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EGCC/MAN MANCHESTER

20 OCT 06 NaSaddar N

MANCHESTER, AIRPORT BRIEFING

(10-1P1) Eff 26 Oct

GENERAL

Arriving ACFT: Only the following designated exits will be illuminated for ACFT to vacate: RWY 24R via HST BD, AE or link A, RWY 06L via HST BD or link J via holding position J1 at the end of RWY.

1.3.1.2 ATC LVP due ceiling (RVR 600m or greater and ceiling of 200' or less)

RWY 24L/24R dual RWY operation or RWY 06L single RWY operation. All available RWY exits associated with either RWY 24R or RWY 06L will be illuminated.

Acft may vacate at any of these exits.

24L/24R dual RWY operation will require departing ACFT to "hold short" of RWY 24R at the following CAT III holding points as instructed, H2, G2, F2 or D2. Pilots are required to read back all ATC "hold short" instructions.

Ground Movement Radar (GMR) is normally available to monitor pilot "RWY vacated" reports. When GMR is not available RWY LOC Sensitive Area (LSA) vacation will be assessed by receipt of a pilot report that the ACFT has passed the last alternate yellow and green centerline lights. These lights denote the extent of the ILS LSA.

RWY 24R, link J: Taxiing ACFT must follow the Northern lighted TWY

Pilots will be informed of the relevant procedure that is in operation by Arrival and Departure ATIS or by RTF.

When LVP are in force the appropriate landing rates that can be expected are:

Between 600m and 400m Less than 400m Between 1000m and 600m Expected Landing Rate 20 12 10

1.4. TAXI PROCEDURES

RWY 06L/24R has a turning circle at the Northeastern end, ABEAM Link J, for use by ACFT up to B747.

RWY 06R/24L has two turning circles:
- At 1820m from RWY 24L threshold for use by ACFT up to B767;
- At 2518m from RWY 24L threshold for use by ACFT up to B747.

All turning circles have unlit painted centerline and blue edge lighting beyond

directed otherwise by ATC. ACFT should follow the painted centerline in a clockwise direction, unless

Jet ACFT are to engage minimum power when using TWYs A, B and C due to the proximity of light ACFT ops in this area.

TWY KC may be used as TWY for ACFT up to 198000lbs MTWA (B-757 size)

Pilots of long-wheelbase ACFT such as B777-300 and A340-600 should exercise caution when negotiating TWY curves and intersections as main-gear to pavement edge clearance may be limited.

other ACFT when manoeuvring in close proximity on the ground. Particular care should be taken in the RWY holding areas and at RWY crossing points. Pilots ars reminded of the need to excercise caution on wingtip clearances from

RWY 06L/24R: The hard shoulders outboard of the RWY side stripes have only 25% of the RWY bearing strengths and should not be used by ACFT turning on the RWY or when backtracking. The grass verges are unstrengthened and when wet unlikely to sustain loads.

ACFT using TWY L are to use minimum power. B777 ACFT are prohibited from using

Minimum power to be used by outbound ACFT using TWY D between holding point D7 ABEAM stand $32\ (Pier\ C).$

CHANGES: ATC LVP. Taxi procedures

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20 OCT 06 NEDDE SEN

EGCC/MAN MANCHESTER

10-1P2) EH 26 Oct

MANCHESTER, AIRPORT BRIEFING

GENERAL

1.4.1. TWYs during peak hours

TWY P:

- stands 80 & 231 are closed.

- stands 233 & 235 will be realigned.
 TWY Q (up to B747-400):
 stands 62 & 63 are closed.
 stand 61 only availablle for ACFT up to MD 11.

Actual status of both TWYs will be promulgated via ATIS.

.5. PARKING PROCEDURES

All stands are nose-in push-out

1.6. OTHER INFORMATION

WARNING:

Pilots are warned, when landing on RWY 24R in strong North Westerly winds, of the possibility of turbulence and large windshear effects.

Flocks of up to 100 racing pigeons may be encountered flying across the airfield below 100' during the racing season, April-September. 4 high visibility bright lights from golf driving range 1500m/0.8NM LEFT of THR RWY 24R.

ARRIVAL

2.1. SPEED RESTRICTIONS

Cross SLP or 3 MIN before holding facility at 250 KT or less when at FL 140 or below.

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

Unless otherwise authorized by ATC ACFT using the ILS shall not descend below 2000' before intercepting GS, nor thereafter fly below it. ACFT approaching without ILS or radar assistance 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 ACFT using the ILS GS. or visual approaches, or following a visual circuit, to RWY 24R/L the

following additional limitations apply:

Jet ACFT shall not join the final approach at a height of less than 1760'.

Propeller driven ACFT whose MTWA exceeds 5700kg shall not join the final approach at a distance of less than 3NM from the landing THR and at a height of less than 1260'

to conform low power, low drag approach procedures (refer to item 2.6.1.). Turbo-jet and turbo-prop ACFT approaching Manchester APT will be expected

2.2.2. NIGHTTIME RESTRICTIONS

Between 2300-0600LT, visual approaches are not permitted. ACFT shall be positioned, by radar, to join the final APP at a distance of not less than 7NM from touchdown. This restriction does not apply to non jet ACFT whose MTWA

2.2.3. CONTINUOUS DESCENT APPROACH

Headings and flight levels/altitudes by ATC. ACFT will be radar vectored. An For ACFT to all RWYs at Manchester APT between 2200-0600LT:

height for the distance without the recourse to level flight. Further distance information will be given between descent clearance and the intercept heading to the ILS LOC. On receipt of descent clearance descend at the estimate of track distance to touchdown will be passed with descent clearance. rate best suited to a continuous descent so as to join the GS at the appropriate

- Recommended speeds:
 210 KT during approach phase;
 160 KT 180 KT on, or shortly before the closing heading to ILS LOC;
- 160 KT when established on the ILS LOC to 4 DME

for ACFT performance is necessary, advise ATC ATC may request specific speeds for accurate spacing, comply with any speed adjustment as promptly as feasible with operational constraints. If a speed change

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EGCC/MAN MANCHESTER

20 OCT 06 NaSaddar 1 (10-1P3)Eff 26 Oct

MANCHESTER, UK AIRPORT BRIEFING

ARRIVAL

2.2.4. REVERSE THRUST

operation of the ACFT, especially between 2300-0700LT. To minimize disturbance in areas adjacent to the APT crew are requested to avoid the use of reverse thrust after landing, consistent with the safe

2.3. CAT II/III OPERATIONS

RWY 24R is approved for CAT II/III operations & RWY 06L for CAT II (CAT A & B ACFT only) and CAT III operations, special aircrew & a ACFT certification required.

2.4. RUNWAY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

apply minimum spacing on final approach that will achieve maximum RWY utilisation and will minimise the occurrence of "go-arounds".

RWY 06R arrivals: All ACFT must vacate the RWY no later than VB and proceed direct to TWY V. Pilots are reminded that rapid exits from the landing RWY enable ATC to

ACFT remaining on the RWY to vacate at VA or T will infringe the ILS LOC

critical area. Similarly TWY S is not to be used. RWY 24R arrivals: TWYs F and D are not available as RWY exits.

2.4.2. USE OF RWY'S FOR LANDING

2.4.2.1. "Land after" Procedure

at any one time. Normally, only one ACFT is permitted to land or take-off on the RWY-in-use

Howe'ver, when the traffic sequence is two successive landing ACFT, the second one may be allowed to land before the first one has cleared the RWY-in-use,

- it is during DAYLIGHT hours; The RWY is long enough
- the second ACFT will be able to see the first ACFT clearly and continuously until it is clear of the RWY;
- the second ACFT has been warned.

ATC will provide this warning by issuing the second ACFT with the instruction "Land after... (first ACFT type)" in place of the usual instruction "Cleared to land". Responsibility for ensuring adequate separation between the two ACFT rests with the pilot of the second ACFT.

2.4.2.2. Special Landing Procedures

when the use will be as follows:

When the RWY-in-use is temporarily occupied by other traffic, landing Special landing procedures may be in force in conditions shown hereunder,

- distances will exist: clearance will be issued to an arriving ACFT provided that at the time the ACFT crosses the THR of the RWY-in-use the following separation
- RWY-in-use. - Landing following departure - The departing ACFT will be airborne and at least 2000m/1.1NM from the landing THR of the RWY-in-use, or if not airborne, will be at least 2400m/1.3NM from the landing THR of the
- authorized not exceeding 5700kg: departing ACFT are propeller driven and have a maximum total weight Reduced separation distances as follows will be used where both the preceeding and succeeding landing ACFT or both the landing and
- Landing following departure The departing ACFT will be airborne and at least 1500m/0.8NM from the landing THR, or if not airborne, will be at least 1500m/0.8NM from the landing THR. The reduced distances do not apply to those jets which are 5700kg MTWA or less

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20 OCT 06 NEDDE SEN

EGCC/MAN MANCHESTER

10-1P4) Eff 26 Oct

MANCHESTER, AIRPORT BRIEFING

ARRIVAL

- Conditions of use:
- he procedures will be used by DAY only under following conditions:
- When the reported meteorological conditions are equal to or better than a visibility of 6km and a ceiling of 1000'.
- + When both the preceeding and succeeding ACFT are being operated in the normal manner. (Pilots are responsible for notifying ATC if they are operating their ACFT in other than the normal manner, e.g. final approach speed greater than 160 KT)
- + When the RWY is dry and free of all precipitants such that there is no evidence that the braking action may be adversely affected
- + When the Air Controller is able to assess the separation visually.

 When issuing a landing clearance following the application of these procedures ATC will issue the second ACFT with the following instructions:
- RWY (06L or 24R). ...(call sign).....after the departing.....(ACFT type) cleared to land

2.5. TAXI PROCEDURES

2.5.1. STAND ENTRY GUIDANCE SYSTEMS

The majority of stands are provided with Stand Entry Guidance by AGNIS, AGNIS with PAPA or Traffic Light Box or Mirror. Where these do not exist, a marshaller service is provided. Stands are marked by one up to three centerlines designated Left, Center and Right. Stands not associated to a pier may also be equipped with Stand Entry Guidance System.

Most stands are equipped with AGNIS and PAPA. Exceptions are listed below:

	- :
Stand Entry Guidance	Stands
AGNIS and Mirror	1, 16, 17 (up to B737-500), 2 thru 5, 7, 9, 11 (up to B737), 14, 18 (up to A321), 15 (up to B757), 24, 25 and 28
AGNIS/Traffic Light Box	201 thru 215. Pilots should proceed onto stand only when a GREEN traffic-light is displayed and should stop when a Red traffic-light shows.
Marshaller only	2 thru 12, 14, 15 (acft larger than A320), 1, 16, 17 (acft larger than B737-500), 18 (acft larger than A321), 60 thru 71, 80 thru 84, 100, 101, 216 thru 219, 231 thru 251.

2.6. OTHER INFORMATION

2.6.1. LOW POWER/LOW DRAG PROCEDURES

Due to high ground east of the APT, descent below 3000' will be in accordance between descent clearance and the instruction to turn onto the intercept ACFT should descend at a rate of at least 500' per minute, ATC will advise an estimate of track distance to touchdown when clearance to descend below the transition altitude is given. Further distance information will be given neading to the ILS Localizer.

Recommended speeds:

with chart Manchester 18-1.

210 KT-240 KT intermediate approach 160 KT-180 KT at a range of 12NM from touchdown

160 KT from 8NM to 4NM from touchdown.

ATC may request specific speeds for accurate spacing and pilots are requested to comply with any speed adjustments as promptly as feasible within operational constraints. If a speed change for ACFT performance reasons is necessary, advise ATC.

