ATC LVP. Taxi procedures.

Adjustment as promptly as feasible with operational constraints. If a speed change for ACFT performance is necessary, advise ATC.

- 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.

ATC may request specific speeds for accurate spacing, comply with any speed.

Headings and flight levels/altitudes by ATC. ACFT will be radar vectored. An

2.2.3. CONTINUOUS DESCENT APPROACH

2.2.2. NIGHTTIME RESTRICTIONS

is 5700kg or less.

Between 2300-0600LT, visual approaches are not permitted. ACFT shall be

- Propeller driven ACFT whose MTWA exceeds 5700kg shall not join the final
- Jet ACFT shall not join the final approach at a height of less than 1760'.

approach at a distance of less than 3NM from the landing THR and at a height of less than 1260'.

Turbo-jet and turbo-prop ACFT approaching Manchester APT will be expected

- Jet ACFT are to engage minimum power when using TWYs A, B and C due to the
- Long-wheelbase ACFT such as B777-300 and A340-600 should exercise

2.2. NOISE ABATEMENT PROCEDURES

2.1. SPEED RESTRICTIONS

Unless otherwise authorized by ATC ACFT using the ILS shall not descend

- 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 MD 11;
- For visual approaches, or following a visual circuit, to RWY 24R/L the

RWY 06R/24L has two turning circles:

- At 1000m from RWY 24R threshold, a 15NM turning circle with a 1100M min radius.
- At 2518m from RWY 24L threshold, a 10NM turning circle with a 1100M min radius.

Pilots are reminded of the need to exercise caution on wingtip clearances from other ACFT when manoeuvring in close proximity on the ground. Particular care

2.1.4. TWYs during peak hours

1.6. OTHER INFORMATION

1.5. PARKING PROCEDURES

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

24L/24R dual RWY operation will require departing ACFT to "hold short"

RWY 24R, link J: Taxiing ACFT must follow the Northern lighted TWY centerline.- Pilots will be informed of the relevant procedure that is in operation by

1.3.1.1 ATC LVP due visibility

RWY 24R, link J: Taxiing ACFT must follow the Northern lighted TWY centerline.- Pilots will be informed of the relevant procedure that is in operation by

1.3.1 ATC LVP due weather

- RWY 24R, link J: Taxiing ACFT must follow the Northern lighted TWY centerline.- Pilots will be informed of the relevant procedure that is in operation by

1.3. AIRPORT BRIEFING.

1.2. SPEED RESTRICTIONS

1.1. TIS (ATPS):

- All stands are nose-in push-out.
- 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 available for ACFT up to MD 11.
- TWY P:
  - stands 60 & 61 are closed.
  - TWY P is available for ACFT up to MD 11.
- TWY N:
  - TWY N is available for ACFT up to MD 11.
- TWY A:
  - TWY A is available for ACFT up to MD 11.
- TWY B:
  - TWY B is available for ACFT up to MD 11.
- TWY C:
  - TWY C is available for ACFT up to MD 11.

1.4. TAXI PROCEDURES

1.4.1. TWYs during peak hours

1.3. AIRPORT BRIEFING.

1.2. SPEED RESTRICTIONS

1.1. TIS (ATPS):

- All stands are nose-in push-out.
- 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 available for ACFT up to MD 11.
- TWY P:
  - stands 60 & 61 are closed.
  - TWY P is available for ACFT up to MD 11.
- TWY N:
  - TWY N is available for ACFT up to MD 11.
- TWY A:
  - TWY A is available for ACFT up to MD 11.
- TWY B:
  - TWY B is available for ACFT up to MD 11.
- TWY C:
  - TWY C is available for ACFT up to MD 11.

