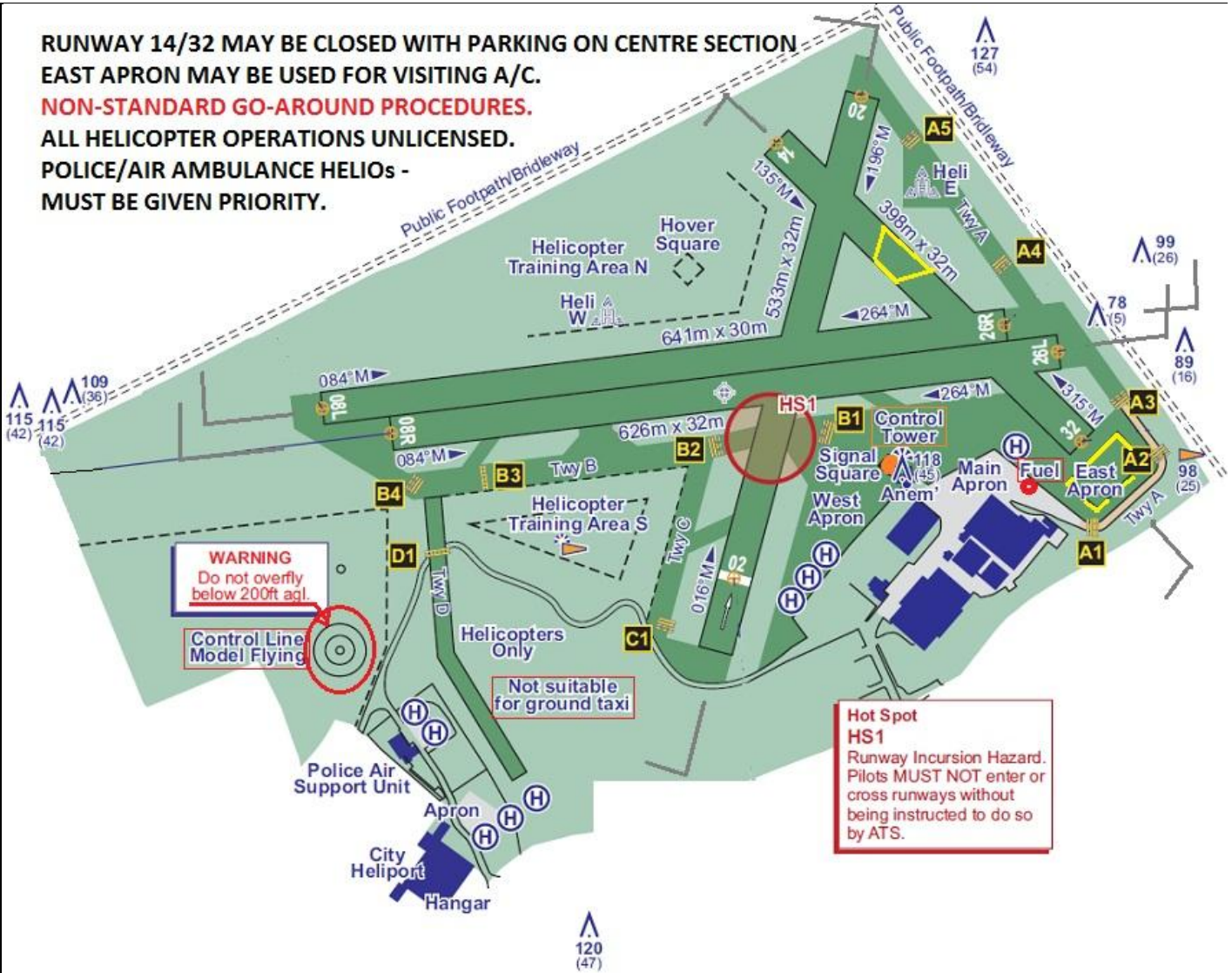


AIRFIELD NAME AND ICAO		October 19	Manchester Barton		EGCB	North
CALLSIGN (A/C RADIO)		Barton Information			120.250	
CALLSIGN (ES/VATSIM)		EGCB_I_TWR			Elev. 73ft	
LOCATION		Lat N053.28. 18.000	Long W002.23.23.000			
LOCATION GEOGRAPHIC		5nm West of Manchester City		VFR Conspicuity 7365 only if instructed		
CHART SOURCE	NATS	EGCC listening code within 5nm; 7366 ; NO SERVICE. EGCC_RDR 118.580				
METAR AIRPORT		Manchester EGCC 121.970 / 121.980 [RW]		My QFE= QNH(METAR) -2 HPscls		
NAV AIDS (FSX / PLANG3)		NDB; BAE. 325kHz; 37.5nm		NON_STANDARD GO-AROUND see below		
RUNWAYS		Headings	Dimension	Surface	NOTES	
		02/20	533m x 32m	Grass	Due to its location, many procedures at this Airfield are non-standard and require special care.	
		08L/26R	522m x 30m	Grass		
		08R/26L	625m x 32m	Grass		
	14/32	398m x 32m	Grass Normally closed – A/C parking area			
AIRSPACE/TRANS ALT QNH		CLASS G	Transition level 5000ft		Airspace above Class D A2000 Manchester CTR	
CIRCUITS HEIGHT / DIR.		1000ft QFE	14, 20, 26R, 26L – RH: 02, 32, 08L, 08R - LH. OHJs at 1800ft QFE			
NO FLY AREAS		IRLAM & Flixton towns 1.5nm S; The Cemetery NE of A/F				
LOCAL HAZARDS		57ft lamp standards on A57; Multiple other hazards.				
HELICOPTER OPERATIONS		<p>THIS AIRFIELD IS UNLICENSED FOR HELICOPTER OPERATIONS</p> <p>DO NOT OVERFLY/APPROACH Model A/C flying area, SW corner of A/F</p> <p>Request; Start/Rotor start; Lift; Hover taxi and route; departure point and method/dir. May be requested, but will depend upon traffic. Circuit height 500ft</p> <p>Helicopters MUST arrive via the Entry/Exit points published on the chart (EGCB 4-1), Reporting before and on reaching those points. See chart below.