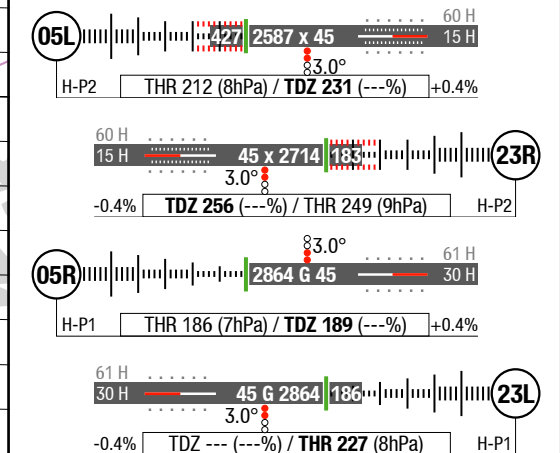
AGC
AFC

2-10



D-ATIS ARR	128.175
D-ATIS DEP	113.550 MCT
D-ATIS DEP	121.975
Scottish CTL	128.055 MONTY/ASMM/KUXEM /EKAD DEP
	134.430 LISTO/SANBA DEP
	135.715 SONEX/POL/DESIG DEP
	135.000 by ATC
RAD	118.575
DIR	121.350 by ATC
TWR	118.625
GND	121.850 0630-2200†
DLV	121.700 0630-2200†
DCL	

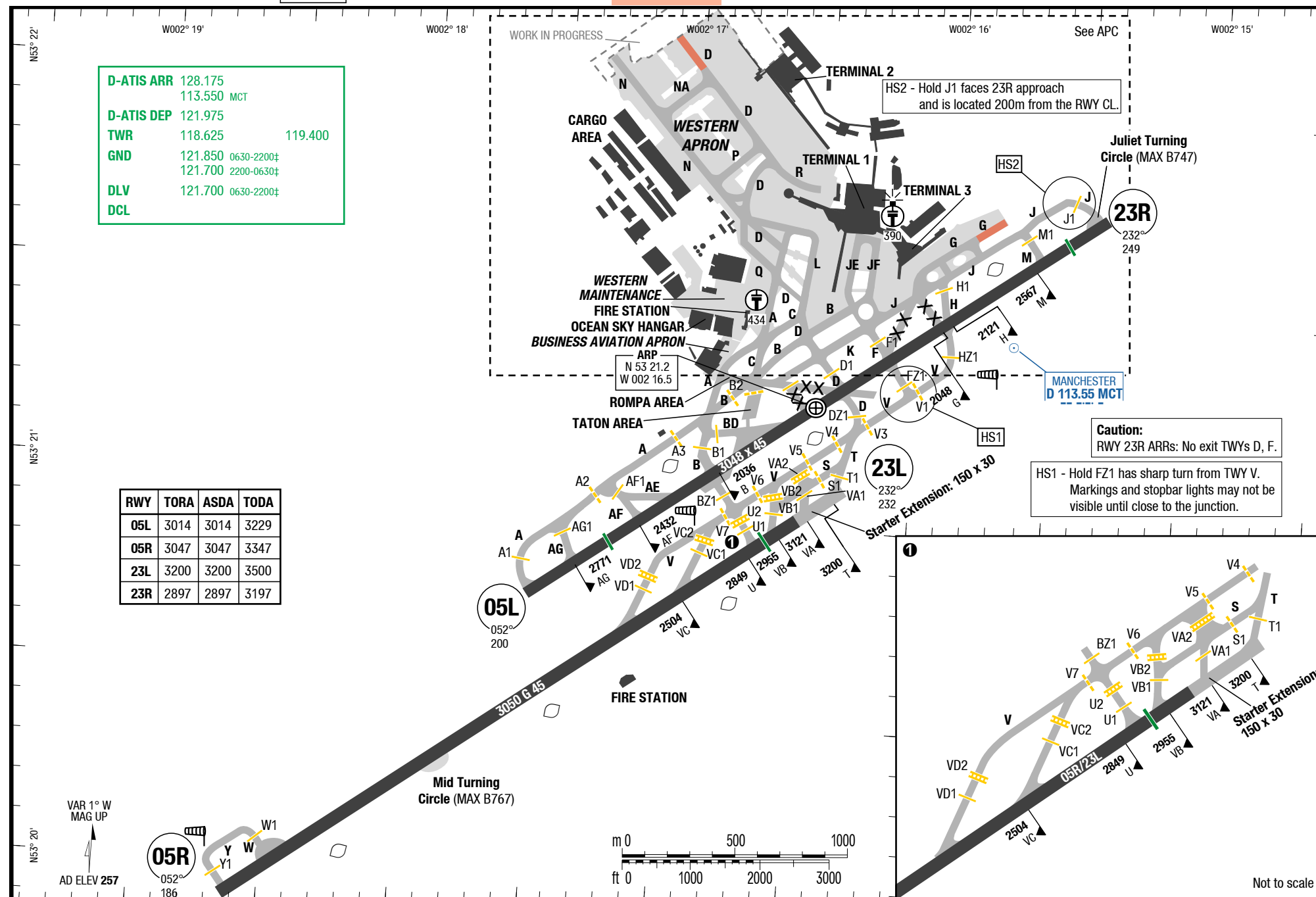
Landing RWY system:



Changes: FREQ

D-ATIS ARR	128.175		
	113.550	MCT	
D-ATIS DEP	121.975		
TWR	118.625		119.400
GND	121.850	0630-2200†	
	121.700	2200-0630†	
DLV	121.700	0630-2200†	
DCL			

RWY	TORA	ASDA	TODA
05L	3014	3014	3229
05R	3047	3047	3347
23L	3200	3200	3500
23R	2897	2897	3197

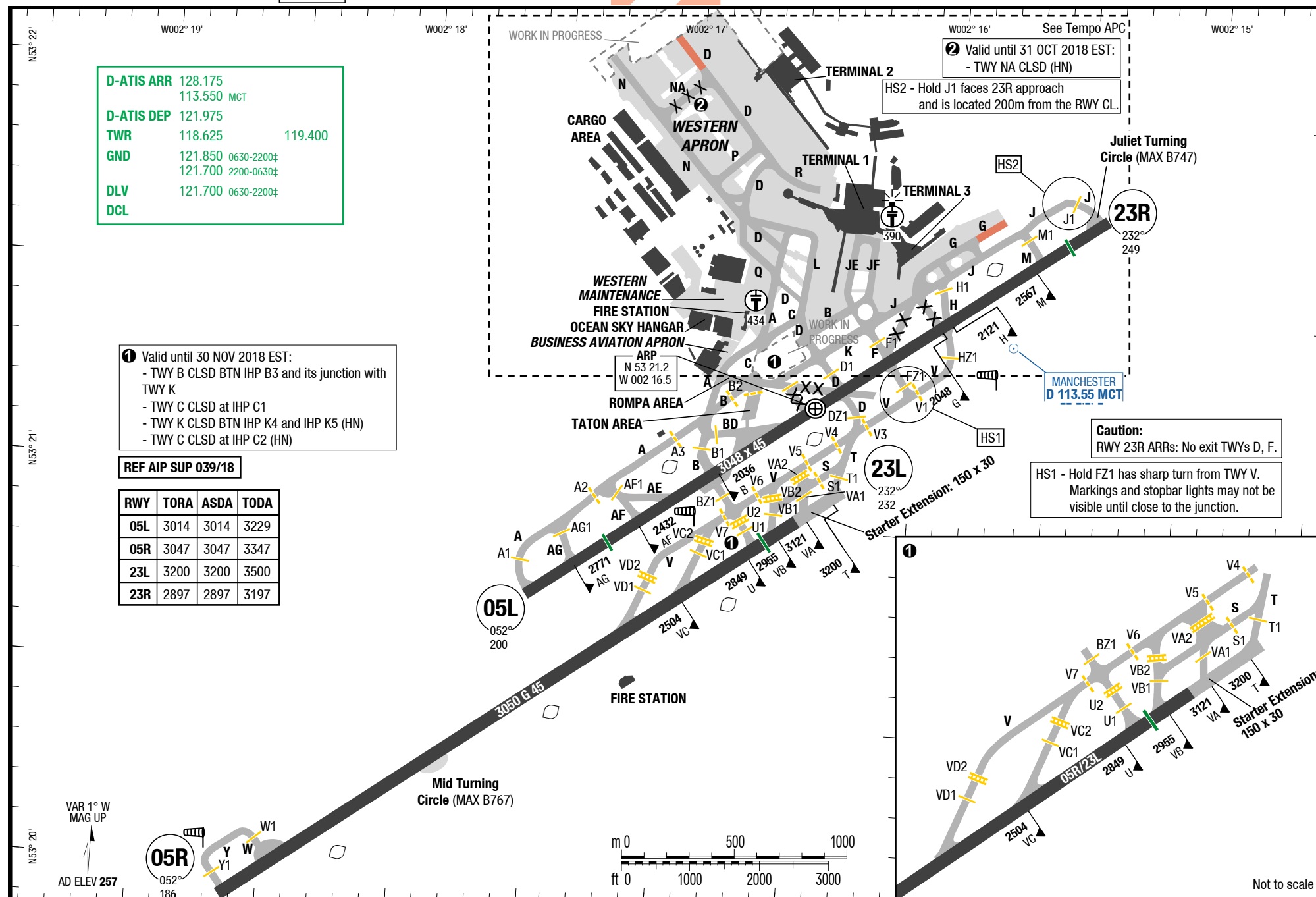


D-ATIS ARR	128.175		
	113.550	MCT	
D-ATIS DEP	121.975		
TWR	118.625		119.400
GND	121.850	0630-2200‡	
	121.700	2200-0630‡	
DLV	121.700	0630-2200‡	
DCL			

- 1** Valid until 30 NOV 2018 EST:
- TWY B CLSD BTN IHP B3 and its junction with TWY K
 - TWY C CLSD at IHP C1
 - TWY K CLSD BTN IHP K4 and IHP K5 (HN)
 - TWY C CLSD at IHP C2 (HN)