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EGCC/MAN MANCHESTER

20 OCT 06 (10-1P5) Eff 26 Oct NaSaddar N

MANCHESTER, UK AIRPORT BRIEFING

DEPARTURE

3.1 START-UP, PUSH-BACK AND TAXI PROCEDURES

all stands. Start-up approval from MANCHESTER Delivery does not imply approval to push-back. Pilots that require the RWY 24L starter extension (le take-off from intersection Tango) should notify ATC on first contact with MANCHESTER Delivery. start-up approval and from MANCHESTER Ground for push-back approval on Pilots are required to request permission from MANCHESTER Delivery for

When requesting start-up or push-back pilots should give the full call sign type and stand number.

before calling on the appropriate frequency. Pilots should only request ACFT must be ready in all respects to start and if necessary push-back,

- push-back when they are actually ready to do so. When requesting push-back clearance, pilots are to inform ATC if headset communication with ground crew is not established.
- holding point during busy morning and evening periods. Sufficient time should be allowed for start, push-back and taxi to take account of such delay especially if to comply with a Calculated Take-off Time (CTOT). Pilots are advised that delays in excess of 10 Min can be expected at the
- mounted engine. ACFT types L1011, DC10 and MD11 when departing from stands 22, 26 and 20; must push-back and tow forward to ABEAM stand 28 before starting their tail from stands 22, 26 and 202
- Pilots must maintain a continuous listening watch on MANCHESTER Delivery unless otherwise instructed by ATC. ACFT are to be pushed-back off the TWY just clear of the road and minimum power is to be used when ACFT (up to BAE ATP size) parking on stands on the West Apron may self-manoeuvre under guidance of marshaller. Larger types must be towed. ACFT using the push and park system and awaiting an improved Approved Departure Time (ADT) are expected to be airborne with 10 Min notice. vacating the stand.
- ACFT will not be permitted to reverse off pier-served stands under own power. ACFT requesting push-back must be in direct communication with the tug crew,
- with a headset person. via headset person. ACFT must inform ATC if they have no direct communication

3.2. SPEED RESTRICTIONS

MAX 250 KT below FL 100 unless otherwise authorized.

3.3. NOISE ABATEMENT PROCEDURES

On departure from RWY 24L/R, pilots should take care to avoid overflying the

town of Knutsford. Link Alpha should be used for all jet ACFT and all large propeller driven ACFT departing from RWY06L.

Between 0600-2330LT any ACFT may depart from links AG, AF and B subject Between 2330-0600LT all jet ACFT and large propeller driven ACFT shall depart to operational requirements by ATC/pilots.

After take-off operate every jet ACFT so that it is at or above 1260' at trom the most Westerly link available.

the point nearest to the noise monitoring terminal for the relevant departure. After take-off or go around ACFT are to be operated so that they will not cause more than 105 PNdB between 0700-2300LT and 98 PNdB between defined stated below is reached: power settings to ensure progressively decreasing noise levels at points on Jet ACFT maintain a minimum climb gradient of at least 500' per minute at Manchester SID charts are to be flown by all departing aircraft until the level the ground under the flight path beyond the monitoring terminal 2300-0700LT at the relevant noise monitoring terminal. The noise preferential routes and procedures depicted on chart 10-4 and on

from RWYs 06L/R, 24R/L	- LISTO	Via000000	
5000′		Termination preferential route	

WAL, MONTY or NOKIN POL, DESIG from RWYs 24R/L from RWYs 06L/R from RWYs 24R/L from RWYs 06L/R, 24R/I 4000' 3000' 4000

CHANGES: Start-up procedures. Noise abatement procedures. © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

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23 SEP 05

EGCC/MAN MANCHESTER

NaSaddar 1 (10-1P6)

MANCHESTER, A IRPORT BRIEFING

DEPARTURE

Exempted from the above are:
- ACFT of 5700kg MTWA or less,

those ACFT instructed by ATC to make early turns in order to expedite traffic low, such instructions may be issued between 0700-2300LT, to propeller

ACFT of 23000kg MTWA or less and the following jet ACFT:
BAe 146 (Avro RJ series), Canadair Regional Jet, Embraer EMB-135/145,
and unless otherwise instructed by ATC or deviations are required in the interests of safety

before commencing any turn. After take-off, pilots should ensure that they are at a minimum height of 760' The use of these routes is supplementary to noise abatement take-off techniques.

departure instructions at any time. 2300-0700LT. Freight ACFT will not normally be issued with non-standard Non-standard departure instructions will not normally be issued between

3.4 RUNWAY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

On receipt of line-up clearance pilots should ensure commensurate with safety and standard operating procedures, that they are able to taxi to the correct position at the hold and line up on the RWY as soon as the subject ACFT to commencement of taxi. Pilots requiring departure from an intermediate link must inform ATC prior Pilots to back-track the RWY must notify ATC prior to commencement of taxi. has passed on landing or, for departure; commenced its take-off roll

and any checks requiring completion whilst on the RWY should be kept to the minimum required. Pilots should ensure that they are able to commence Pilots not able to comply with these requirements must notify ATC prior to the take-off roll immediately take-off clearance is issued Whenever possible, cockpit checks should be completed prior to line up

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EGCC/MAN MANCHESTER

20 OCT 06 NaSaddar N (10-1P) Eff 26 Oct

MANCHESTER,

AIRPORT BRIEFING

GENERAL

D-ATIS Arrival 128.17

*D-ATIS Departure 121.97

.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

necessary for avoiding immediate danger. Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT The following procedures may at any time be departed from to the extent

1.2.2. PREFERENTIAL RWY

RWY 24R/L shall be used for all movements when there is a head wind component and when tailwind component is not greater than 5 KT, unless otherwise required by ATC

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ARRIVALS

.2.3. NIGHTTIME RESTRICTIONS

In the interests of noise abatement, certain restrictions are imposed on night jet flights. Operators concerned are advised to obtain details from the Airfield

RWYs 24L/06R will not normally be used between 2200-0600LT, except when RWYs 24R/06L closed for maintenance.

Jet ACFT failing to meet certification levels appropriate to Chapter 3 ACFT will not be scheduled to land or take-off from 2330-0600LT.

OPERATIONAL RESTRICTIONS:

Between 2300-2330LT ACFT in groups QC 8 and QC 16 will not be scheduled to depart and QC 16 will not be scheduled to land.

Between 2330-0600LT ACFT in groups QC 8 and QC 16 will not be scheduled to

take-off and land except in emergency or if exempt.

Between 0600-0700LT ACFT in groups QC 8 and QC 16 will not be scheduled

1.2.4. RUN-UP TESTS

behind the ACFT to warn road traffic. ATC will approve idle ground engine runs. A safety man must be positioned

in the Engine Test Bay. Permission for ground testing in excess of idle must be requested through the Airfield Duty Manager, Ext 3331, at all times. All engine test must commence

Times of operation are 0600-2300LT.

Engine testing on the open airfield will only be allowed for Chapter 2 ACFT between 0900-1700LT and for Chapter 3 ACFT between 0600-2300LT. Propeller driven ACFT are to be classified as Chapter 3.

1.3. LOW VISIBILITY PROCEDURES (LVP) DURING CAT II/III

OPERATIONS

1.3.1. GENERAL

RWY 06L available to CAT II/III operations, CAT II operations not available for CAT C & D acft due to terrain profile. RWY 24R available to CAT II/III operations. Following general restrictions apply during CAT ${
m II/III}$ operations:

SLP

Manchester Airport operates two stages of LVP in CAT II/III operations: ATC LVP and ATC LVP due ceiling.

1.3.1.1. ATC LVP (RVR less than 600m)

- certificate) holder has less restrictive state authorised take-off minima, departures in RVR of less than 400m are not permitted. departures from 24L/06R, the centerline lights are spaced at 30m intervals which requires that, except where an AOC (air operator Reversion to a single RWY operation 24R or 06L. For any residual
- Departing ACFT: ATC will require departing ACFT to use the following category III holding points:

RWY 06L: A2.

CHANGES: Preferential rwy. Nighttime restrictions.

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EGCC/MAN MANCHESTER D-ATIS 128.17 DALEY ONE CHARLIE (DALEY 1C) DALEY ONE BRAVO (DALEY 1B) DALEY THREE DELTA (DALEY 3D) [DALE3D] DALEY Apt Elev 257' ALFA (DALEY 1A) Trans level: By ATC Aircraft joining controlled airspace from northeast will route via SETEL. Alt Set: hPa 16 DEC 05 NaSaddar # (10-2)Trans alt: 5000' [DALEIA] 0 [DALE1B] @ Eff 22 Dec [DALE IC MANCHESTER, 090° --- 270 2400' 3500′ MSA ARP ٥9٤ 3100′ STAR

N54 43.3 W003 20.4 DEAN CROSS TO BE USED WHEN MCT UNSERVICEABLE FOR STARS DALEY 2E, 1F, 1G REFER TO CHART 10-2A 3000'. Then carry out the required procedure in accordance with the track to MCH descending to 3500'. For RWYs 06L/R & 24L only, when approach procedure. Leave holding point DALEY at lowest holding level, or as instructed by ATC, on the holding facility to carry out an Aircraft will be cleared direct from within 10 NM of MCH descend to Instrument Approach charts. WITHOUT RADAR CONTROL APPROACH PROCEDURES NEWCASTLE NEW NES 02.3 W001 41.9 DALEY 3D D30 194 SLP GASKO N54 13.5 W001 57.4 \triangleright N54 32.9 W001 51.3

SETEL N54 00.8 W002 26.2 **BEGAM** N54 09.4 W002 07.3 R014°____

WARNING
Do not proceed beyond DALE less when at FL140 or below holding facility at 250 KT or • For flights at or above FL150.

• For flights at Cross SLP or 3 Min before SPEED RESTRICTION without ATC clearance or below FL140. Speed Limit Point DALEY 1B, 1C, 3 **DALEY** N53 40.1 W002 21.0 MAX **230 KT** 112.1 POL N53 44.6 W002 06.2

POLE HILL—

ATC REQUIREMENTS
When determining top of descent point, pilots should plan for possible and for possible clearance to lowest holding level (**FL70**) by the SLP. DALEY 3D: FL230 by TILNI, DALEY 1A: FL200 by 10 NM before clearance as follows DESCENT PLANNING

NOT TO SCALE

ATC as soon as possible.
ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC Pilots unable to comply must notify

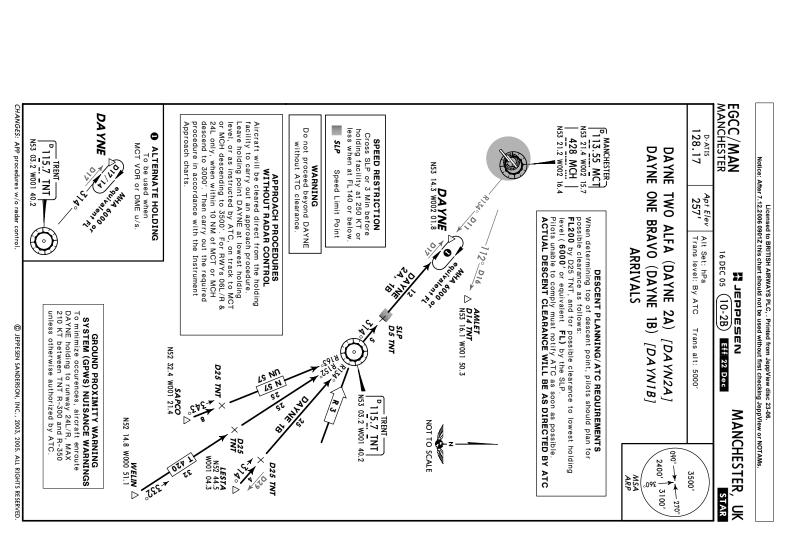
MANCHESTER | 428 MCH | 128 MCH | 128

EGCC/MAN MANCHESTER THANGES: APP procedures w/o radar control APPROACH PROCEDURES
WITHOUT RADAR CONTROL
Aircraft will be cleared direct from the holding
facility to carry out an approach procedure.
Leave holding point DALEY at lowest holding
level, or as instructed by ATC, on track to MCH
descending to 3500'. For RWYs 06L/R & 24L only,
when within 10 NM of MCH descend to 3000'.
Then carry out the required procedure in accordance with the Instrument Approach charts. 128.17 POLE HILL— 112.1 POL DALEY 1G) [DALEIG (DALEY 1F) [DALE1F] (DALEY 2E) [DALE2E] DALEY ONE FOXTROT D-ATIS DALEY TWO ECHO DALEY ONE GOLF FOR FLIGHTS AT FL80 MCT UNSERVICEABLE 44.6 W002 SLP TO BE USED WHEN Licensed to BRITISH AIRWAYS PLC, , Printed from JappView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JappView or NOTAMs. ARRIVALS So Apt Elev 257' ance with the Instrument Approach charts DALEY **DALEY** N53 40.1 W002 21.0 1F, 1G Alt Set: hPa Trans level: **GOLES** N53 36.5 W001 05.0 286° 16 DEC 05 MAX 230 KT +260 DALEY 1G **UPTON** N53 35.2 (POL D30) Nasaddar DALEY 2E W001 18.1 Ву АТС (10-2A)**DESIG** N53 31.6 W001 53.6 Δ *LIBSO* N53 31.5 E000 05.6 WARNING
Do not proceed beyond DALEY
without ATC clearance. Trans alt: 5000' JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED. Eff 22 Dec SPEED RESTRICTION **OTBED** N53 17.3 E000 01.9 NOT TO SCALE Cross SLP or 3 Min before holding facility at 250 KT or less when at FL140 or below. TRENT ______ TRENT ____ Δ Speed Limit Point MANCHESTER, N53 03.2 W001 40.2 DESCENT PLANNING/ATC REQUIREMENTS MANCHESTER 428 MCH When determining top of descent point, pilots should plan for pos sible clearance as follows:

