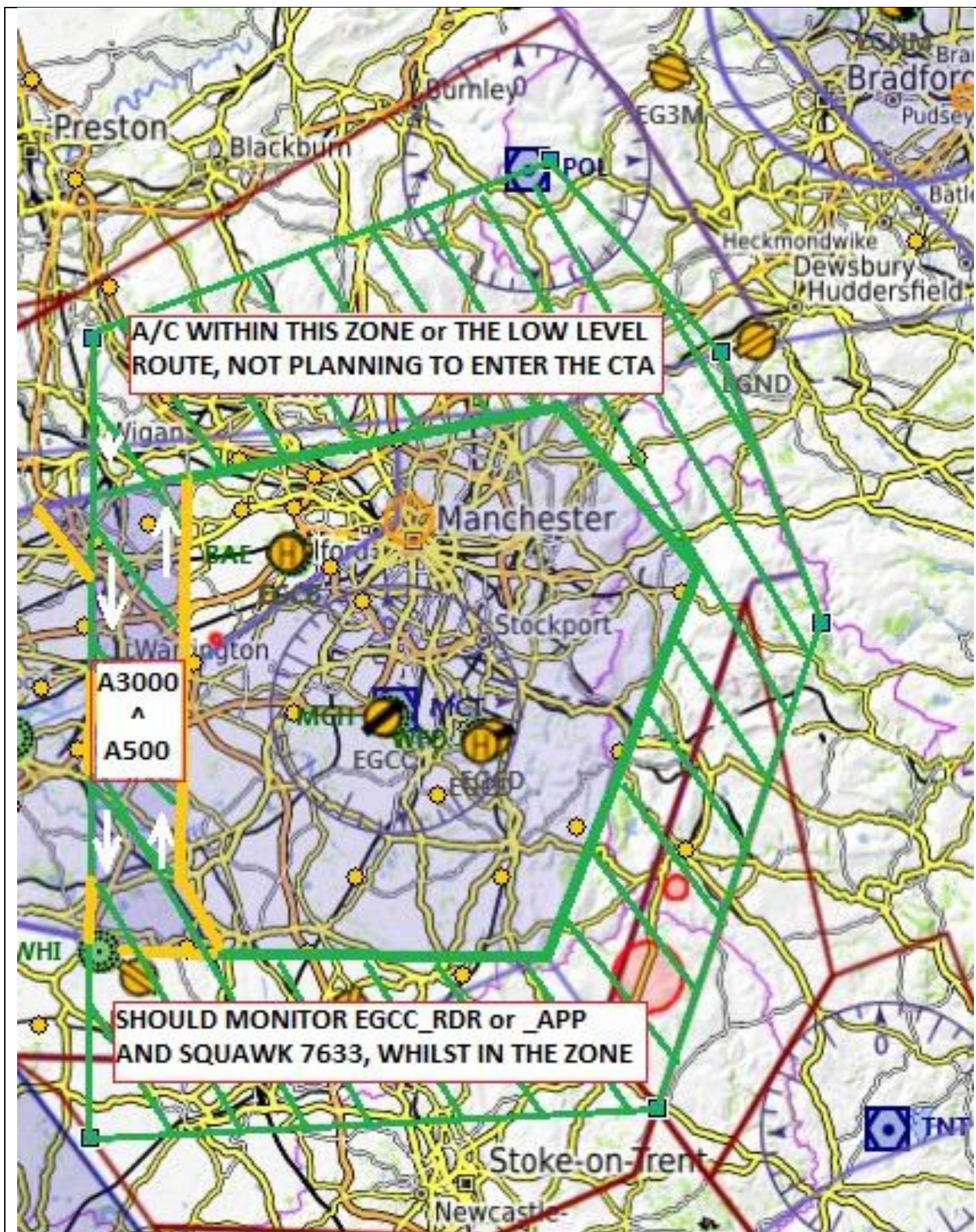