1.4. TAXI PROCEDURES

1.4.1. TWYs during peak hours

1.3. AIRPORT BRIEFING.

1.2. SPEED RESTRICTIONS

1.1. TIS (ATPS):

- All stands are nose-in push-out.
- 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 available for ACFT up to MD 11.
- TWY P:
  - stands 60 & 61 are closed.
  - TWY P is available for ACFT up to MD 11.
- TWY N:
  - TWY N is available for ACFT up to MD 11.
- TWY A:
  - TWY A is available for ACFT up to MD 11.
- TWY B:
  - TWY B is available for ACFT up to MD 11.
- TWY C:
  - TWY C is available for ACFT up to MD 11.
2.6 OTHER INFORMATION

2.6.1 LOW POWER/LOW DRAG PROCEDURES

- When the RWY-in-use is temporarily occupied by other traffic, landing operations will be as follows:
  - Normally, only one ACFT is permitted to land or take-off on the RWY-in-use at any one time. However, 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, providing:
    - The RWY is long enough;
    - It is during DAYLIGHT hours;

- Special landing procedures may be in force in conditions shown hereunder, e.g. CAT II (CAT A & B ACFT only) and CAT III operations, special aircrew certification required.

2.6.2 USE OF RWYs FOR LANDING

- Conditions of use:
  - The procedures will be used by DAY only under following conditions:
    - 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 both the preceding and succeeding ACFT are being operated in standard day operation of the ACFT, especially between 2300-0700LT.
    - When the reported meteorological conditions are equal to or better than + When the Air Controller is able to assess the separation to ensure that 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 ‘Cleared to land’ 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.

- The RWY-in-use will be at least 1500m/0.8NM from the landing THR, or if not airborne, will be at least 2400m/1.3NM from the landing THR of the RWY-in-use. This distance requirement will apply only if the ACFT is 5700kg MTWA or less. For ACFT larger than 5700kg MTWA, the distance will be increased to 2900m/1.6NM. Distances do not apply to those jets which are 5700kg MTWA or less.

- When the use will be as follows:
  - When the RWY-in-use is temporarily occupied by other traffic, landing operations will be as follows:
    - Normally, only one ACFT is permitted to land or take-off on the RWY-in-use at any one time. However, 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, providing:
      - The RWY is long enough;
      - It is during DAYLIGHT hours;

- Special landing procedures may be in force in conditions shown hereunder, e.g. CAT II (CAT A & B ACFT only) and CAT III operations, special aircrew certification required.

- Conditions of use:
  - The procedures will be used by DAY only under following conditions:
    - 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 both the preceding and succeeding ACFT are being operated in standard day operation of the ACFT, especially between 2300-0700LT.
    - When the reported meteorological conditions are equal to or better than

2.4.2.1 “Land after” Procedure

2.4.2.2 “Land after” Procedure

- Conditions of use:
  - The procedures will be used by DAY only under following conditions:
    - 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 both the preceding and succeeding ACFT are being operated in standard day operation of the ACFT, especially between 2300-0700LT.
    - When the reported meteorological conditions are equal to or better than

2.4.3.1 “Land after” Procedure

2.4.3.2 “Land after” Procedure

- Conditions of use:
  - The procedures will be used by DAY only under following conditions:
    - 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 both the preceding and succeeding ACFT are being operated in standard day operation of the ACFT, especially between 2300-0700LT.
    - When the reported meteorological conditions are equal to or better than

2.4.4.1 “Land after” Procedure

2.4.4.2 “Land after” Procedure

- Conditions of use:
  - The procedures will be used by DAY only under following conditions:
    - 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 both the preceding and succeeding ACFT are being operated in standard day operation of the ACFT, especially between 2300-0700LT.
    - When the reported meteorological conditions are equal to or better than

2.5.1 STAND ENTRY GUIDANCE SYSTEMS

- The majority of stands are provided with Stand Entry Guidance by AGNIS, AGNIS/Traffic Light Box or Mirror. Where these do not exist, a marshaller will provide the service. Stands are marked by one up to three centerlines designated Left, Center and Right. Stands not equipped with Stand Entry Guidance are provided with Marshaller only.

2.5.2 PROCEDURES

- Stands are provided with AGNIS/Traffic Light Box or Mirror. Where these do not exist, a marshaller will provide the service. Stands are marked by one up to three centerlines designated Left, Center and Right. Stands not equipped with Stand Entry Guidance are provided with Marshaller only.