DALEY 1F, 1G: FL200 by GOLES,
and for possible clearance to lowest holding level (FL70) by the
SLP. Pilots unable to comply must notify ATC as soon as possible.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC N53 21.2 W002 16.4 3100 2400 360 STAR MSA ARP



MANCHESTER 5 D WALLASEY **LYNAS** N53 26.6 W004 20.0 N53 23.5 W003 08. ACTUAL DESCENT CLEARANCE WILL by the SLP.
Pilots unable to comply must notify ATC When determining top of descent point, pilots should plan for possible clearance BE AS DIRECTED BY ATC and for possible clearance to lowest holding level (**6000**' or equivalent **FL**) MIRSI 1B, 1C: FL200 by D30 WAL MIRSI 1A: FL200 by 10 NM before 128.17 0 D-ATIS D POL VOR or DME u/s. ALTERNATE HOLDING
To be used when MIRSI ONE CHARLIE (MIRSI 1C) [MIRS1C] MIRSI ONE BRAVO (MIRSI 1B) MIRSI ONE ALFA (MIRSI 1A) [MIRSIA] Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. D 15LE OF MAN 112.2 IOM N54 04.0 W004 45.8 DESCENT PLANNING/ ATC REQUIREMENTS Apt Elev 257' MAX 230 KT × D30 WAL MIRS! MAX FLIAD WALLASEY 114.1 WAL N53 23.5 W003 08.1 MIRSI 1B D30 WAL Alt Set: hPa Trans level: By ATC Trans alt: 5000' 30 ARRIVALS 16 DEC 05 (10-2C) Nasaddar !! SPEED RESTRICTION
Cross SLP or 3 Min before
holding facility at 250 KT or
less when at FL140 or below. ₩ R278° SLP Leave holding point MIRSI at lowest holding level, or as instructed by ATC, on track to MCT or MCH descending to 3500'. For RWYs 06L/R & 24L only, accordance with the Instrument Approach charts when within 10 NM of MCT or MCH descend to 3000'. Then carry out the required procedure in WITHOUT RADAR CONTROL
Aircraft will be cleared direct from the holding facility to carry out an approach procedure. °OL_S <u>10</u> 007° 10 **NITON** N52 33.2 W003 12.0 Speed Limit Point MIRSI 1A imes 10 NM before MONTY **MONTY** N52 53.6 W003 10.4 D [MIRS1B] **REXAM** N53 04.0 W003 09.6 Eff 22 Dec APPROACH PROCEDURES WARNING
Do not proceed beyond MIRSI without ATC clearance. Clearance limit is MIRSI unless otherwise instructed by ATC. MANCHESTER, 6 MANCHESTER 113.55 MCT N53 21.4 W002 15.7 428 MCH | N53 21.2 W002 16.4 POLE HILL 112.1 POL N53 44.6 W002 06.2 NOT TO SCALE MIRSI N53 32.3 \ MAX 230 KT 090° 2400' | 3100' % 3500′ ARP ARP W002 42.7 270 9 STAR

CHANGES: APP procedures w/o radar control; tracks updated.

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HANGES: APP procedures w/o radar control

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EGCC/MANMANCHESTER and for possible clearance to lowest holding level (**FL70**) by the SLP. Pilots unable to comply must notify ATC as soon as possible.
ACTUAL DESCENT CLEARANCE
WILL BE AS DIRECTED BY ATC ROSUN 1A: FL200 by 10 NM before When determining top of descent point, pilots should plan for possible ROSUN 3D: FL230 by TILNI, clearance as follows Do not proceed beyond ROSUN D-ATIS 128.17 before LAKEY O MCT VOR or DME u/ without ATC clearance. NOT TO SCALE ROSUN ONE CHARLIE (ROSUN 1C) ROSUN ONE BRAVO (ROSUN 1B) ROSUN THREE DELTA (ROSUN 3D) [ROSU3D] ROSUN ONE ALFA (ROSUN 1A) [ROSU1A] • **LAKEY** N54 14.3 W002 58.9 ATC REQUIREMENTS refer to chart 10-2 WARNING DEAN CROSS 115.2 DCS N54 43.3 W003 20.4 Apt Elev 257' FOR STARS ROSUN 2E, 1F, REFER TO CHART 10-2E SLP D56 TNT D31 MCT Trans level: By ATC Trans alt: 5000' Aircraft joining controlled airspace from northeast will route via SETEL. Alt Set: hPa **ARRIVALS** APPROACH PROCEDURES
WITHOUT RADAR CONTROL
Aircraft will be cleared direct from 16 DEC 05 (10-2D) within 10 NM of MCH descend to 3000'. Then carry out the required For RWYs 06L/R & 24L only, when point ROSUN at lowest holding level, or as instructed by ATC, approach procedure. Leave holding procedure in accordance with the track to MCH descending to 3500' the holding facility to carry out an Instrument Approach charts. ROSUN 1B, 1C, 3 SETTEL SETTEL N54 00.8 W002 26.2 N53 40.1 W0002 21.0 **BEGAM** N54 09.4 W002 07.3 ๘ [ROSU1B] 0 230 KT F. THT [ROSU1C] NEWCASTLE 114.25 NEW N55 02.3 W001 41.9 9 \triangleright × 2239 SPEED RESTRICTION
Cross SLP or 3 Min before
holding facility at 250 KT or
less when at FL140 or below. SLP 428 MCH | N53 21.2 W002 16.4 MANCHESTER 113.55 MCT N53 21.4 W002 15.7 D29 20 Por flights at • For flights at or above **FL150**. ROSUN 3D SLP GASKO N54 13.5 W001 57.4 POLE HILL
112.1 POL
N53 44.6 W002 06.2 D Speed Limit Point or below FL140 0 N54 32.9 W001 51.3 090° -- 1 -- 270° 2400' 3500′ MSA ARP ٥9٤ 3100′

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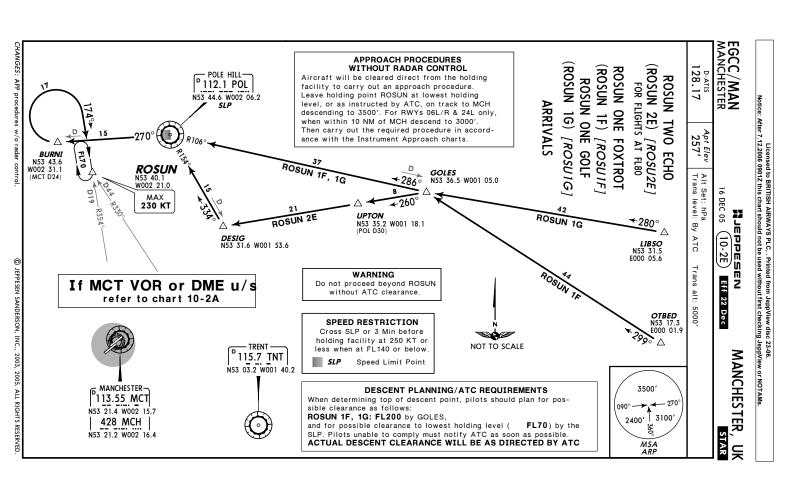
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

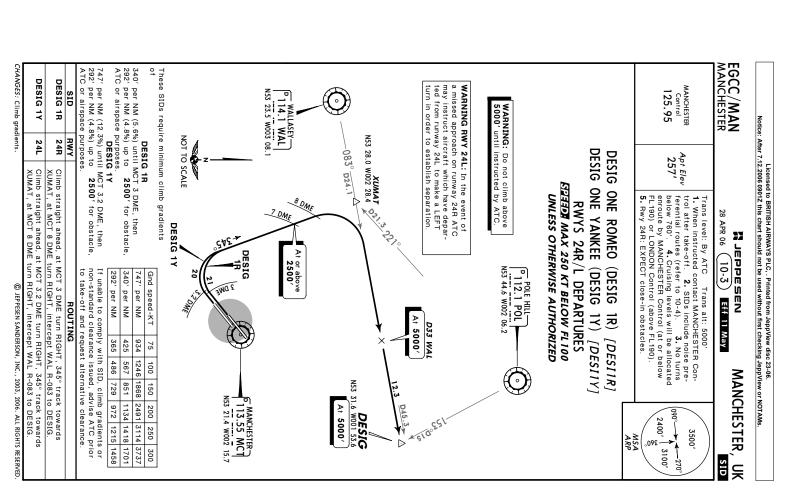
MIEDDESEN

MANCHESTER,

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Eff 22 Dec





EGCC/MAN MANCHESTER Trans level: By ATC 28 APR 06 Nasadar 1 (10-3A) Eff II May Trans alt: 5000' MANCHESTER,

SID

ferential routes (refer to 10-4). 3. No turns below 760′. 4. Cruising levels will be allocated enroute by MANCHESTER Control (at or below FL190) or LONDON Control (above FL190).
5. Rwy 06L: EXPECT close-in obstacles. trol after take-off. 2. SIDs include noise pre-1. When instructed contact MANCHESTER Con-

MANCHESTER Control 125.95

Apt Elev 257'

2400', 3500′ ٩09٤ 3100′ 270

DESIG ONE SIERRA (DESIG 1S) [DESI1S] DESIG ONE ZULU (DESIG 1Z) [DESI1Z] SIZIZIJA MAX 250 KT BELOW FL 100 UNLESS OTHERWISE AUTHORIZED **RWYS 06L/R DEPARTURES**

N53 44.6 W002 06.2

WARNING RWY 06L: In the event of a missed approach on runway 06R ATC **WARNING:** Do not climb above **5000'** until instructed by ATC.



may instruct aircraft which have departed from runway 06L to make a LEFT turn in order to establish separation. At or above **4000**′ D12 MCT **D14 MCT** N53 30.2 W001 57.5

 \bigcirc

D WALLASEY N53 23.5 W003 08.

At or above **760**' but not before **DER** DESIG DESIG 1Z MANCHESTER
113.55 MCT
N53 21.4 W002 15.7 NOT TO SCALE

These SIDs require a minimum climb gradient

346' per NM (5.7%) up to 4000' for obstacle, ATC or airspace purposes.

Gnd speed-KT

346' per NM DESIG 1Z DESIG 1S 75 100 150 200 250 300 If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior 433 577 866 1155 1443 1732 to take-off and request alternative clearance. RWY 190 Climb straight ahead, intercept MCT R-055, at D14 MCT turn RIGHT Climb straight ahead, at or above **760'**, but not before DER intercept MCT R-055, at D14 MCT turn RIGHT, intercept WAL R-083 to DESIG.

intercept WAL R-083 to DESIG © JEPPESEN SANDERSON, INC., 2003, 2005. ALL RIGHTS RESERVED.

CHANGES: None

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EGCC/MAN MANCHESTER 28 APR 06

Masadar (10-3B)Eff 11 May

MANCHESTER, SID

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ferential routes (refer to 10-4).