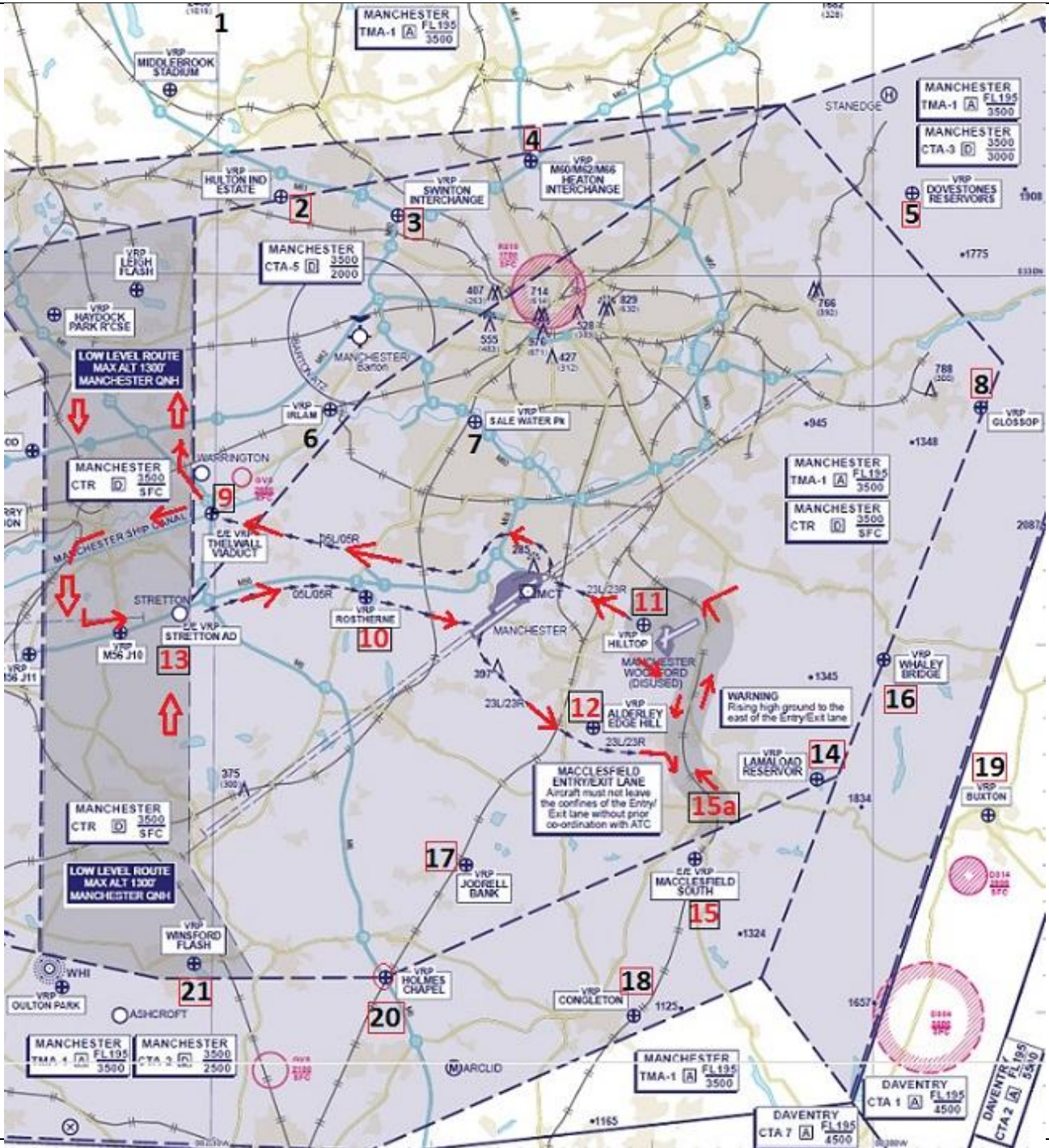