2.5.3 TAXI PROCEDURES

- Marshaller only2 thru 12, 14, 15 (acft larger than A320), 16 thru 21, 26, 27, 28, 36, 39, 40, 41.

- AGNIS number 1 and 1 thru 25.

- CON’T Traffic Light Box

- AGNIS number 1 and 1 thru 25.

- CON’T Traffic Light Box

- AGNIS number 1 and 1 thru 25.

- CON’T Traffic Light Box

- AGNIS number 1 and 1 thru 25.

- CON’T Traffic Light Box

- AGNIS number 1 and 1 thru 25.

- CON’T Traffic Light Box

- AGNIS number 1 and 1 thru 25.

- CON’T Traffic Light Box

- AGNIS number 1 and 1 thru 25.
Start-up, push-back and taxi procedures. Noise abatement procedures.

**CHANGES:**
- from RWYs 06L/R, 24R/L 4000'- HON
- from RWYs 24R/L 5000'
- from RWYs 24R/L 3000'- POL, DESIG
- from RWYs 06L/R, 24R/L 5000'- WAL, MONTY or NOKIN
- from RWYs 06L/R 4000'

**3.2 SPEED RESTRICTIONS**
- Between 2300-0700LT at the relevant noise monitoring terminal.
- Jet ACFT maintain a minimum climb gradient of at least 500' per minute at the point nearest to the noise monitoring terminal for the relevant departure.
- After take-off operate every jet ACFT so that it is at or above 1260' at the most Westerly link available.
- Between 2330-0600LT all jet ACFT and large propeller driven ACFT shall depart via 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 to operational requirements by ATC/pilots.

**3.1 START-UP, PUSH-BACK AND TAXI PROCEDURES**
- ACFT requesting push-back must be in direct communication with the tug crew, unless otherwise authorized.
- ACFT must inform ATC if they have no direct communication with a headset person.
- ACFT must be ready in all respects to start and if necessary push-back, if to comply with a Calculated Take-off Time (CTOT).
- Pilots are required to request permission from MANCHESTER Delivery for start-up approval and from MANCHESTER Ground for push-back approval on departure instructions at any time.
- Exempted from the above are:
  - Pilots that require the RWY 24L starter extension (ie take-off from intersection Tango) should notify ATC on first contact with MANCHESTER Delivery.
  - Exempted from the above are:
    - Pilots requiring departure from an intermediate link must inform ATC prior to commencement of taxi.
    - ACFT parking on stands may be required. Pilots not able to comply with these requirements must notify ATC prior to commencement of taxi.
    - Whenever possible, cockpit checks should be completed prior to line up and any checks requiring attention to the cockpit checklist must be completed prior to commencement of taxi.
    - Pilots are advised that delays in excess of 10 Min can be expected at the holding point during busy morning and evening periods. Sufficient time should be allowed for start, push-back and taxi to take account of such delays especially if to comply with a Calculated Take-off Time (CTOT).

**3.4.1 MINIMUM RWY OCCUPANCY TIME**
- Pilots are advised that delays in excess of 10 Min can be expected at the holding point during busy morning and evening periods. Sufficient time should be allowed for start, push-back and taxi to take account of such delays especially if to comply with a Calculated Take-off Time (CTOT).

**3.4 RUNWAY OPERATIONS**
- Pilots are required to request permission from MANCHESTER Delivery for start-up approval and from MANCHESTER Ground for push-back approval on departure instructions at any time.
- Exempted from the above are:
  - Pilots that require the RWY 24L starter extension (ie take-off from intersection Tango) should notify ATC on first contact with MANCHESTER Delivery.
  - Exempted from the above are:
    - Pilots requiring departure from an intermediate link must inform ATC prior to commencement of taxi.
    - ACFT parking on stands may be required. Pilots not able to comply with these requirements must notify ATC prior to commencement of taxi.
    - Whenever possible, cockpit checks should be completed prior to line up and any checks requiring attention to the cockpit checklist must be completed prior to commencement of taxi.
    - Pilots are advised that delays in excess of 10 Min can be expected at the holding point during busy morning and evening periods. Sufficient time should be allowed for start, push-back and taxi to take account of such delays especially if to comply with a Calculated Take-off Time (CTOT).