5. No turns below 760°.

6. Cruising levels will be allocated enroute by MANCHESTER Control (at or below FL190) or LONDON Control (above FL190).

5. Rwy 24R: EXPECT close-in obstacles. 1. When instructed contact MANCHESTER Control after take-off. 2. SIDs include noise pre-Trans level: By ATC Trans alt: 5000 3500′

MANCHESTER Control



These SIDs require minimum climb gradients of • Non-jet acrt and the following jet acrt will be cleared via LISTO 1R/1Y: acrt up to 35000 KG MTOW. BA61 146 (Avro RJ series); Embraer E135. E145; Bombardier CRJ1/2/7/9; BD-700 Global Express; Gulfstream 5. a missed approach on runway 24R ATC may instruct aircraft which have departed from runway 24L to make a LEFT WARNING RWY 24L: In the event of **WARNING:** Do not climb above **5000**' until instructed by ATC. turn in order to establish separation - 250 KT until FL100, - 280-290 KT between FL100 & FL260. Jet acft below 35000 KG MTOW & all non-jet acft: If unable to comply, inform ATC before obtaining departure clearance. Jet acft above 35000 KG MTOW: by ATC. Speed profile applies to all acft following these SIDs unless cancelled 240-250 KT until FL260. Pilots must ensure adherence to clearance as issued by ATC. 134.42 HONILEY ONE YANKEE (HON 1Y) SIZEE MAX 250 KT BELOW FL100 HONILEY ONE ROMEO (HON 1R) SPEED PROFILE UNLESS OTHERWISE AUTHORIZED **RWYS 24R/L DEPARTURES** Apt Elev 257' JET-AIRCRAFT ONLY **TABLY** N53 16.3 W002 27.0 HON 1R **₹285**° Gnd speed-KT HON 1Y D10 MCT At or above **3000**' 75 | 100 | 150 | 200 | 250 | 300 **SANBA** N53 08.4 W002 20.1 At 5000' $\widehat{\ }$ D 113.65 HON N52 21.4 W001 39.8 NOT TO SCALE MANCHESTER 113.55 MCT N53 21.4 W002 15.7 HONILEY

HON 1Y HON 1R 24L 24R Climb straight ahead, at MCT 3 DME turn RIGHT, 275° track, at MCT 5 DME turn LEFT to TABLY, intercept HON R-336 inbound to HON. 5 DME turn LEFT to TABLY, intercept HON R-336 inbound to HON. Climb straight ahead, at MCT 3.2 DME turn RIGHT, 285° track, at MCT

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340' per NM (5.6%) until MCT 3 DME, then 280' per NM (4.6%) up to **5000'** for obstacle, ATC or airspace purposes.

298' per NM 280' per NM 340' per NM 747' per NM

425

934 | 1246 | 1868 | 2491 | 3114 | 3737

372 | 496 | 744 | 992 | 1241 | 1489

349

466 699 567

932 1165 1398

HON 1Y

747' per NM (12.3%) until MCT 3.2 DME, then 298' per NM (4.9%) up to **5000'** for obstacle, ATC or airspace purposes.

If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior

to take-off and request alternative clearance

R₩

"HANGES: Climb gradients; speed profile

EGCC/MAN MANCHESTER

APR 06 (10-3C) Eff 11 May NaSaddar 1

MANCHESTER,

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5. In order to alleviate airspace congestion and improve ATC flexibility, pilots of jet aircraft allowed to fly the LISTO SID may be offered HON 1R/1Y SID at a late stage prior to departure. Pilots unable to accept a Honiley SID when offered must inform ATC. **6.** Rwy 24R: EXPECT close-in obstacles. preferential routes (refer to 10-4). 3. No turns below 760'.
4. Cruising levels will be allocated enroute by MANCHESTER Control (at or below FL190) or LONDON Control (above FL190). tact MANCHESTER Control after take-off. Trans level: By ATC Trans alt: 5000' 1. When instructed con-2. SIDs include noise

MANCHESTER Control 134.42

LISTO ONE YANKEE (LISTO 1Y) [LIST1Y] LISTO ONE RWYS 24R/L DEPARTURES ROMEO (LISTO 1R) [LISTIR]

VIA AIRWAYS AND FOR LEAVING CONTROLLED AIRSPACE VIA TNT <u> श्राप्त्र ग्राप्त</u> MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

2400′ 3500′ 290 270° 3100′

Available to non-jet acft and the following jet acft: acft up to 35000 KG MTOW, BAe 146 (Avro RJ series); Embraer E135, E145; Bombardier CRJ1/2/7/9; BD-700 Global Express; Gulfstream 5. Pilots must ensure adherence to clearance as issued by ATC.

by ATC. Speed profile applies to all acft following these SIDs unless cancelled SPEED PROFILE

3.2 DMI

MANCHESTER 113.55 MCT N53 21.4 W002 15.7

Jet acft above 35000 KG MTOW: - 250 KT until FL100,

all non-jet acft: 240-250 KT until FL260.

Jet acft below 35000 KG MTOW &

280-290 KT between FL100 & FL260

If unable to comply, inform ATC before obtaining departure clearance.

WARNING: Do not climb above **5000'** until instructed by ATC.

At or above **3000**'

9 DME

NOT TO SCALE

At or above **3000**'

Aircraft requesting cruising levels at or below **FL70** will be routed via LIC.

may instruct aircraft which have depar-ted from runway 24L to make a LEFT a missed approach on runway 24R ATC WARNING RWY 24L: In the event of

LISTO N53 08.6 W002 12.0 (112.1 POL R-188/D36.2)

At 5000

These SIDs require minimum climb gradients turn in order to establish separation.

887' per NM (14.6%) until MCT 2 DME, then 365' per NM (6%) up to **5000'** for obstacle, ATC or airspace purposes. LISTO 1R

LISTO 1Y

887' per NM 747' per NM Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300

365' per NM

747' per NM (12.3%) until MCT 3.2 DME for obstacle, ATC or airspace purposes.

RWY D HONILEY 113.65 HON N52 21.4 W001 39.8

24R Climb straight ahead, at MCT 2 DME turn LEFT, 163° track, intercept HON R-341 inbound to LISTO.

CHANGES: Climb gradients; speed profile

LISTO 1Y LISTO 1R

24L

HON R-341 inbound to LISTO.

Climb straight ahead, at MCT 3.2 DME turn LEFT, 156° track, intercept

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EGCC/MAN MANCHESTER MANCHESTER Control Apt Elev 257' 1. When instructed contact MANCHESTER Control after take-off. 2. SIDs include noise preferential routes (refer to 10-4). 3. No turns below 760°. 4. Cruising levels will be allocated erroute by MANCHESTER Trans level: By ATC 20 OCT 06 Trans alt: 5000'

34.42

Nasadar K (10-3D) Eff 26 Oct

MANCHESTER, SID 듲

VIA AIRWAYS AND FOR LEAVING CONTROLLED AIRSPACE VIA TNT LISTO ONE SIERRA (LISTO 1S) [LIST1S] LISTO ONE ZULU (LISTO 1Z) [LIST1Z] SIZIAIN MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED RWYS 06L/R DEPARTURES Control (at or below FL190) or LONDON Control (above FL190).
5. Rwy 06L: EXPECT close-in obstacles. 2400' 3500' MSA ARP ٥9٤. 3100′

Jet acft above 35000 KG MTOW: following these SIDs unless cancelled Speed profile applies to all acft 250 KT until FL100, NOT TO SCALE SPEED PROFILE **WARNING:** Do not climb above **5000'** until instructed by ATC. MANCHESTER
113.55 MCT
N53 21.4 W002 15.7 LISTO **O** 188 **■**LISTO 1Z At or above 2000' D24 POL POLE HILL 112.1 POL N53 44.6 W002 06.2

Aircraft requesting cruising levels at or below **FL70** levels at or below **F** will be routed via LIC.

If unable to comply, inform ATC be-

fore obtaining departure clearance

all non-jet acft:

240-250 KT until FL260.

Jet acft below 35000 KG MTOW &

280-290 KT between FL100 & FL260

may instruct aircraft which have departed from runway 06L to make a LEFT WARNING RWY 06L: In the event of turn in order to establish separation. a missed approach on runway 06R ATC

D36.2

LISTO At 5000'

W002 12.0

At or above **4000**′

D33 POL

These SIDs require minimum climb gradients

662' per NM (10.9%) until MCT 1.2 DME, then 419' per NM (6.9%) up to **2000'**, then 304' per NM (5%) up to **5000'** for obstacle, ATC or airspace purposes LISTO 1Z LISTO 1S

> 113.65 HON N52 21.4 W001 39.8

419' per NM (6.9%) up to 2000', then 304' per NM (5%) up to 5000' for obstacle, ATC or airspace purposes. 298' per NM (4.9%) until MCT 1.2 DME, then 419' per NM 662' per NM Gnd speed-KT 298' per NM 304' per NM 380 524 828 75 100 150 1104 506 760 1656 200 2208 2760 3312 250 300

If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance. 150° track, at MCT

Climb straight ahead, at MCT 1.2 DME turn RIGHT, 2.7 DME turn RIGHT, intercept POL R-188 to LISTC Climb straight ahead, at MCT 1.2 DME turn RIGHT, intercept POL R-188

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HANGES: None

LISTO 1Z LISTO 1S

06R

EGCC/MAN MANCHESTER Trans level: By ATC Trans alt: 5000' 20 OCT 06 (10-3E) Eff 26 Oct # JEDDESEN MANCHESTER,

SID

ferential routes (refer to 10-4). 3. No turns below 760°. 4. Cruising levels will be allocated enroute by MANCHESTER Control (at or below FL 190) or LONDON Control (above FL 190).
5. Rwy 24R: EXPECT close-in obstacles. trol after take-off. 2. SIDs include noise pre-ferential routes (refer to 10-4). 3. No turns 1. When instructed contact MANCHESTER Con-

MANCHESTER Control 128.05

2400' 3500′ 270 3100'

ASA ARP

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MONTY ONE YANKEE (MONTY 1Y) [MONTIY] MONTY ONE ROMEO (MONTY 1R) [MONTIR]

FOR AIRCRAFT LEAVING CONTROLLED AIRSPACE STEEDE MAX 250 KT BELOW FL 100

RWYS 24R/L DEPARTURES

UNLESS OTHERWISE AUTHORIZED

WARNING: Do not climb above 5000' until instructed by ATC.

POLE HILL 112.1 POL N53 44.6 W002 06.2

N53 21.4 W002 15.7 MANCHESTER 113.55 MCT

WARNING RWY 24L: In the event of a missed approach on runway 24R ATC may instruct alrorat which have departed from runway 24L to make a LEFT turn in order to establish separation

At or above **2500**′ D8 MCT MONTY 1R MONTY 1Y

At or above **4000**′

D13 MC

At 5000'

D 15 MCT N53 16.8 W002 39.5

These SIDs require minimum climb gradients

340' per NM (5.6%) until MCT 3 DME, then 316' per NM (5.2%) up to **2500**' for obstacle, ATC or airspace purposes. MONTY 1Y

747' per NM (12.3%) until MCT 3.2 DME, then 316' per NM (5.2%) up to 2500' for obstacle, ATC or airspace purposes. 425 934 1246 1868 2491 3114 3737 75 100 150 200 250 300 567 851 1134 1418 1701

316' per NM 747' per NM Gnd speed-KT 340' per NM 395 | 527 | 790 | 1053 | 1317 | 1580

MONTY N52 53.6 W003 10.4

NOT TO SCALE

If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance.

MONTY 1Y MONTY 1R 24L RWY 24R Climb straight ahead, at MCT 3.2 DME turn RIGHT, 285° track, intercept MCT R-257, at D15 MCT turn LEFT, intercept POL R-220 to MONTY. Climb straight ahead, at MCT 3 DME turn RIGHT, 275° track, intercept MCT R-257, at D15 MCT turn LEFT, intercept POL R-220 to MONTY.

SID

CHANGES: Restriction in chart heading. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED.

> EGCC/MAN MANCHESTER MANCHESTER Control 128.05 Apt Elev 257' ferential routes (refer to 10-4).
>
> 5. No turns below 760'.
>
> 6. Cruising levels will be allocated enroute by MANCHESTER Control (at or below FL190) or LONDON Control (above FL190).
>
> 5. Rwy 06L: EXPECT close-in obstacles. 1. When instructed contact MANCHESTER Control after take-off. 2. SIDs include noise pre-Trans level: By ATC 20 OCT 06 Nasadar 1 (10-3F)2. SIDs include noise pre-Trans alt: 5000 Eff 26 Oct MANCHESTER,

2400′

3100′

MSA ARP ٥92ء 3500′

SID 듲

270°

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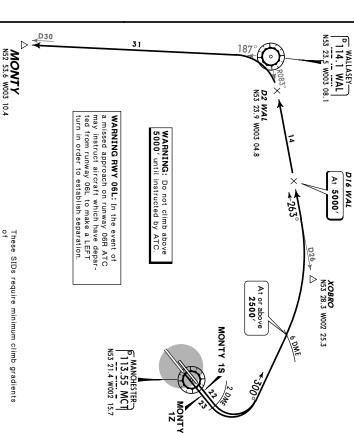
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MONTY ONE SIERRA (MONTY 1S) [MONTIS] MONTY ONE ZULU (MONTY 1Z) [MONTIZ] **RWYS O6L/R DEPARTURES**

FOR AIRCRAFT LEAVING CONTROLLED AIRSPACE

STEET MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

NOT TO SCALE



ATC or airspace purposes. 316' per NM (5.2%) until MCT 2 DME, then 243' per NM (4%) up to **2500'** for obstacle,

If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance.