REF AIP SUP 039/18

RWY	TORA	ASDA	TODA
05L	3014	3014	3229
05R	3047	3047	3347
23L	3200	3200	3500
23R	2897	2897	3197



23-AUG-2018/UFN

23-AUG-2018

MAN-EGCC

United Kingdom Manchester

APC

APC

Manchester United Kingdom

Tempo APC

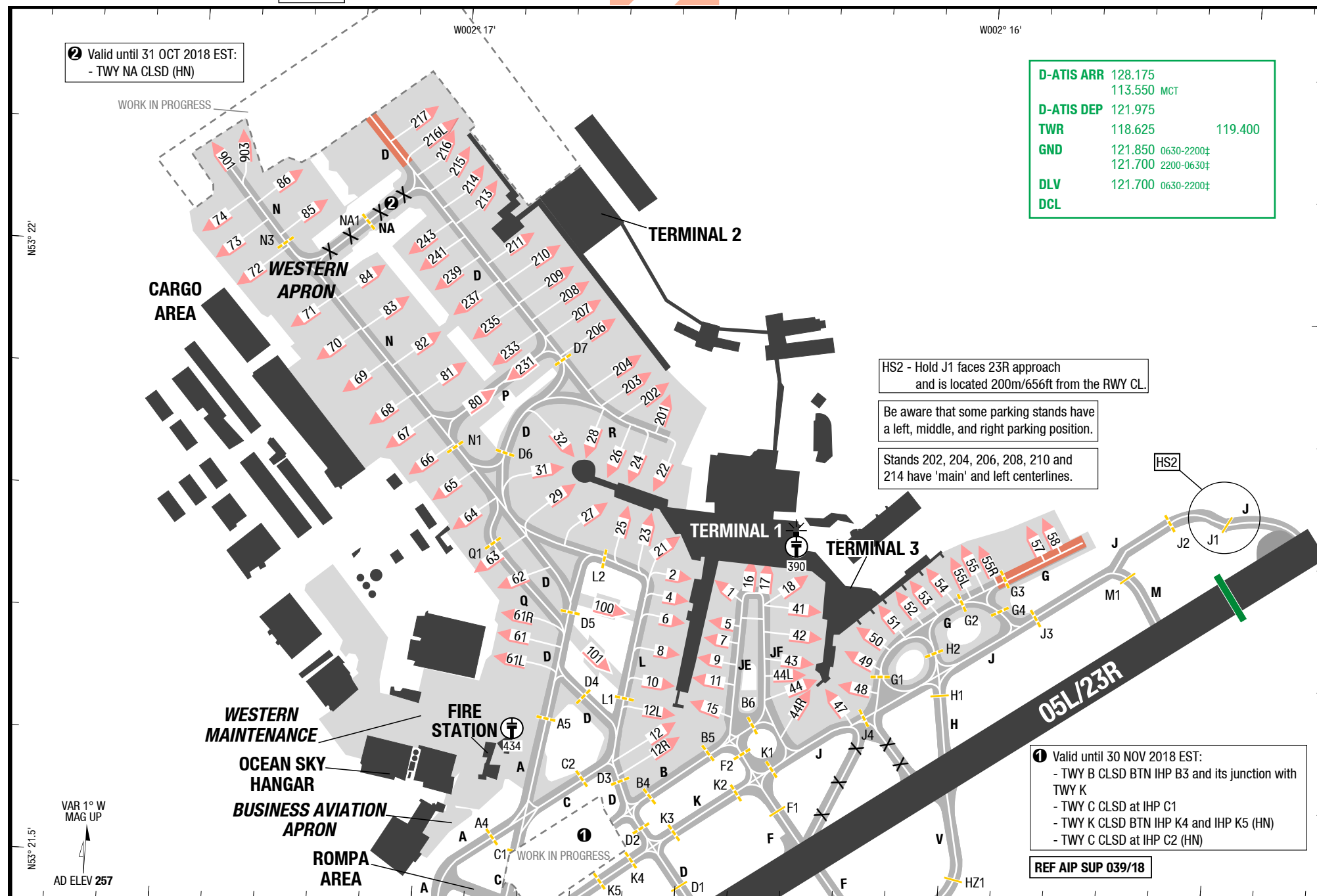
Tempo APC

3-22

② Valid until 31 OCT 2018 EST:
- TWY NA CLSD (HN)

WORK IN PROGRESS

D-ATIS ARR	128.175	
	113.550	MCT
D-ATIS DEP	121.975	
TWR	118.625	119.400
GND	121.850	0630-2200‡
	121.700	2200-0630‡
DLV	121.700	0630-2200‡
DCL		



HS2 - Hold J1 faces 23R approach
and is located 200m/656ft from the RWY CL.

Be aware that some parking stands have
a left, middle, and right parking position.

Stands 202, 204, 206, 208, 210 and
214 have 'main' and left centerlines.

① Valid until 30 NOV 2018 EST:
- TWY B CLSD BTN IHP B3 and its junction with TWY K
- TWY C CLSD at IHP C1
- TWY K CLSD BTN IHP K4 and IHP K5 (HN)
- TWY C CLSD at IHP C2 (HN)

REF AIP SUP 039/18

Changes: new

Effective 16-AUG-2018

09-AUG-2018

MAN-EGCC

United Kingdom Manchester

Stand Coordinates

APC

APC

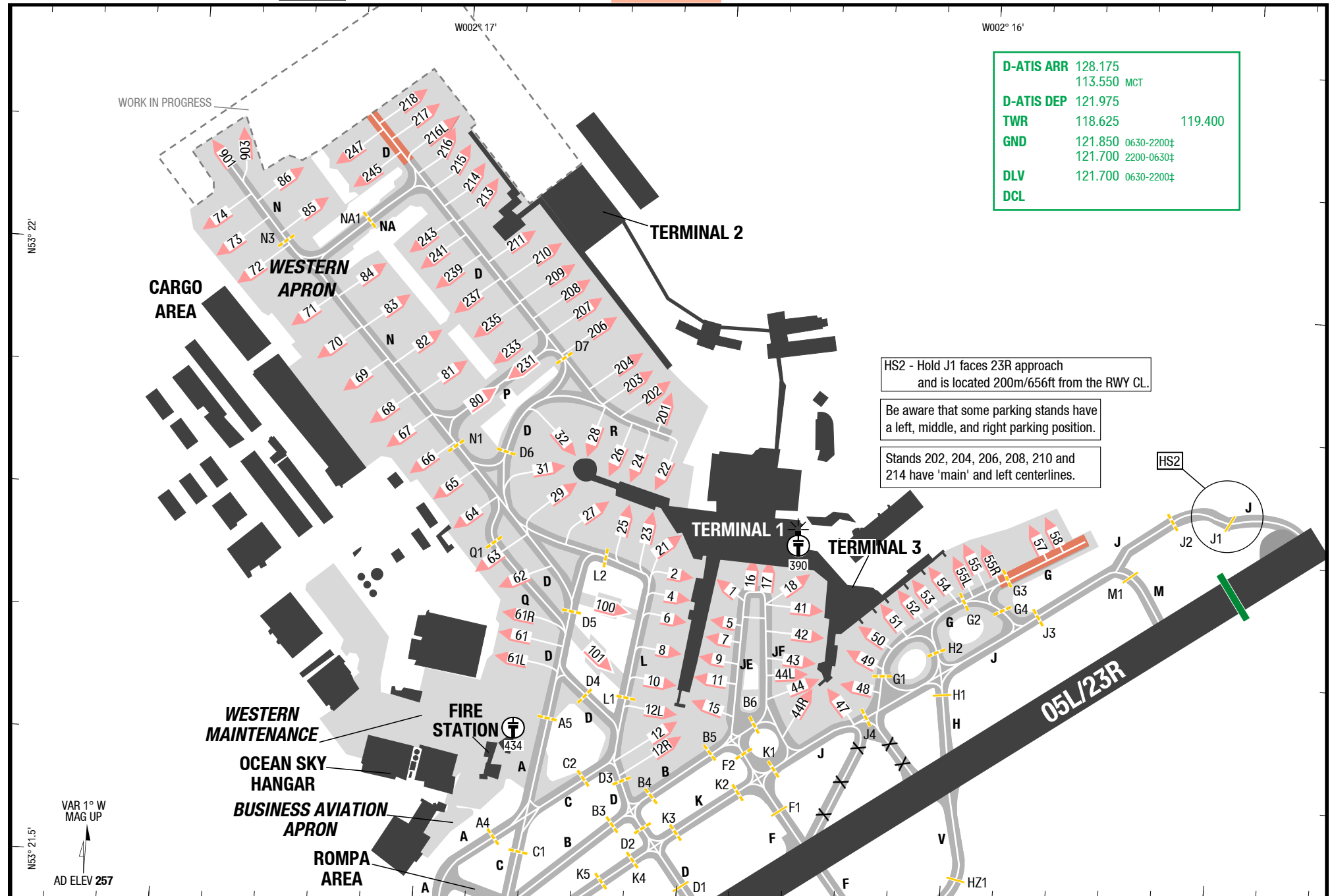
APC

Manchester United Kingdom

Stand Coordinates

APC

3-30



Changes: APN, Parkingstand, WIP, TWY

Stand Coordinates

1	N53 21.6 W002 16.4	82L-83R	N53 21.9 W002 17.0
2, 4	N53 21.6 W002 16.5	84L, 84	N53 22.0 W002 17.1
5	N53 21.6 W002 16.4	84R	N53 21.9 W002 17.1
6-9	N53 21.6 W002 16.5	85L-85R	N53 22.0 W002 17.2
10-15	N53 21.5 W002 16.5	86, 86R	N53 22.0 W002 17.3
16	N53 21.7 W002 16.4	100	N53 21.6 W002 16.6
17, 18	N53 21.7 W002 16.3	101	N53 21.5 W002 16.6
21	N53 21.7 W002 16.5	201	N53 21.8 W002 16.6
22-25	N53 21.7 W002 16.6	202L-203R	N53 21.9 W002 16.6
26	N53 21.7 W002 16.7	204L	N53 21.9 W002 16.7
27	N53 21.7 W002 16.6	204	N53 21.9 W002 16.6
28, 32	N53 21.8 W002 16.7	206	N53 21.9 W002 16.7
29, 31	N53 21.7 W002 16.7	207	N53 21.9 W002 16.8
41-44	N53 21.6 W002 16.3	208L-210	N53 22.0 W002 16.8
44R	N53 21.5 W002 16.3	211	N53 22.0 W002 16.9
47	N53 21.5 W002 16.2	213-216	Not published
48-50	N53 21.6 W002 16.2	216L	N53 22.1 W002 17.0
50	Not published	217	N53 22.1 W002 17.1
51, 52	N53 21.6 W002 16.1	218	N53 22.1 W002 17.1
53, 54	N53 21.7 W002 16.1	231	N53 21.8 W002 16.8
55L, 55R	Not published	231L, 231R	Not published
55, 57	N53 21.7 W002 16.0	233, 235	N53 21.9 W002 16.9
58	N53 21.7 W002 15.9	237, 239	N53 21.9 W002 17.0
61L	N53 21.5 W002 16.8	241	N53 22.0 W002 17.0
61-63R	N53 21.6 W002 16.8	243	N53 22.0 W002 17.1
64L-65	N53 21.7 W002 16.9	245	Not published
66L-66R	N53 21.7 W002 17.0	247	N53 22.1 W002 17.2
67	N53 21.8 W002 17.0	901, 903	Not published
67L	N53 21.7 W002 17.0		
67R-69	N53 21.8 W002 17.1		
69R-70	N53 21.8 W002 17.2		
70R, 71L	N53 21.9 W002 17.2		
71-72R	N53 21.9 W002 17.3		
73L-73R	N53 21.9 W002 17.4		
74L-74R	N53 22.0 W002 17.4		
80L-80R	N53 21.8 W002 16.9		
81	N53 21.9 W002 16.9		
81L	N53 21.9 W002 17.0		
81R	N53 21.9 W002 16.9		
83L	N53 21.9 W002 17.1		