**3.3 NOISE ABATEMENT PROCEDURES**
- ACFT using the push and park system and awaiting an improved Approved Self-Manoeuvre under guidance of marshaller. Larger types must be towed.
- 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 requesting push-back must be in direct communication with the tug crew, unless otherwise authorized.
- ACFT must inform ATC if they have no direct communication with a headset person.
- ACFT must be ready in all respects to start and if necessary push-back, if to comply with a Calculated Take-off Time (CTOT).
- Pilots are required to request permission from MANCHESTER Delivery for start-up approval and from MANCHESTER Ground for push-back approval on departure instructions at any time.

**Notice:** After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
1.3. LOW VISIBILITY PROCEDURES (LVP) DURING CAT II/III OPERATIONS

Following general restrictions apply during CAT II/III operations:

- CAT C & D acft due to terrain profile. RWY 24R available to CAT II/III operations.
- RWY 06L available to CAT II/III operations, CAT II operations not available for jet flights.
- Operators concerned are advised to obtain details from the Airfield Duty Manager.
- RWYs 24L/06R will not be scheduled to land or take-off from 2330-0600LT.

RWYs 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.

For any residual component and when tailwind component is not greater than 5 KT, unless otherwise required by ATC.

1.3.1. GENERAL

1.3.1.1. ATC LVP

When determining top of descent point, pilots should plan for possible clearance as follows:

- Cross SLP or 3 Min before SLP
- Do not proceed beyond DALEY
- For RWYs 06L/R & 24L only, when leaving 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'.
- When determining top of descent point, pilots should plan for possible clearance as follows:
  - Do not proceed beyond DALEY
  - For RWYs 06L/R & 24L only, when leaving 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'.

ATC LVP and ATC LVP due ceiling.

Manchester Airport operates two stages of LVP in CAT II/III operations:

1.3.1.1. ATC LVP

When determining top of descent point, pilots should plan for possible clearance as follows:

- Cross SLP or 3 Min before SLP
- Do not proceed beyond DALEY
- For RWYs 06L/R & 24L only, when leaving 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'.
- When determining top of descent point, pilots should plan for possible clearance as follows:
  - Do not proceed beyond DALEY
  - For RWYs 06L/R & 24L only, when leaving 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'.

ATC LVP and ATC LVP due ceiling.

1.3.2. NIGHTTIME RESTRICTIONS

In the interests of noise abatement, certain restrictions are imposed on night operations.

1.3.2.1. ATC NOTAM

At Manchester, night operations are limited to the following times:

Times of operation are 0600-2300LT.

1.3.2.2. ATC NOTAM

At Manchester, night operations are limited to the following times:

Times of operation are 0600-2300LT.

1.3.2.3. ATC NOTAM

At Manchester, night operations are limited to the following times:

Times of operation are 0600-2300LT.

1.3.2.4. ATC NOTAM

At Manchester, night operations are limited to the following times:

Times of operation are 0600-2300LT.

1.3.2.5. ATC NOTAM

At Manchester, night operations are limited to the following times:

Times of operation are 0600-2300LT.

1.3.2.6. ATC NOTAM

At Manchester, night operations are limited to the following times:

Times of operation are 0600-2300LT.

1.3.2.7. ATC NOTAM

At Manchester, night operations are limited to the following times:

Times of operation are 0600-2300LT.

1.3.2.8. ATC NOTAM

At Manchester, night operations are limited to the following times:

Times of operation are 0600-2300LT.

1.3.2.9. ATC NOTAM

At Manchester, night operations are limited to the following times:

Times of operation are 0600-2300LT.

1.3.2.10. ATC NOTAM

At Manchester, night operations are limited to the following times:

Times of operation are 0600-2300LT.
APP procedures w/o radar control.

WARNING

Do not proceed beyond DALEY unless otherwise authorized by ATC.

To minimize occurrences, aircraft enroute to Manchester holding to runway 24L/R, max equivalent FL 6000 or max MHA 6000 or MCT VOR or DME u/s.