| | | | | | |
|----------------------------------|---|--------------------------|--|--------------------------------------|-------------------------------|
| AIRFIELD NAME AND ICAO | June 21 | Manchester | | EGCC | North |
| CALLSIGN (A/C RADIO) | Manchester Tower | | | 118.63 / 119.400 | |
| CALLSIGN (ES/VATSIM) | EGCC_TWR | | | Ground. 121.850 /Del. 121.700 | |
| LOCATION | Lat N053.21.14.000 | Long W002.16.30.000 | Elev. 257ft | | |
| LOCATION GEOGRAPHIC | 7.5nm SW of Manchester | | | Conspicuity SEE REMARKS below | |
| CHART SOURCE | NATS/VATSIM_UK V-Matts | | | App.(DIR.)121.350 | |
| METAR AIRPORT | EGCC; dep | 121.980, arr | 128.180 | Radar; 118.580/135.00 | QFE= QNH(METAR) -9 HPscIs |
| NAV AIDS (FSX / PLANG3) | VOR ;MCT.113.55 A/P | | ILS ; 06R-111.550; 06L/24R- 109.500 | | NDB ;MCH- 428 A/P |
| RUNWAYS | Headings | Dimension | Surface & notes | | Noise abatement |
| | 05L / 23R | 3048m x 45m | Concrete & un-grooved Asphalt | | Minimise, follow |
| | 05R / 23L | 3050m x 45m | Concrete & grooved Asphalt | | ATC Instructions |
| AIRSPACE | CLASS D EGCC-CTR. Sfc-A3500 | Transition level A5000ft | Airspace above is Class A Manchester TMA A3500-FL195 | | Use QNH in CTR until advised. |
| CIRCUITS HEIGHT / DIR. | ALL VFR CIRCUITS TO THE SOUTH NOT ABOVE 1500ft QFE ; Usually the 05L or 23L Simple rule for dual runway use ; Leave from the Left ; arrive on the Right -hand runway | | | | |
| LOCAL HAZARDS | Racing pigeons at 100ftQFE during the season; Birds all year. | | | | |
| HELICOPTER OPERATIONS | ALL HELICOPTER OPERATIONS TREATED/FLOWN AS FIXED WING A/C. ALL HELICOPTERS will use TAXIWAYS ONLY. - as per Fixed wing. Wheeled will ground taxi | | | | |
| SPECIAL RULES | DO NOT cross RED Taxiway STOP BARS, Unless authorised by ATC. ALL VFR FLIGHTS WITHIN the CONTROL ZONE MUST MAINTAIN VMC AT ALL TIMES, using QNH On FIRST CONTACT, ALL A/C SAY; Type, Registration, ATIS LETTER received, 'VFR'. INBOUND A/C, SAY ALSO; 'INBOUND', PLANNED ENTRY VRP, CURRENT SQUAWK. OUTBOUND A/C SAY ALSO; 'OUTBOUND', Planned CTR exit VRP. The relevant flight information should be in your flight-plan VFR INBOUND FLIGHTS permitted - ONLY if RVR>2800m and/or CLOUD BASE >1000ft QFE And will follow STRETTON 1 VISUAL - or MACCLESFIELD 1 VISUAL Low level routes VFR OUTBOUND FLIGHTS - ONLY if RVR>1800m and/or CLOUD BASE >600ft QFE [A860ft -QNH] And will Follow THELWALL VIADUCT 1 VISUAL or MACCLESFIELD 1 VISUAL Low level routes. SEE CHART BELOW. If you cannot stay VMC (as above) You must request SVFR or IFR flight. NOTE; VATSIM CONTROLLERS may CALL MACCLESFIELD 1 VISUAL, CONGELTON 3 VISUAL (vrp18) | | | | |
| REMARKS | SQUAWK CODES (Manchester conspicuity codes); General use by ATC: 7350 → 7377 ; VFR Circuit Traffic: 7010 ; Low Level Corridor and outer zone (listening) :7366. Both Runways are 3000m+, ALWAYS try to LAND LONG(ish) [with regards to your vacating taxiway] - to reduce your runway occupancy time. Could be an IFR following you. - especially landing 05R. | | | | |
| NOTES ON RUNWAY AND TAXIWAY USE. | ARRIVING: Right hand runway. 05R or 23R - MAKE SURE YOU 'LAND LONG' LEAVING: Left hand runway. 05L or 23L. TAXIWAY ROUTES, general operating rules. 05 operations. Anticlockwise movement. 25 operations. Clockwise movement. HOWEVER as VFR taxi routes can be a bit long, you MAY be routed ACROSS the normal flow , to keep you away from big tin. ALWAYS HOLD AT THE MARKED HOLDS. they allow for the biggest wing-span to pass safely. DO NOT TAXI until you are sure of your route. If it was sent too fast for you, then say- " GTC say again / all after (last one you got)" or as needed. DO NOT CALL FOR TAXI or DEPARTURE (T/O), UNLESS READY TO MOVE. A CHART SHOWING PROBABLE VFR taxi ROUTES IS BELOW. Page 4. CAUTION. EGCC TAXIWAYS HAVE BEEN RENAMED. SEE CHART Page 4 | | | | |