MAN-EGCC

SIDs RWYs 05L/R

SID

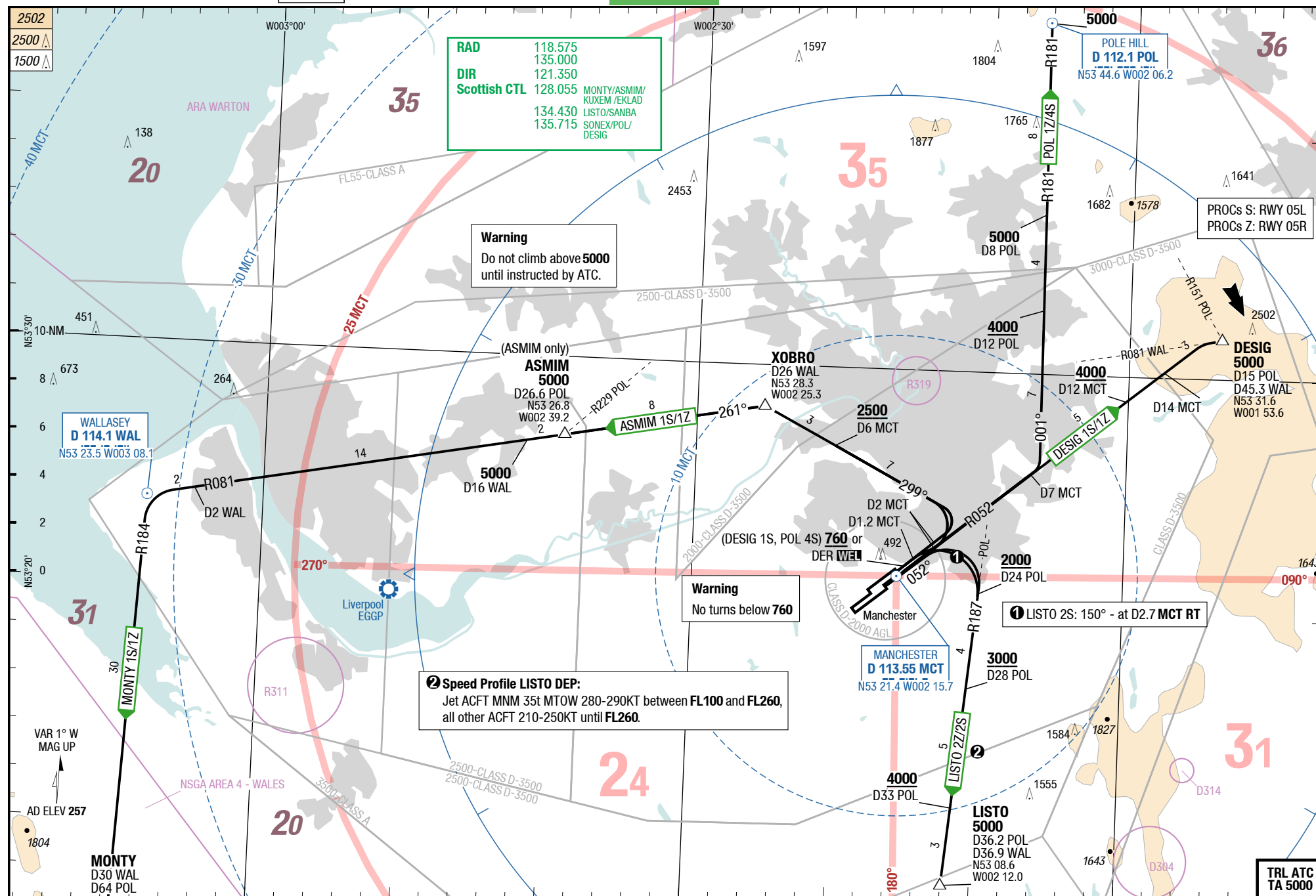
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SIDs RWYs 05L/R

4-10

SIDs RWYs 05L/R

SIDs RWYs 05L/R



Changes: FREQ

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06-SEP-2018

MAN-EGCC

United Kingdom **Manchester**

4-20

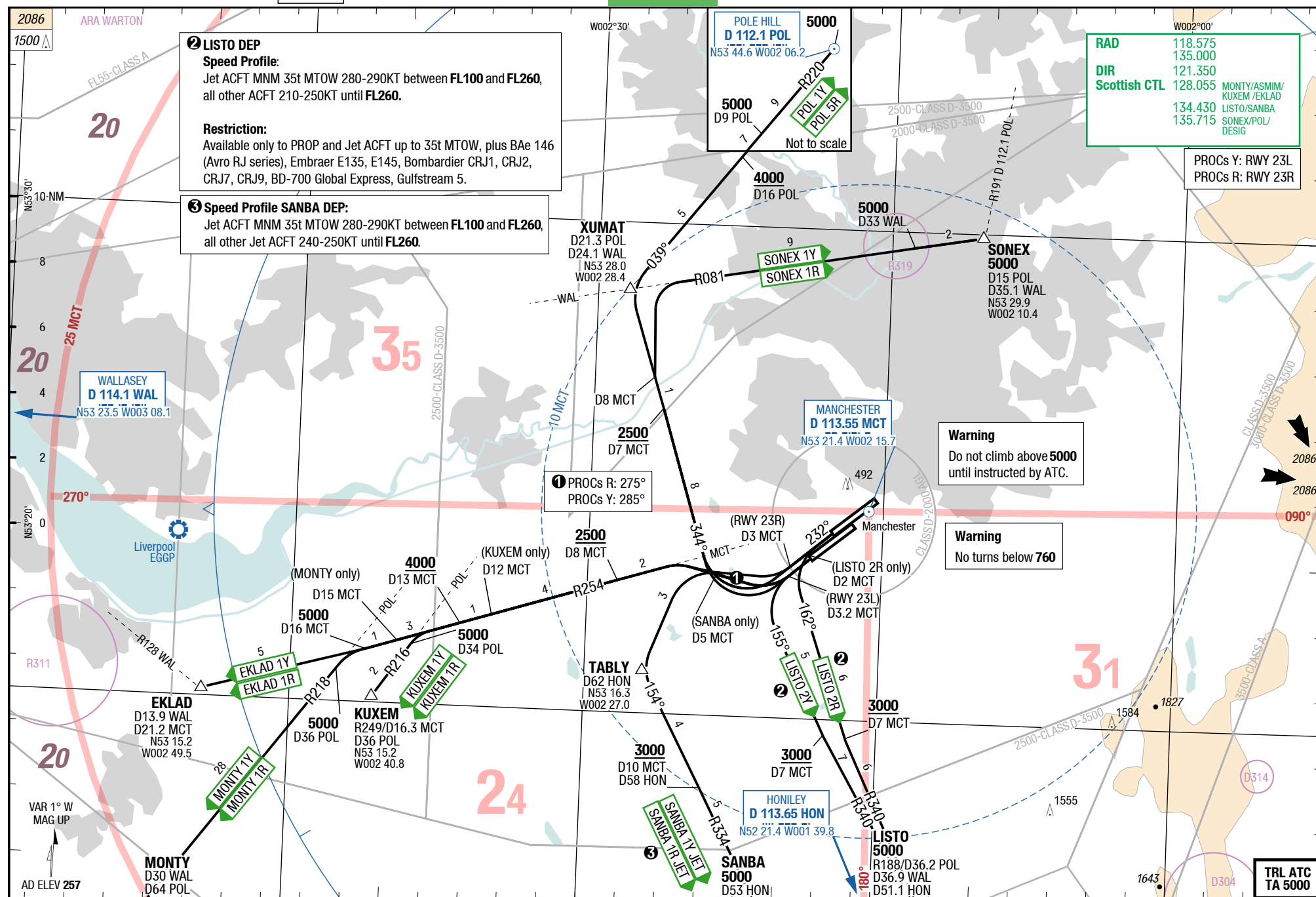
SIDs RWYs 23L/R

SID

SID

Manchester United Kingdom

SIDs RWYs 23L/R



Changes: FREQ

ASMIM 1S / DESIG 1S

RWY 05L (052°)

When instructed, contact Scottish CTL. On first contact advise callsign/SID designator, current and cleared altitude.

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.0%	ft/MIN	500	700	800	900	1000	1100
5.2%	ft/MIN	700	800	1000	1200	1300	1500
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05L	
ASMIM 1S 5.2% to D2 MCT 4.0% to 2500 3.6% to 5000 128.055 ①②③④	at D2 MCT LT 299° - at XOBRO LT intercept R081 WAL inbound to ASMIM	D6 MCT MNM 2500 ASMIM at 5000 initial climb 5000
DESIG 1S 5.7% to 4000 135.715 ①②③⑤	MNM 760 , but not before DER, intercept R052 MCT - at D14 MCT RT intercept R081 WAL to DESIG	R052/D12 MCT MNM 4000 DESIG at 5000 initial climb 5000

- ① No turns below 760ft.
- ② In the event of a missed approach on RWY 05R ATC may instruct aircraft which have departed from RWY 05L to make a LT in order to establish separation.
- ③ Caution: Close in obstacles exist below 100ft AAL and are not considered for climb gradients.
- ④ Expect first CPDLC logon code AWY L10 EGPX, AWY L70 EISN.
- ⑤ Expect first CPDLC logon code EGTT.