Aircraft will be cleared direct from the holding facility to carry out an approach procedure.

WARNING

SPEED RESTRICTION

Cross SLP or 3 Min before going effective FL.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC

When determining top of descent point, pilots should plan for possibly clearance to lowest holding level (as directed by ATC).

When determining top of descent point, pilots should plan for possible clearance as follows:

- When within 10 NM of MCH descend to 3000'.
- When within 20 NM of MCH descend to 3500'.

For RWYs 06L/R & 24L only, descend to 3500'.

Do not proceed beyond TNT R-300 and R-350 without ATC clearance.

210 KT between TNT R-300 and R-350.

Dayne holding to runway 24L/R, max equivalent FL 6000 or max MHA 6000 or MCT VOR or DME u/s.

Aircraft will be cleared direct from the holding facility to carry out an approach procedure.

WARNING

SPEED RESTRICTION

Cross SLP or 3 Min before going effective FL.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC

When determining top of descent point, pilots should plan for possibly clearance to lowest holding level (as directed by ATC).

When determining top of descent point, pilots should plan for possible clearance as follows:

- When within 10 NM of MCH descend to 3000'.
- When within 20 NM of MCH descend to 3500'.

For RWYs 06L/R & 24L only, descend to 3500'.

Do not proceed beyond TNT R-300 and R-350 without ATC clearance.

210 KT between TNT R-300 and R-350.

Dayne holding to runway 24L/R, max equivalent FL 6000 or max MHA 6000 or MCT VOR or DME u/s.

Aircraft will be cleared direct from the holding facility to carry out an approach procedure.

WARNING

SPEED RESTRICTION

Cross SLP or 3 Min before going effective FL.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC

When determining top of descent point, pilots should plan for possibly clearance to lowest holding level (as directed by ATC).

When determining top of descent point, pilots should plan for possible clearance as follows:

- When within 10 NM of MCH descend to 3000'.
- When within 20 NM of MCH descend to 3500'.

For RWYs 06L/R & 24L only, descend to 3500'.

Do not proceed beyond TNT R-300 and R-350 without ATC clearance.

210 KT between TNT R-300 and R-350.

Dayne holding to runway 24L/R, max equivalent FL 6000 or max MHA 6000 or MCT VOR or DME u/s.

Aircraft will be cleared direct from the holding facility to carry out an approach procedure.

WARNING

SPEED RESTRICTION

Cross SLP or 3 Min before going effective FL.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC

When determining top of descent point, pilots should plan for possibly clearance to lowest holding level (as directed by ATC).

When determining top of descent point, pilots should plan for possible clearance as follows:

- When within 10 NM of MCH descend to 3000'.
- When within 20 NM of MCH descend to 3500'.

For RWYs 06L/R & 24L only, descend to 3500'.

Do not proceed beyond TNT R-300 and R-350 without ATC clearance.

210 KT between TNT R-300 and R-350.
APP procedures w/o radar control; tracks updated.

CHANGES:

MAX FL140
equivalent FL
MHA 6000 or
N53 21.2 W002 16.4

064°
MCH
D18/12
428 MCH
N53 21.4 W002 15.7
when within 10 NM of MCT or MCH descend to 3000'. Then carry out the required procedure in accordance with the Instrument Approach charts.

D18
WALLASEY
MIRSI
ALTERNATE HOLDING
point, pilots should plan for possible clearance as follows:

When determining top of descent for flights at or below 10 NM before MONTY descend to 3500'. For RWYs 06L/R & 24L only, descending to 3500'. For RWYs 06L/R & 24L only, pilots unable to comply must notify ATC as soon as possible.

WARNING

Do not proceed beyond MIRSI without ATC clearance.

NOT TO SCALE

WARNING

Do not proceed beyond ROSUN unless otherwise instructed by ATC.

NOT TO SCALE
Climb straight ahead, at MCT 3.2 DME turn RIGHT, 345° track towards XUMAT, at MCT 8 DME turn RIGHT, intercept WAL R-083 to DESIG.

If unable to comply with SID, climb gradients or 747' per NM (12.3%) until MCT 3 DME, then 428' per NM (5.6%) until MCT 3.2 DME, then 292' per NM (4.8%) up to 2500' for obstacle.

Do not climb above 5000'.

These SIDs require minimum climb gradients of 20 21.

ARPT planning/ATC requirements are posted for possible clearing at lowest holding level. F170 by the pilot in command of the aircraft in order to establish separation.

WARNING! DO NOT PROCEED BEYOND MANCHESTER VOR OR DME U/S without ATC clearance.

When determining top of descent point, pilots should plan for possible clearance to lowest holding level (125.95). When FL140 or below, descend to 3500'.

Aircraft will be cleared direct from the holding facility to carry out an approach procedure. Aircraft will be cleared direct from the holding facility at 250 KT or less when at FL140 or below.

Do not proceed beyond ROSUN without ATC clearance.

Aircraft will be cleared direct from the holding facility at 250 KT or less when at FL140 or below.

When determining top of descent point, pilots should plan for possible clearance to lowest holding level (125.95). When FL140 or below, descend to 3500'.

Aircraft will be cleared direct from the holding facility to carry out an approach procedure. Aircraft will be cleared direct from the holding facility at 250 KT or less when at FL140 or below.

Do not proceed beyond ROSUN without ATC clearance.

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When determining top of descent point, pilots should plan for possible clearance to lowest holding level (125.95). When FL140 or below, descend to 3500'.

Aircraft will be cleared direct from the holding facility to carry out an approach procedure. Aircraft will be cleared direct from the holding facility at 250 KT or less when at FL140 or below.

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When determining top of descent point, pilots should plan for possible clearance to lowest holding level (125.95). When FL140 or below, descend to 3500'.

Aircraft will be cleared direct from the holding facility to carry out an approach procedure. Aircraft will be cleared direct from the holding facility at 250 KT or less when at FL140 or below.

Do not proceed beyond ROSUN without ATC clearance.

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When determining top of descent point, pilots should plan for possible clearance to lowest holding level (125.95). When FL140 or below, descend to 3500'.

Aircraft will be cleared direct from the holding facility to carry out an approach procedure. Aircraft will be cleared direct from the holding facility at 250 KT or less when at FL140 or below.

Do not proceed beyond ROSUN without ATC clearance.

Aircraft will be cleared direct from the holding facility at 250 KT or less when at FL140 or below.
Climb straight ahead, at MCT 2 DME turn LEFT, 300° track towards 06L.

**Warnings:**
- If unable to comply with SID, climb gradients or non-standard clearance issued, advise ATC prior to take-off and request alternative clearance.
- In the event of obstacles, climb gradients at or above:
  - 2500' (12.3%) until MCT 3.2 DME, then 316' per NM (5.2%) up to 2500'.
  - 5000' (20%) until MCT 2 DME, then 316' per NM (5.2%) up to 5000'.

**Routing:**
- RWY 24L DEPARTURES
  - MAX 240 KT BELOW FL240) or LONDON Control/SCOTTISH Control (above FL240).
- RWYS 24R/L DEPARTURES
  - EXPECT close-in obstacles.

**Trans level:** By ATC
**Trans alt:** 5000'

**IFR Departure Facilities:**
- RCN 26 (ALT), MANCHESTER Control (at or below FL200) or LONDON Control/SCOTTISH Control (above FL240).

**NOT TO SCALE**
- 1215 1013 810 608 405 304 243' per NM
- 1580 1317 1053 790 527 395 316' per NM
- 243' per NM (4%) up to 2500', then 316' per NM (5.2%) until MCT 3.2 DME, then 316' per NM (5.2%) up to 5000'.
- 747' per NM (12.3%) until MCT 3.2 DME, then 316' per NM (5.2%) until MCT 3 DME, then 316' per NM (5.2%) until 4000'.
- 3737 3114 2491 1868 1246934 747' per NM
- 243' per NM (4%) up to 2500', then 316' per NM (5.2%) until MCT 3 DME, then 316' per NM (5.2%) up to 5000'.