</p> <p>AFISO may request variation to standard routings, due other traffic.</p> <p>Departing helicopters MUST NOT Start, Lift or move without clearance from AFISO. They may be given departure from pad or from specific runway.</p>				
SPECIAL RULES		<p>ALL A/C; ON DEPARTURE MAX 500FT WITHIN A/F BOUNDARY.</p> <p>NON STANDARD JOIN FOR FIXED WING A/C is OVERHEAD JOIN AT 1800ft QFE.</p> <p>ALL OTHER JOINS should be notified to the AFISO BEFORE ENTERING THE ATZ.</p> <p>NO ORBITS WITHIN THE ATZ.</p> <p>NO LOW PASSES or run-in and break manoeuvres</p>				
GO-AROUNDS: NON STANDARD		<ol style="list-style-type: none"> 1. Move to DEAD SIDE. (Due to Helio operations on live side) 2. NOT ABOVE 500ft until CLEAR of UPWIND end of runway, 3. CLIMB STRAIGHT AHEAD TO CIRCUIT HEIGHT. 4. DO NOT CROSS C/L UNTIL AT CIRCUIT HEIGHT. <p>When departing Rnwy 20, turn cross wind BEFORE THE SHIP CANAL.</p>				
REMARKS		<p>SE corner of ATZ is inside Manchester CTR;</p> <p>DO NOT PENETRATE THE CTR WITHOUT CLEARANCE FROM MANCHESTER.</p> <p>Barton's Manchester CTA 'Wedge' Sfc-3500'.</p> <p>To the West; Nth/Sth low level corridor, Max 1300ft EGCC QNH.</p> <p>NOTE; NATS special APPROACH ROUTES chart available.</p> <p>In Low Level Corridor or listening area, Monitor EGCC_APP on 121.350/118.580, whichever is active.</p> <p>See chart below</p> <p>ALL A/C; Watch your height: EGCC CTR base- 2000ft. OHJ 1800ft. FW Circuit 1000ft. Heli circuit 500ft.</p>				
PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS						