LISTO 2S / MONTY 1S

RWY 05L (052°)

When instructed, contact Scottish CTL. On first contact advise callsign/SID designator, current and cleared altitude.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.2%	ft/MIN	700	800	1000	1200	1300	1500
6.9%	ft/MIN	900	1100	1300	1500	1700	1900
10.9%	ft/MIN	1400	1700	2000	2400	2700	3000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05L	
LISTO 2S 10.9% to D1.2 MCT 6.9% to 2000 5.0% to 5000 134.430 ①②③④⑥⑦	at D1.2 MCT RT 150° - at D2.7 MCT RT intercept R187 POL to LISTO	R187/D24 POL MNM 2000 R187/D28 POL MNM 3000 R187/D33 POL MNM 4000 LISTO at 5000 initial climb 5000
MONTY 1S 5.2% to D2 MCT 4.0% to 2500 128.055 ①②③⑤⑥	at D2 MCT LT 299° - at XOBRO LT intercept R081 WAL inbound - at D2 WAL LT intercept R184 WAL to MONTY	D6 MCT MNM 2500 R081/D16 WAL at 5000 initial climb 5000

- ① No turns below 760ft.
- ② In the event of a missed approach on RWY 05R ATC may instruct aircraft which have departed from RWY 05L to make a LT in order to establish separation.
- ③ Caution: Close in obstacles exist below 100ft AAL and are not considered for climb gradients.
- ④ Speed Profile: Jet aircraft minimum 35t MTOW 280-290KT between FL100 and FL260, all other aircraft 210-250KT until FL260.
- ⑤ Aircraft requesting a cruising level of MNM FL270 on AWY UN862 can expect a clearance from "London Control" to cross AMRAL MNM FL270.
- ⑥ Expect first CPDLC logon code EGTT.
- ⑦ Aircraft requesting a cruising level of MAX FL70 will be routed via PEDIG.

POLE HILL 4S / ASMIM 1Z / DESIG 1Z

RWYs 05L/R (052°)

When instructed, contact Scottish CTL. On first contact advise callsign/SID designator, current and cleared altitude.

	GS	120	150	180	210	240	270
3.6%	ft/MIN	500	600	700	800	900	1000
4.0%	ft/MIN	500	700	800	900	1000	1100
4.3%	ft/MIN	600	700	800	1000	1100	1200
5.2%	ft/MIN	700	800	1000	1200	1300	1500
5.7%	ft/MIN	700	900	1100	1300	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05L	
POLE HILL 4S POL 4S 4.3% to 4000 135.715 ①②③⑥	MNM 760 , but not before DER, intercept R052 MCT - at D7 MCT LT intercept R181 POL to POL	R181/D12 POL MNM 4000 R181/D8 POL at 5000 POL at 5000 initial climb 5000
	Runway 05R	
ASMIM 1Z 5.2% to D2 MCT 4.0% to 2500 3.6% to 5000 128.055 ①④	at D2 MCT LT 299° - at XOBRO LT intercept R081 WAL inbound to ASMIM	D6 MCT MNM 2500 ASMIM at 5000 initial climb 5000
DESIG 1Z 5.7% to 4000 135.715 ①⑤	intercept R052 MCT - at D14 MCT RT intercept R081 WAL to DESIG	R052/D12 MCT MNM 4000 DESIG at 5000 initial climb 5000

- ① No turns below 760ft.
- ② In the event of a missed approach on RWY 05R ATC may instruct aircraft which have departed from RWY 05L to make a LT in order to establish separation.
- ③ Caution: Close in obstacles exist below 100ft AAL and are not considered for climb gradients.
- ④ Expect first CPDLC logon code AWY L10 EGPX, AWY L70 EISN.
- ⑤ Expect first CPDLC logon code EGTT.
- ⑥ Expect first CPDLC logon code EGPX.

LISTO 2Z / MONTY 1Z / POLE HILL 1Z

RWY 05R (052°)

When instructed, contact Scottish CTL. On first contact advise callsign/SID designator, current and cleared altitude.

	GS	120	150	180	210	240	270
4.0%	ft/MIN	500	700	800	900	1000	1100
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.2%	ft/MIN	700	800	1000	1200	1300	1500
6.9%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
	Runway 05R	
LISTO 2Z 4.9% to D1.2 MCT 6.9% to 2000 5.0% to 5000 134.430 ①②④⑥	at D1.2 MCT RT intercept R187 POL to LISTO	R187/D24 POL MNM 2000 R187/D28 POL MNM 3000 R187/D33 POL MNM 4000 LISTO at 5000 initial climb 5000
MONTY 1Z 5.2% to D2 MCT 4.0% to 2500 128.055 ①③④	at D2 MCT LT 299° - at XOBRO LT intercept R081 WAL inbound - at D2 WAL LT intercept R184 WAL to MONTY	D6 MCT MNM 2500 R081/D16 WAL at 5000 initial climb 5000
POLE HILL 1Z POL 1Z 135.715 ①⑤	intercept R052 MCT - at D7 MCT LT intercept R181 POL to POL	R181/D12 POL MNM 4000 R181/D8 POL at 5000 POL at 5000 initial climb 5000

- ① No turns below 760ft.
- ② Speed Profile: Jet aircraft minimum 35t MTOW 280-290KT between FL100 and FL260, all other aircraft 210-250KT until FL260.
- ③ Aircraft requesting a cruising level of MNM FL270 on AWY UN862 can expect a clearance from "London Control" to cross AMRAL MNM FL270.
- ④ Expect first CPDLC logon code EGGT.
- ⑤ Expect first CPDLC logon code EGPM.
- ⑥ Aircraft requesting a cruising level of MAX FL70 will be routed via PEDIG.

EKLAD 1Y / KUXEM 1Y / LISTO 2Y

RWY 23L (232°)

When instructed, contact Scottish CTL. On first contact advise callsign/SID designator, current and cleared altitude.

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.2%	ft/MIN	700	800	1000	1200	1300	1500
12.3%	ft/MIN	1500	1900	2300	2700	3000	3400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23L	
EKLAD 1Y 12.3% to D3.2 MCT 5.2% to 2500 3.4% to 5000 128.055 ①②⑤	at D3.2 MCT RT 285° intercept R254 MCT to EKLAD	R254/D8 MCT MNM 2500 R254/D13 MCT MNM 4000 R254/D16 MCT at 5000 initial climb 5000
KUXEM 1Y 12.3% to D3.2 MCT 5.2% to 2500 4.5% to 5000 128.055 ①②⑤	at D3.2 MCT RT 285° intercept R254 MCT - at D12 MCT LT intercept R216 POL to KUXEM	R254/D8 MCT MNM 2500 R216/D34 POL at 5000 initial climb 5000
LISTO 2Y 12.3% to D3.2 MCT 134.430 ①②③④⑥⑦	at D3.2 MCT LT 155° intercept R340 HON inbound to LISTO	D7 MCT MNM 3000 LISTO at 5000 initial climb 5000

- ① No turns below 760ft.
- ② In the event of a missed approach on RWY 23R ATC may instruct aircraft which have departed from RWY 23L to make a LT in order to establish separation.
- ③ Speed Profile: Jet aircraft minimum 35t MTOW 280-290KT between FL100 and FL260, all other aircraft 210-250KT until FL260.
- ④ Jet ACFT allowed to fly the LISTO SID may be offered SANBA 1R/1Y SID at a late stage prior to DEP. If unable, inform ATC.
- ⑤ Expect first CPDLC logon code AWY L10 EGPX, AWY L70 EISN.
- ⑥ Expect first CPDLC logon code EGT.
- ⑦ Aircraft requesting a cruising level MAX FL70 will be routed via PEDIG.

MONTY 1Y / POLE HILL 1Y / SANBA 1Y

RWY 23L (232°)

When instructed, contact Scottish CTL. On first contact advise callsign/SID designator, current and cleared altitude.

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.2%	ft/MIN	700	800	1000	1200	1300	1500
12.3%	ft/MIN	1500	1900	2300	2700	3000	3400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23L	
MONTY 1Y 12.3% to D3.2 MCT 5.2% to 2500 128.055 ①②③⑤	at D3.2 MCT RT 285° intercept R254 MCT - at D15 MCT LT intercept R218 POL to MONTY	R254/D8 MCT MNM 2500 R254/D13 MCT MNM 4000 R218/D36 POL at 5000 initial climb 5000
POLE HILL 1Y POL 1Y 12.3% to D3.2 MCT 4.8% to 2500 135.715 ①②⑥	at D3.2 MCT RT 344° to XUMAT - at D8 MCT RT intercept R220 POL to POL	D7 MCT MNM 2500 R220/D16 POL MNM 4000 R220/D9 POL at 5000 POL at 5000 initial climb 5000
SANBA 1Y (Jet) 12.3% to D3.2 MCT 4.9% to 5000 134.430 ①②④⑤	at D3.2 MCT RT 285° - at D5 MCT LT intercept R334 HON inbound via TABLY to SANBA	D58 HON (D10 MCT) MNM 3000 SANBA at 5000 initial climb 5000

- ① No turns below 760ft.
- ② In the event of a missed approach on RWY 23R ATC may instruct aircraft which have departed from RWY 23L to make a LT in order to establish separation.
- ③ Aircraft requesting a cruising level of FL270 or above on UN862 can expect a clearance from "London Control" to cross AMRAL MNM FL270.
- ④ Speed Profile: Jet aircraft minimum 35t MTOW 280-290KT between FL100 and FL260, all other Jet aircraft 240-250KT until FL260.
- ⑤ Expect first CPDLC logon code EGGT.
- ⑥ Expect first CPDLC logon code EGPM.

SONEX 1Y / EKLAD 1R

RWYs 23L/R (232°)

When instructed, contact Scottish CTL. On first contact advise callsign/SID designator, current and cleared altitude.

	GS	120	150	180	210	240	270
3.4%	ft/MIN	500	600	700	800	900	1000
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.2%	ft/MIN	700	800	1000	1200	1300	1500
5.6%	ft/MIN	700	900	1100	1200	1400	1600
12.3%	ft/MIN	1500	1900	2300	2700	3000	3400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23L	
SONEX 1Y 12.3% to D3.2 MCT 4.8% to 2500 135.715 ①②⑤	at D3.2 MCT RT 344° towards XUMAT - at D8 MCT RT intercept R081 WAL to SONEX	D7 MCT MNM 2500 R081/D33 WAL at 5000 SONEX at 5000 initial climb 5000
	Runway 23R	
EKLAD 1R 5.6% to D3 MCT 5.2% to 2500 3.4% to 5000 128.055 ①③④	at D3 MCT RT 275° intercept R254 MCT to EKLAD	R254/D8 MCT MNM 2500 R254/D13 MCT MNM 4000 R254/D16 MCT at 5000 initial climb 5000

① No turns below 760ft.

② In the event of a missed approach on RWY 23R ATC may instruct aircraft which have departed from RWY 23L to make a LT in order to establish separation.

③ Caution: Close in obstacles exist below 100ft AAL and are not considered for climb gradients.