The Low Level VFR Approach / departure routes are AS SHOWN BELOW. THEY ARE ONE_WAY ONLY. **UNLESS** under **ATC INSTRUCTIONS**; - Usually **ONLY WHEN MINIMUM TRAFFIC**. DON'T FORGET; IFR takes precedent over VFR; The controller is there to help you, **if in doubt TALK TO THEM**



VRPs

1. Reebok Stadium 2. Hulton Ind. Estate 3. Swinton Interchange 4. Heaton jcnctn - M60/M62/M66
 5. Dovestones Reservoirs 6. Irlam 7. Sale Water 8. Glossop

EGCC QNH MaxAlt

9. **THELWALL VIADUCT** 1300ft
 11. **HILLTOP** 1500ft
 13. **STRETTON AD** 1300ft
 15a. **NORTH of MACCLESFIELD SOUTH** 1500ft

EGCC QNH MaxAlt

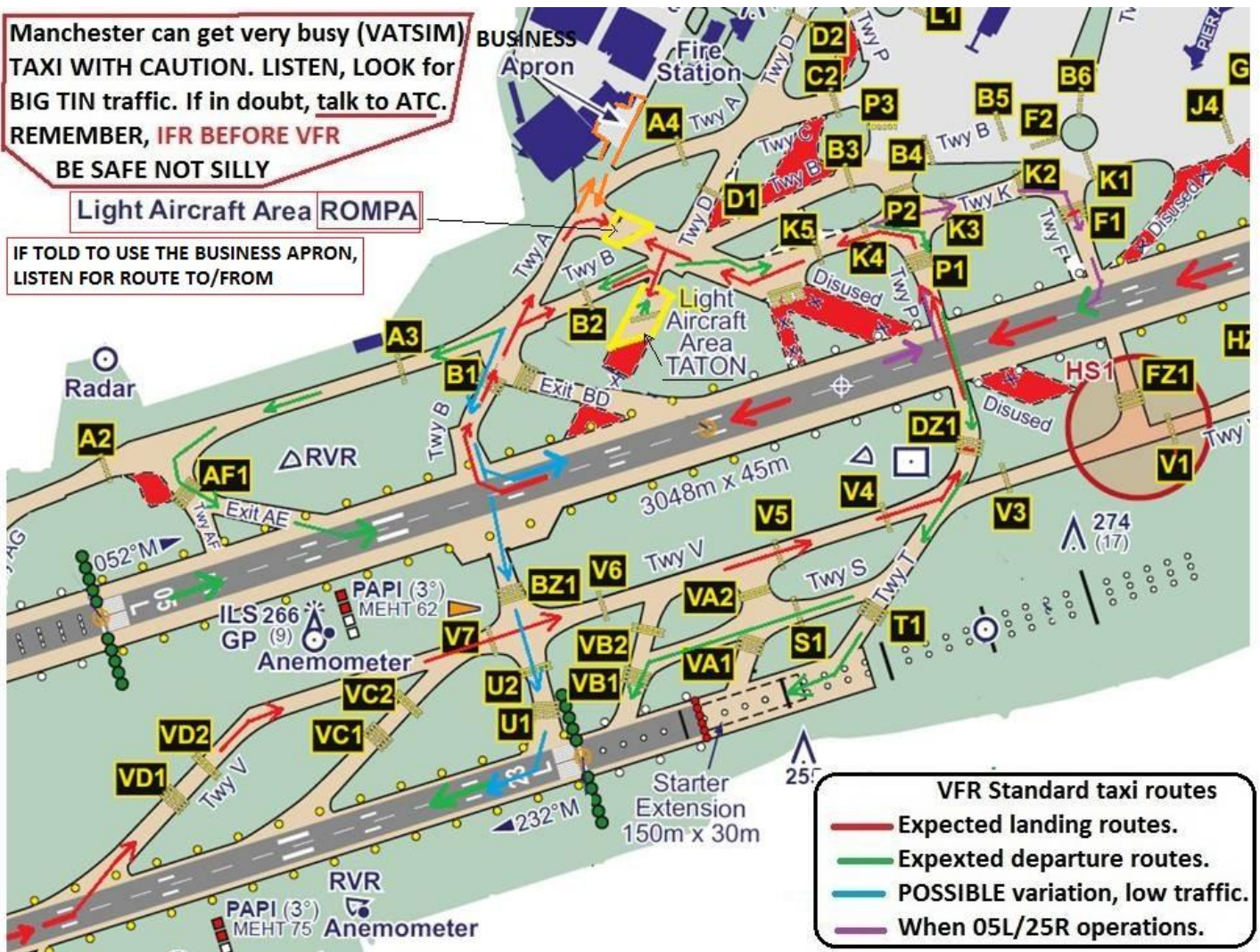
10. **ROSTHERNE** 1300ft
 12. **ALDERLEY EDGE HILL** 1500ft
 15. **SOUTH of MACCLESFIELD SOUTH** 2500ft