RUNWAY 14/32 MAY BE CLOSED WITH PARKING ON CENTRE SECTION
EAST APRON MAY BE USED FOR VISITING A/C.
NON-STANDARD GO-AROUND PROCEDURES.
ALL HELICOPTER OPERATIONS UNLICENSED.
POLICE/AIR AMBULANCE HELIOS -
MUST BE GIVEN PRIORITY.

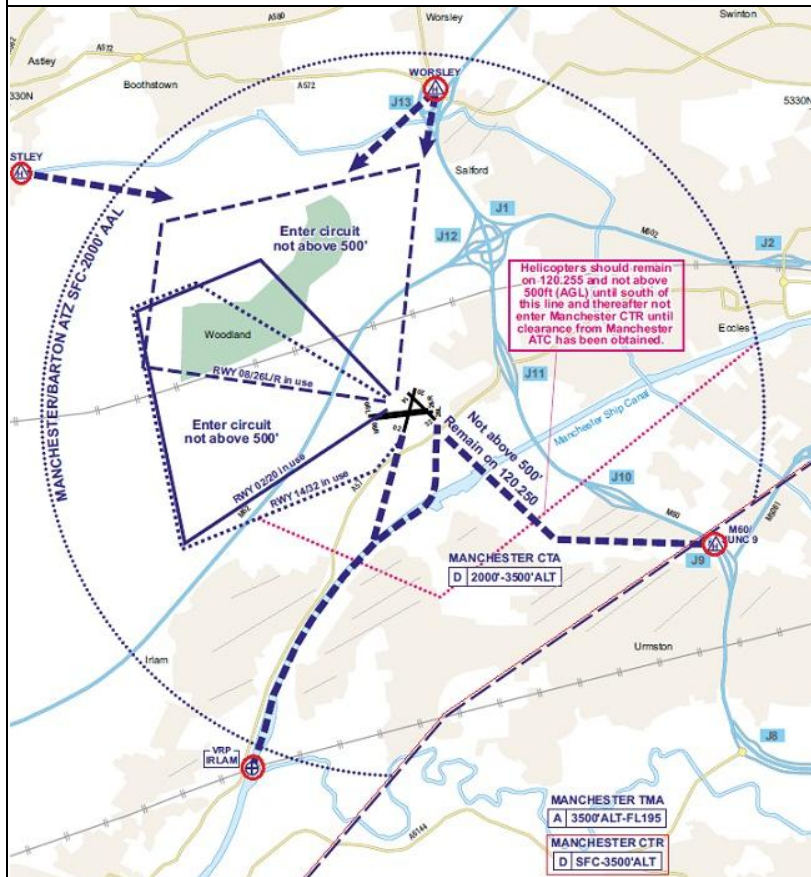


WARNING
Do not overfly
below 200ft agl.