Climb straight ahead, at MCT 2 DME turn LEFT, 300° track towards XOBRO, intercept WAL R-083 inbound to D2 WAL, turn LEFT, intercept WAL R-187 to MONTY. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

THANGES: Restriction in chart heading

MONTY 1S

06R 190 RWY

EGCC/MANMANCHESTER 1. When instructed contact MANCHESTER Con-Trans level: By ATC Trans alt: 5000' 20 OCT 06 (10-3G) Eff 26 Oct NaSaddar 1

MANCHESTER Control 128.05

Apt Elev 257'

MANCHESTER, SID

trol after take-off. 2. SIDs include noise pre-ferential routes (refer to 10-4). 3. No turns

2400′ 3500′ 270° 3100′

ferential routes (refer to 10-4). 3. No turns below 760°. 4. Cruising levels will be allocated enroute by MANCHESTER Control (at or below FL190) or LONDON Control (above FL190).
5. Rwy 24R: EXPECT close-in obstacles. ARP ARP

 \widehat{C}

NOKIN ONE YANKEE (NOKIN 1Y) [NOKI1Y]

SII II MAX 250 KT BELOW FL 100

RWYS 24R/L DEPARTURES

UNLESS OTHERWISE AUTHORIZED

NOKIN ONE ROMEO (NOKIN 1R) [NOKI1R]

N53 44.6 W002 06.2 F 112.1 POL

WARNING: Do not climb above **5000'** until instructed by ATC.

WARNING RWY 24L: In the event of a missed approach on runway 24R ATC may instruct aircraft which have departurn in order to establish separation ted from runway 24L to make a LEFT

6 MANCHESTER 113.55 MCT N53 21.4 W002 15.7

NOKIN 1R

At or above 2500' D8 MCT

D12 MCT N53 17.7 W002 34.8 NOT TO SCALE

At 5000'

MOKIN 1Y

These SIDs require minimum climb gradients NOKIN 1R

340' per NM (5.6%) until MCT 3 DME, then 316' per NM (5.2%) up to **2500'**, then 273' per NM (4.5%) up to **5000'**, for obstacle, ATC or airspace purposes.

NOKIN 1Y

316' per NM (5.2%) up to 273' per NM (4.5%) up to ATC or airspace purposes. 747' per NM (12.3%) until MCT 3.2 DME, then 316' per NM (5.2%) up to **2500'**, then 273' per NM (4.5%) up to **5000'**, for obstacle.

If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance.

273' per NM

342

911 1139 1367

316' per NM 747' per NM

395 425 934

340' per NM Gnd speed-KT

567

NOKIN N53 04.6 W002 53.0

75

100 150

200

250 300

Airway UN 862: Aircraft requesting a cruising level of FL270 or above clearance from LONDON Control to cross 25 NM before PERUP at or above NOKIN 1Y NOKIN 1R 24L 24R RWY Climb straight ahead, at MCT 3.2 DME turn RIGHT, 285° track, intercept MCT R-257, at D12 MCT turn LEFT, intercept POL R-218 to NOKIN. Climb straight ahead, at MCT 3 DME turn RIGHT, 275° track, intercept MCT R-257, at D12 MCT turn LEFT, intercept POL R-218 to NOKIN. ROUTING FL270 or above can expect a

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EGCC/MAN MANCHESTER

MANCHESTER Control 128.05

Apt Elev 257'

28 APR 06 Nasadar K (10-3H)

Trans level: By ATC

Trans alt: 5000

Eff 11 May

MANCHESTER,

SID 듲

ferential routes (refer to 10-4). 3. No turns below 760'. 4. Cruising levels will be allocated enroute by MANCHESTER Control (at or below 1. When instructed contact MANCHESTER Control after take-off. 2. SIDs include noise pre-FL190) or LONDON Control (above FL190)
5. Rwy 06L: EXPECT close-in obstacles. 2. SIDs include noise pre-fer to 10-4). 3. No turns 2400′ 3500′ ٥92ء 270° 3100′

MSA ARP

NOKIN ONE SIERRA (NOKIN 1S) [NOKI1S] NOKIN ONE ZULU (NOKIN 1Z) [NOKI1Z] STEED MAX 250 KT BELOW FL 100 UNLESS OTHERWISE AUTHORIZED RWYS 06L/R DEPARTURES **WARNING:** Do not climb above **5000'** until instructed by ATC.

N53 23.5 MALLASEY 114.1 WAL W003 08.1 **D3 WAL** N53 24.1 W003 03.1 DI6 WAL At 5000' NOT TO SCALE D **XOBRO** N53 28.3 W002 25.3 At or above **2500**′ NOKIN 1S MANCHESTER | 113.55 MCT | 15.7

These SIDs require minimum climb gradients

NOKIN N53 04.6 W002 53.0

243' per NM (4%) up to **2500'** for obstacle, ATC or airspace purposes. 316' per NM (5.2%) until MCT 2 DME, then

Gnd speed-KT 243' per NM 316' per NM 304 405 608 810 1013 1215 395 75 | 100 | 150 | 200 | 250 | 300 527 790 1053 1317 1580

> may instruct aircraft which have departed from runway 06L to make a LEFT WARNING RWY 06L: In the event of a missed approach on runway 06R ATC

turn in order to establish separation

to take-off and request alternative clearance. If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior

Climb straight ahead, at MCT 2 DME turn LEFT, 300° track towards XOBRO, intercept WAL R-083 inbound to D3 WAL, turn LEFT, intercept WAL R-158 to NOKIN. ROUTING

Airway UN 862: Aircraft requesting a cruising level of FL270 or above can expect a clearance from LONDON Control to cross 25 NM before PERUP at or above FL270.

NOKIN 1Z NOKIN 1S

06R 190 SID

R¥Y

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EGCC/MAN MANCHESTER 28 APR 06 (10-3J) Nasaddar 1 Eff 11 May

MANCHESTER Control 125.95 Apt Elev 257'

POLE HILL FIVE ROMEO (POL 5R)

1. When instructed contact MANCHESTER Con-Trans level: By ATC Trans alt: 5000'

MANCHESTER,

SID

enroute by MANCHESTER Control (at or below FL270) or SCOTTISH Control (above FL270).

5. Rwy 24R: EXPECT close-in obstacles. trol after take-off. **2.** SIDs include noise preferential routes (refer to 10-4). **3.** No turns below 760°. **4.** Cruising levels will be allocated



STATEM MAX 250 KT BELOW FL 100 POLE HILL ONE YANKEE (POL 1Y) **WARNING:** Do not climb above **5000'** until instructed by ATC. **UNLESS OTHERWISE AUTHORIZED RWYS 24R/L DEPARTURES** VIA AIRWAYS AND FOR LEAVING CONTROLLED AIRSPACE At or above **4000**′ D16 POL MANCHESTER 113.55 MCT N53 21.4 W002 15.7 At 5000' 340' per NM (5.6%) until MCT 3 DME, then 292' per NM (4.8%) up to **2500'** for obstacle, ATC or airspace purposes. 747' per NM (12.3%) until MCT 3.2 DME, then 292' per NM (4.8%) up to **2500'** for obstacle, ATC or airspace purposes. These SIDs require minimum climb gradients of Gnd speed-KT 747' per NM a missed approach on runway 24R ATC may instruct aircraft which have departed from runway 24L to make a LEFT WARNING RWY 24L: In the event of turn in order to establish separation 934 75 100 150 POL 1Y 1246 1868 2491 3114 3737 NOT TO SCALE N53 44.6 W002 06. At 5000' 200 250 300

D

XUMAT N53 28.0 W002 28.4

7 DME

At or above 2500'

وي

CHANGES: Climb gradients POL 1Y POL 5R SID RWY 24L 24R Climb straight ahead, at MCT 3.2 DME turn RIGHT, 345° track towards XUMAT, at MCT 8 DME turn RIGHT, intercept POL R-221 inbound to POL Climb straight ahead, at MCT 3 DME turn RIGHT, 345° track towards XUMAT, at MCT 8 DME turn RIGHT, intercept POL R-221 inbound to POL

POL

If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior

292' per NM

365 425

486 567

851

1134 1418 1701

340' per NM

to take-off and request alternative clearance.

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EGCC/MAN MANCHESTER 261' per NM (4.3%) up to $\,$ 4000' for obstacle, ATC or airspace purposes. If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior 261' per NM climb gradient Gnd speed-KT These SIDs require a minimum o take-off and request alternative clearance MANCHESTER Control 125.95 SID a missed approach on runway 06R ATC may instruct aircraft which have departed from runway 06L to make a LEFT turn in order to establish separation. WARNING RWY 06L: In the event of VIA AIRWAYS AND FOR LEAVING CONTROLLED AIRSPACE RWY 327 | 435 | 653 | 871 | 1089 | 1306 75 100 150 200 250 300 POLE HILL FOUR SIERRA (POL 4S) NOT TO SCALE POLE HILL ONE ZULU (POL 1Z) Apt Elev 257' UNLESS OTHERWISE AUTHORIZED **RWYS O6L/R DEPARTURES WARNING:** Do not climb above **5000'** until instructed by ATC. ferential routes (refer to 10-4). 3. No turns below 760'. 4. Cruising levels will be allocated enroute by MANCHESTER Control (at or below FL270) or SCOTTISH Control (above FL270)

5. Rwy 06L: EXPECT close-in obstacles. 1. When instructed contact MANCHESTER Control after take-off. 2. SIDs include noise pre-Trans level: By ATC 28 APR 06 At or above **760**' but not before **DER** (10-3K)2. SIDs include noise pre-fer to 10-4). 3. No turns Trans alt: 5000 Eff 11 May ROUTING POL POLE HILL 112.1 POL N53 44.6 W002 At 5000' At or above **4000**′ **D7 MCT** N53 25.8 W002 06.6 At 5000 D12 PO MANCHESTER 113.55 MCT N53 21.4 W002 15.7 MANCHESTER, 2400′ 3500′ 002°→ MSA ARP ٥9٤ 270° 3100′ SID 듲

THANGES: Climb gradients. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

Climb straight ahead, intercept MCT R-055, at D7 MCT turn LEFT, tercept POL R-182 inbound to POL. Climb straight ahead, at or above 760', but not before DER intercept MCT R-055, at D7 MCT turn LEFT, intercept POL R-182 inbound to POL.

Þ.

POL 4S POL 1Z

06R **190**

EGCC/MAN MANCHESTER

MANCHESTER Control 128.05

> trol after take-off. 2. SIDs include noise pre-1. When instructed contact MANCHESTER Con-Trans level: By ATC 28 APR 06

Nasaddar 1 (10-3L)

Eff 11 May

Trans alt: 5000'

MANCHESTER,

SID

2400', 3500′ .09£ 3100′ 270

WALLASEY ONE ROMEO (WAL FL240) or LONDON Control/SCOTTISH Control (above FL240). **5.** Rwy 24R: EXPECT close-in obstacles. ferential routes (refer to 10-4). 3. No turns below 760'. 4. Cruising levels will be allocated enroute by MANCHESTER Control (at or below R)

WALLASEY ONE YANKEE (WAL

Siaaan MAX 250 KT BELOW FL100

RWYS 24R/L DEPARTURES

UNLESS OTHERWISE AUTHORIZED

WARNING: Do not climb above **5000**' until instructed by ATC.



NOT TO SCALE At 5000' **DI9 MCT** N53 15.5 W002 45.8 At 5000' D16 MCT At or above **4000**' D13 MCT a missed approach on runway 24R ATC may instruct aircraft which have departed from runway 24L to make a LEFT WARNING RWY 24L: In the event of WAL 1R

(O

WALLASEY 114.1 WAL N53 23.5 W003 08.1

MANCHESTER 113.55 MCT

N53 21.4 W002 15.7

These SIDs require minimum climb gradients of

turn in order to establish separation

340' per NM (5.6%) until MCT 3 DME, then 316' per NM (5.2%) up to **2500'**, then 207' per NM (3.4%) up to **5000'** for obstacle, ATC or airspace purposes.

747' per NM (12.3%) until MCT 3.2 DME, then 316' per NM (5.2%) up to **2500'**, then 207' per NM (3.4%) up to **5000'** for obstacle, ATC or airspace purposes.

747' per NM 207' per NM 316' per NM 340' per NM Gnd speed-KT 258 344 516 689 861 1033 395 934 425 | 567 | 851 | 1134 | 1418 | 1701 75 | 100 | 150 | 200 | 250 | 300 527 790 1053 1317 1580 1246 1868 2491 3114 3737

If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance.

24R 24L RWY Climb straight ahead, at MCT 3.2 DME turn RIGHT, 285 $^\circ$ track, intercept MCT R-257, at D19 MCT turn RIGHT, intercept WAL R-130 inbound to Climb straight ahead, at MCT 3 DME turn RIGHT, 275° track, intercept MCT R-257, at D19 MCT turn RIGHT, intercept WAL R-130 inbound to

THANGES: Climb gradients

WAL 1Y

WAL 1R

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EGCC/MAN MANCHESTER

MANCHESTER Control

Apt Elev 257'

obstacles.

28 APR 06

Trans level: By ATC

Nasaddar 1 (10-3M)

Eff 11 May

MANCHESTER,

SID

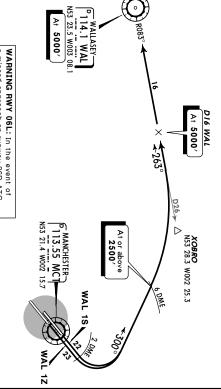
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trol after take-off. 2. SIDs include noise pre-ferential routes (refer to 10-4). 3. No turns below 760'. 4. Cruising levels will be allocated enroute by MANCHESTER Control (at or below FL240) or LONDON Control/SCOTTISH Control (above FL240). 5. Rwy 06L: EXPECT close-in 1. When instructed contact MANCHESTER Control after take-off. 2. SIDs include noise pre-Trans alt: 5000 3500′

2400′ MSA ARP ٥9٤ 270° 3100′

WALLASEY ONE SIERRA (WAL 1S) STATEM MAX 250 KT BELOW FL 100 WALLASEY ONE ZULU (WAL 1Z) UNLESS OTHERWISE AUTHORIZED RWYS 06L/R DEPARTURES

WARNING: Do not climb above **5000'** until instructed by ATC.



a missed approach on runway 06R ATC may instruct aircraft which have departed from runway 06L to make a LEFT turn in order to establish separation.

These SIDs require minimum climb gradients

316' per NM (5.2%) until MCT 2 DME, then 243' per NM (4%) up to ${\bf 2500}'$ for obstacle, ATC or airspace purposes.

Gnd speed-KT	75	100	150	200	250	300	
316' per NM	395	527	790	1053	1053 1317 1580	1580	
243' per NM	304	405	608	810 1013 1215	1013	1215	
•		:					

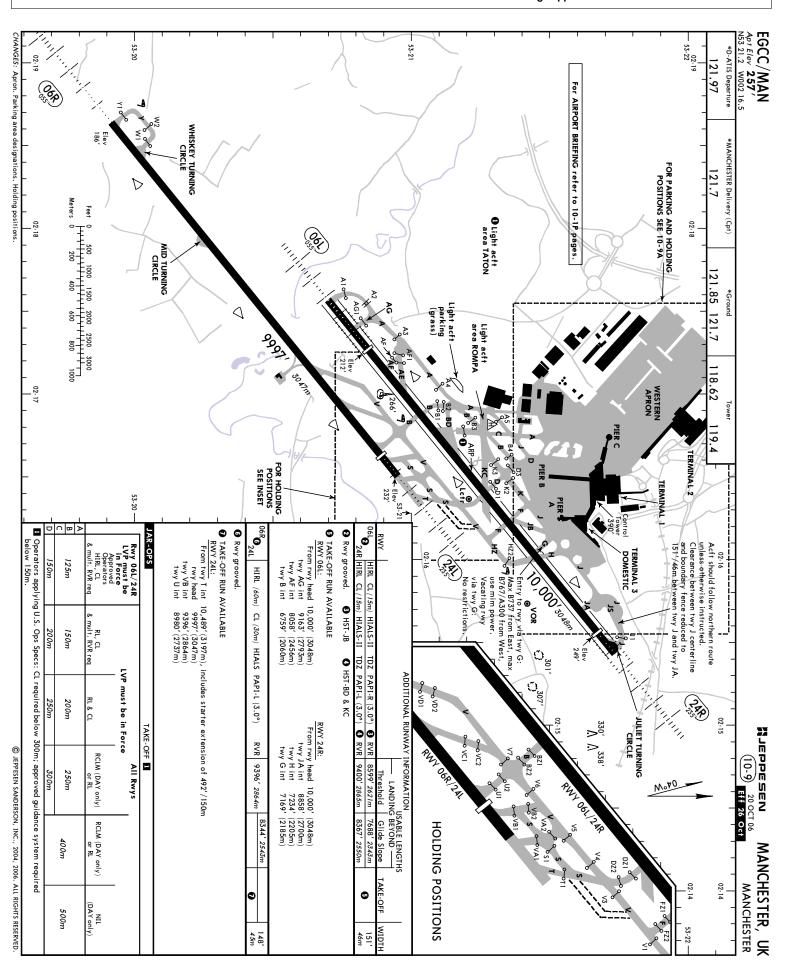
NOT TO SCALE

If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance.

WAL 1Z WAL 1S 06R 190 Climb straight ahead, at MCT 2 DME turn LEFT, 300° track towards XOBRO, intercept WAL R-083 inbound to WAL.

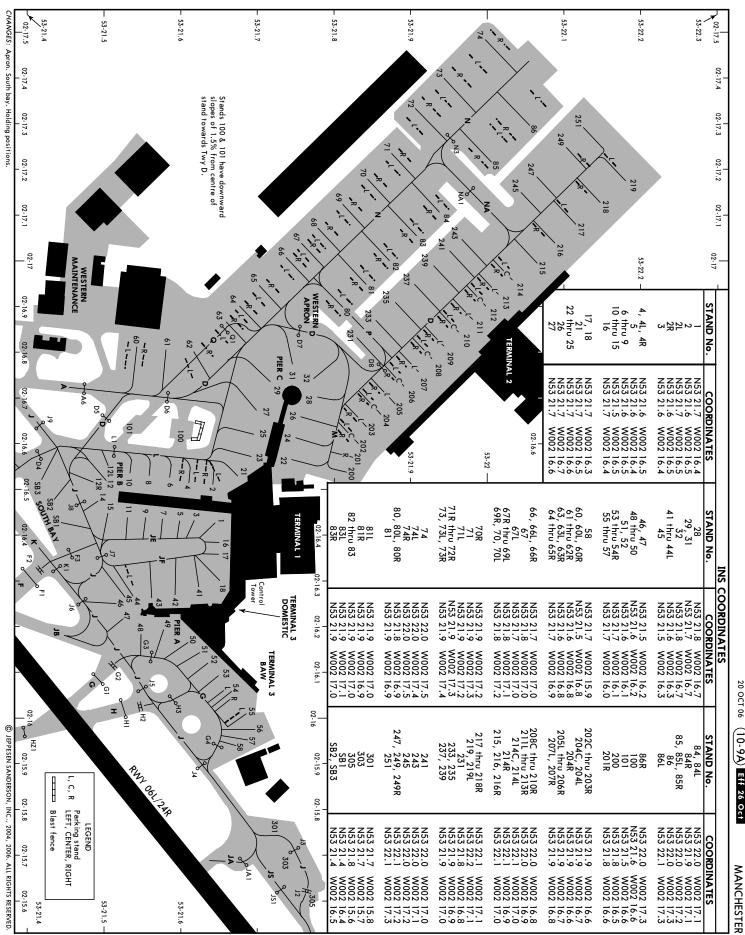
CHANGES: Climb gradients.

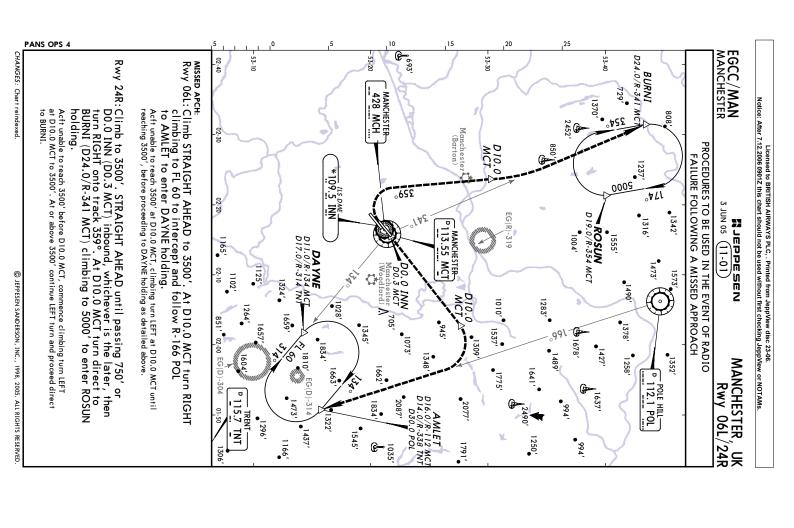
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PANS OPS 4 BRIEFING STRIP TA MANCHESTER Acft will be cleared direct from the holding facility to carry out an Approach Procedure. Leave the holding point at lowest holding level, or as instructed by ATC, on track to VOR or Letr descending to 3500'.

When within 10 NM of VOR or Letr descend to 3000'. Then MISSED APCH: Climb STRAIGHT AHEAD to 3500', then as directed. In case of complete radio failure see 11-01. ILS GS 3.00° or (GS out) 53-20 OC Descent Gradient 5.2% õ carry out the required procedure. ILS DME reads zero at rwy 06L displaced threshold. WARNING: RA fluctuations may occur due to Bollin Valley. *109.5 3000′ W 700 RVR 550m 055°...* 109.5 IMM D-ATIS Arriva DO. 0 IMM/D1. 128.17 **D10.0** IMM D11.1 MCT MCT DME **D8.6** IMM D9.7 MCT 010°-412' (200') Rwy Elev: 8 hPa 055° Apch Crs RVR 1000m STRAIGHT-IN LANDING RWY 06L LOC (GS out) ·055° ALS out TO.O IMM 377 MIRS. 1540' **D8.6** IMM D9.7 MCT MANCHESTER Radar (APP) **D4.0** IMM D5.1 MCT 484 D4.0 IMM 1539'(1327') 2490' 135.0 13 JAN 06 (11-1) 538 D1.0 IMM D2.1 MCT RVR 1000m RVR 1400m RVR 900m **D4.0** IMM D5.1 MCT Na Saddar M 646 Trans level: By ATC MDA(H) 620' (408') **DO. 0** IMM D1. 1 MCT 6.0 753 O'ROSUN/DALEY 02-20 DA(H) **412**′ (200′) 861 118.62 RVR 1500m RVR 2000m RVR 1800m 1850 Eff 19 Jan MANCHESTER 428 MCH MANCHESTER Tower 235°— DO. OIMM VOR/Lctr P113.55 MCT 3000′ MANCHESTER-119.4 Apt Elev 257' 100 205 180 Trans alt: 5000 RWY 212' 02-10 1110' (853') 750' (493') (Woodford RWY 061 212' 760' (503') TCH displ thresh 57' 1220 ILS DME Rwy 061 MANCHESTER, UK 10' (853' O CIRCLE-TO-LAND 121.85 PAPI O DAYNE 900' MCH Lctr HOLDING 2400′ 1028′ 945′ NSA ARP 3500′ 390 121.7 2400m 1600m 3500 3100′ 1500m 3600m 1351′ 580 1073 2

> EGCC/MAN MANCHESTER Manchester (Barton) PROCEDURES TO BE USED IN THE EVENT OF RADIO FAILURE FOLLOWING A MISSED APPROACH 3 JUN 05 (11-01A) MIEDPESEN EG(R)-319 •1309′ MANCHESTER, •2077'

Rwy 06R/24L

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6 - 53-10 02-40 , 693′ D10.0 111.55 I DO.O IMC 02-30 <u>IM</u>C MANCHESTER 428 MCH 02-20 P 113.55 MCT DA YNE D11.0/R-134 MCI D17.0/R-314 TNT 1165 (Woodford) 1125 02-10 1102′ Ģ 1324 1264 1028 705 851′ 945 1657 1345 02-00 EG(D)-304 1073 1810 1663′ 1604 EG(D)-314 D14.0/R-338 TN1 P 115.7 TNT 1473′ 01-50 1834′ 1296′ **AMLET** ,, •1937′ • 1437 1166′• 1791′ 1035 1306

Rwy 24L: Climb STRAIGHT AHEAD to 3500'. At D10.0 MCT turn LEFT onto track 069° continue climbing to FL 60 to enter DAYNE MISSED APCH:

Rwy 06R: Climb to 3500'. ILS & LOC: STRAIGHT AHEAD to 700' or D0.0 IMC

(D2.3 MCT) inbound, whichever is the later, (VOR DME: (D2.3 MCT) inbound, whichever is the later, (VOR DME: STRAIGHT AHEAD to 700'), then turn RIGHT onto track 189° climbing to FL 60. When established on track 189° and above 3500' turn LEFT direct to AMLET to join DAYNE holding.

Acft unable to reach 3500' before D10.0 MCT, climbing turn LEFT at D10.0 MCT until reaching 3500', before proceeding to DAYNE holding as detailed above. holding.

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PANS OPS 4

CHANGES: Communications

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PANS OPS increase in radio altimeter height indications, just below 200° above the rwy threshold, and it is advisable to consider using a "50 ft above" call instead of the normal "100 ft above" call. Prior to operational use a minimum of four practice approaches to CAT II DH in better than CAT I condi-BRIEFING STRIP TM MANCHESTER ■Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m ensure that pilots are aware of the approx 2 seconds. Thereafter the radio altimeter stabilizes. Operators should ters to show a height increase just below a height of 200' above the rwy threshold. This disturbance lasts for MISSED APCH: Climb STRAIGHT AHEAD to 3500', then as directed. In case of complete radio failure see 11-01. - 53-10 The Bollin Valley causes radio altime-AR-OPS Special Aircrew & Acft Certification Required. 2. ILS DME reads zero at rwy 06L splaced threshold. 3. WARNING: RA fluctuations may occur due to Bollin Valley. *109.5 speed-Kts 10C **D10.0** IMM D11.1 MCT D-ATIS Arrival 128.17 0500 010♀ AB RA 107' DA(H) 312'(100') **D8.6** IMM D9.7 MCT RVR 300m . 00° Apch Crs Rwy Elev: 8 hPa ~055°. **D10.0** IMM 70 90 377 484 **D8.6** IMM D9.7 MCT 4.6 MANCHESTER Radar (APP) 484 D4.0 IMM 1539' (1327') TJAN 06 (11-1A) CAT II ILS DME RWY 06L 100 538 135.0 **D4.0** IMM D5.1 MCT 055° *109.5 IMM) STRAIGHT-IN LANDING RWY 06L
CAT II ILS GS 1539 **⇔** MIRSI - 53-20 **D4.0** IMM D5.1 MCT GS Acft will be cleared direct from the holding facility to carry out an Approach Procedure. Leave the holding point at lowest holding level, or as instructed by ATC, on track to VOR or Lctr descending to 3500°.

When within 10 NM of VOR or Lctr descend to 3000°. Then 1125′ carry out the required procedure. 646 120 D2.1 MCT ILS DME. 753 **O**ROSUN/DALEY 02-20 3.0 **D1.0** IMM D2.1 MCT GS 586' 160 861 RA 107' DA(H) 312'(100') 118.62 : By ATC MANCHES TER 428 MCH MANCHESTER Tower - 235°-P113.55 MCT VOR/Lctr 3000' 713′ Apt Elev 257' 119.4 Trans alt: 5000 NOT AUTHORIZED RWY 212' Manchester (Woodford) 02-10 1125′ TCH displ thresh 57' RWY 061 212' G Ç. 121.85 $oldsymbol{O}$ DAYNE $^{ riangle}$ PAPI 1324′ MCH Lctr HOLDING 1028′ 2400' 1659 3500′ (h) 945′ - 290_° 121.7 3500′ 3100′ 3000 1834 1073′ 02

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PANS OPS 4	,5 , , , , , , , , , , , , , , , , , ,	,5 ,10	BRIEFING STRIP ™
D4.5 D7.2 D7.2	53-10 SS-10 IMC DME IMC DME	Actr will be cleared direct from the holding facility to carry out an Approach Procedure. Leave the holding point at lowest holding level, or as instructed by ATC, on track to VOR or Ictr descending to 3500°. When within 10 NM of VOR or Letr descend to 3000°. Then carry out the required procedure. -53:20 D4.9 IMC D7.2 MCT D	MANCHESTER DATIS Arrival 128. 17 138 LOC IMC Apch Crs wassep Apch: Climb to 3500°. STR. Rows Elev: 7 hPa Rwy Elev: 7 hPa IIS DME reads zero at rwy 068 threshold
70 90 377 484 RRAIGHT-IN ALS out	9550 9550 9550	MIRS) direct from the arry out an . Leave the . Leave the . Leave the ATC, on track to ing to 3500 . of VOR or . of VOR or . of VOR or . Of ATC. MIRC . DA. 9 IMC	N
	O INCT	DD	S JAN 06 (1) R Radar (APP) 5.0 5.0 3' (1327') AIGHT AHI the later, the later, Trans le
D3.3 MCT G3.555, 0 1.160 1.861 861 861 87 (344') ALS out RVR 1500 RVR 1500	0 1 2 2 2	189°	
API H	2.0 2.0 4.3 870' 24° VOR/Letr 24° VOR/Letr 23° MCC	Manchester (Woodford)	MAN ILS D STER TOWER 119.4 12 Apt Elev 257' Or DO. 0 IMC IGHT onto re see 11-01A. Trans alt: 5000
0° 06R186° 700° 700°	MCH Letr HO	945. • 1028'	*Ground *Groun
D0.0 IMC D2.3 MCT D2.3 MCT er → 1 D2.3 MCT D2.3 MCT D1500m D1500m D1500m D1600m D2400m	02-00 LDING MHA 3000	1073' (a) 1351' 1834'	y 06R y 06R y 06R

*109.5 235° 2860′(2611′) 447 | 10.5 | 235° | 2860′(2611′) 447 | 10.5 | 235° | 2860′(2611′) 447 | 10.5 | 250° | 2860′(2611′) 447 | 10.5 | 250° | 260° | 260° | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | 2611′ | PANS OPS 4 MANCHESTER **○** MIRSI ILS GS 3.00° or (GS out) LOC Descent Gradient 5.2% JAR-OPS ğ MCH Lctr HOLDING RVR 550m DO. 0 INN/DO.3 MCT DME Manchester (Barton) MANCHESTER 428 MCH ALTITUDE RWY 24R 249' 3000 AHA 449' (200') TCH displ thresh 55' MANCHESTER NCT O ROSUN/DALEY 1.0 1.3 620' - 53-20 **VOR/Lctr** 3500' **—** RVR 1000m STRAIGHT-IN 377 DO. O INN D1. O INN
D0.3 MCT D1.3 MCT
GS 620' 02-20 955 MANCHESTER Radar (APP)

135.0 2.0 2.3 940' 484 LANDING RWY 24R
LOC (GS out) 538 13 JAN 06 (11-3) RVR 1000m RVR 1400m RVR 900m 1260′ PEDDESEN 055°→ MDA(H) 560'(311') 235° *109.5 INN 646 Procedure turn restricted to MAX 185 KT. 753 DO. 3 MCT D8.0 INN 580′ EG(R)-319 ILS DME-D1.3 MCT Acft will be cleared direct from the lo.0.0 INN holding facility to carry out an Approach Procedure. Leave the Approach action and the lowest holding leve 861 holding point at lowest holding level.

Manchester or as instructed by ATC, on track to
(Woodford) VOR or Letr maintain 3500'. RVR 2000m RVR 1500m RVR 1800m **D4.0** INN D4.3 MCT 02-10 **ODAYNE** MANCHESTER Tower 18.62 GS1580' Eff 19 Jan D4.3 MCT 900′ D8.0 D10.0

INN
LOC D8.3 MCT D10.3 MCT
1580' GS 2860' Then carry out the required procedure 2220 Apt Elev 257' Trans alt: 5000 00 D12.0 INN D12.3 MCT 1010′ 119.4 RWY 249' 750' 1110' (853') PAPI 760' 945′ LS DME Rwy MANCHESTER, UK 1073′ CIRCLE-TO-LAND 121.85 1537 (503') (493') 02-00 D10.0 INN (853′) 750′ 010° 2860′ 2400' 1348′ 12.0 INN NSA ARP 3500′ 1663′ 190° DO.3 MCT 3500′ .092 -1775 121.7 2400m 1600m 3100′ 1500m VIS 3180 2047 1908

CHANGES: Communications. Note

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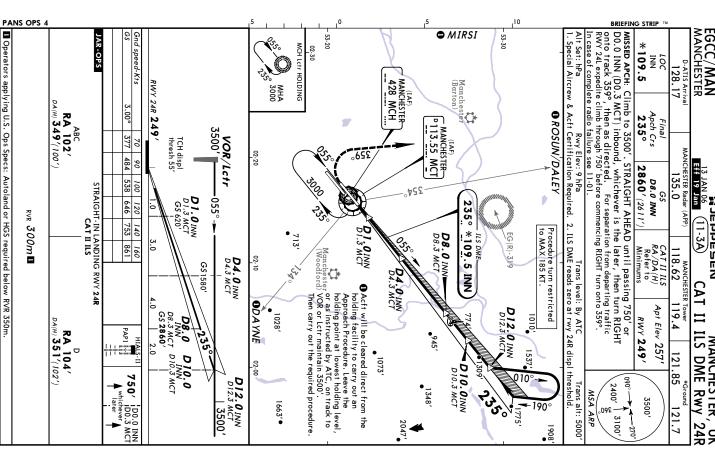
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BRIEFING STRIP EGCC/MAN MANCHESTER MISSED APCH: Climb to 3500'. STRAIGHT AHEAD until passing 750' or D0.0 INN (D0.3 MCT) inbound, whichever is the later, then turn RIGHT onto track 359°, then as directed. For separation from departing traffic RWY 241 expedite climb through 750' before commencing RIGHT turn onto 359°. *109.5 case of complete radio failure see 11-01 pecial Aircrew & Acft Certification Required. N N V Apch Crs **235**° Rwy Elev: 9 hPa JEPPESEN
13 JAN 06
11-3A) 2860' (2611') LESTER Radar (APP) D8.0 INN S 2. ILS DME reads zero at rwy 24R displ threshold CAT II ILS RA/DA(H) Refer to 118.62 Trans level: By ATC CAT II ILS DME Rwy Apt Elev 257 19.4 RWY 249' MANCHESTER, 121.85 √2400′ -.09Ω -Trans alt: 5000 NSA ARP 3500′ 3100′ 121.7 24R

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PANS OPS 4 BRIEFING STRIP TM EGCC/MAN MANCHESTER MISSED APCH: Climb STRAIGHT AHEAD to 3500', then as directed. In case of complete radio failure see 11-01. - 53-20 - 53-15 Descent gradient 5.24% or Alt Set: hPa Descent angle AR-OPS t set: hPa Rwy Elev: 8 hPa Trans level: By ATC ILS DME reads zero at rwy 06L displaced threshold. Final approach track offset 4° from runway centerline. MCT 113.55 ALTITUDE IAM DME MCT DME ģ D-ATIS Arriva 128.17 D9.7 MCT D8.6 IMM FFD 26L DII.I MCI RVR 1400m RVR 1000m RVR 900m D11. 1 MCT **O**MIRSI 2810′ 8.0 Apch Crs **D9.7** MCT D8.6 IMM [FDØ6L] STRAIGHT-IN LANDING RWY **06L** 372 **D5. 1** MCI D4.0 IMM [51VOR] MDA(H) **640′** (428′ MANCHESTER Radar (APP) 2490′ 478 7.0 90 3000' (2788') D1.1 MCT D0.0 IMM [RWØ6L] Minimum Alt 100 0 135.0 13 JAN 06 (13-1) 531 D9.7 MCT Approach Procedure. Leave the holding point at lowest holding level, holding point at lowest holding level or as instructed by ATC, on track to VOR descending to 3500¹. When within 10 NM of VOR descend to 3000¹. Then Acft will be cleared direct from the holding facility to carry out an O ROSUN/DALEY *109.5 IMM carry out the required procedure. PEPPESEN 02-20 637 1540 2170′ D5. 1 6.0 RVR 2000m RVR 1800m RVR 1500m 743 MDA (H) **640'** (428') 849 118.62 Eff 19 Jan 1850 5.0 MANCHESTER— 428 MCH 713′ MANCHESTER Tower 239° 02-10 119.4 Apt Elev 257' 100 1540 4.0 Trans alt: 5000' Manchester (Woodford) RWY 212' 750' 110 VOR DME Rwy 061 760′ **VOR** 3000' MANCHESTER, UK ď ODAYNE A 028 CIRCLE-TO-LAND 1324 121.85 [TCH displ thresh 57'] (503') RWY 06L 212' (853') (853') (493') 1220 3.0 945 PAPI 1659′ 2400' •1073′ EG(D)-304 ИSA ARP 3500′ 390 121.7 3500′ 3600m 2400m 1600m 1348′ 1500m 3100′ 900′ 1683 1483

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PANS OPS 4 Acft will be cleared direct from the holding facility to carry out an Approach Procedure. Leave the holding point at lowest holding level, or as instructed by ATC, on track to VOR descending to 3500.

When within 10 NM of VOR descend to 3000. Then carry out the required procedure. MANCHESTER MISSED APCH: Climb to 3500'. STRAIGHT AHEAD to 700', then turn RIGHT onto track 189°, then as directed. In case of complete radio failure see 11-01A. - 53-20 Descent gradient5.24% or nd speed-Kts 1800′ AB: **D9.3** MCT D7.0 IMC CD: **D10.3** MCT D8,0 IMC scent angle t Set: hPa Rwy Elev: 7 hPa Tr: ILS DME reads zero at rwy 06R threshold. Final apch track offset 2° from rwy centerline VOR MCT 113.55 MCT DME
IMC DME
ALTITUDE **D-ATIS Arriva** 128.17 RVR 1400m RVR 1000m STRAIGHT-IN LANDING RWY Final Apch Crs **053**° 0550 D7.2 MCT D4.9 IMC [FDØ6R] MDA(H) 600' (414') 372 70 • MIRSI MANCHESTER Radar (APP) D10.3 MCT D8.0 IMC 90 478 1800′ (1614′) Minimum Alt D7.2 MCT *111.55_IMC D2.3 MCT D0.0 IMC [RWØ6R] 13 JAN 06 (13-2) 531 100 Nacade Rev 638 RVR 1500m RVR 2000m RVR 1800m D7.0 IMC 428 MCH Trans level: By ATC CAT A & B CAT C & D O ROSUN/DALEY 744 02-20 140 4.9 3.0 190 600'(414') 850 160 118.62 MDA(H)Eff 19 Jan MANCHESTER Tower 224° 189° D2.3 MCT D0.0 IMC [RWØ6R] 10 K PAPI-1110' (853' □113.55 750' (493') 713′ 119.4 Apt Elev 257' 760' (503') 110′ Trans alt: 5000 RWY 186' VOR DME Rwy Š 02-10 (853' 3000′ 700′ MANCHESTER, \Box (Woodford) RWY 06R 186 CIRCLE-TO-LAND [TCH 50'] MCT 121 DAYNE A 189° . 85 1324′ 090° → 1028′ 2400′ ੜ ₹ 2400m 1600m 3600m 1500m NSA ARP 945 3500′ EG(D)-304 _{1659′} 1351′ 121.7 1073' 3500 3100′ 1657 06R

PEDDESEN

BRIEFING STRIP TM EGCC/MAN MANCHESTER • MIRSI MISSED APCH: Climb STRAIGHT AHEAD to 3500', then Alt Set: hPa Rwy Elev: 8 hPa Trans ILS DME reads zero at rwy 24L displaced threshold. directed. In case of complete radio failure see 11-01A. Descent gradient 5.24% or Descent angle VOR MCT 113.55 ALTITUDE MCT DME IMC DME RWY 24L 227 D-ATIS Arriva 128.17 [TCH displ thresh 50'] RVR 1400m *111.55 IMC RVR 1000m RVR 900m MANCHESTER—— P 1 13.55 MCT STRAIGHT-IN LANDING RWY 24L 820′ Apch Crs 235° Manchester (Barton) OROSUN/DALEY 428 MCH MDA(H) 660' (433') **D0.7**MCT D0.0 IMC [RW24L] 372 3000′ MANCHESTER Radar (APP) 478 90 Minimum Alt (CONDITIONAL) Refer to Profile JOR 073° - CAT C & D 130′ 135.0 531 4 AUG 06 (13-3) Trans level: By ATC 637 RVR 2000m RVR 1800m RVR 1500m CAT A & B **D6.0**MCT D6.7 IMC [FD24L] 743 140 DO.7 MCT EG(R)-319 3.7 1450′ 3.0 RW24L 660'(433') 235°-849 Manchester (Woodford) 118.62 **D6.** 0MCT **D5.** 0MCT D6.7 IMC D5.7 IMC [FD24L] [58VO2] MDA(H)MANCHESTER Towe • Acfr will be cleared direct from the holding facility to carry out an Approach Procedure. Leave the steer holding point at lowest holding level, or as instructed by ATC, on track to VOR descending to 3500°.

When within 10 NM of VOR CAT C&D Max Kts 100 1770 **O** DAYNE out the required procedure. descend to 3000'. Then carry 119.4 ·1028′ Apt Elev 257' Trans alt: 5000 1110′ (853′) 1110′ (853′) 760' (503') 750'(493') RWY 227' VOR DME Rwy 24 **D8.0** MCT D8.7 IMC MANCHESTER, UK CIRCLE-TO-LAND ď 1073′ 121.85 2080 Procedure turn restricted to MAX 185 KT. 1309′ 02-00 PAPI-**D8.0** MCT D8.7 IMC 1834 **D7.0** MCT D7.7 IMC **Q D7. 0** MCT D7.7 IMC 2400′ 2400m 3600m 1500m 1600m 2400′ EG(D)-314 3500′ • 1775′ 121.7 390 3500 2400′ 1663 3100′ 2047

CHANGES: None

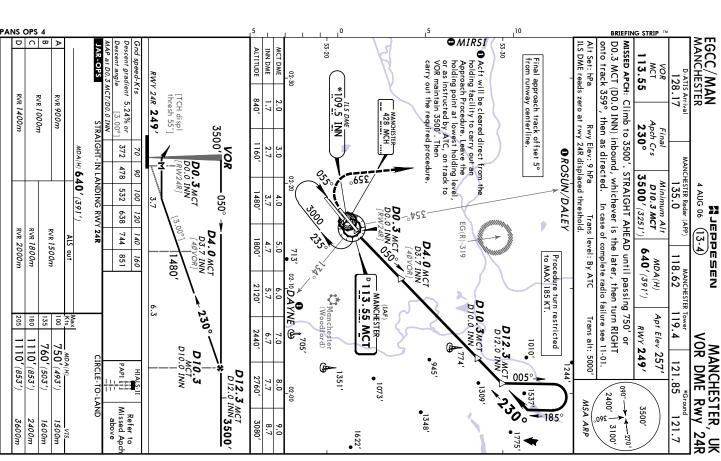
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MANCHESTER D-ATIS Arrival 128.17 Licensed to BRITISH AIRWAYS PLC, , Printed from JeppView disc 23-06.

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PANS OPS 4 Letr Final Minimum Ait MDA(H) Apt Elev 257'

MCH Apch Cr.s D8.6 IMM 640' (428') RWY 212'

MSSED APCH: Climb STRAIGHT AHEAD to 3500', then as directed. MANCHESTER - 53-15 Descent gradient 5.24% or Alt Set: hPa In case of complete radio failure see 11-01 Descent angle AR-OPS MCT DME ALTITUDE rwy Elev: 8 hPa
Trans level: By ATC
ILS DME reads zero at rwy 06L displaced threshold.
Final approach track offset 2° from runway centerline. 3000′ D-ATIS Arrival 128.17 **D10.0** IMM D11.1 MCT 55° RVR 1000m RVR 1400m RVR 900m 2810' **D8.6** IMM D9.7 MCT [FQØ6L] • MIRSI STRAIGHT-IN LANDING RWY 061 428 MCH 372 мда(н) **640'** (428') D11.1 MCT *109.5 IMM 2490 MANCHESTER Radar (APP) **D8.6** IMM D9.7 MCT [FQØ6L] **D4.0** IMM D5.1 MCT 478 9 4 AUG 06 531 PEPPESEN Acft will be cleared direct from the holding facility to carry out an Approach Procedure. Leave the holding point at lowest holding level, or as instructed by ATC, on track to Lctr descending to 3500'.

When within 10 NM of Lctr descend to 3000'. Then carry out 637 1540′ O ROSUN/DALEY (16-1)RVR 2000m RVR 1800m 743 RVR 1500m the required procedure **DO. 0** IMM D1.1 MCT [RWØ6L] 849 118.62 MANCHESTER Towe P113.55 MCT 237°-**DO. 0** IMM D1. 1 MCT [RWØ6L] MANCHES TER-Apt Elev 257' 119.4 135 100 Trans alt: 5000 110 750', Lctr NDB DME Rwy 061 760′ é Mer. MANCHESTER, UK C+ (Woodford) 3000′ CIRCLE-TO-LAND 121 (853') (503') (853' (493') 1220′ [TCH displ thresh 57'] RWY 061 212' . 85 ODA YNE A 1324 2400′ 1028′ PAPI NSA ARP 945 **3**90。 121.7 2400m 3500 900 1659′ 1600m 3100′, 1500m 3600m 1351 1073′

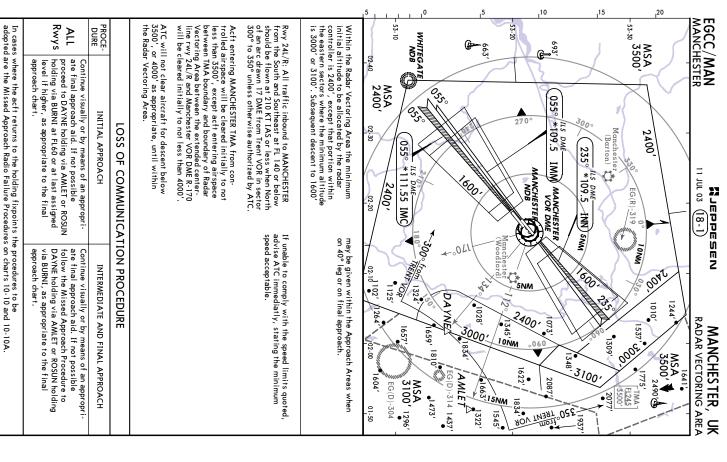
CHANGES: None

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PANS OPS 4 MANCHESTER - 53-20 D0.0 INN (D0.3 MCT) inbound, whichever is the later, then turn RIGHT MISSED APCH: Climb to 3500'. STRAIGHT AHEAD until passing 750' or Descent gradient 5.26% or ILS DME reads zero at rwy 24R displaced threshold. onto track 359°, then as directed. In case of complete radio failure see 11-01 JAR-OPS ALTITUDE MCT DME scent angle Acft will be cleared direct from the MCH MCH 428 holding facility to carry out an Approach Procedure. Leave the holding point at lowest holding level or as instructed by ATC, on track to Lctr maintain 3500°. Then carry out Procedure turn restricted to MAX 185 KT. RWY 24R 249' the required procedure. *109.5 INN [TCH displ thresh 55'] RVR *1400m* RVR 1000m RVR 900m 620' 428 MCH MANCHESTER-3500′ Apch Crs **235**° Rwy Elev: 9 hPa STRAIGHT-IN LANDING RWY 24R 374 2.3 940' мда(н) **640'** (391' MANCHESTER Radar (APP) DO. O INN **O**ROSUN/DALEY 481 90 D10.0 INN 3500' (3251') Minimum Alt 4 AUG 06 1260′ °658 02-20 534 100 .055° Nacade Rev 641 120 Trans level: By ATC 4.0 4.3 1580' (16-2)RVR 2000m RVR 1800m RVR 1500m 748 140 113.55 MCT 640′(391′) D4.3 MCT 855 MDA(H)MANCHESTER Tower 18.62 119.4 1900′ 1580 -EG(R)-319 02-10 **O** DAYNE D4.0 INN D4.3 MCT [40VO2] 2220′ (Woodford) Apt Elev 257' 100 180 135 Trans alt: 5000 RWY 249' ₩₇₀₅ NDB DME Rwy 1110′ (853′) 750'(493') 760'(503') 2540' MANCHESTER, 110'(853') **D10.0** INN D10.3 MCT [FQ24R] CIRCLE-TO-LAND 121.85 PAPI PAPI 945′ 1351 1073 3500′ 2860′ D10.01NN **D12.0**INN D12.3 MCT 2400' [FQ24R] 02-00 Refer to Missed Apch above MSA ARP 3500′ 390 1348′ 2400m 1600m 121.7 3600m 1500m 3180′ 3100′ 1483′ 24R



THANGES: Initial approach.

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