④ Expect first CPDLC logon code AWY L10 EGPX, AWY L70 EISN.

⑤ Expect first CPDLC logon code EGTG.

KUXEM 1R / LISTO 2R / MONTY 1R

RWY 23R (232°)

When instructed, contact Scottish CTL. On first contact advise callsign/SID designator, current and cleared altitude.

	GS	120	150	180	210	240	270
4.5%	ft/MIN	600	700	900	1000	1100	1300
5.2%	ft/MIN	700	800	1000	1200	1300	1500
5.6%	ft/MIN	700	900	1100	1200	1400	1600
14.6%	ft/MIN	1800	2300	2700	3200	3600	4000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23R	
KUXEM 1R 5.6% to D3 MCT 5.2% to 2500 4.5% to 5000 128.055 ①③⑥	at D3 MCT RT 275° intercept R254 MCT - at D12 MCT LT intercept R216 POL to KUXEM	R254/D8 MCT MNM 2500 R216/D34 POL at 5000 initial climb 5000
LISTO 2R 14.6% to D2 MCT 134.430 ①③④⑤⑦⑧	at D2 MCT LT 162° intercept R340 HON inbound to LISTO	D7 MCT MNM 3000 LISTO at 5000 initial climb 5000
MONTY 1R 5.6% to D3 MCT 5.2% to 2500 128.055 ①②③⑦	at D3 MCT RT 275° intercept R254 MCT - at D15 MCT LT intercept R218 POL to MONTY	R254/D8 MCT MNM 2500 R254/D13 MCT MNM 4000 R218/D36 POL at 5000 initial climb 5000

- ① No turns below 760ft.
- ② Aircraft requesting a cruising level of FL270 or above on UN862 can expect a clearance from "London Control" to cross AMRAL MNM FL270.
- ③ Caution: Close in obstacles exist below 100ft AAL and are not considered for climb gradients.
- ④ Speed Profile: Jet aircraft minimum 35t MTOW 280-290KT between FL100 and FL260, all other aircraft 210-250KT until FL260.
- ⑤ Jet ACFT allowed to fly the LISTO SID may be offered SANBA 1R/1Y SID at a late stage prior to DEP. If unable, inform ATC.
- ⑥ Expect first CPDLC logon code AWY L10 EG PX, AWY L70 EISN.
- ⑦ Expect first CPDLC logon code EGTT.
- ⑧ Aircraft requesting a cruising level MAX FL70 will be routed via PEDIG.

POLE HILL 5R / SANBA 1R / SONEX 1R

RWY 23R (232°)

When instructed, contact Scottish CTL. On first contact advise callsign/SID designator, current and cleared altitude.

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300
4.8%	ft/MIN	600	800	900	1100	1200	1400
5.6%	ft/MIN	700	900	1100	1200	1400	1600

DESIGNATOR	ROUTING	ALTITUDES
	Runway 23R	
POLE HILL 5R POL 5R 5.6% to D3 MCT 4.8% to 2500 135.715 ①②⑤	at D3 MCT RT 344° to XUMAT - at D8 MCT RT intercept R220 POL to POL	D7 MCT MNM 2500 R220/D16 POL MNM 4000 R220/D9 POL at 5000 POL at 5000 initial climb 5000
SANBA 1R (Jet) 5.6% to D3 MCT 4.6% to 5000 134.430 ①②③④	at D3 MCT RT 275° - at D5 MCT LT intercept R334 HON inbound via TABLY to SANBA	D58 HON (D10 MCT) MNM 3000 SANBA at 5000 initial climb 5000
SONEX 1R 5.6% to D3 MCT 4.8% to 2500 135.715 ①②④	at D3 MCT RT 344° towards XUMAT - at D8 MCT RT intercept R081 WAL to SONEX	D7 MCT MNM 2500 R081/D33 WAL at 5000 SONEX at 5000 initial climb 5000

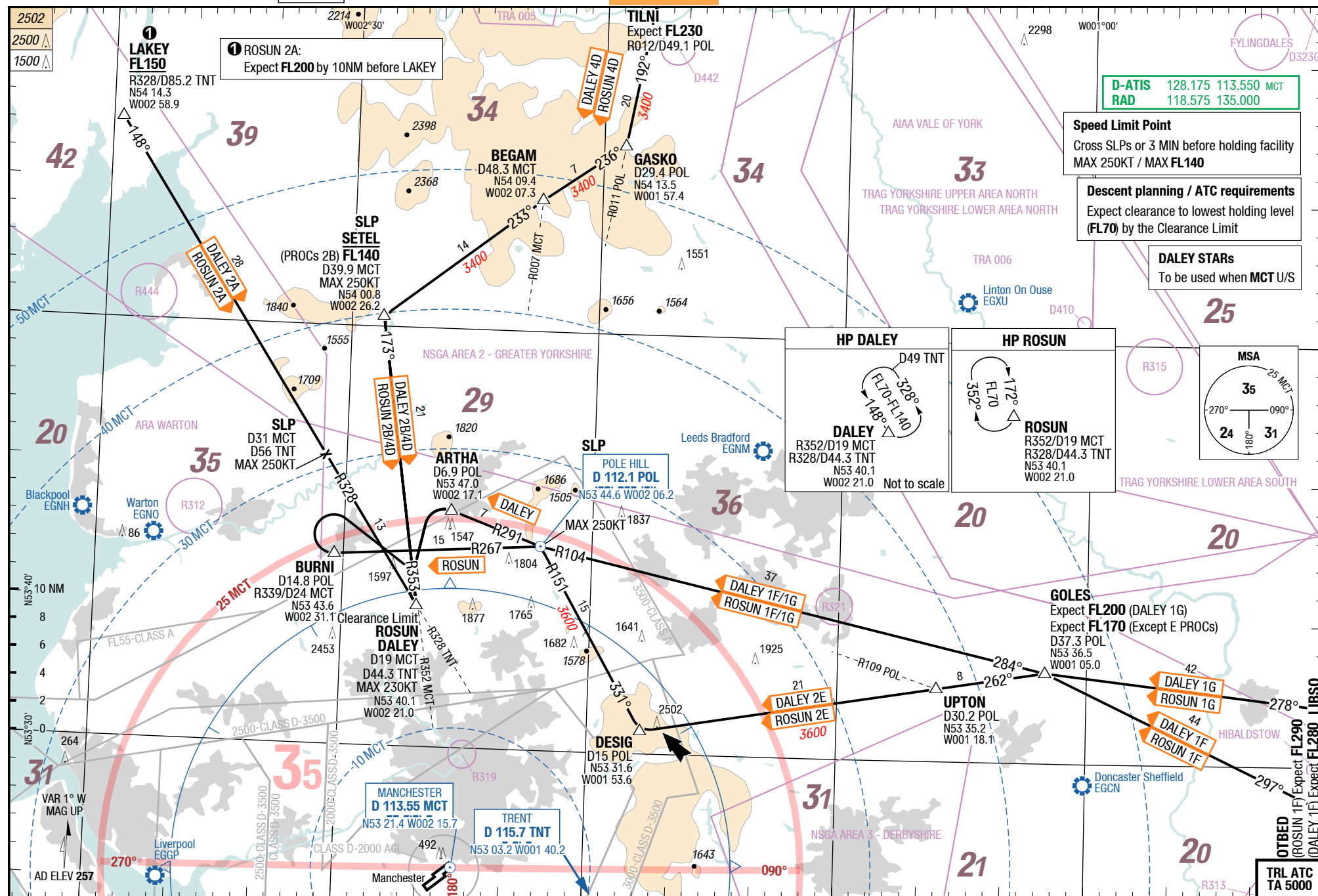
① No turns below 760ft.

② Caution: Close in obstacles exist below 100ft AAL and are not considered for climb gradients.

③ Speed Profile: Jet aircraft minimum 35t MTOW 280-290KT between FL100 and FL260, all other Jet aircraft 240-250KT until FL260.

④ Expect first CPDLC logon code EGTT.

⑤ Expect first CPDLC logon code EGPX.



24-MAY-2018
MAN-EGCC

United Kingdom Manchester

STAR DAYNE

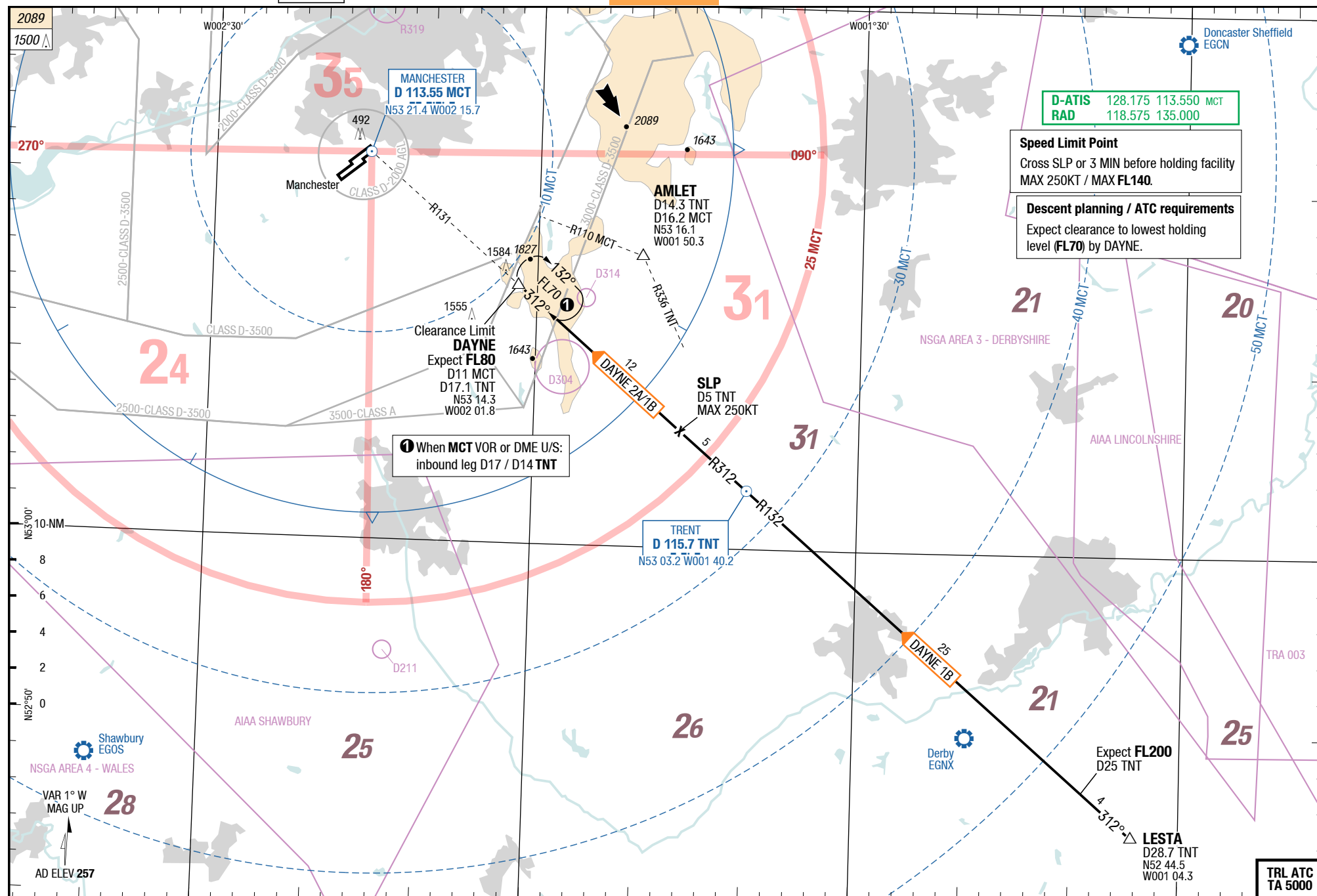
STAR

STAR

Manchester United Kingdom

STAR DAYNE

6-20



Changes: FREQ

STAR MIRSI

STAR MIRSI



Changes: FREQ

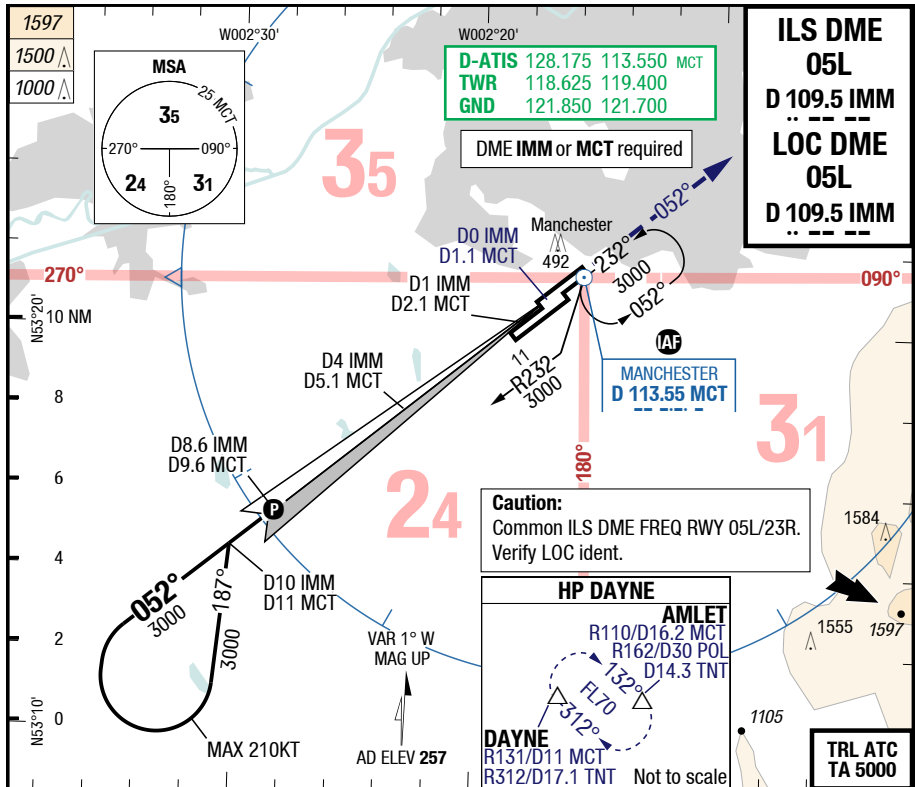
24-MAY-2018
MAN-EGCC

United Kingdom Manchester

IAC

7-10

ILS DME 05L / LOC DME 05L

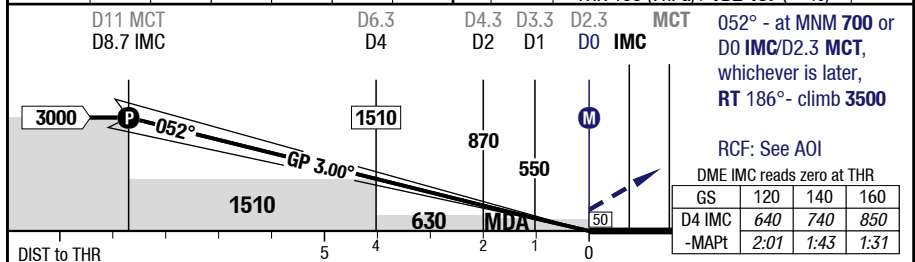
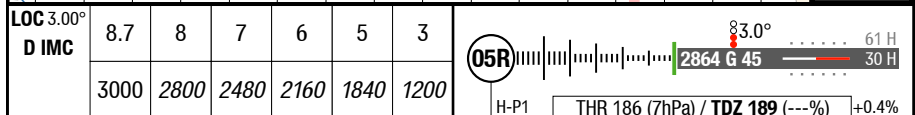
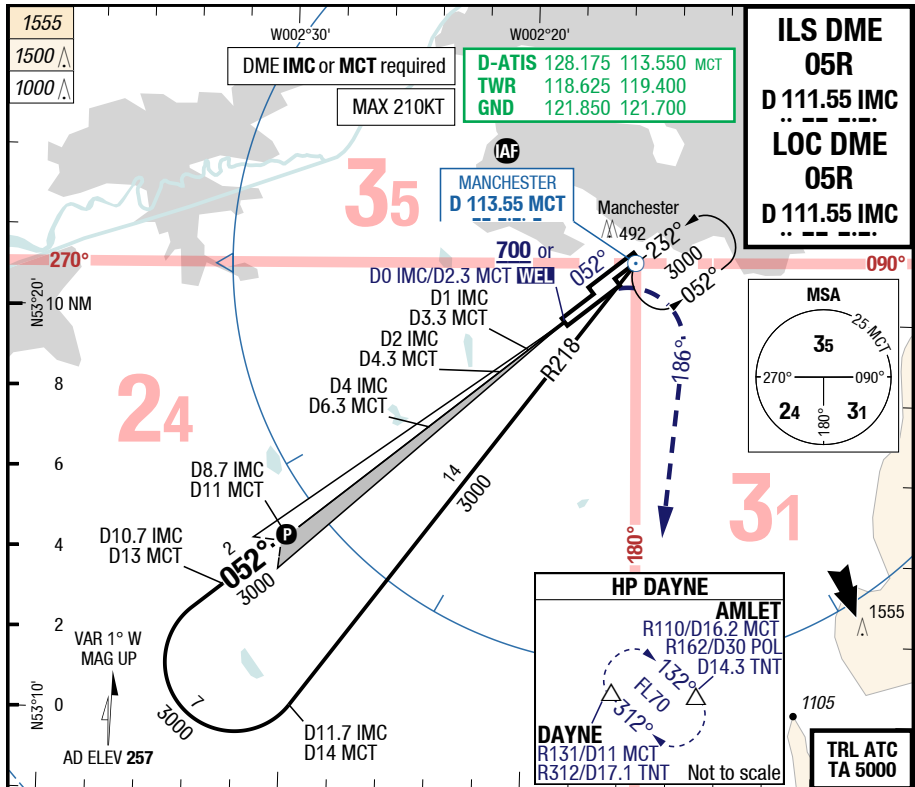


1) With EVS 350m

Changes: FREQ

7-20

ILS DME 05R / LOC DME 05R



05R	Cat 1 DME ¹⁾	LOC DME ²⁾	Circling
C	ft - m/km ft 200 - 550 390	350 - 900 530	860 - 2.4V 1110
D	ft - m/km ft 200 - 550 390	350 - 900 530	860 - 3.6V 1110

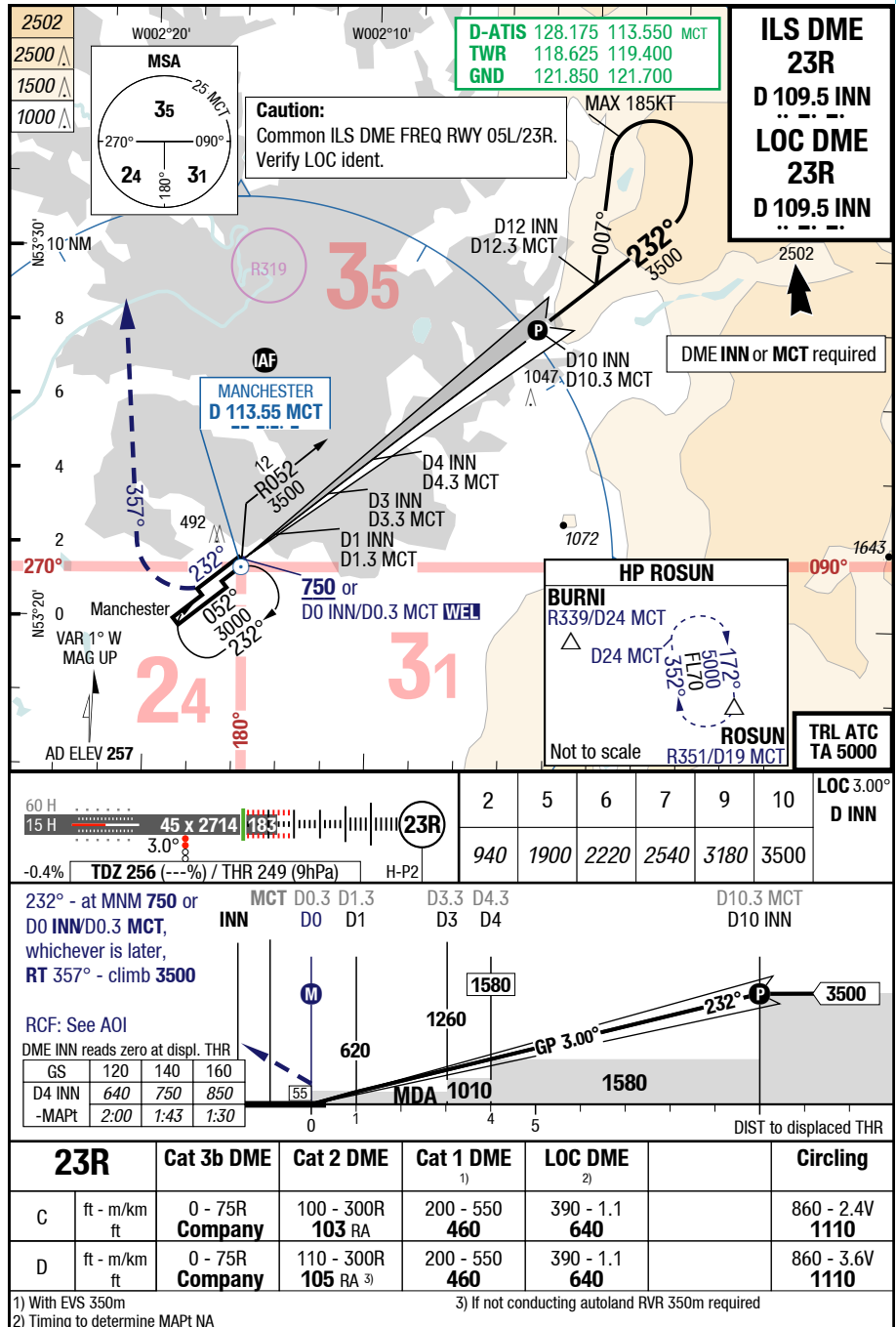
1) With EVS 550m
2) Timing to determine MAPt NA

24-MAY-2018

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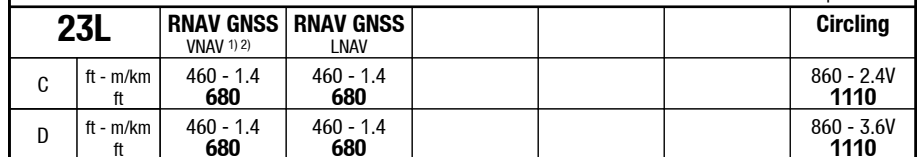
7-30

ILS DME 23R / LOC DME 23R



Changes: FREQ

RNAV (GNSS) 23L



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Changes: FREQ

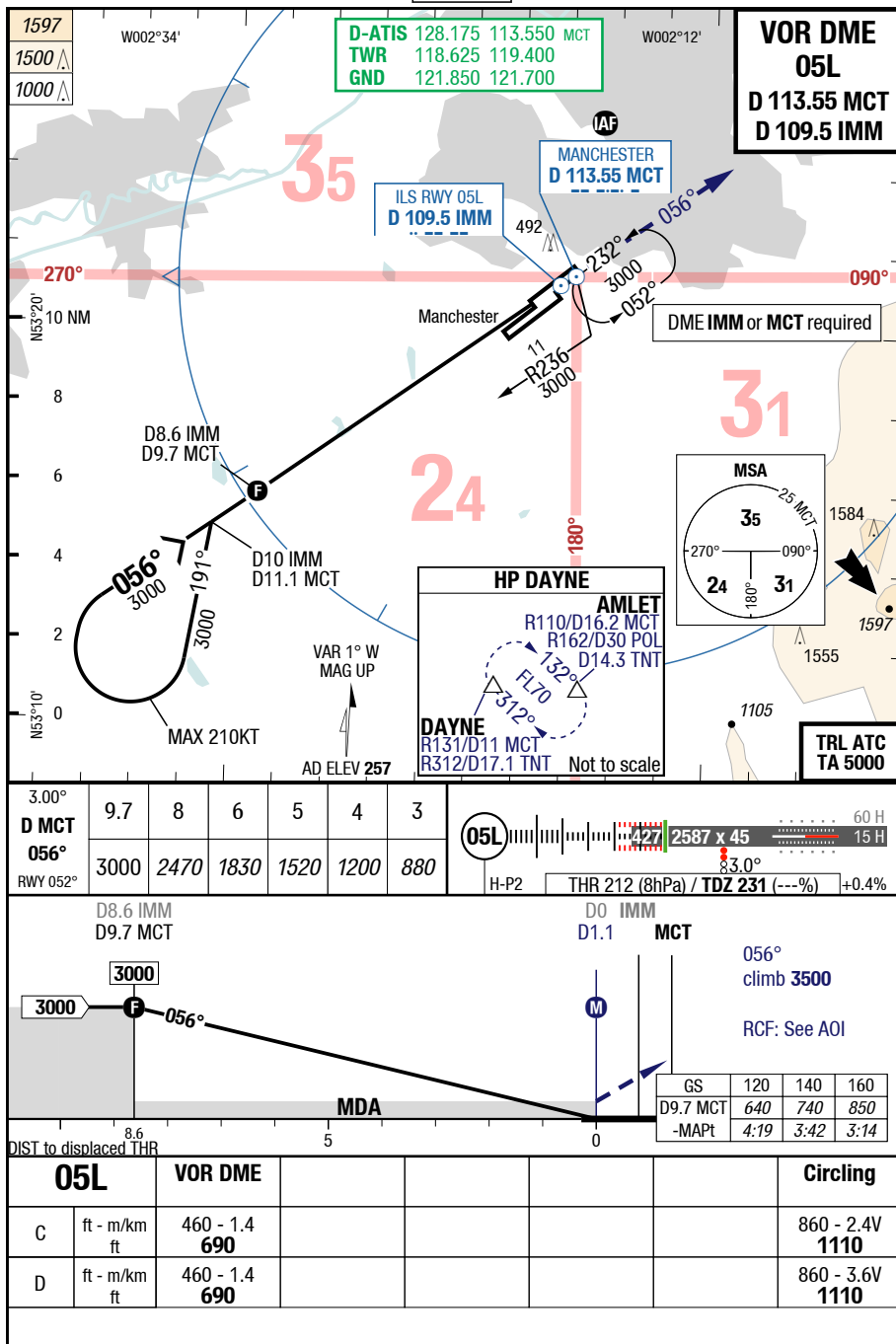
24-MAY-2018
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IAC

7-70

VOR DME 05L



Changes: FREQ

24-MAY-2018

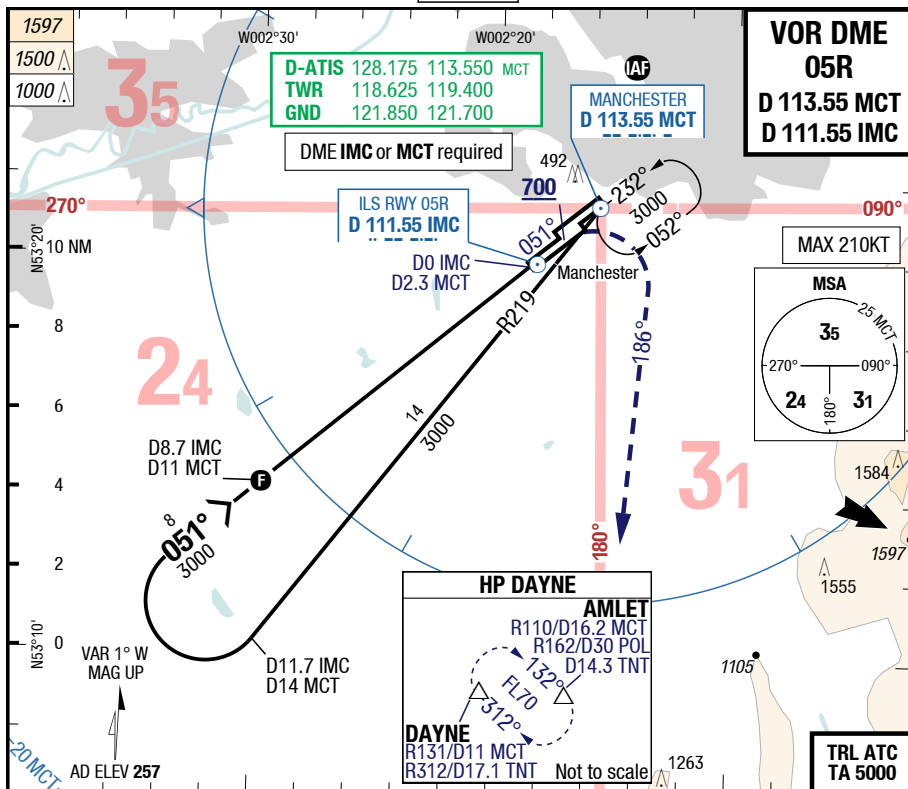
United Kingdom Manchester

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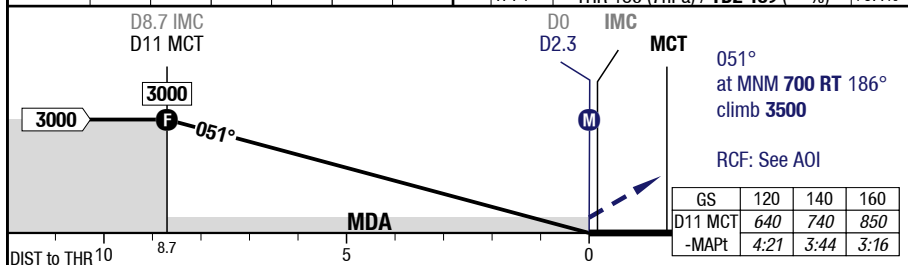
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7-80

VOR DME 05R



3.00°	11	9	7	6	5	4	05R	83.0°	61 H
D MCT								2864 G 45	30 H
051°	3000	2370	1740	1420	1100	780			
RWY 052°							H-P1	THR 186 (7hPa) / TDZ 189 (---%)	+0.4%



05R	VOR DME					Circling
C	ft - m/km ft	450 - 1.4 630				860 - 2.4V 1110
D	ft - m/km ft	450 - 1.4 630				860 - 3.6V 1110

Changes: FREQ

24-MAY-2018

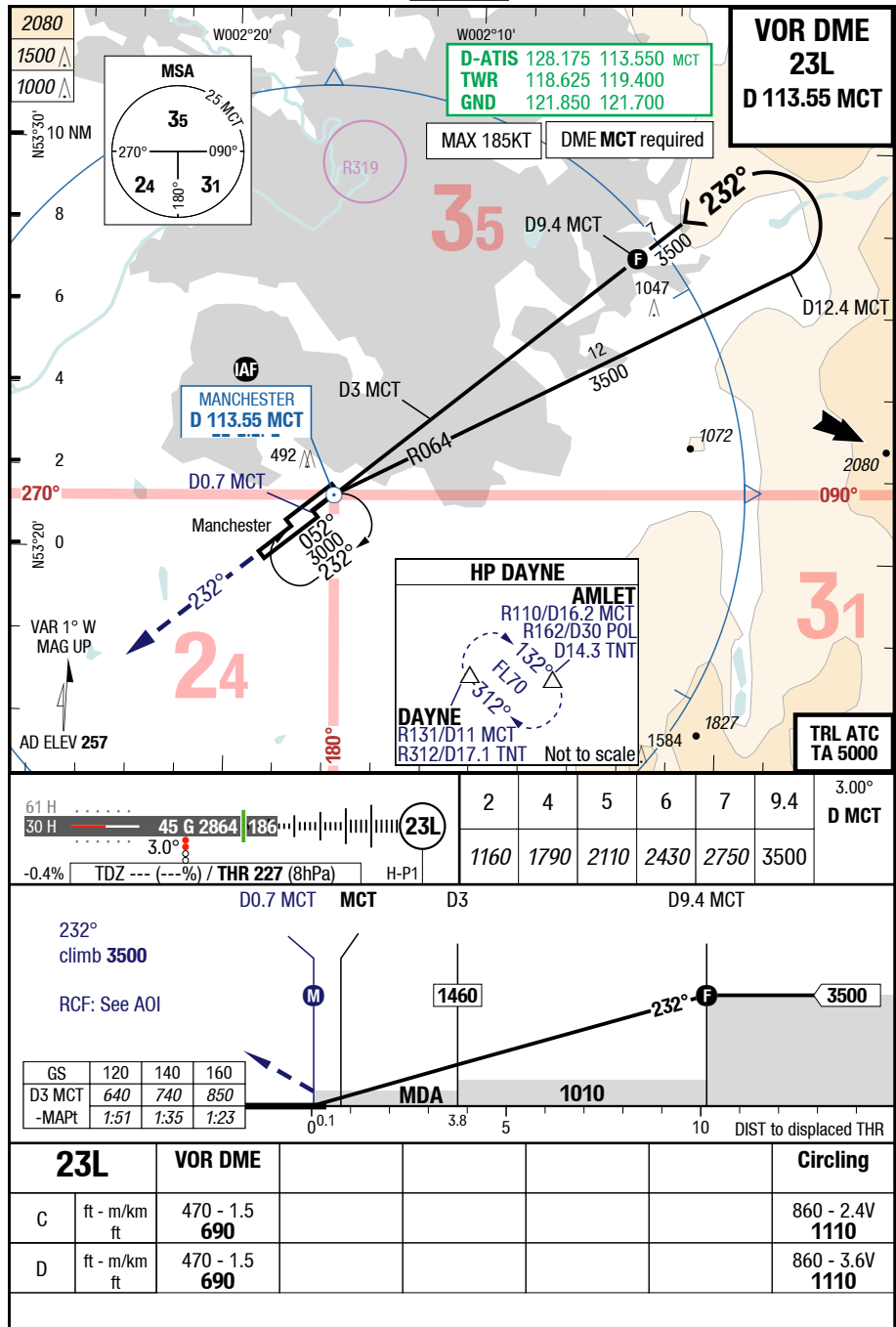
United Kingdom Manchester

MAN-EGCC

7-90

VOR DME 23L

IAC



Changes: FREQ

24-MAY-2018

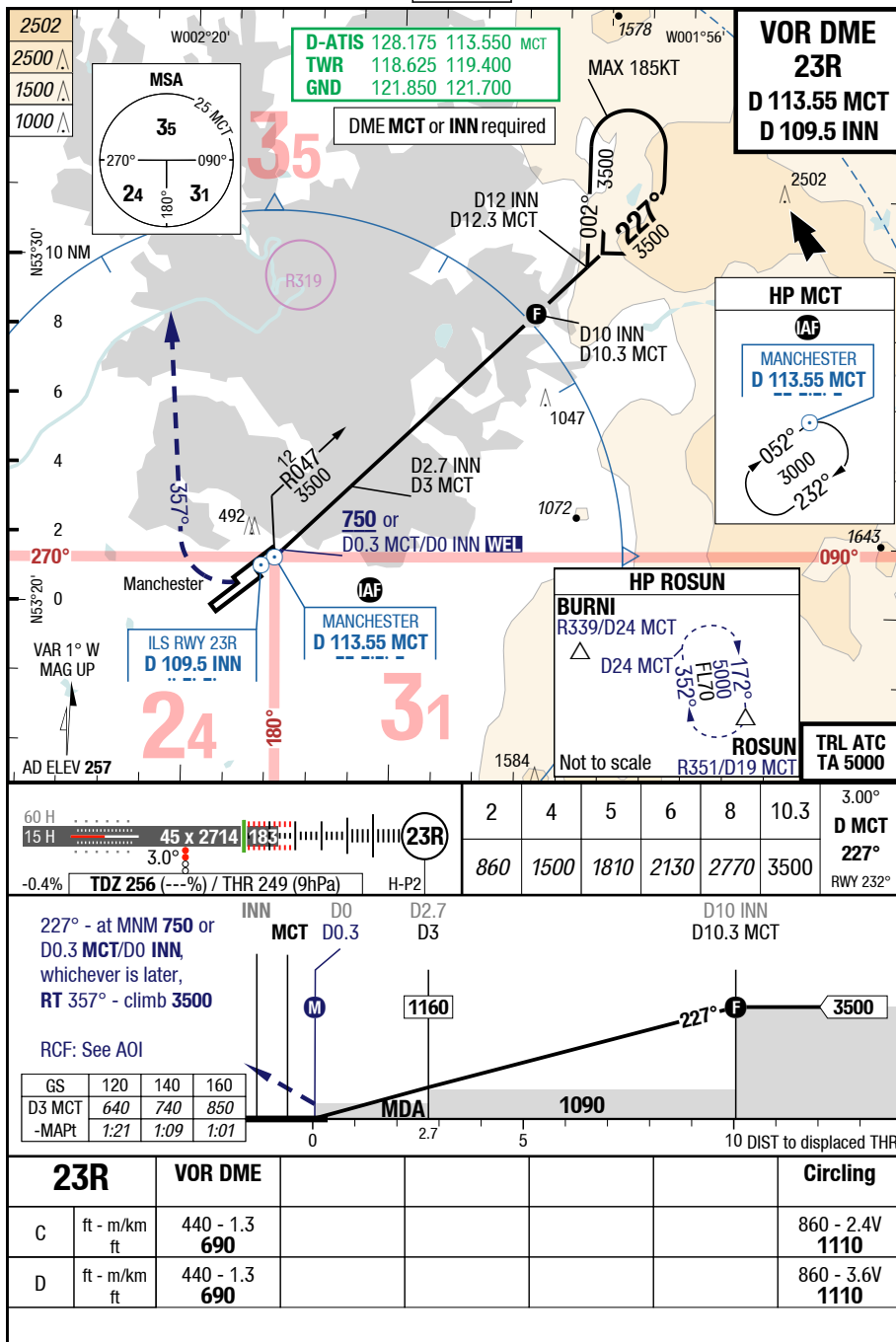
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MAN-EGCC

7-100

VOR DME 23R

IAC



Changes: FREQ

MAN-EGCC

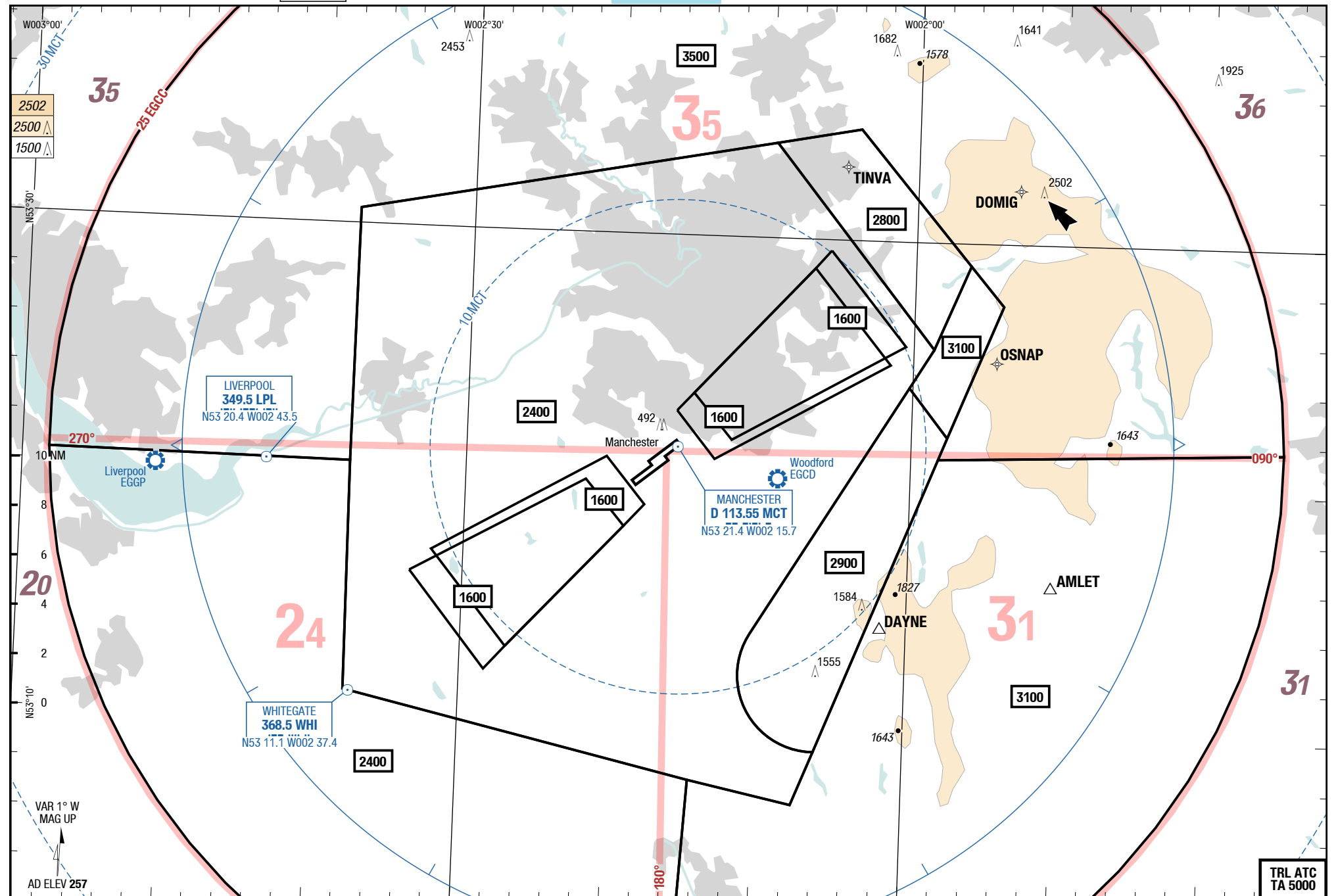
NIL
MRC

MRC

MRC

NIL
MRC

8-10



Changes: VAR, OBST, Editorial

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