Control Line
Model Flying

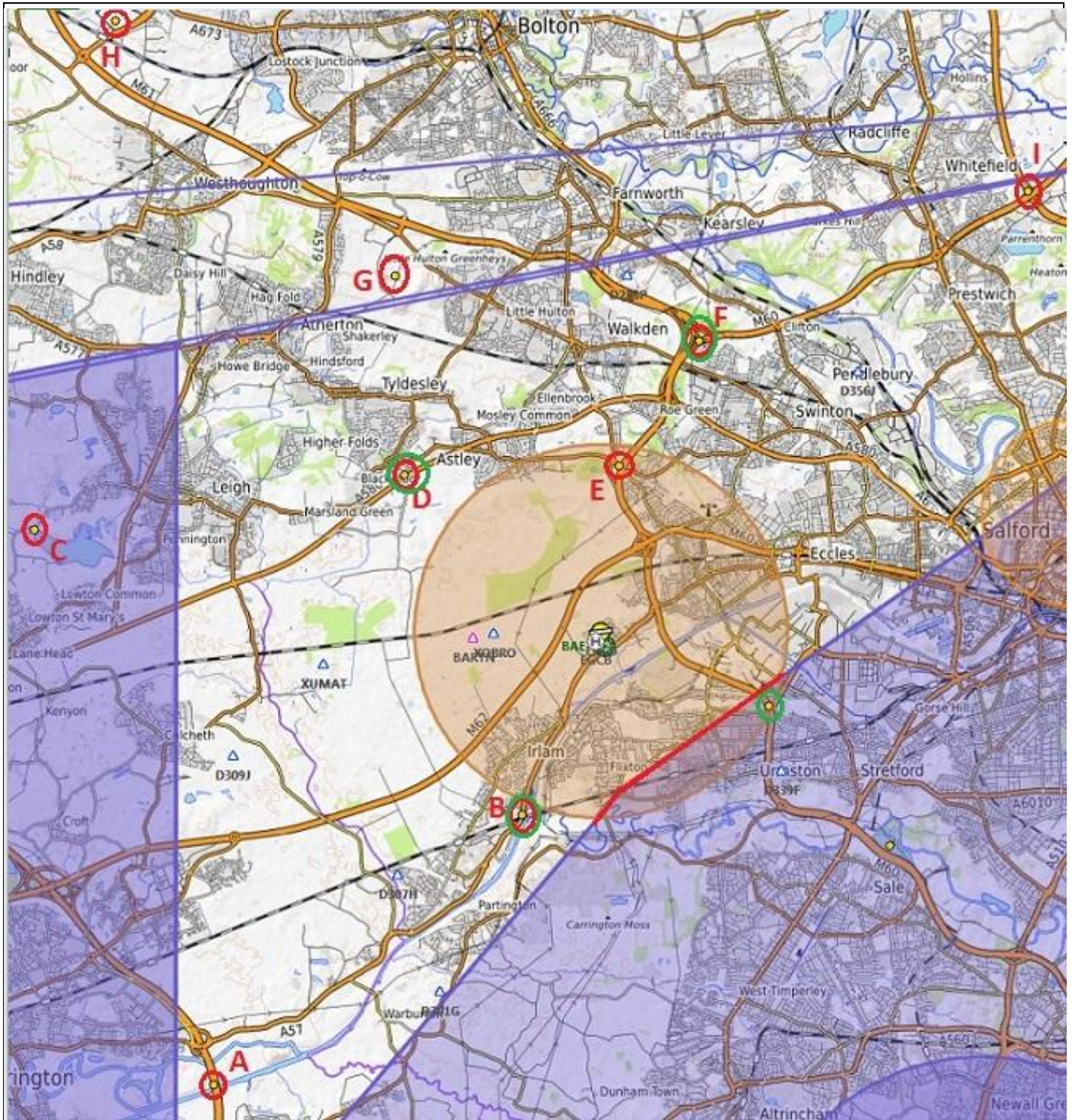
Not suitable
for ground taxi

Hot Spot
HS1
Runway Incursion Hazard.
Pilots MUST NOT enter or
cross runways without
being instructed to do so
by ATIS.



Helicopter approach routes

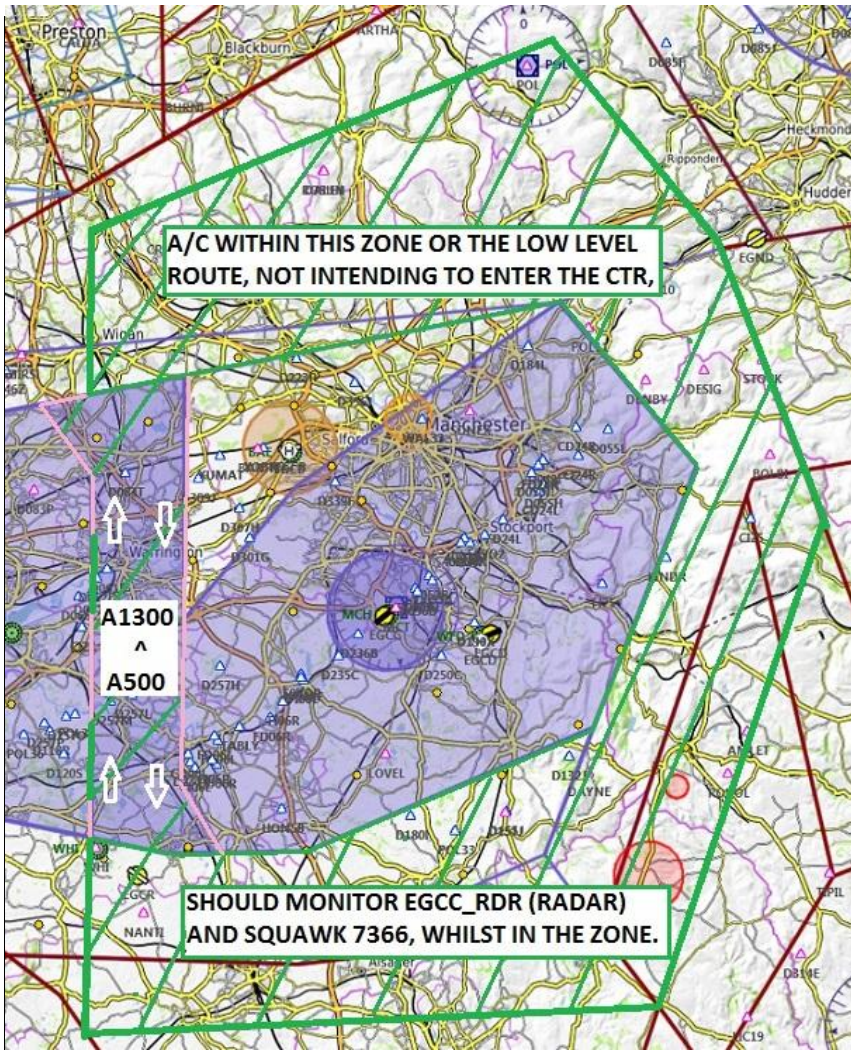
1. Helicopter arrival departures are via Worsley VRP; Astley VRP or Irlam VRP. M60/Jctn 9 VRP is for Helicopter entering or leaving the Manchester CTR.
2. INBOUND (Except in EGCC CTR). Approach your entry VRP to be Not Above 500ft QFE, on reaching.
3. Contact Barton information BEFORE reaching your VRP. DO NOT PROCEED PAST YOUR VRP unless contact has been acknowledged with A/F and traffic information.
4. Pilots must ensure they follow the circuit patterns as shown opposite and set down as advised.
5. Pilots inbound from the CTR should NOT PROCEED BEYOND the RED DOTS until contact with Barton Radio is achieved. Note outbound rule.
6. Pilots inbound/outbound via IRLAM VRP, ensure you keep the canal ON YOUR LEFT.



VRPs

- | | | | |
|-----------------------|------------------------|-----------------------------|-------------------|
| A. Thelwall Viaduct | B. Irlam | C. Leigh Flash | D. Astley |
| E. Worsley | F. Swinton Interchange | G. Hulton Industrial Estate | H. Reebok Stadium |
| I. Heaton Interchange | O. M60 Junction 9 | | |

Do not forget. Barton **OHI is at 1800ft QFE**



Manchester Listening Area

If flying within the **green hatched area (4-5nm of EGCC CTR)**, including the **Low Level Corridor**, and **NOT INTENDING** to enter the Manchester CTR, Pilots are encouraged to Monitor EGCC_RDR/APP And Squawk 7366.

If inbound to BARTON, you may Squawk 7365.

BUT ONLY WHEN INSTRUCTED or REQUESTED by Manchester or Barton