**SIDs include noise pre-ferential routes (refer to 10-4).**

**Universal Minimums Authorized:**
- WALLASEY ONE ZULU (WAL 1Z)
- WALLASEY ONE SIERRA (WAL 1S)
- WALLASEY ONE ROMEO (WAL 1R)

**Notice:** After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
Climb to 3500'. STRAIGHT AHEAD until passing 750' or D0.3 MCT inbound, whichever is the later, then turn RIGHT onto track 359°. At D10.0 MCT turn direct to BURNI (D24.0/R-341 MCT) climbing to 5000' to enter ROSUN holding.

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

Acft unable to reach 3500' before D10.0 MCT, commence climbing turn LEFT at D10.0 MCT to 3500'. At or above 3500' continue LEFT turn and proceed direct to BURNI.

PROCEDURES TO BE USED IN THE EVENT OF RADIO FAILURE FOLLOWING A MISSED APPROACH:

1. Turn left to DAYNE holding.
2. Climb to 6000' to intercept and follow R-166 POL.
3. CLimb STRAIGHT AHEAD to 3500'. At D10.0 MCT turn RIGHT climbing to FL 60 to intercept and follow R-166 POL to AMLET to enter DAYNE holding.

Chart reindexed.

PROCEDURES TO BE USED IN THE EVENT OF RADIO CHANGES:

1. Turn left to DAYNE holding.
2. Climb to 6000' to intercept and follow R-166 POL.
3. Climb STRAIGHT AHEAD to 3500'. At D10.0 MCT turn RIGHT climbing to FL 60 to intercept and follow R-166 POL to AMLET to enter DAYNE holding.

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2. Climb to 6000' to intercept and follow R-166 POL.
3. Climb STRAIGHT AHEAD to 3500'. At D10.0 MCT turn RIGHT climbing to FL 60 to intercept and follow R-166 POL to AMLET to enter DAYNE holding.
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

Minimums

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
ALL VFR AND IFR OPERATIONS SHALL RESPECT THE FLIGHT LEVELS SHOWN.

**INITIAL APPROACH**

**INTERMEDIATE APPROACH**

**FINAL APPROACH**

**LOSS OF COMMUNICATION PROCEDURE**

**CLASS B**

**RADAR VECTORING AREA**

MANCHESTER, UK

TRENT VOR: MSA 3500', or 3100' as appropriate, except acft entering airspace between TMA boundary and boundary of Radar Vectoring Area between the extended centerline rwy 24L/R and Manchester VOR DME R-170 will be cleared initially to not less than 4000'.

**FLIGHT LEVELS**

- 3500' or 3100' as appropriate, except within Radar Vectoring Area
- 3000' within the Approach Areas when on 40° leg or on final approach.
- 2400' may be given within the Approach Areas when on 40° leg or on final approach.

**ATC CLEARANCE**

- Aircraft cleared for descent below 3500', or 4000' as appropriate, until reaching the Radar Vectoring Area.
- If unable to comply with the speed limits quoted, advise ATC immediately, stating the minimum speed acceptable.

**PROCEDURE**

- Continue visually or by means of an appropriate final approach aid. If not possible for the published missed approach path, proceed to DAYNE holding via AMLET or ROSUN holding.

**CHANGES:**

- **INITIAL APPROACH INTERMEDIATE AND FINAL APPROACH**
  - All traffic inbound to MANCHESTER from the South and Southeast at FL 140 or below should be flown at 210 KT IAS or less when North of an arc drawn 17 DME from Trent VOR in sector 300° to 350° unless otherwise cleared.
  - Plan 53, 109°5, IMM ILS DME 055°10°5.
  - Plan 53, 109°5, IMM ILS DME 055°11°5.
  - Plan 53, 109°5, IMM ILS DME 055°12°5.
  - Plan 53, 109°5, IMM ILS DME 055°13°5.
  - Plan 53, 109°5, IMM ILS DME 055°14°5.
  - Plan 53, 109°5, IMM ILS DME 055°15°5.

**NOTICE:**

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