14. Lamaload Reservoir 16. Whaley Bridge 17. Jodrell Bank **18. Congleton**
 19. Buxton **20. Holmes Chapel Possible Paramotors operating up to 500ft AGL**
 21. Winsford Flash **REMAIN CLEAR OF WOODFOOD A/F, ANTICLOCKWISE. (NORTH OF MACCLESFIELD)**

Manchester can get very busy (VATSIM)
 TAXI WITH CAUTION. LISTEN, LOOK for
 BIG TIN traffic. If in doubt, talk to ATC.
 REMEMBER, IFR BEFORE VFR
 BE SAFE NOT SILLY

Light Aircraft Area ROMPA

IF TOLD TO USE THE BUSINESS APRON,
 LISTEN FOR ROUTE TO/FROM



THE ROUTES SHOWN ABOVE ARE THE MOST CONVENIENT FOR KEEPING VFR ROUTES SHORT AND OUT OF CONFLICT WITH 'BIG TIN'. I CANNOT FIND SPECIFIC INFORMATION AS TO WHETHER THESE ROUTES ARE STILL IN USE ON VATSIM. LISTEN TO INSTRUCTIONS FROM TOWER AND GROUND.

IF IN DOUBT **"G-XXXX IS UNFAMILIARE WITH THE a/p, REQUEST ROUTING (ASSISTANCE)"**

YOU WILL NEED TO USE A SHORTHAND TO WRITE IT DOWN. "G-XX, FROM B1, SECOND RIGHT, FIRST RIGHT; STRAIGHT AHEAD"

I WOULD WRITE THAT AS 'B1 - 2R- R -SH'.

FINALLY, REMEMBER, DO NOT REQUEST A CLEARANCE TO TAXI or T/O UNTIL READY TO DO SO. CARRY OUT ALL t/o CHECKS AT THE HOLD OR ON THE MOVE. DO NOT STOP ON THE RUNWAY WHEN DEPARTING.

FOR YOUR NOTES

PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS