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JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

Trip Kit Index
Airport Information For EGCC
Terminal Charts For EGCC
Revision Letter For Cycle 08-2026
Change Notices
Notebook

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General Information

Location: MANCHESTER GBR
ICAO/IATA: EGCC / MAN
Lat/Long: N53° 21.22', W002° 16.50'
Elevation: 257 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +0:00 = UTC
Magnetic Variation: 0.0° E

Fuel Types: Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0739 Z
Sunset: 1610 Z

Runway Information

Runway: 05L
Length x Width: 10000 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 226 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 1401 ft

Runway: 23R
Length x Width: 10000 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 257 ft
Lighting: Edge, ALS, Centerline, TDZ
Displaced Threshold: 600 ft

Runway: 05R
Length x Width: 10007 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 187 ft
Lighting: Edge, ALS, Centerline

Runway: 23L
Length x Width: 10007 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 227 ft

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Lighting: Edge, ALS, Centerline
Displaced Threshold: 611 ft

Communication Information

ATIS: 113.550 Arrival Service
ATIS: 128.180 Arrival Service
ATIS: 121.980 Departure Service
Manchester Tower: 118.630
Manchester Tower: 119.405
Manchester Ground: 121.855
Manchester Ground: 121.705
Manchester Clearance Delivery: 121.705
Scottish Control ACC: 135.715 RCO
Scottish Control ACC: 134.430 RCO
Manchester Fire Emergency: 121.600
Manchester Direct (Approach Control Radar): 121.355
Scottish Control ACC: 128.055 RCO

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1. GENERAL

1.1. ATIS

D-ATIS Arrival 128.180
D-ATIS Departure 121.980

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures may at any time be departed from to the extent 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.

1.2.2. PREFERENTIAL RWY

RWY 23R/L shall be used for all movements when tailwind component is not greater than 5 KT on RWY or at 2000'.

1.2.3. NIGHTTIME RESTRICTIONS

Restrictions are imposed on jets, details to be obtained from the Airfield Operations Duty Manager. The full night noise policy can be found on: www.manchesterairport.co.uk/community/environmental-management

RWYs 23L/05R will not normally be used between 2200-0600LT, except when RWYs 23R/05L closed for maintenance.

Between 2300-0659LT ACFT in groups QC 16, QC 8 and QC 4 will not be scheduled to take-off and land except in emergency or if exempt.

Manchester APT has strict limits on the numbers of QC points for each operational season between the hours of 2330-0600LT and 2300-0700LT. Due to aerodrome capacity and to maintain compliance with the night noise limits, any arriving ACFT with slot time of 0615LT or later will not be allowed to land until after 0600LT, and as such will be subject to airborne holding until a landing time can be achieved of after 0600LT.

Departing ACFT with a slot time of 0555LT will not be permitted to take-off before 0600LT.

The Quota Count (QC) is to be calculated based on the noise classification for the ACFT as follows:

Noise Classification (EPNdB)	QUOTA Count	Noise Classification (EPNdB)	QUOTA Count
81 - 83.9	0.125	93 - 95.9	2
84 - 86.9	0.25	96 - 98.9	4
87 - 89.9	0.5	99 - 101.9	8
90 - 92.9	1	more than 101.9	16

1.2.4. RUN-UP TESTS

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

Engine testing above ground idle is subject to the permission of the Airfield Operations Duty Manager and maybe subject to operational restrictions. Engine test above idle must commence in the Engine Test Bay. Times of operation are 0600-2200LT (Monday to Friday) and 0730-2200LT (Saturday and Sunday).

Engine testing on the open airfield will only be allowed for Chapter 3 ACFT between 0900-1700LT (Monday to Friday) and between 0730-2200LT (Saturday to Sunday). Chapter 4 and 14 ACFT 0600-2200LT.

Propeller-driven ACFT are to be classified as Chapter 3.

1.2.5. AUXILIARY POWER UNITS (APUs)

Fixed Electrical Ground Power Units (GPUs) must be used where available, use of GPUs and APUs should be limited.

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1. GENERAL

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

1.3.1. GENERAL

Pilots will be informed by Arrival and Departure ATIS or by RTF when these procedures are in operation.

- Departing ACFT: ATC will require departing ACFT to use the following holding points:
  RWY 23R: J1, M1.
  RWY 05L: A1, AG1, AF1.
- Arriving ACFT: All appropriate RWY exits will be illuminated and pilots should select the first convenient exit. Pilots are to delay the call "RWY vacated" until the ACFT has completely passed the end of the green/yellow color-coded TWY CL lights. These lights denote the extent of the ILS LSA.
- Surface Movement Radar (SMR) is available to monitor pilot "RWY vacated" reports. TWYs lit stopbar block-to-block ACFT separation in operation at or below RVR 200m.
- When LVP are in force, the appropriate landing rates that can be expected are:

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

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

APT is equipped with an advanced surface movement radar utilising Mode S.

ACFT operators should ensure that Mode S transponders are able to operate when the ACFT is on the ground.

Flight crew should select XPNDR or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode A code:

- From the request for push-back or taxiing, whichever is earlier;
- After landing, continuously until the ACFT is fully parked on stand.

After parking the Mode A code 2000 must be set before selecting OFF or STDBY.

Flight crew of ACFT equipped with Mode S having an ACFT identification feature should also set the ACFT identification. This setting is the ACFT identification specified in item 7 of the ICAO flight plan. The ACFT identification should be entered from the request for push-back or taxiing, whichever is earlier, through the FMS or the transponder control panel.

1.5. RWY OPERATIONS

General operating principles for two RWY segregated operations. The two RWYs are 1280'/390m apart and staggered by 6070'/1850m in order to comply with ICAO rules for simultaneous operations on parallel or near-parallel instrument RWYs (SOIR). Therefore in normal operations arrivals can operate independently on one RWY whilst departures use the other.

Dual RWY segregated operations are normally in force during peak times. At all other times, single RWY, mixed-mode operations are in force using RWY 05L/23R.

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

Returning this RWY to service may take in excess of 30 minutes, and it should not be assumed to be available as a diversion alternate to RWY 05L/23R.

Due to local planning constraints, RWY 05R/23L is not normally available between 2200-0600LT.

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1. GENERAL

1.6. TAXI PROCEDURES

Jet ACFT are to engage MIM power when using TWYs A, B and P (vicinity of holding position P1) due to the proximity of light ACFT OPS in this area.

Pilots of long-wheelbase ACFT such as B777-300 and A350-1000 should exercise caution when negotiating TWY curves and intersections as main-gear to pavement edge clearance may be limited.

AN-124 ACFT will be provided with wing-tip escort vehicles on TWYs North side of RWY 05L/23R.

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

Do not cross red stop bars unless authorized to do so by ATC.

It is the Commander's responsibility not to accept an ATC clearance into an area not approved for the type of ACFT.

RWY 05L/23R: 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.

It is not recommended by ACFT manufacturers to conduct operational towing when ACFT contains passengers, cargo or fuel. Airline operators shall satisfy themselves that operational towing can be conducted and ensure any restrictions to undertake towing maneuvers are communicated to relevant ground handling agent and Manchester APT. It remains the airline operator's responsibility to assess the risks associated with push-back or towing procedure.

For Wing Span Restrictions refer to 10-9 charts.

1.7. PARKING INFORMATION

Twy NC may be used for ACFT parking. In darkness or if LVP are in force, a Follow-me car will be provided.

Twy NC will be used during peak movement rates. In darkness or if LVP are in force, a Follow-me service will be provided.

All Terminal 2 stands at Pier 1 and 2, Pier C, Terminal 2 remote stands 2, 4, 6, 8, 10, 12 and 15, all Terminal 3 stands (except stands 44, 44L, 44R, 57 and 58) and stands 901 thru 919 and 925 thru 929 are equipped with SAFEDOCK.

On stands 44, 44L, 44R, 57, 58 and all remote stands (except 901 thru 919 and 925 thru 929) marshaller required.

Pilots must not enter a stand unless the Stand Entry Guidance has been activated and the correct ACFT type is displayed, or a marshaller has signalled clearance to proceed. If SEG is not activated upon approach to a stand, flight crews must hold position on the TWY and advise GMC. Flight crews must not attempt to self-park.

1.8. OTHER INFORMATION

1.8.1. GENERAL

Pilots should note that RWY 05L/23R has a convex profile, the highest point is ABEAM TWY HZ. Due to aerodrome capacity and associated works in progress, operators of ACFT with wingspan more than 118'/36m scheduled to arrive between 0300 and 0800 are advised to plan arrival in accordance with Scheduled In Blocks Time (SIBT). ACFT estimated to arrive before SIBT may be subject to extended air and ground holding delays.

1.8.2. WARNING

Pilots are warned, when landing on RWY 23R in strong northwesterly winds, of the possibility of turbulence and large wind shear effects.

In addition to normal bird activity throughout the year, flocks racing pigeons may be encountered flying across the APT below 100' during the racing season, April-September.

Four high visibility bright lights from golf driving range 1500m/0.8NM Left of THR 23R.

For wildlife hazard management purposes, a bird scaring laser is deployed and utilized by the Airside Operations team.

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2. ARRIVAL

2.1. COMMUNICATION FAILURE PROCEDURES

LOSS OF COMMUNICATION PROCEDURES

In the event of radio communication failure flight crews should plan to land on the landing runway last acknowledged from Manchester Radar or as promulgated by ATIS. If this is not possible, flight crews should plan to land on RWY 23R/05L. Should RWY 23R/05L not be available, this will be indicated by means of ATC extinguishing the approach lights for RWY 23R/05L and illuminating the approach lights for landing on RWY 23L/05R. "Blind" ATC communications will also be transmitted.

Initial Approach

Proceed at FL70, or last assigned level if higher, to DAYNE, MIRSI or ROSUN, hold as appropriate and then continue visually or by means of an appropriate final approach aid. If this is not possible, from the hold route direct and self-position to a 10D/12D Final as appropriate, complying with all published MSA.*

Intermediate and Final Approach

Continue visually or by means of an appropriate final approach aid and land. If landing is not possible, follow the Missed Approach Procedure to DAYNE or ROSUN hold climbing to FL70. From DAYNE/ROSUN proceed direct to a 10D/12D Final as appropriate, complying with all published MSA.*

*In all cases where the aircraft returns to the holding facility the procedure to be adopted is the Radio Failure Procedure detailed at Airway Manual in Emergency, State Rules and Procedures for United Kingdom.

No visual signal available at Manchester.

2.2. SPEED RESTRICTIONS

Pilots should typically expect following speed restrictions to be enforced:

- 220 KT from holding facility during intermediate approach phase;
- the highest possible speed between 180-160 KT until established on final approach;
- 165 KT ±5 KT when established on ILS and thereafter until D4.0.

These speeds are applied for ATC separation purposes and are mandatory.

In the event of a new (non-speed related) ATC clearance being issued (e.g. an instruction to descend on ILS), pilots are not absolved from a requirement to maintain a previously allocated speed. All speed restrictions are to be flown as accurately as possible. ACFT unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for ACFT performance reasons.

In circumstances where pilots are unable to comply with assigned speeds, they should advise ATC immediately.

2.3. NOISE ABATEMENT PROCEDURES

2.3.1. 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.

For visual approaches, or following a visual circuit, to RWY 23R/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'.

2.3.2. NIGHTTIME RESTRICTIONS

Between 2300-0700LT, 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 is 5700kg or less.

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2. ARRIVAL

2.3.3. CONTINUOUS DESCENT APPROACHES

Jet and turbo-prop ACFT approaching Manchester APT are expected to minimize noise disturbance by use of low power, low drag continuous descent approach procedures. For monitoring purposes, a descent will be deemed to have been continuous provided that no segment of level flight longer than 2.5NM occurs below 5000' and 'level flight' is interpreted as any segment of flight having a height change of not more than 50' over a track distance of 2NM or more, as recorded in the APT noise and track-keeping system.

2.3.4. REVERSE THRUST

Avoid use of reverse thrust consistent with the safe operation of the ACFT, especially between 2300-0700LT.

2.4. CAT II/III OPERATIONS

RWY 05L and 23R, subject to serviceability of the required facilities, are suitable for CAT II/III operations. However, due to terrain profile, RWY 05L CAT II approaches may only be made by ACFT CAT A and B (Vat not greater than 120 KT), and when the ILS status is CAT III.

2.5. RWY OPERATIONS

2.5.1. MINIMUM RWY OCCUPANCY TIME

Pilots are reminded that rapid exits from the landing RWY enable ATC to apply minimum spacing on final approach that will achieve maximum RWY utilization and will minimise the occurrence of "go-arounds". Pilots should pre-plan their landing and roll-out to target the first suitable exit point that provides for a safe and expeditious exit from the RWY.

RWY 05R arrivals:

05R	VD	VC	U
Dist from THR ft(m)	6411' (1954m)	7395' (2254m)	8983' (2738m)
Design Exit Speed	52 KT	52 KT	-

Note: Landing ACFT are to vacate expeditiously. When applicable, a suitable roll-out speed is to be maintained to RET VD to minimise RWY occupancy time. Arriving ACFT are to ensure fully vacated before stopping. TWY U is not a rapid exit TWY.

All ACFT must vacate the RWY no later than VB and proceed direct to TWY V.

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 05L arrivals:

05L	F	H	M
Dist from THR ft(m)	4747' (1447m)	5833' (1778m)	7379' (2249m)
Design Exit Speed	-	-	-

Note: Landing ACFT are to vacate expeditiously. Arriving ACFT are to ensure fully vacated before stopping. TWYs F, H and M are not rapid exit TWYs.

TWY F available as exit during daylight hours only. TWY P is not available as RWY exit.

RWY 23R arrivals:

23R	BD	AE	U
Dist from THR ft(m)	4514' (1376m)	6260' (1908m)	8445' (2574m)
Design Exit Speed	52 KT	52 KT	-

Note: Landing ACFT are to vacate expeditiously. Arriving ACFT are to ensure fully vacated before stopping. TWYs P and F are not available as RWY exits. TWY AG is not a rapid TWY.

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2. ARRIVAL

2.6. OTHER INFORMATION

ATC shall advise pilots of an estimate of track distance to touchdown when clearance to descend below the transition altitude is given. Further distance information will be given between descent clearance and the instruction to turn onto the intercept heading to the ILS localizer.

Due to high ground East of the APT, descent below 3000' will be in accordance with chart Manchester 10-1R.

When landing on RWY 23R, the apex lies 2300'/700m into the TDZ. Should the ACFT still be flared beyond this point, the RWY surface will be falling away at a significant rate, with the risk of a late touchdown.

3. DEPARTURE

3.1 START-UP, PUSH-BACK AND TAXI PROCEDURES

Pilots are required to inform MANCHESTER Delivery when ready to start. Aircrew shall include their cleared departure SID in this call.
Start-up and push-back clearance is given by MANCHESTER Ground.
Start-up approval does not imply approval to push-back.

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

ACFT must be ready in all respects to start before calling on the appropriate frequency. Pilots should only request 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.

Push-back clearance must not be requested until ground crew has confirmed to flight deck, that ACFT is closed up and tug is manned and fully ready to move.

Pilots are advised that delays in excess of 10 minutes 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 delay especially if to comply with a Calculated Take-off Time (CTOT).

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, via headset person. ACFT must inform ATC if they have no direct communication with a headset person.

ACFT that require to depart from holding position T1 on RWY 23L for performance reasons must inform MANCHESTER Delivery prior to requesting push-back.

Flights subject to en-route ATC delays may request, or may be required to push off stand and reposition at a remote location awaiting CTOT. Airlines must co-ordinate push and park requests via Handling Agent, who must liaise with Airfield Control. Requests to push and park are to be made to Delivery. Clearance for push and park maneuver will be given on the GND frequency to the tug crew and not to the flight crew. Flight crew should monitor MANCHESTER Ground frequency and note instructions given. Remote locations for push and park are limited and subject to the conditions stated in the Manchester APT Aerodrome Manual. At remote location flight crew must monitor Delivery frequency. ACFT may taxi away from a remote parking location with CAUTION and using MIM power.

3.2. NOISE ABATEMENT PROCEDURES

Link Alpha should be used for all jet ACFT and all large propeller-driven ACFT departing from RWY 05L.

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

Between 2330-0600LT all jet ACFT and large propeller-driven ACFT shall depart from the most westerly link available.

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3. DEPARTURE

After take-off operate every jet ACFT so that it is at or above 1260' at the point nearest to the noise monitoring terminal for the relevant departure. Refer to NOISE ABATEMENT (DIAGRAM) chart for details.

ACFT are to be operated in the quietest possible manner, ACFT exceeding the following noise levels will be subject to a penalty as detailed in the APT conditions of use.

Period (LT)	MAX Level dB(A)
0600-0700	82
0700-2300	90
2300-2330	82
2330-0600	81

These levels shall be recorded at any of the noise monitoring terminals listed below:

RWY	Noise Monitoring Terminal	Position
23R	NMT 2: Broad Oak Farm	N53 19.3 W002 20.5
23R	NMT 3: Mobberley School	N53 19.1 W002 18.9
23L	NMT 21: Parkgate Industrial Estate	N53 18.9 W002 21.3
23L	NMT 22: Pavement Lane	N53 18.7 W002 20.3
05L	NMT 6: Together Trust	N53 23.0 W002 12.8
05L	NMT 7: Cheadle Catholic School	N53 22.6 W002 12.6
05R	NMT 14: Daisy Bank	N53 22.3 W002 14.3

Details of noise monitoring locations and performance are obtainable from:

Flight Evaluation Unit
(Email: flightevaluationunit@magairports.com).

Jet ACFT maintain a minimum climb gradient of at least 500' per minute at power settings to ensure progressively decreasing noise levels at points on the ground under the flight path beyond the monitoring terminal.

The noise preferential routes and procedures depicted on chart 10-4 and on Manchester SID charts are to be flown by all departing ACFT until the level defined stated below is reached:

Via	Termination preferential route
- LISTO from RWYs 05L/R, 23R/L . . . . . .5000'	
- ASMIM, DESIG from RWYs 05L/R . . . . . .4000' - EKLAD, KUXEM from RWYs 23R/L . . . . . .3000'	
- POL, SONEX from RWYs 05L/R, 23R/L . . . . . .4000'	
- SANBA from RWYs 23R/L . . . . . .5000'	

Exempted are:

- ACFT of 5700kg MTWA or less;
- Those ACFT instructed by ATC to make early turns in order to expedite traffic flow, such instructions may be issued between 0700-2300LT, to propeller ACFT of 23000kg MTWA or less and the following jet ACFT:

  All ACFT of 35000kg MTWA or less plus BAe 146 (Avro RJ Series), CRJ1, CRJ2, CRJ7, CRJ9, EMB-135/145, BBD700 Global Express and Gulfstream 5;
- And unless otherwise instructed by ATC or deviations are required in the interests of safety.

The use of these routes is supplementary to noise abatement take-off techniques.

After take-off, pilots should ensure that they are at a minimum altitude of 760' before commencing any turn.

Non-standard departure instructions will not normally be issued between 2300-0700LT.

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3. DEPARTURE

3.3. RWY OPERATIONS

3.3.1. MINIMUM RWY OCCUPANCY TIME

Whenever possible, cockpit checks should be completed prior to line-up, 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 the take-off roll immediately after take-off clearance is issued.

3.4. OTHER INFORMATION

When lined up for take-off from RWY 05L/23R, the full length of the RWY surface may not be visible from the flight deck.

In the event of an inability to navigate the published SIDs, crews are to advise ATC prior to requesting a departure clearance.

3.5. DE-ICING

3.5.1. REMOTE DE-ICING

Manchester has three remote de-icing pads:

- TWY NC between TWYs ND and E, controlled by Maverick, which can accommodate up to a maximum one B757 ACFT;
- TWY B between intermediate holding positions B4 and B5, controlled by Iceman, which can accommodate up to a maximum one B757 ACFT;
- TWY J between intermediate holding position J2 and RWY holding position J1, controlled by Goose, which can accommodate one code E ACFT.

ACFT intending to use the remote de-icing pad will inform MANCHESTER Delivery when they request start-up.

De-icing of ACFT is performed with engines running.

Propeller ACFT are de-iced on the apron ramp. De-icing is performed with engines switched off.

The ATC frequency 121.855 has to be monitored during de-icing on TWY NC and TWY B.

Due to its proximity to the RWY, the ATC frequency 118.630 has to be monitored during de-icing on TWY J.

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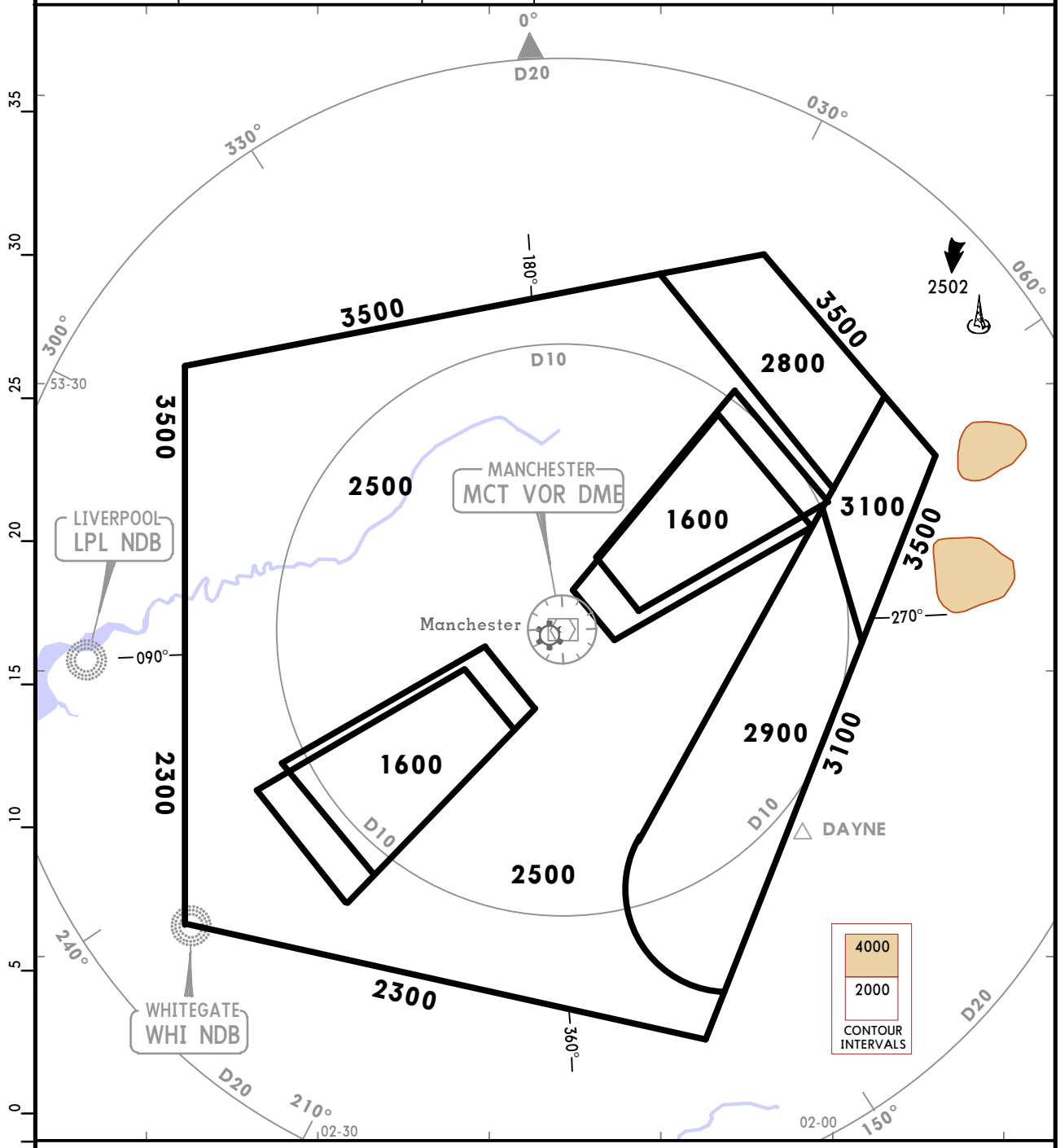
D-ATIS	MANCHESTER Radar (APP)	Apt Elev	Alt Set: hPa Trans level: By ATC Trans alt: 5000
128.180	118.58	257	



OUTSIDE THE DESIGNATED RADAR MINIMUM ALTITUDE AREA

The minimum altitude to be allocated by the radar controller will be either the Minimum Sector Altitude or 1000 above any fixed obstacles:

- within 5 NM ❶ of the aircraft and
- within the sector 15 NM ❷ ahead of and within 20° either side of the aircraft's track.

3 NM ❶ or 10 NM ❷ when the aircraft is within 15 NM of the radar antennae.

In the event of radio communication failure flight crews should plan to land on the landing RWY last acknowledged from Manchester Radar or as promulgated by ATIS. If this is not possible, flight crews should plan to land on RWY 23R/05L. Should RWY 23R/05L not be available, this will be indicated by means of ATC extinguishing the approach lights for 23R/05L and illuminating the approach lights for landing on RWY 23L/05R. 'Blind" ATC communications will be also be transmitted.

PROCEDURE	LOSS OF COMMUNICATION PROCEDURE
INITIAL APPROACH	Proceed at FL070, or last assigned level if higher, to DAYNE, MIRSI or ROSUN, hold as appropriate and then continue visually or by means of an appropriate final approach aid. If this is not possible, from the hold route direct and self-position to a 10D/12D final as appropriate, complying with all published MSAs.
INTERMEDIATE AND FINAL APPROACH	Continue visually or by means of an appropriate final approach aid and land. If landing is not possible, follow the Missed Approach Procedure to DAYNE or ROSUN hold climbing to FL070. From DAYNE/ROSUN proceed direct to 10D/12D final as appropriate, complying with all published MSAs.

CHANGES: Sectors & sectors altitude revised, waypoint AMLET withdrawn.

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ELVOS 1M [ELVO1M]
LESTA 1M [LEST1M]
RNAV (DME/DME or GNSS) ARRIVALS

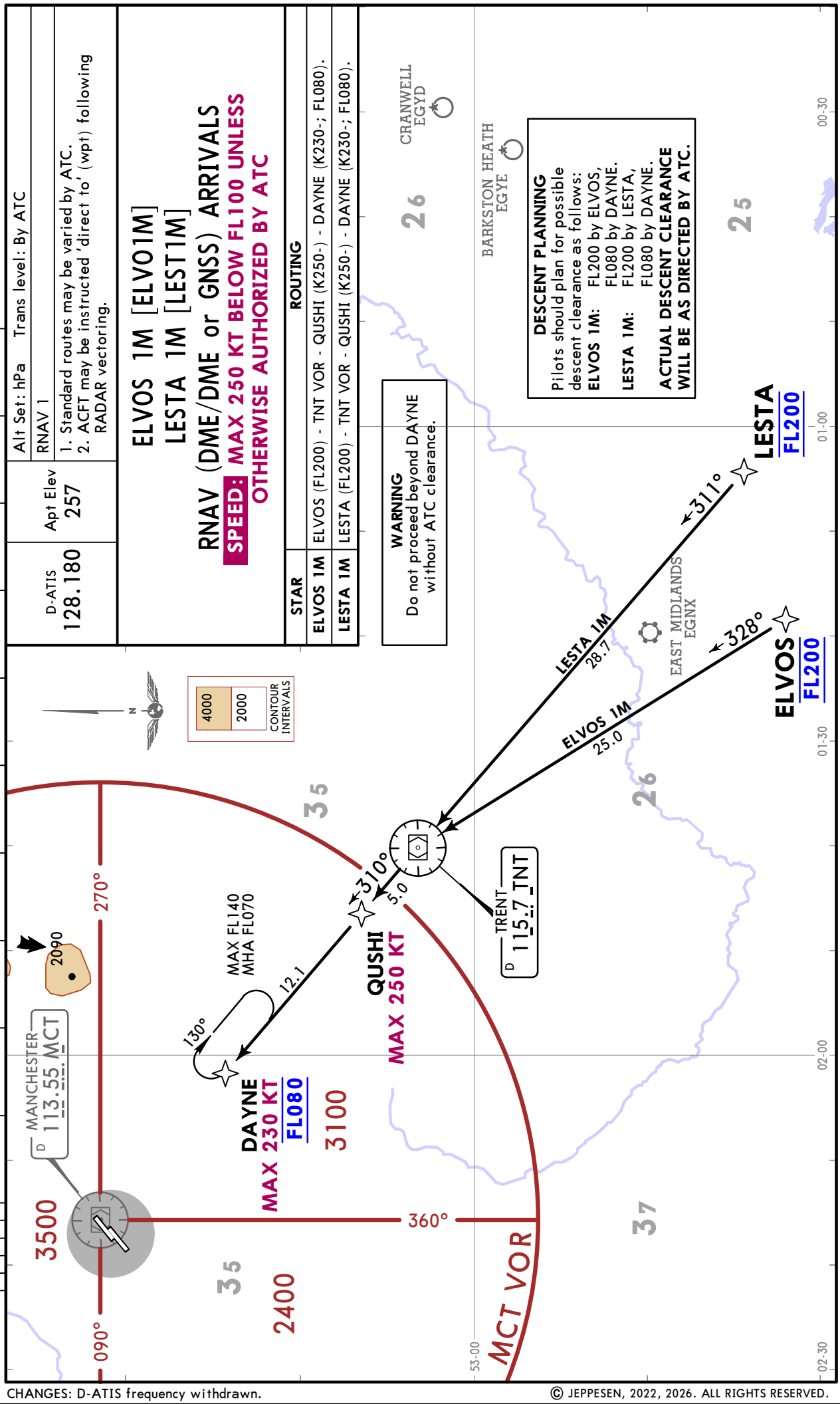
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED BY ATC

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
128.180	257	RNAV 1
		1. Standard routes may be varied by ATC. 2. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

STAR	ROUTING
ELVOS 1M	ELVOS (FL200) - TNT VOR - QUSHI (K250-) - DAYNE (K230-; FL080).
LESTA 1M	LESTA (FL200) - TNT VOR - QUSHI (K250-) - DAYNE (K230-; FL080).

WARNING
Do not proceed beyond DAYNE without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
ELVOS 1M: FL200 by ELVOS, FL080 by DAYNE.
LESTA 1M: FL200 by LESTA, FL080 by DAYNE.
ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.



CHANGES: D-ATIS frequency withdrawn.

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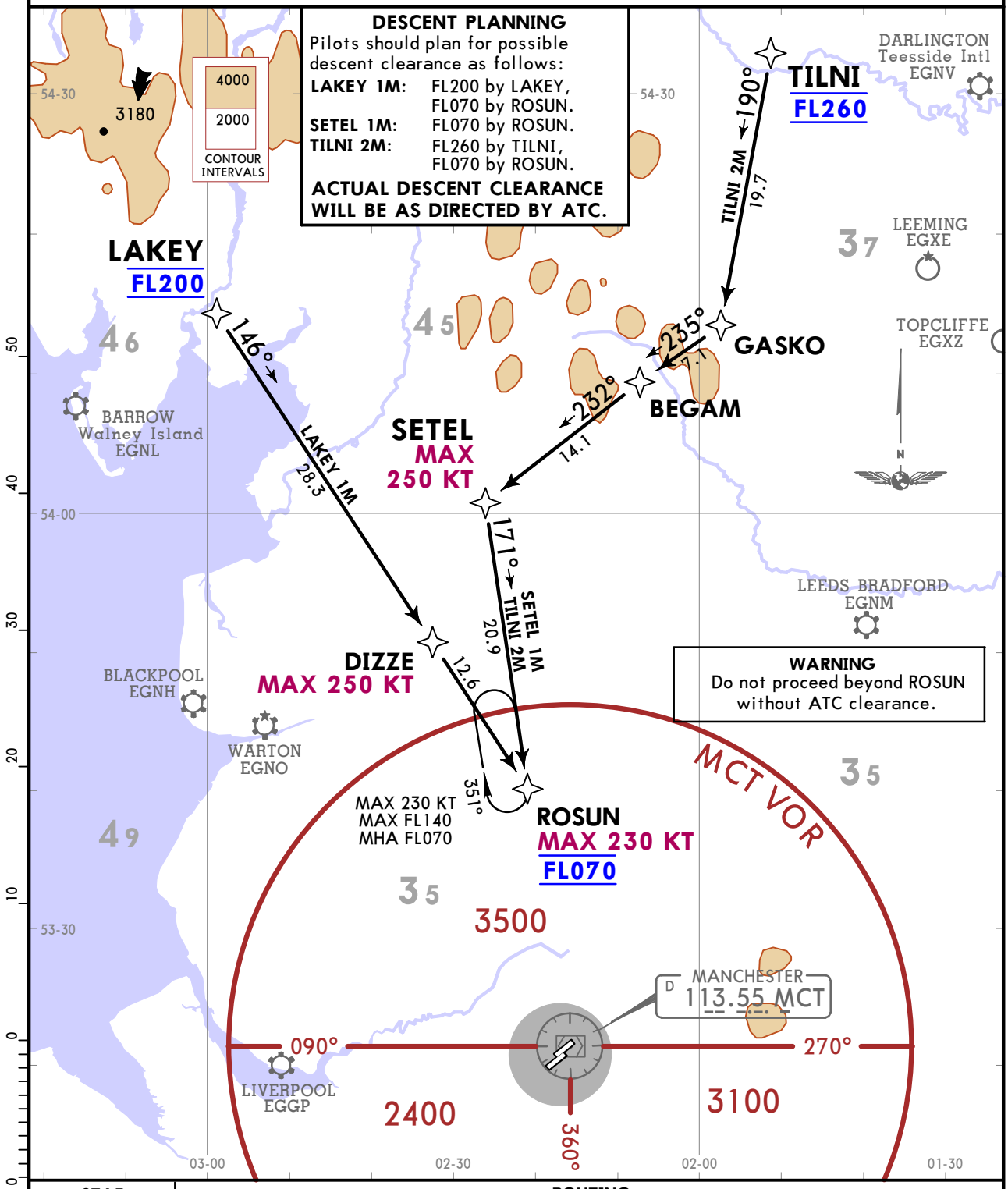
D-ATIS	Apt Elev	
128.180	257	Alt Set: hPa Trans level: By ATC
		RNAV 1
		1. Standard routes may be varied by ATC. 2. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

LAKEY 1M [LAKE1M]
SETEL 1M [SETE1M]
TILNI 2M [TILN2M]
RNAV (DME/DME or GNSS) ARRIVALS

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED BY ATC



STAR	ROUTING
LAKEY 1M	LAKEY (FL200) - DIZZE (K250-) - ROSUN (K230-; FL070).
SETEL 1M	SETEL (K250-) - ROSUN (K230-; FL070).
TILNI 2M	TILNI (FL260) - GASKO - BEGAM - SETEL (K250-) - ROSUN (K230-; FL070).

CHANGES: D-ATIS frequency withdrawn.

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RNAV (DME/DME or GNSS) ARRIVALS

LIBSO 1M [LIBS1M]
OTBED 1M [OTBE1M]

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED BY ATC

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
128.180	257	RNAV 1

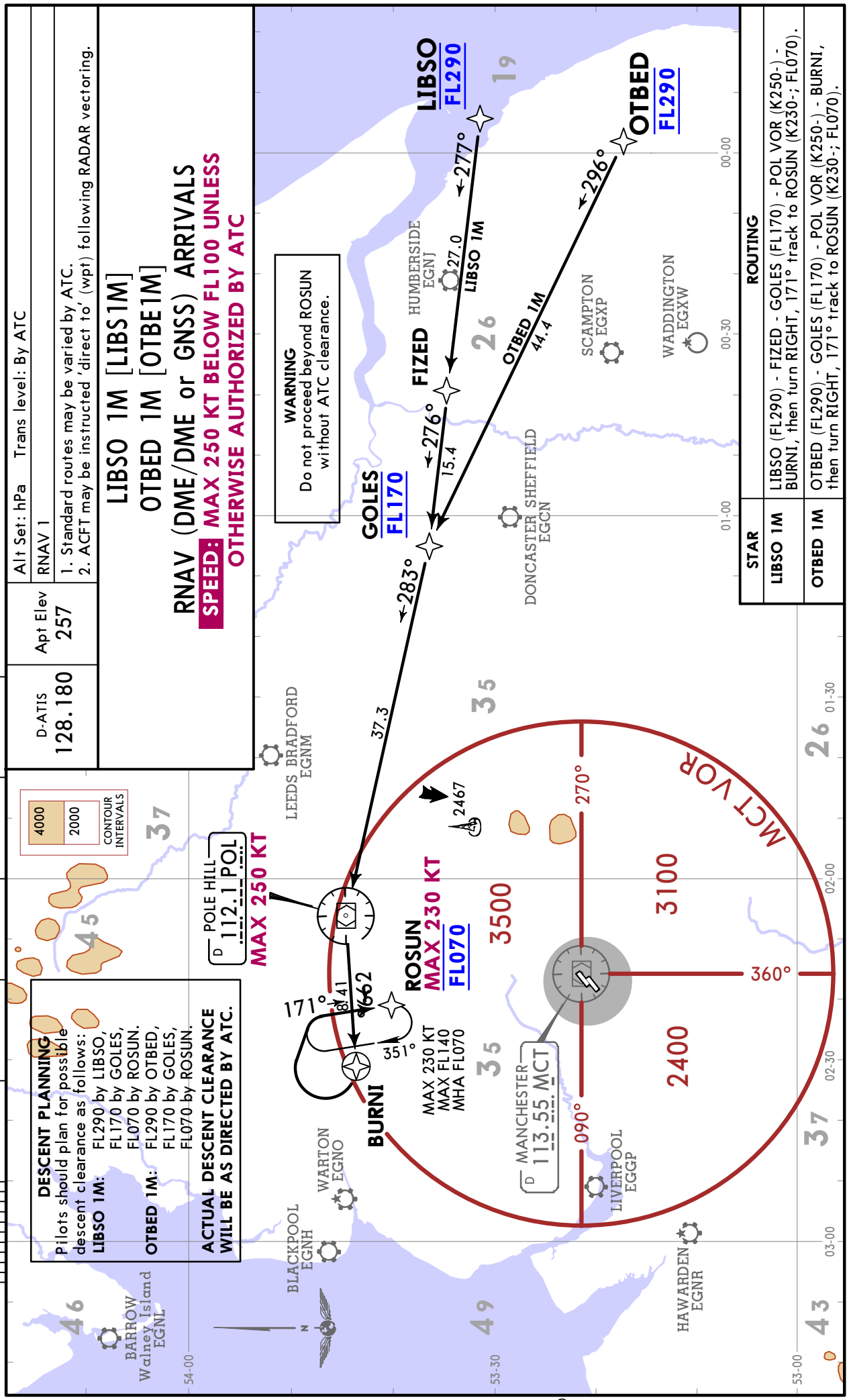
1. Standard routes may be varied by ATC.
2. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

WARNING
Do not proceed beyond ROSUN without ATC clearance.

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:
LIBSO 1M: FL290 by LIBSO, FL170 by GOLES, FL070 by ROSUN.
OTBED 1M: FL290 by OTBED, FL170 by GOLES, FL070 by ROSUN.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

ROUTING	
STAR	
LIBSO 1M	LIBSO (FL290) - FIZED - GOLES (FL170) - POL VOR (K250-) - BURNI, then turn RIGHT, 171° track to ROSUN (K230-; FL070).
OTBED 1M	OTBED (FL290) - GOLES (FL170) - POL VOR (K250-) - BURNI, then turn RIGHT, 171° track to ROSUN (K230-; FL070).



CHANGES: D-ATIS frequency withdrawn.

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EGCC/MAN
MANCHESTER

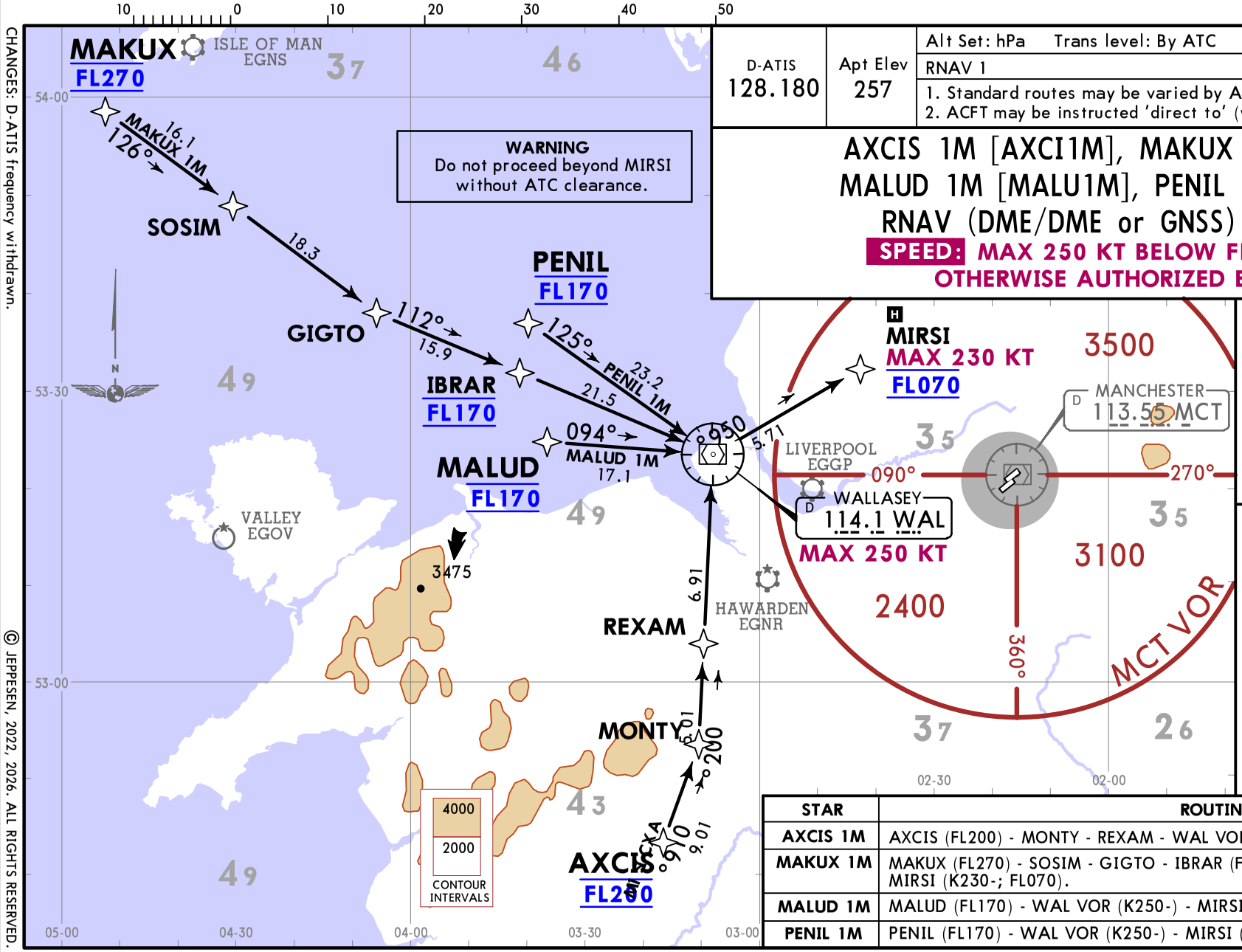
JEPPESEN
10 APR 26 10-2C Eff 16 Apr

MANCHESTER, UK
RNAV STAR

D-ATIS	Apt Elev	
128.180	257	Alt Set: hPa Trans level: By ATC
		RNAV 1
		1. Standard routes may be varied by ATC. 2. ACFT may be instructed 'direct to' (wpt) following RADAR vectoring.

AXCIS 1M [AXCI1M], MAKUX 1M [MAKU1M] MALUD 1M [MALU1M], PENIL 1M [PENI1M] RNAV (DME/DME or GNSS) ARRIVALS

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED BY ATC



WARNING
Do not proceed beyond MIRSI without ATC clearance.

MIRSI
MAX 230 KT
MAX FL140
MHA FL060
060
042

DESCENT PLANNING
Pilots should plan for possible descent clearance as follows:

AXCIS 1M: FL200 by AXCIS, FL070 by MIRSI.
MAKUX 1M: FL270 by MAKUX, FL170 by IBRAR, FL070 by MIRSI.
MALUD 1M: FL170 by MALUD, FL070 by MIRSI.
PENIL 1M: FL170 by PENIL, FL070 by MIRSI.

ACTUAL DESCENT CLEARANCE WILL BE AS DIRECTED BY ATC.

STAR	ROUTING
AXCIS 1M	AXCIS (FL200) - MONTY - REXAM - WAL VOR (K250-) - MIRSI (K230-; FL070).
MAKUX 1M	MAKUX (FL270) - SOSIM - GIGTO - IBRAR (FL170) - WAL VOR (K250-) - MIRSI (K230-; FL070).
MALUD 1M	MALUD (FL170) - WAL VOR (K250-) - MIRSI (K230-; FL070).
PENIL 1M	PENIL (FL170) - WAL VOR (K250-) - MIRSI (K230-; FL070).

CHANGES: D-ATIS frequency withdrawn.

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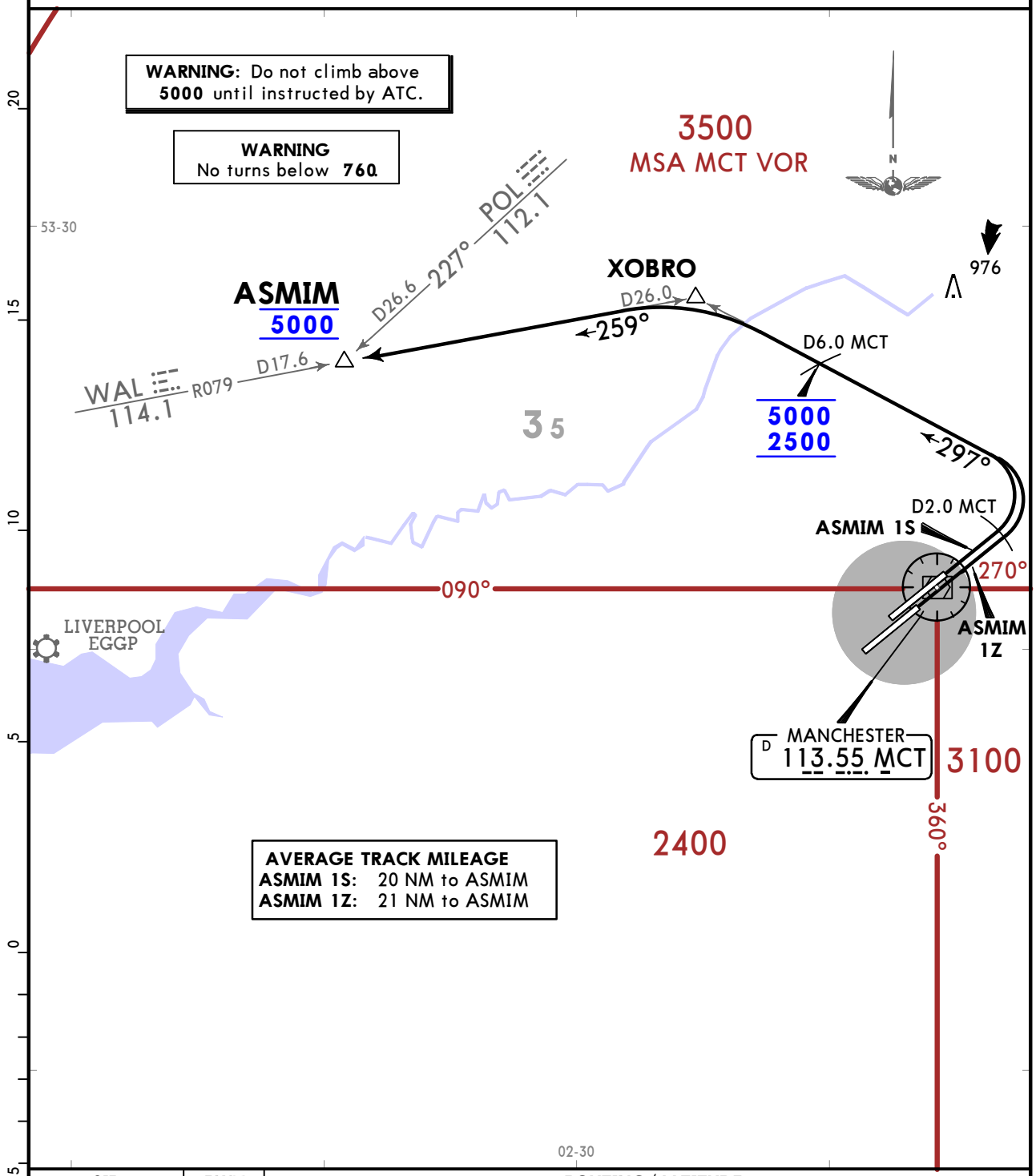
SCOTTISH Control 128.055	Apt Elev 257	Trans alt: 5000 1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes (refer to 10-4). 3. EXPECT first CPDLC Data Link Authority to be as follows: via KELLY/LUSOD: EGPX, via BAGSO: EISN, via OSSEP: EGTT. 4. EXPECT close-in obstacles.

ASMIM 1S [ASMI1S], ASMIM 1Z [ASMI1Z]
DEPARTURES
(RWYS 05L, 05R)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



SID	RWY	ROUTING/ALTITUDE
ASMIM 1S	05L	Climb straight ahead, at D2.0 MCT turn LEFT, 297° track towards XOBRO, cross D6.0 MCT at or above 2500 (MAX 5000), intercept WAL R079 inbound, to ASMIM, cross at 5000.
ASMIM 1Z	05R	

CHANGES: Climb gradients withdrawn, notes withdrawn & revised.

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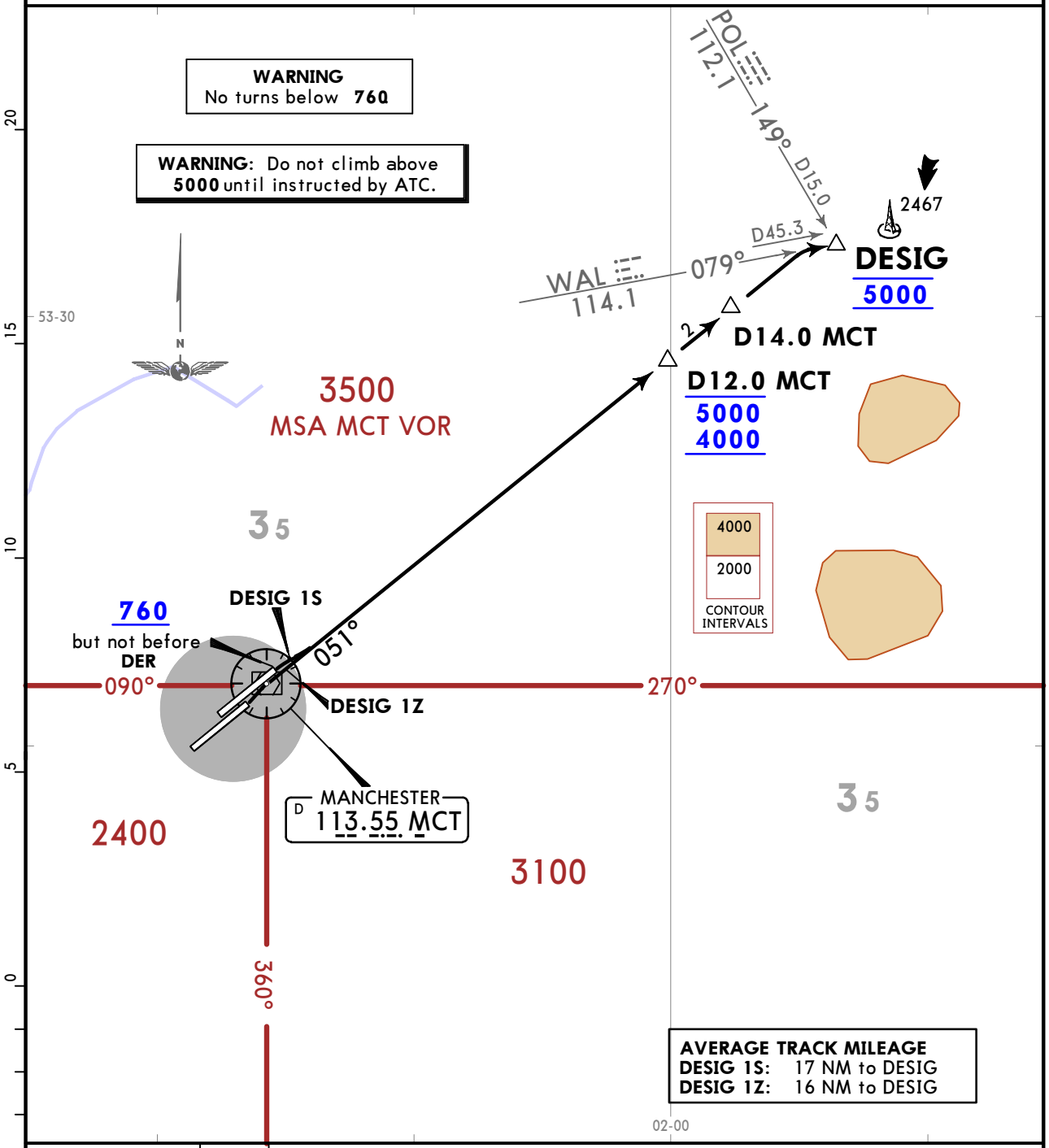
SCOTTISH Control 135.715	Apt Elev 257	Trans alt: 5000 1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes (refer to 10-4). 3. EXPECT first CPDLC Data Link Authority to be EGTT. 4. EXPECT close-in obstacles.

DESIG 1S [DESI1S], DESIG 1Z [DESI1Z]
DEPARTURES
(RWYS 05L, 05R)

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



SID	RWY	ROUTING/ALTITUDE
DESIG 1S	05L	Climb straight ahead, at or above 760, but not before DER intercept MCT R051, cross D12.0 MCT at or above 4000 (MAX 5000), at D14.0 MCT turn RIGHT, intercept WAL R079, to DESIG at 5000.
DESIG 1Z	05R	Climb straight ahead on MCT R051, cross D12.0 MCT at or above 4000 (MAX 5000), at D14.0 MCT turn RIGHT, intercept WAL R079, to DESIG at 5000.

CHANGES: Climb gradients withdrawn, notes withdrawn & revised.

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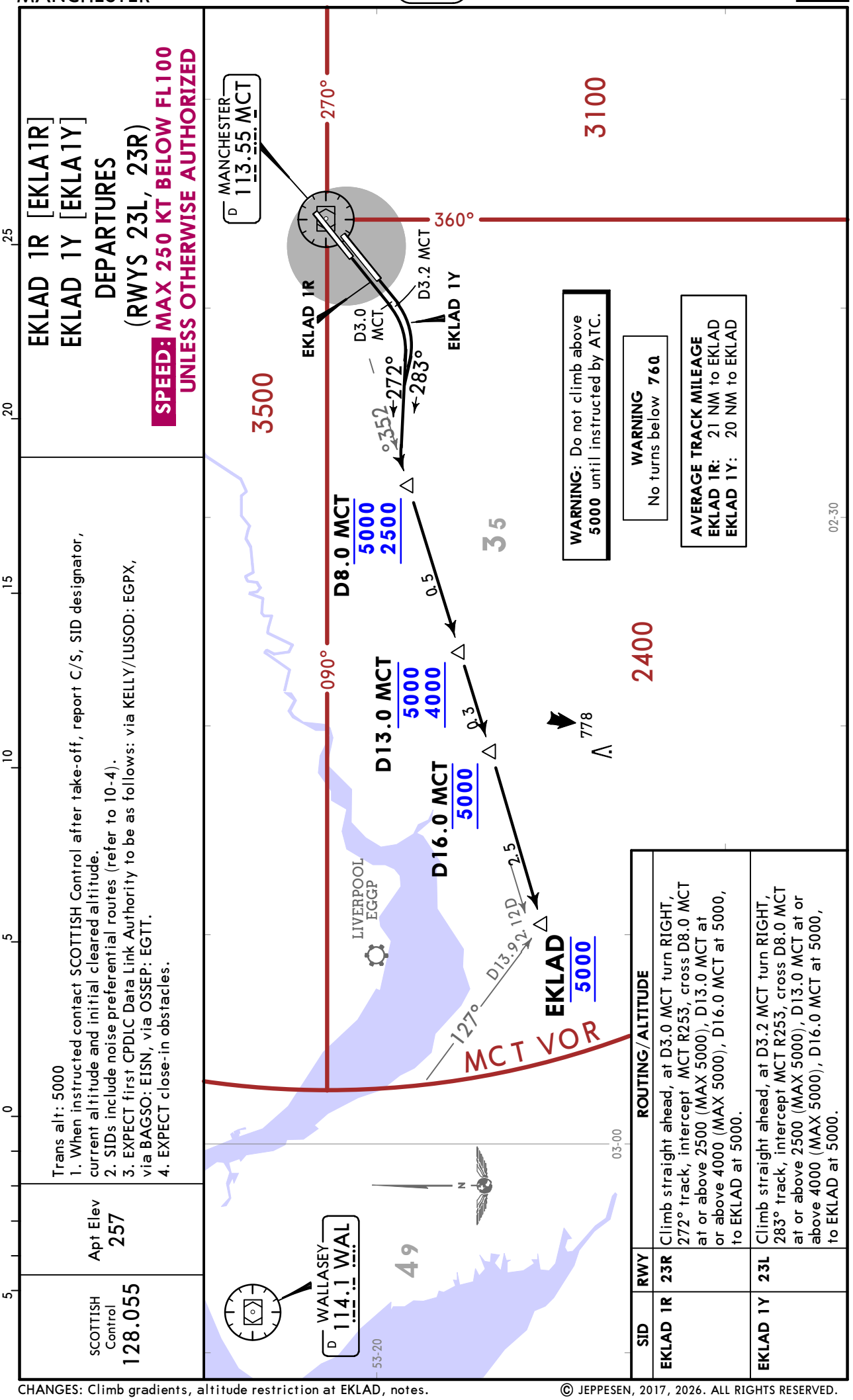
EKLAD 1R [EKLA1R]
EKLAD 1Y [EKLA1Y]
DEPARTURES
(RWYS 23L, 23R)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

SCOTTISH Control 128.055

Apt Elev 257

Trans alt: 5000
1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 10-4).
3. EXPECT first CPDLC Data Link Authority to be as follows: via KELLY/LUSOD: EGPX, via BAGSO: EISN, via OSSEP: EGTT.
4. EXPECT close-in obstacles.



SID	RWY	ROUTING/ALTITUDE
EKLAD 1R	23R	Climb straight ahead, at D3.0 MCT turn RIGHT, 272° track, intercept MCT R253, cross D8.0 MCT at or above 2500 (MAX 5000), D13.0 MCT at or above 4000 (MAX 5000), D16.0 MCT at 5000, to EKLAD at 5000.
EKLAD 1Y	23L	Climb straight ahead, at D3.2 MCT turn RIGHT, 283° track, intercept MCT R253, cross D8.0 MCT at or above 2500 (MAX 5000), D13.0 MCT at or above 4000 (MAX 5000), D16.0 MCT at 5000, to EKLAD at 5000.

CHANGES: Climb gradients, altitude restriction at EKLAD, notes.

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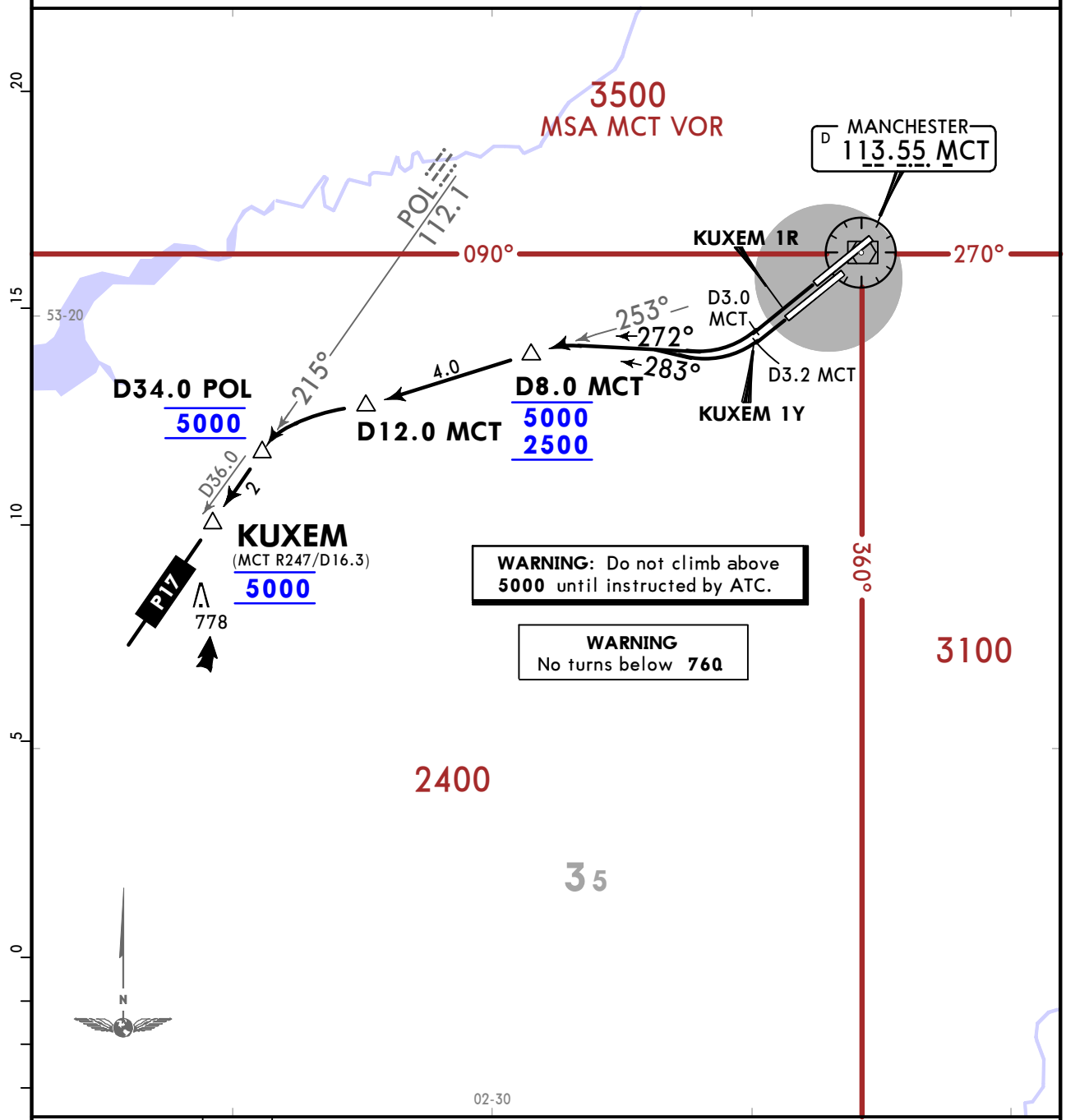
SCOTTISH Control 128.055	Apt Elev 257	Trans alt: 5000 1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes (refer to 10-4). 3. EXPECT first CPDLC Data Link Authority to be as follows: via KELLY/LUSOD: EGPX, via BAGSO: EISN, via OSSEP: EGTT. 4. EXPECT close-in obstacles. 5. ACFT routeing via P-17 requesting a cruising level of FL070 or above can EXPECT a clearance from LONDON Control to cross OSSEP at ot above FL270. Traffic unable to comply must inform ATC.

KUXEM 1R [KUXE1R], KUXEM 1Y [KUXE1Y] DEPARTURES (RWYS 23L, 23R)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



SID	RWY	ROUTING/ALTITUDE
KUXEM 1R	23R	Climb straight ahead, at D3.0 MCT turn RIGHT, 272° track, intercept MCT R253, cross D8.0 MCT at or above 2500 (MAX 5000), at D12.0 MCT turn LEFT, intercept POL R215, cross D34.0 POL at 5000, to KUXEM at 5000.
KUXEM 1Y	23L	Climb straight ahead, at D3.2 MCT turn RIGHT, 283° track, intercept MCT R253, cross D8.0 MCT at or above 2500 (MAX 5000), at D12.0 MCT turn LEFT, intercept POL R215, cross D34.0 POL at 5000, to KUXEM at 5000.

CHANGES: Climb gradients, altitude restriction at KUXEM, notes.

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LISTO 2R [LIST2R]
LISTO 2Y [LIST2Y]
DEPARTURES
(RWYS 23L, 23R)

RESTRICTED USE ❶
VIA AIRWAYS AND FOR LEAVING CONTROLLED AIRSPACE VIA TNT
SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

❶ 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; Gulf-stream 5.
Pilots must ensure adherence to clearance as issued by ATC.

SCOTTISH Control	Apt Elev
134.430	257

Trans alt: 5000

1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 10-4).
3. EXPECT first CPDLC Data Link Authoroty to be EGTT.
4. In order to alleviate airspace congestion and improve ATC flexibility, pilots of jet aircraft allowed to fly the LISTO SID may be offered SANBA 1R/1Y SID at a late stage prior to departure. Pilots unable to accept a SANBA SID when offered must inform ATC.
5. EXPECT close-in obstacles.

2467

4000
2000
CONTOUR INTERVALS

MANCHESTER D 113.55 MCT

090° 270° 360°

LIVERPOOL EGGP

D2.0 MCT
D3.2 MCT
160°
153°
LISTO 2R
LISTO 2Y

WARNING
No turns below **760**.

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

D7.0 MCT
5000
3000
5000
3000

157°
LISTO
(112.1 POL R185/ D36.2)
5000

D51.1 R337

3500
3100
2400
35
35
37

MCT VOR

SPEED PROFILE
Speed profile applies to all ACFT following these SIDs unless cancelled by ATC.
Jet traffic MTOW above 35000 KG:
250 KT until FL100.
280-290 KT between FL100 & FL260.
Jet traffic MTOW below 35000 KG & all non-jet traffic: 210-250 KT until FL260.
If unable to comply, inform ATC before obtaining departure clearance.

AVERAGE TRACK MILEAGE
LISTO 2R: 15 NM to LISTO
LISTO 2Y: 14 NM to LISTO

NOT TO SCALE

HONILEY D 113.65 HON

SID	RWY	ROUTING/ALTITUDE
LISTO 2R	23R	Climb straight ahead, at D2.0 MCT turn LEFT, 160° track, cross D7.0 MCT at or above 3000 (MAX 5000), intercept HON R337 inbound to LISTO at 5000.
LISTO 2Y	23L	Climb straight ahead, at D3.2 MCT turn LEFT, 153° track, cross D7.0 MCT at or above 3000 (MAX 5000), intercept HON R337 inbound to LISTO at 5000.

CHANGES: Climb gradients & waypoint PEDIG withdrawn, notes withdrawn & revised.

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LISTO 2S [LIST2S]
LISTO 2Z [LIST2Z]
DEPARTURES
(RWYS 05L, 05R)

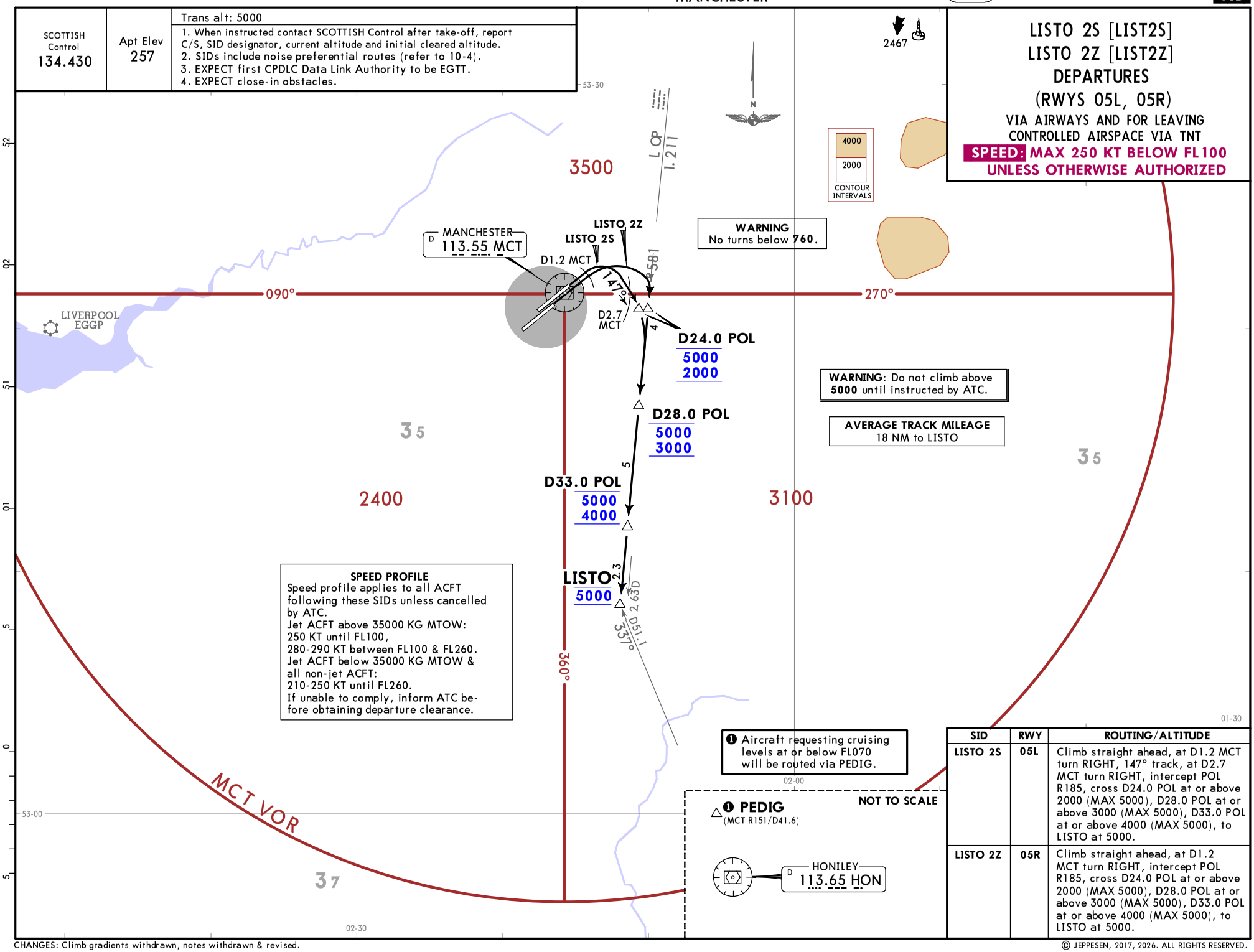
VIA AIRWAYS AND FOR LEAVING CONTROLLED AIRSPACE VIA TNT

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED

SCOTTISH Control	Apt Elev
134.430	257

Trans alt: 5000

1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude.
2. SIDs include noise preferential routes (refer to 10-4).
3. EXPECT first CPDLC Data Link Authority to be EGTT.
4. EXPECT close-in obstacles.



SID	RWY	ROUTING/ALTITUDE
LISTO 2S	05L	Climb straight ahead, at D1.2 MCT turn RIGHT, 147° track, at D2.7 MCT turn RIGHT, intercept POL R185, cross D24.0 POL at or above 2000 (MAX 5000), D28.0 POL at or above 3000 (MAX 5000), D33.0 POL at or above 4000 (MAX 5000), to LISTO at 5000.
LISTO 2Z	05R	Climb straight ahead, at D1.2 MCT turn RIGHT, intercept POL R185, cross D24.0 POL at or above 2000 (MAX 5000), D28.0 POL at or above 3000 (MAX 5000), D33.0 POL at or above 4000 (MAX 5000), to LISTO at 5000.

CHANGES: Climb gradients withdrawn, notes withdrawn & revised.

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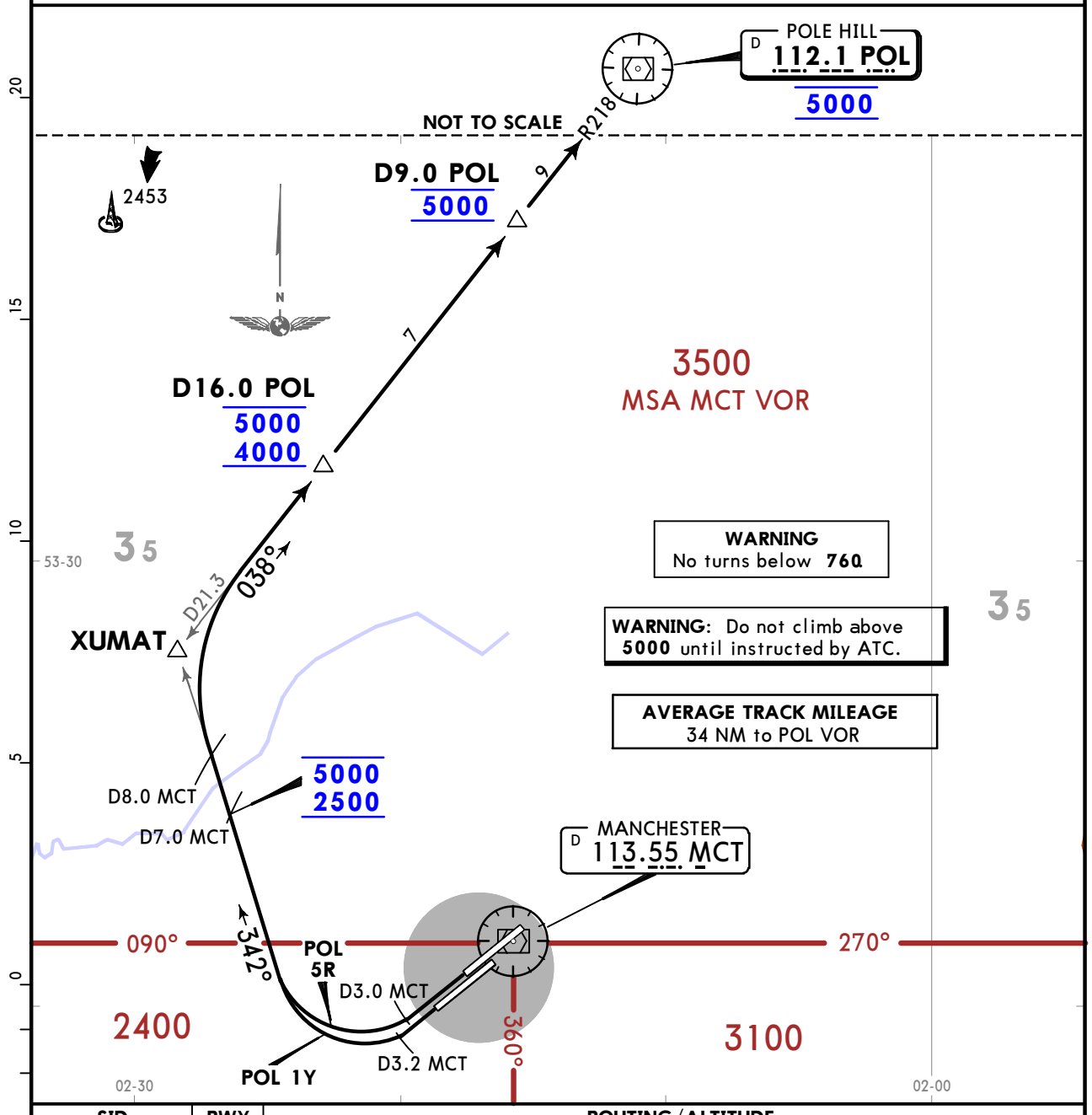
SCOTTISH Control	Apt Elev	
135.715	257	Trans alt: 5000 1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes (refer to 10-4). 3. EXPECT first CPDLC Data Link Authority to be EGPX. 4. EXPECT close-in obstacles.

POL 5R, POL 1Y
DEPARTURES
(RWYS 23L, 23R)

VIA AIRWAYS AND FOR LEAVING
CONTROLLED AIRSPACE

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



SID	RWY	ROUTING/ALTITUDE
POL 5R	23R	Climb straight ahead, at D3.0 MCT turn RIGHT, 342° track towards XUMAT, cross D7.0 MCT at or above 2500 (MAX 5000), at D8.0 MCT turn RIGHT, intercept POL R218 inbound, cross D16.0 POL at or above 4000 (MAX 5000), D9.0 POL at 5000, to POL VOR at 5000.
POL 1Y	23L	Climb straight ahead, at D3.2 MCT turn RIGHT, 342° track towards XUMAT, cross D7.0 MCT at or above 2500 (MAX 5000), at D8.0 MCT turn RIGHT, intercept POL R218 inbound, cross D16.0 POL at or above 4000 (MAX 5000), D9.0 POL at 5000, to POL VOR at 5000.

CHANGES: Climb gradients withdrawn, notes withdrawn & revised.

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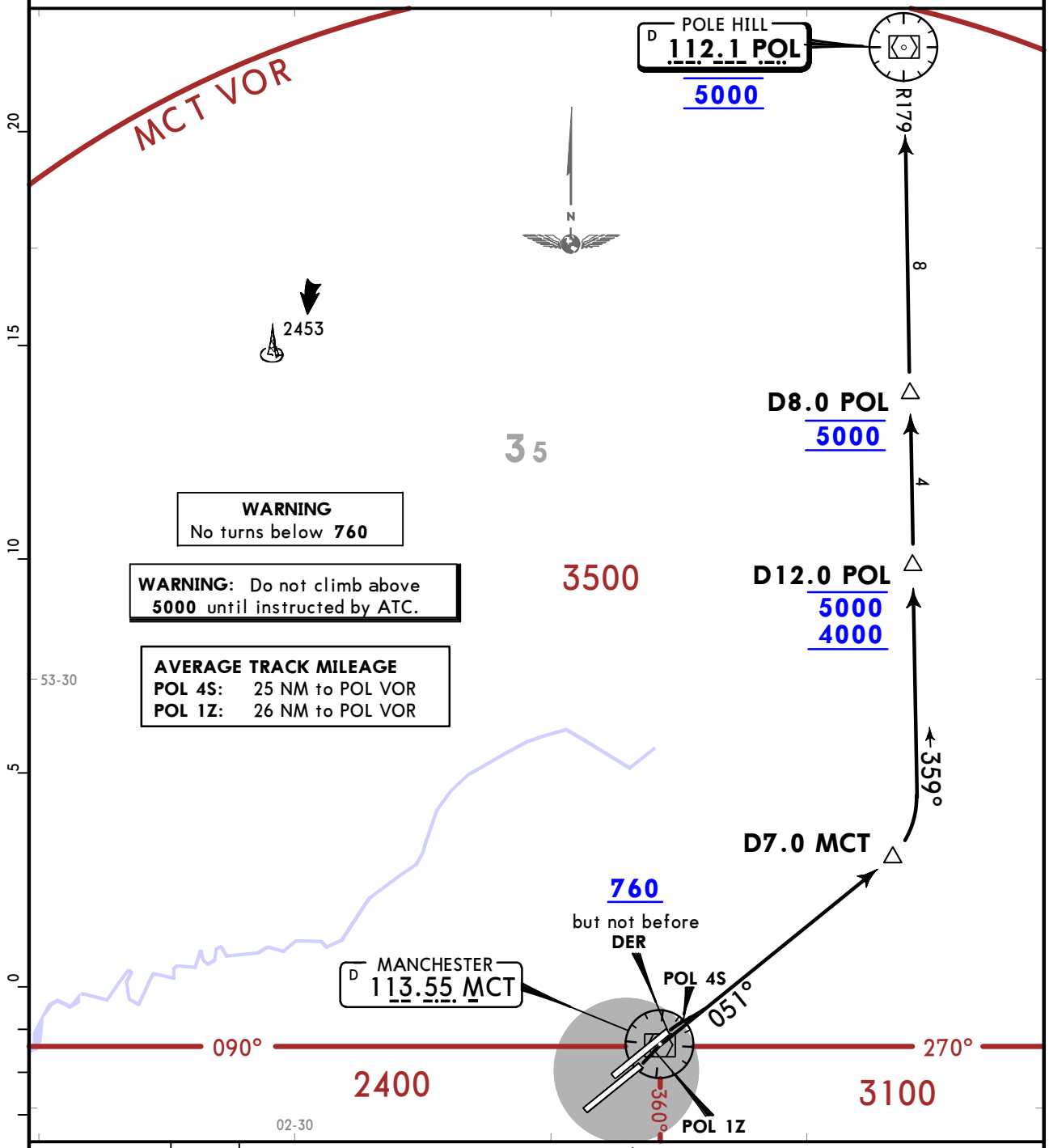
SCOTTISH Control 135.715	Apt Elev 257	Trans alt: 5000 1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes (refer to 10-4). 3. EXPECT first CPDLC Data Link Authority to be EGPX. 4. EXPECT close-in obstacles.

POL 4S, POL 1Z
DEPARTURES
(RWYS 05L, 05R)

VIA AIRWAYS AND FOR LEAVING CONTROLLED AIRSPACE

SPEED: MAX 250 KT BELOW FL100
UNLESS OTHERWISE AUTHORIZED



SID	RWY	ROUTING/ALTITUDE
POL 4S	05L	Climb straight ahead, at or above 760, but not before DER, intercept MCT R051, at D7.0 MCT turn LEFT, intercept POL R179 inbound, cross D12.0 POL at or above 4000 (MAX 5000), D8.0 POL at 5000, to POL VOR at 5000.
POL 1Z	05R	Climb straight ahead, intercept MCT R051, at D7.0 MCT turn LEFT, intercept POL R179 inbound, cross D12.0 POL at or above 4000 (MAX 5000), D8.0 POL at 5000, to POL VOR at 5000.

CHANGES: Climb gradients withdrawn, notes withdraw & revised.

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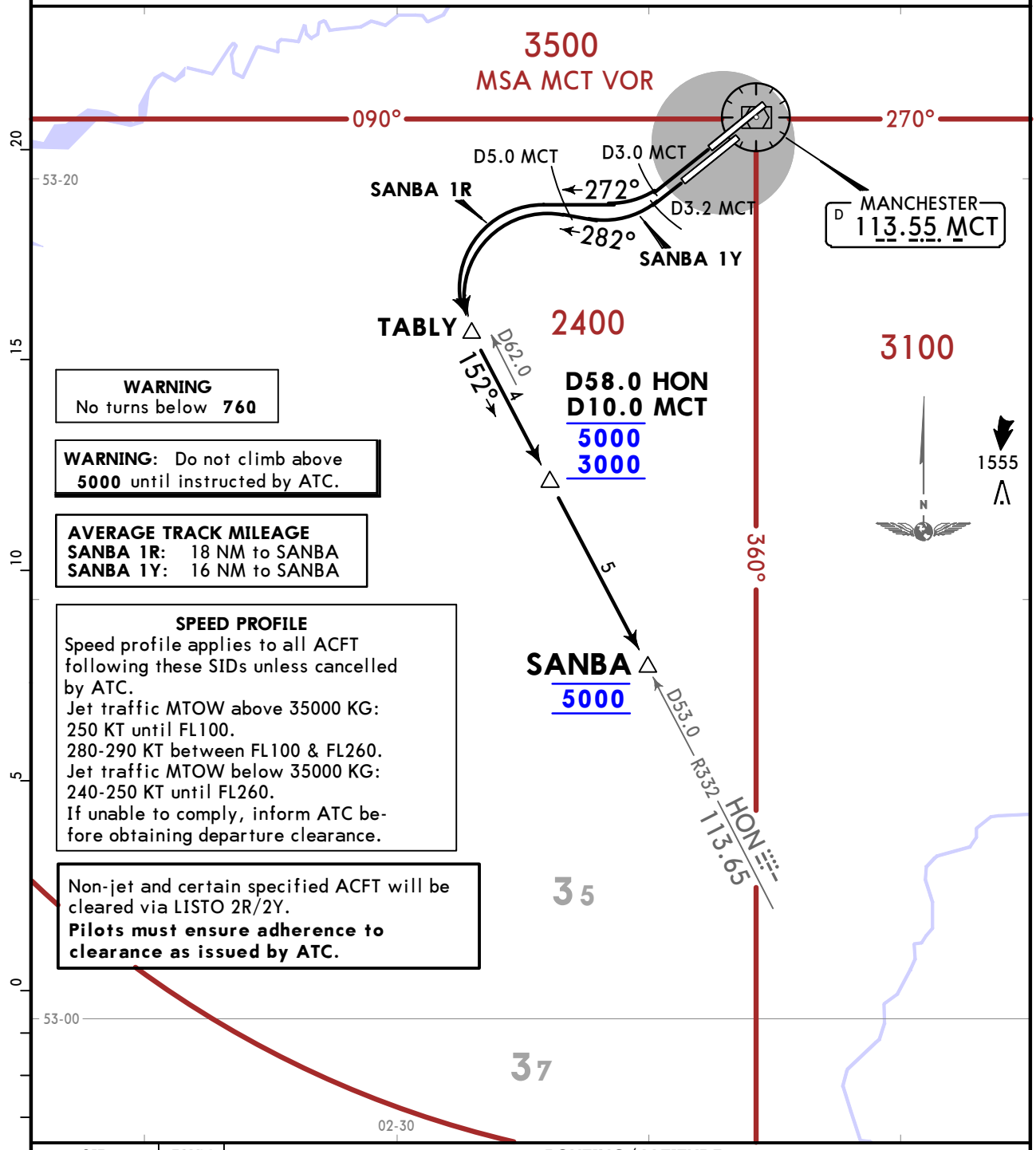
SCOTTISH Control 134.430	Apt Elev 257	Trans alt: 5000 1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes (refer to 10-4). 3. EXPECT first CPDLC Data Link Authority to be EGTT. 4. EXPECT close-in obstacles.

SANBA 1R [SANB1R], SANBA 1Y [SANB1Y] DEPARTURES (RWYS 23L, 23R)

JET-AIRCRAFT ONLY

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



SID	RWY	ROUTING/ALTITUDE
SANBA 1R	23R	Climb straight ahead, at D3.0 MCT turn RIGHT, 272° track, at D5.0 MCT turn LEFT to TABLY, intercept HON R332 inbound, cross D58.0 HON/D10.0 MCT at or above 3000 (MAX 5000), to SANBA at 5000.
SANBA 1Y	23L	Climb straight ahead, at D3.2 MCT turn RIGHT, 282° track, at D5.0 MCT turn LEFT to TABLY, intercept HON R332 inbound, cross D58.0 HON/D10.0 MCT at or above 3000 (MAX 5000), to SANBA at 5000.

CHANGES: Climb gradients withdrawn, notes withdrawn & revised.

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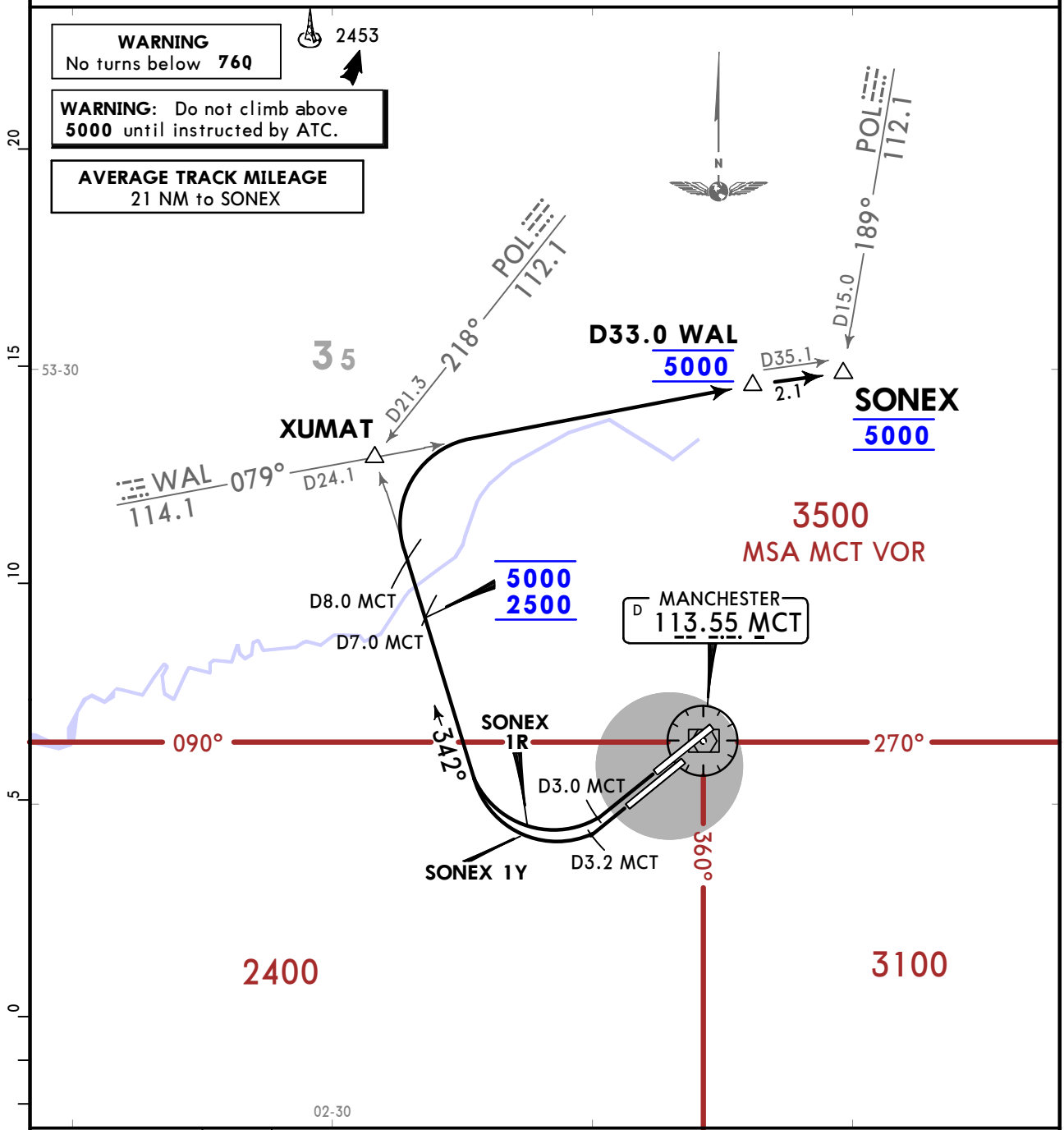
SCOTTISH Control 135.715	Apt Elev 257	Trans alt: 5000 1. When instructed contact SCOTTISH Control after take-off, report C/S, SID designator, current altitude and initial cleared altitude. 2. SIDs include noise preferential routes (refer to 10-4). 3. EXPECT first CPDLC Data Link Authority to be EGTT. 4. EXPECT close-in obstacles.

SONEX 1R [SONE1R], SONEX 1Y [SONE1Y] DEPARTURES (RWYS 23L, 23R)

SPEED: MAX 250 KT BELOW FL100 UNLESS OTHERWISE AUTHORIZED



SID	RWY	ROUTING/ALTITUDE
SONEX 1R	23R	Climb straight ahead, at D3.0 MCT turn RIGHT, 342° track towards XUMAT, cross D7.0 MCT at or above 2500 (MAX 5000), at D8.0 MCT turn RIGHT, intercept WAL R079, cross D33.0 WAL at 5000, to SONEX at 5000.
SONEX 1Y	23L	Climb straight ahead, at D3.2 MCT turn RIGHT, 342° track towards XUMAT, cross D7.0 MCT at or above 2500 (MAX 5000), at D8.0 MCT turn RIGHT, intercept WAL R079, cross D33.0 WAL at 5000, to SONEX at 5000.

CHANGES: Climb gradients withdrawn, notes withdrawn & revised.

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Apt Elev 257

NOISE ABATEMENT

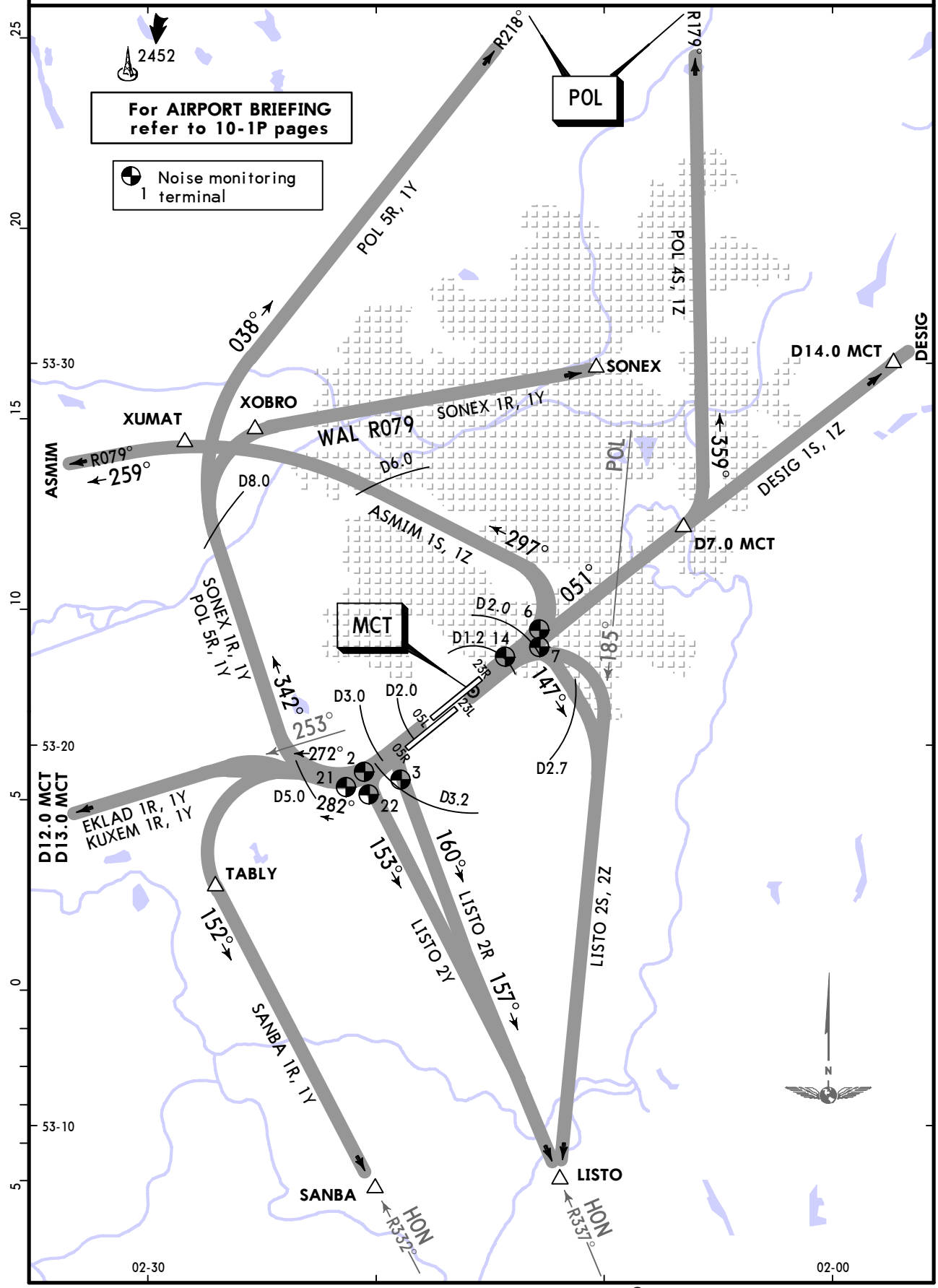
Distance to run to the appropriate Noise Monitoring Terminal (NMT) is in NM from take-off position which gives max TORA.

Rwy	NMT	NM
23R	3	3.4
	2	3.8

Rwy	NMT	NM
23L	21	3.5
	22	3.5

Rwy	NMT	NM
05L	7	3.4
	6	3.7

Rwy	NMT	NM
05R	14	3.5



CHANGES: Bearings updated.

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EGCC/MAN

Apt Elev **257′**

N53 21.2 W002 16.5

JEPPESEN

10 APR 26 (10-9) Eff 16 Apr

MANCHESTER, UK

MANCHESTER

D-ATIS Departure	Data Comm D-ATIS DCL	*MANCHESTER Delivery (Cpt)	Ground	Tower	
121.980		❶ 121.705	121.855	118.630	119.405 (by ATC)

❶ Departing ACFT are to make initial call to MANCHESTER Delivery during hours of operation. At all other times contact Ground.

LEGEND

HS1 HOT SPOTS

HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Hold FZ1 has sharp turn from Twy V. Markings and stopbar lights may not be visible until close to the junction.

HS2 Hold J1 faces 23R approach and is located 200m from the runway centerline.

HS3 Rwy 05L/23R has very wide shoulders. Pilots of departing aircraft to ensure aircraft are lined up with centerline, not the runway edge.

RWY 05L/23R has a turning circle at the Northeastern end, ABEAM Link J, for use by ACFT up to A380.

RWY 05R/23L has a turning circle at 5971′(1820m) from RWY 23L THR for use by ACFT up to B767.

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

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

ACFT using TWY L, TWY NA and TWY NB are to use minimum power.

Terminal 2

Pier C (Terminal 2)

Terminal 3

Control Tower

WEST APRON

WESTERN MAINTENANCE

Control Tower

Hangar

BUSINESS AVIATION APRON

Light acft area ROMPA

❸ Light acft area TATON

❷ De-icing ICEMAN

De-icing MAVERICK

De-icing GOOSE

JULIET TURNING CIRCLE

Elev 249′

VOR

FOR DETAILS SEE PARKING STANDS & COORDS

VAR 0°

MID TURNING CIRCLE

Elev 232′

Elev 200′

Elev 186′

'700,01

m0503

Feet 0 500 1000 1500 2000 2500 3000

Meters 0 200 400 600 800 1000

CHANGES: Communication, note removed.

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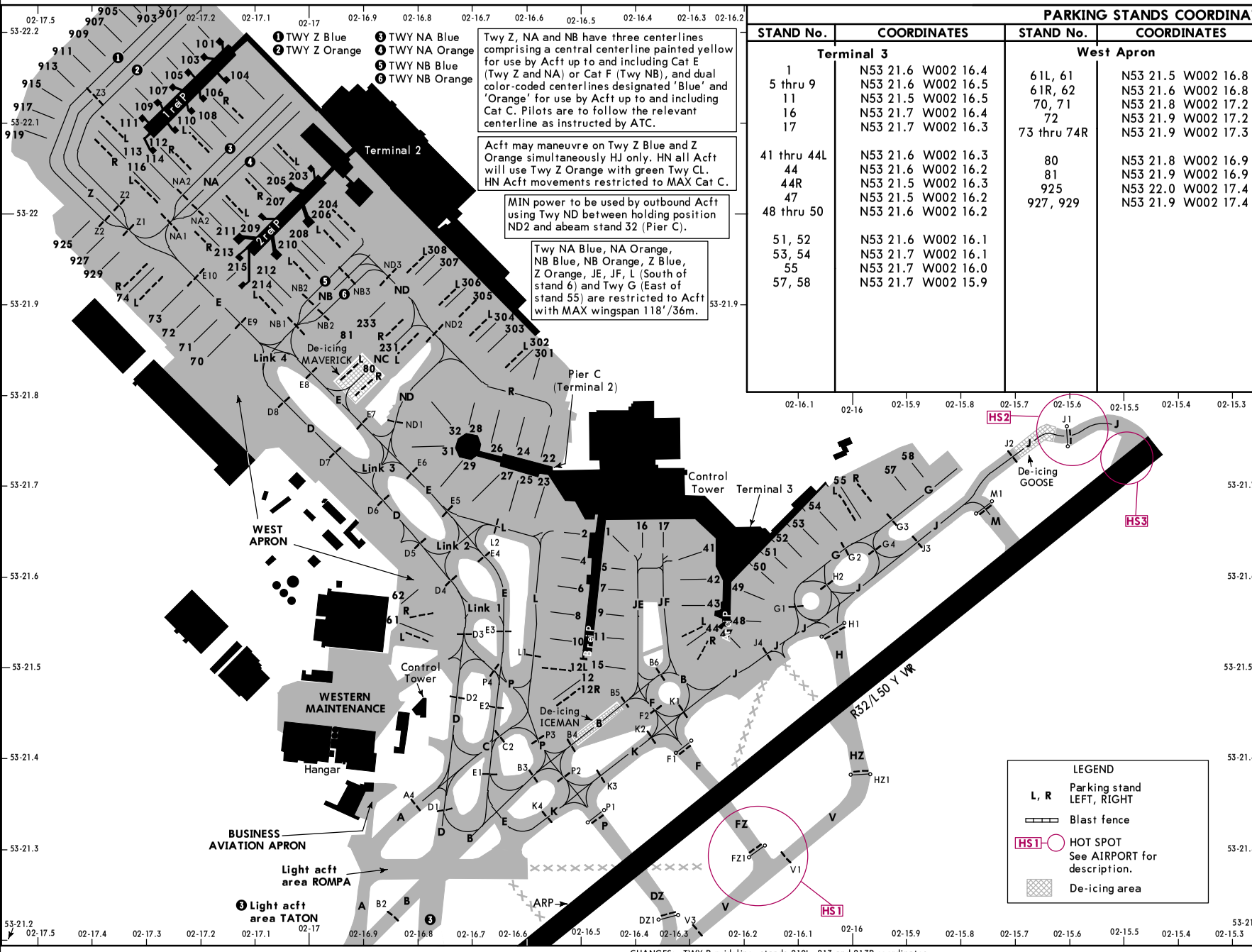

PARKING STANDS COORDINATES

STAND No.	COORDINATES
Terminal 3	
1	N53 21.6 W002 16.4
5 thru 9	N53 21.6 W002 16.5
11	N53 21.5 W002 16.5
16	N53 21.7 W002 16.4
17	N53 21.7 W002 16.3
41 thru 44L	N53 21.6 W002 16.3
44	N53 21.6 W002 16.2
44R	N53 21.5 W002 16.3
47	N53 21.5 W002 16.2
48 thru 50	N53 21.6 W002 16.2
51, 52	N53 21.6 W002 16.1
53, 54	N53 21.7 W002 16.1
55	N53 21.7 W002 16.0
57, 58	N53 21.7 W002 15.9

STAND No.	COORDINATES
West Apron	
61L, 61	N53 21.5 W002 16.8
61R, 62	N53 21.6 W002 16.8
70, 71	N53 21.8 W002 17.2
72	N53 21.9 W002 17.2
73 thru 74R	N53 21.9 W002 17.3
80	N53 21.8 W002 16.9
81	N53 21.9 W002 16.9
925	N53 22.0 W002 17.4
927, 929	N53 21.9 W002 17.4

STAND No.	COORDINATES
Terminal 2	
22 thru 25	N53 21.7 W002 16.6
26	N53 21.7 W002 16.7
27	N53 21.7 W002 16.6
28	N53 21.8 W002 16.7
29, 31	N53 21.7 W002 16.7
32	N53 21.8 W002 16.7
101, 103	N53 22.2 W002 17.2
104	N53 22.1 W002 17.1
105 thru 106R	N53 22.1 W002 17.2
107	N53 22.1 W002 17.3
108	N53 22.1 W002 17.2
109	N53 22.1 W002 17.3
110L, 110	N53 22.1 W002 17.2
111 thru 112R	N53 22.1 W002 17.3
203 thru 204	N53 22.0 W002 17.0
205	N53 22.0 W002 17.1
206L, 206	N53 22.0 W002 17.0
207, 207R	N53 22.0 W002 17.1
208	N53 22.0 W002 17.0
209L, 209	N53 22.0 W002 17.1
210L	N53 21.9 W002 17.0
210	N53 22.0 W002 17.0
211	N53 22.0 W002 17.2
212	N53 21.9 W002 17.1
213, 213R	N53 21.9 W002 17.2
214L thru 215	N53 21.9 W002 17.1
301	N53 21.8 W002 16.6
302L thru 303	N53 21.9 W002 16.6
304L	N53 21.9 W002 16.7
304	N53 21.9 W002 16.6
305 thru 307	N53 21.9 W002 16.7
308L	N53 22.0 W002 16.8
Terminal 2 Remote	
2 thru 8	N53 21.6 W002 16.5
10 thru 15	N53 21.5 W002 16.5
231	N53 21.8 W002 16.9
231L	N53 21.8 W002 16.8
231R, 233	N53 21.9 W002 16.9
113L, 113	N53 22.1 W002 17.3
113R	N53 22.1 W002 17.4
114 thru 116	N53 22.0 W002 17.3
901, 903	N53 22.2 W002 17.3
905 thru 911	N53 22.2 W002 17.4
913 thru 919	N53 22.1 W002 17.5

CHANGES: TWY P guideline, stands 210L, 213 and 213R coordinates.

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ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05L	HIRL (60m) CL (15m) ❶HIALS-II TDZ PAPI-R (3.0°)	OFZ RVR	8599' 2621m ❷	7683' 2342m	❹	148' 45m
23R	HIRL (60m) CL (15m) ❶HIALS-II TDZ PAPI-L (3.0°) HST-BD & AE	OFZ RVR	9400' 2865m ❸	8357' 2547m		

❶ length 914m
❷ LDA 8488' 2587m
❸ LDA 8904' 2714m
❹ TAKE-OFF RUN AVAILABLE

RWY 05L:
From rwy head 9888' (3014m)
twy AG int 9091' (2771m)
twy AF int 7982' (2433m)
twy B int 6683' (2037m)

RWY 23R:
From rwy head 9505' (2897m)
twy M int 8422' (2567m)
twy H int 6955' (2120m)

RWY						
05R ❺ 23L	HIRL (61m) CL (30m) ❻HIALS PAPI-L (3.0°) HST-VD & VC	OFZ RVR	❼ 9396' 2864m	8363' 2549m	9997' 3047m ❽	148' 45m

❺ Rwy grooved.
❻ length 900m
❼ LDA 9396' 2864m
❽ TAKE-OFF RUN AVAILABLE

RWY 23L:
From twy T int 10,499' (3200m), includes starter extension of 492'/150m
twy VA int 10,240' (3121m)
twy VB int 9692' (2954m)
twy U int 9344' (2848m)
twy VC int 8215' (2504m)
twy VD int 7224' (2202m)

Std/State — TAKE-OFF

Low Visibility Take-off					RL or RCLM	RL or CL	Adequate Vis Ref	
❶ HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM DAY	RL or CL NIGHT	DAY	NIGHT	DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA

❶ RWY 05L, 23R: R75m with approved lateral guidance system or HUD/HUDLS.

CHANGES: Rwy 23L TORA from rwy head withdrawn.

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COPTER

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
05L	CAT 2 ILS DME	RA 107′ 312′ (100′)	R300m
	❶ ILS DME	412′ (200′)	R550m / R1000m
	LOC DME	640′ (428′)	R800m / R1000m
	VOR DME	690′ (478′)	R800m / R1000m
05R	❶ ILS DME	386′ (200′)	R550m / R1000m
	LOC DME	540′ (354′)	R800m / R1000m
	VOR DME	770′ (584′)	R800m / R1000m
23L	RNP (LNAV/VNAV)	570′ (343′)	R800m / R1000m
	RNP (LNAV)	680′ (453′)	R800m / R1000m
	VOR DME	690′ (463′)	R800m / R1000m
23R	CAT 2 ILS DME	RA 103′ 349′ (100′)	R300m
	❶ ILS DME	449′ (200′)	R550m / R1000m
	LOC DME	630′ (381′)	R800m / R1000m
	VOR DME	690′ (441′)	R800m / R1000m

❶ With coupled autopilot, otherwise: R800m.

CIRCLE-TO-LAND	MDA(H)	VIS
After ILS DME or LOC DME 05L, ILS DME or LOC DME 05R, ILS DME or LOC DME 23R, RNP 23L	740′ (483′) ❷	V800m
After all other approaches	790′ (533′)	V800m

❷ or higher minimums of preceding straight-in approach.

TAKE-OFF RWY 05L/R, 23L/R

❸ Low Visibility Procedures required			
❸ Approval for Low Visibility Take-off required			No markings (NIGHT)
RL or FATO lights & RCLM & RVR	RL or FATO lights & RCLM	No lights & no markings (DAY)	
R150m	R200m	❹R250m	V800m

❸ Otherwise: R/V400m.

❹ Or rejected take-off distance whichever is the greater.

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EGCC/MAN MANCHESTER

JEPPESEN

10 APR 26
Eff 16 Apr

(11-1)

ILS DME or LOC DME Rwy 05L

MANCHESTER, UK

D-ATIS Arrival	MANCHESTER Radar (APP)	MANCHESTER Director (APP)	MANCHESTER Tower		Ground
128.180	118.580	121.355 (by ATC)	118.630	119.405 (by ATC)	121.855

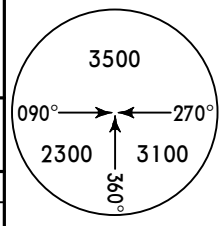
BRIEFING STRIP™

LOC IMM	Final Apch Crs	D8.6 IMM RECOMMENDED	ILS DA(H)	Apt Elev 257′
*109.5	051°	3000′ (2788′)	Refer to Minimums	Rwy 212′

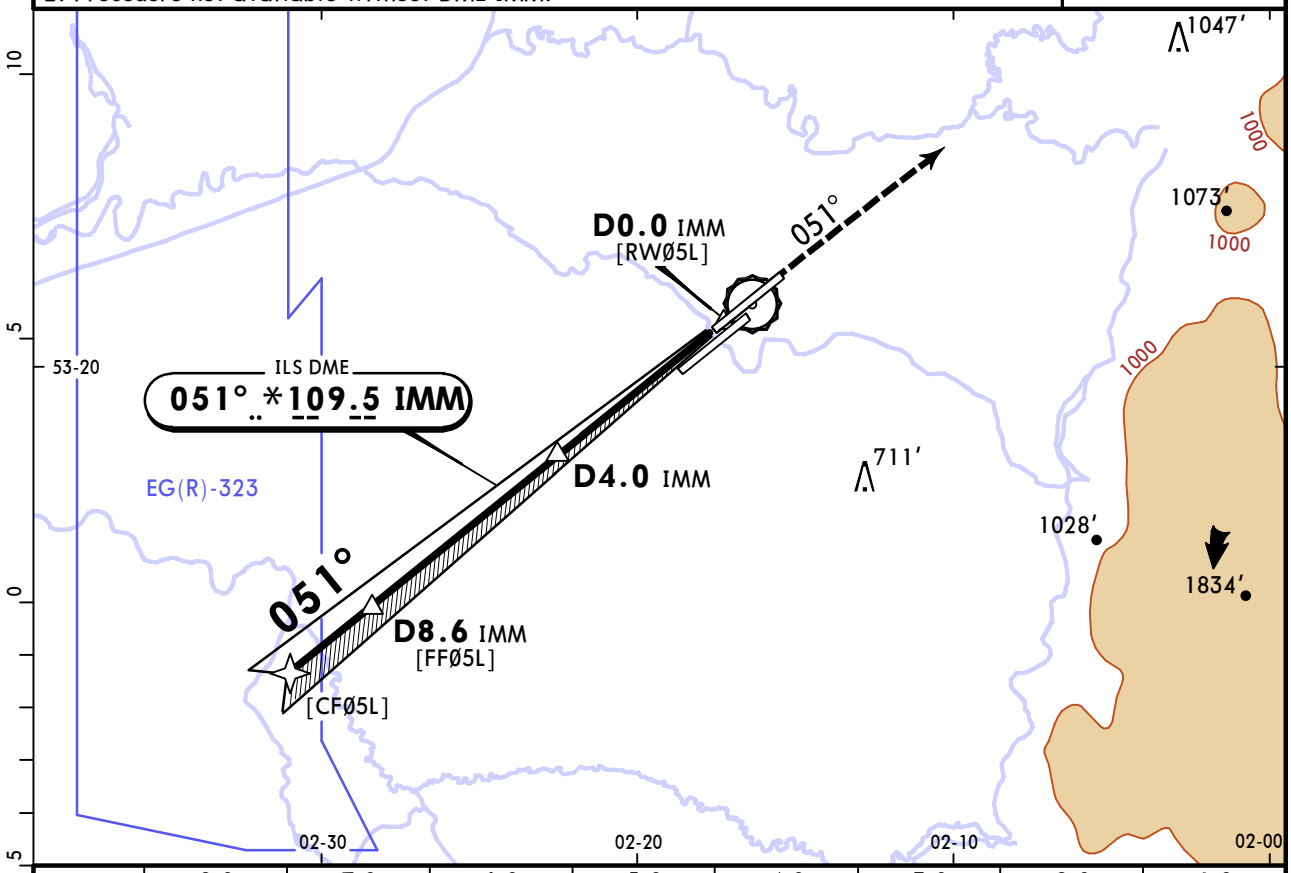
MISSED APCH: Climb STRAIGHT AHEAD to 3500′, then as directed.
In case of radio communication failure see Airport Briefing Pages.

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 5000′

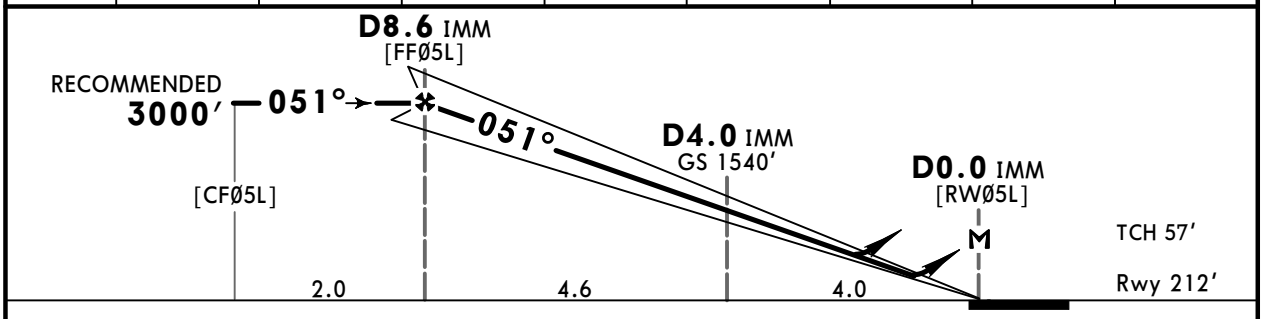
1. ILS DME reads zero at Rwy 05L threshold.
2. Procedure not available without DME IMM.



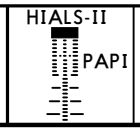
MSA ARP



IMM DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2820′	2500′	2180′	1860′	1540′	1220′	910′	590′



Gnd speed-KT		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.0 IMM							



3500′

PANS OPS

Std/State

STRAIGHT-IN LANDING

ILS

DA(H) ABC: **412′** (200′)
D: **417′** (205′)

LOC (GS out)

CDFA
2 DA/MDA(H) **640′** (428′)

CIRCLE-TO-LAND

		TDZ or CL out	ALS out		TDZ or CL out	ALS out
A	R550m	1 R550m	R1200m	R1300m	R1300m	R1500m
B						
C						R2000m
D						

Max KT	MDA(H)	
100	740′ (483′)	V1500m
135	800′ (543′)	V1600m
180	1110′ (853′)	V2400m
205	1110′ (853′)	V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communication, MSA, procedure revised, minimums, new EASA.

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EGCC/MAN MANCHESTER

JEPPESEN

10 APR 26
Eff 16 Apr

11-1A

❶ MANCHESTER, UK
CAT II/III ILS DME Rwy 05L

D-ATIS Arrival	MANCHESTER Radar (APP)	MANCHESTER Director (APP)	MANCHESTER Tower		Ground
128.180	118.580	121.355 (by ATC)	118.630	119.405 (by ATC)	121.855

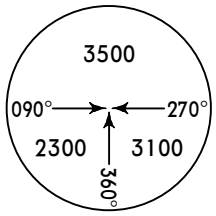
BRIEFING STRIP™

LOC IMM	Final Apch Crs	D8.6 IMM RECOMMENDED	CAT III ILS Refer to Minimums	CAT II ILS Refer to Minimums	Apt Elev 257′ Rwy 212′
*109.5	051°	3000′ (2788′)			

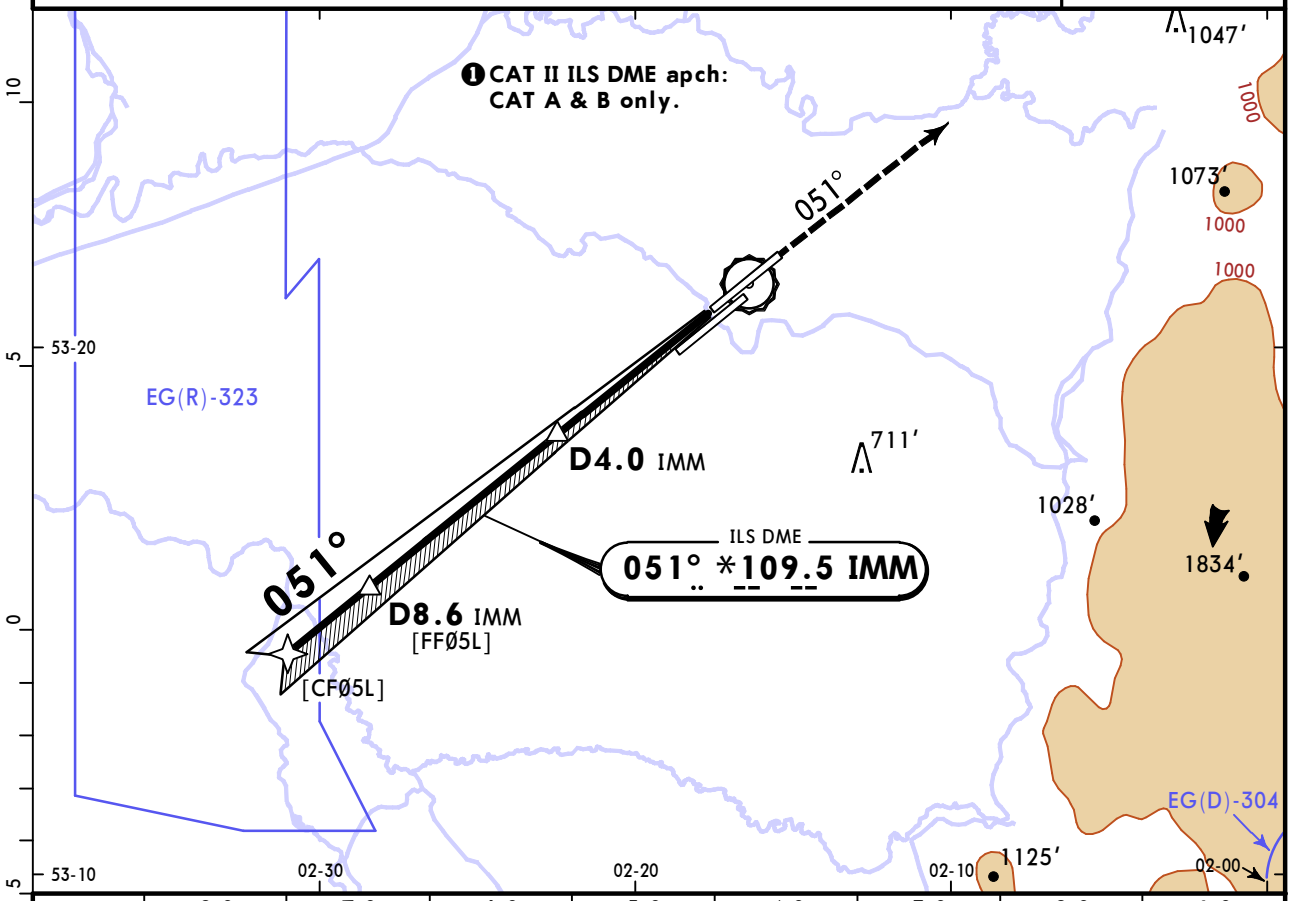
MISSED APCH: Climb STRAIGHT AHEAD to 3500′, then as directed.
In case of radio communication failure see Airport Briefing Pages.

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 5000′

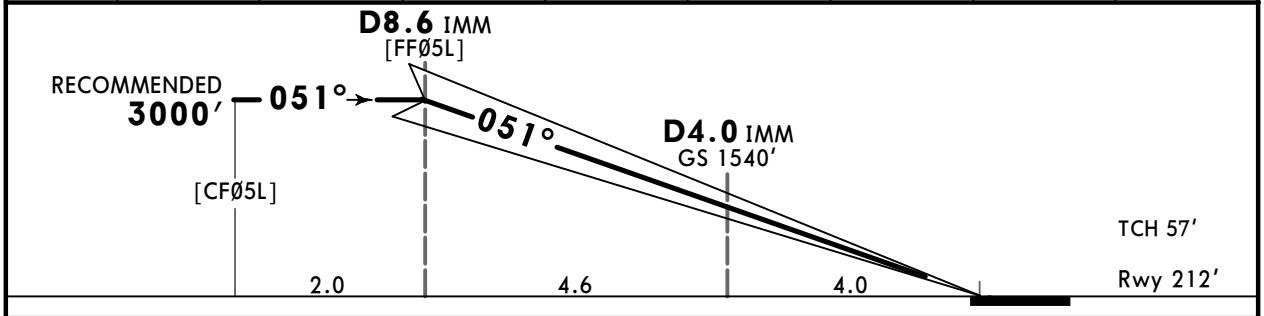
1. Special Aircrew & Acft Certification Required. 2. ILS DME reads zero at Rwy 05L threshold. 3. WARNING: RA fluctuations may occur due Bollin Valley.
4. Procedure not available without DME IMM.



MSA ARP



IMM DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2820′	2500′	2180′	1860′	1540′	1220′	910′	590′



Gnd speed-KT		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II PAPI

3500′

Std/State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS	
	AB RA 107′ DA(H) 312′ (100′)	CD
R75m	R300m	NOT AUTHORIZED

PANS OPS

CHANGES: Communication, MSA, procedure revised, new EASA.

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EGCC/MAN MANCHESTER

JEPPESEN

10 APR 26
Eff 16 Apr

(11-2)

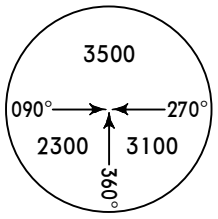
MANCHESTER, UK
ILS DME or LOC DME Rwy 05R

D-ATIS Arrival	MANCHESTER Radar (APP)	MANCHESTER Director (APP)	MANCHESTER Tower		Ground
128.180	118.580	121.355 (by ATC)	118.630	119.405 (by ATC)	121.855

BRIEFING STRIP™

LOC IMC	Final Apch Crs	D8.7 IMC RECOMMENDED	ILS DA(H) Refer to Minimums	Apt Elev 257′ Rwy 186′
*111.55	051°	3000′ (2814′)		

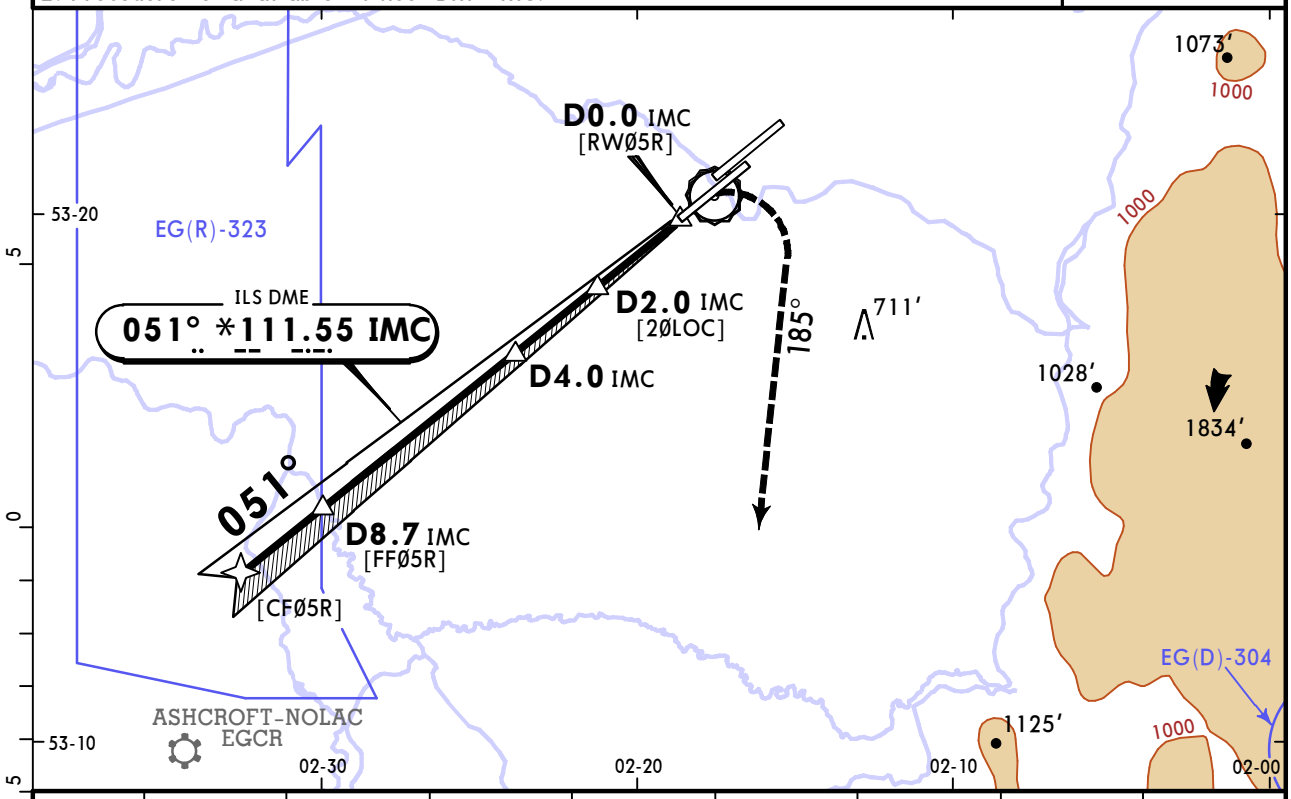
MISSED APCH: Climb to 3500′. STRAIGHT AHEAD to 700′ or D0.0 IMC inbound, whichever is the later, then turn RIGHT onto track 185°, then as directed. MAX 210 KT.
In case of radio communication failure see Airport Briefing Pages.



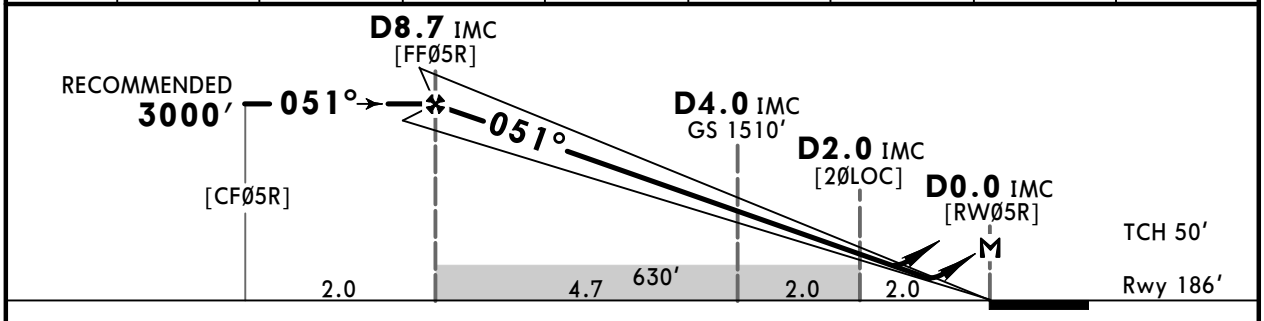
MSA ARP

Alt Set: hPa | Rwy Elev: 7 hPa | Trans level: By ATC | Trans alt: 5000′

1. ILS DME reads zero at Rwy 05R threshold.
2. Procedure not available without DME IMC.



IMC DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2790′	2470′	2150′	1830′	1510′	1190′	880′	560′



Gnd speed-KT		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.0 IMC							

HIALS
PAPI

700′ whichever later | D0.0 IMC

PANS OPS

Std/State

	STRAIGHT-IN LANDING ILS		LOC (GS out)		CIRCLE-TO-LAND Max KT	MDA(H)
	DA(H)	ALS out	CDFA DA/MDA(H)	ALS out		
A	ABC: 386′ (200′)		2 540′ (354′)		100	740′ (483′) V1500m
B	D: 389′ (203′)	1 R550m	R1200m	R900m	135	800′ (543′) V1600m
C				R1500m	180	1110′ (853′) V2400m
D				R1600m	205	1110′ (853′) V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communication, MSA, procedure revised, minimums, new EASA.

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EGCC/MAN MANCHESTER

JEPPESEN

10 APR 26
Eff 16 Apr

(11-3)

MANCHESTER, UK
ILS DME or LOC DME Rwy 23R

D-ATIS Arrival	MANCHESTER Radar (APP)	MANCHESTER Director (APP)	MANCHESTER Tower		Ground
128.180	118.580	121.355 (by ATC)	118.630	119.405 (by ATC)	121.855

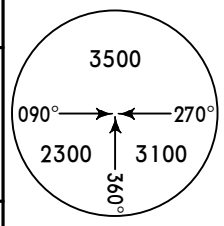
BRIEFING STRIP ™

LOC INN	Final Apch Crs	D10.0 INN RECOMMENDED	ILS DA(H)	Apt Elev 257′
*109.5	231°	3500′ (3251′)	449′ (200′)	Rwy 249′

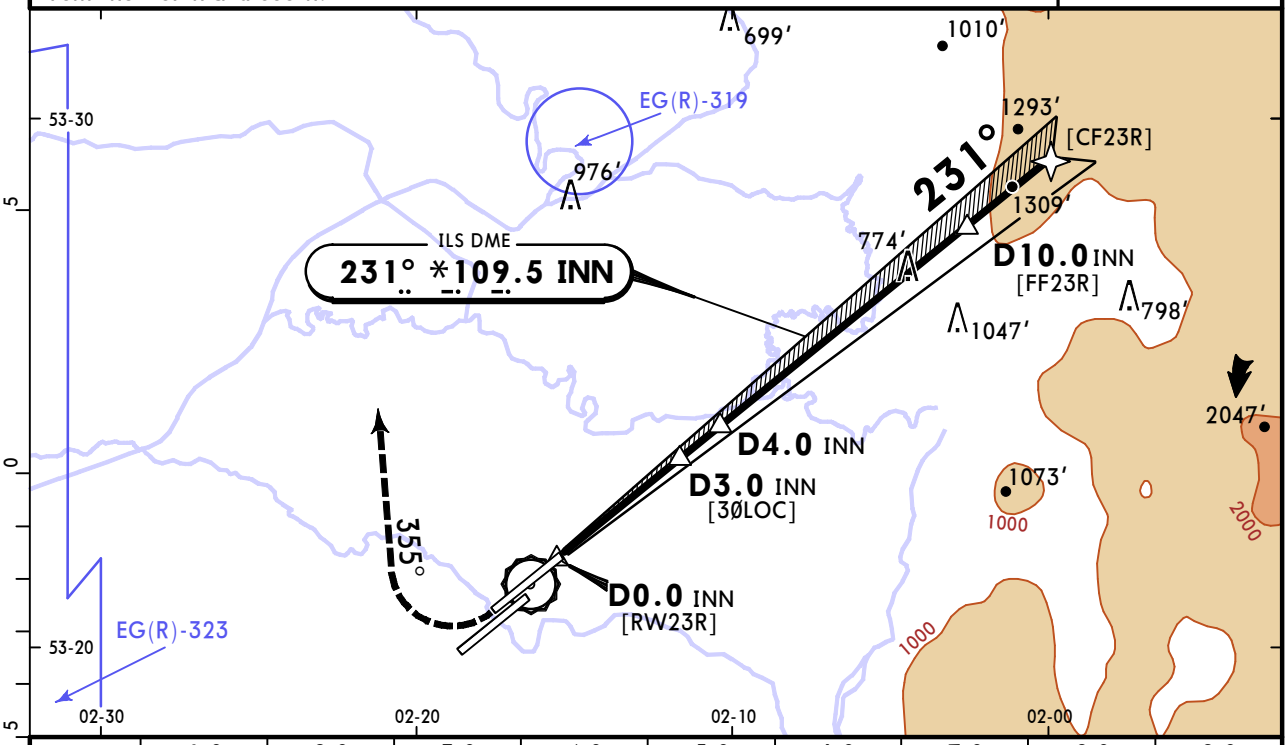
MISSED APCH: Climb to 3500′. STRAIGHT AHEAD until passing 750′ or D0.0 INN inbound, whichever is later, then turn RIGHT onto track 355°, then as directed. MAX 230 KT. For separation from departing traffic expedite climb through 750′ before commencing RIGHT turn onto 355°.
In case of radio communication failure see Airport Briefing Pages.

Alt Set: hPa	Rwy Elev: 9 hPa	Trans level: By ATC	Trans alt: 5000′

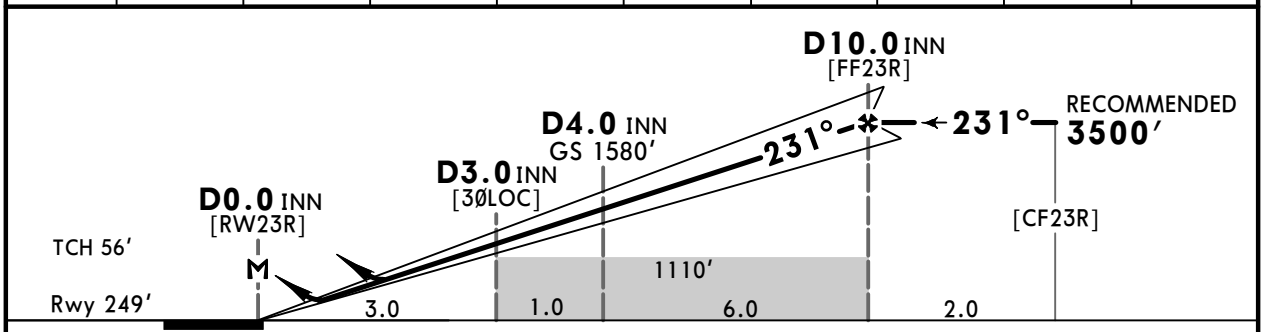
1. ILS DME reads zero at Rwy 23R threshold. 2. Procedure not available without DME INN. 3. False localiser capture may be experienced when approaching Rwy 23R from the North and South.



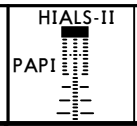
MSA ARP



INN DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	620′	940′	1260′	1580′	1900′	2220′	2530′	2850′	3170′



Gnd speed-KT		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D0.0 INN							



750′ D0.0 INN whichever later

PANS OPS

Std/State

STRAIGHT-IN LANDING						CIRCLE-TO-LAND		
	ILS			LOC (GS out) CDFA				
	DA(H) 449′ (200′)			2 DA/MDA(H) 630′ (381′)				
		TDZ or CL out	ALS out		TDZ or CL out	ALS out	Max KT	MDA(H)
A	R550m	1 R550m	R1200m	R1100m	R1100m	R1500m	100	740′ (483′) V1500m
B							135	800′ (543′) V1600m
C						R1800m	180	1110′ (853′) V2400m
D							205	1110′ (853′) V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communication, MSA, procedure revised, minimums, new EASA.

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EGCC/MAN MANCHESTER

JEPPESEN

10 APR 26
Eff 16 Apr

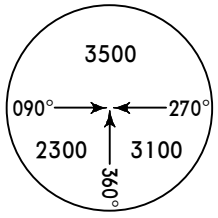
(11-3A)

MANCHESTER, UK
CAT II/III ILS DME Rwy 23R

D-ATIS Arrival	MANCHESTER Radar (APP)	MANCHESTER Director (APP)	MANCHESTER Tower		Ground
128.180	118.580	121.355 (by ATC)	118.630	119.405 (by ATC)	121.855

LOC INN	Final Apch Crs	D10.0 INN RECOMMENDED	CAT III ILS Refer to Minimums	CAT II ILS Refer to Minimums	Apt Elev 257′ Rwy 249′
*109.5	231°	3500′ (3251′)			

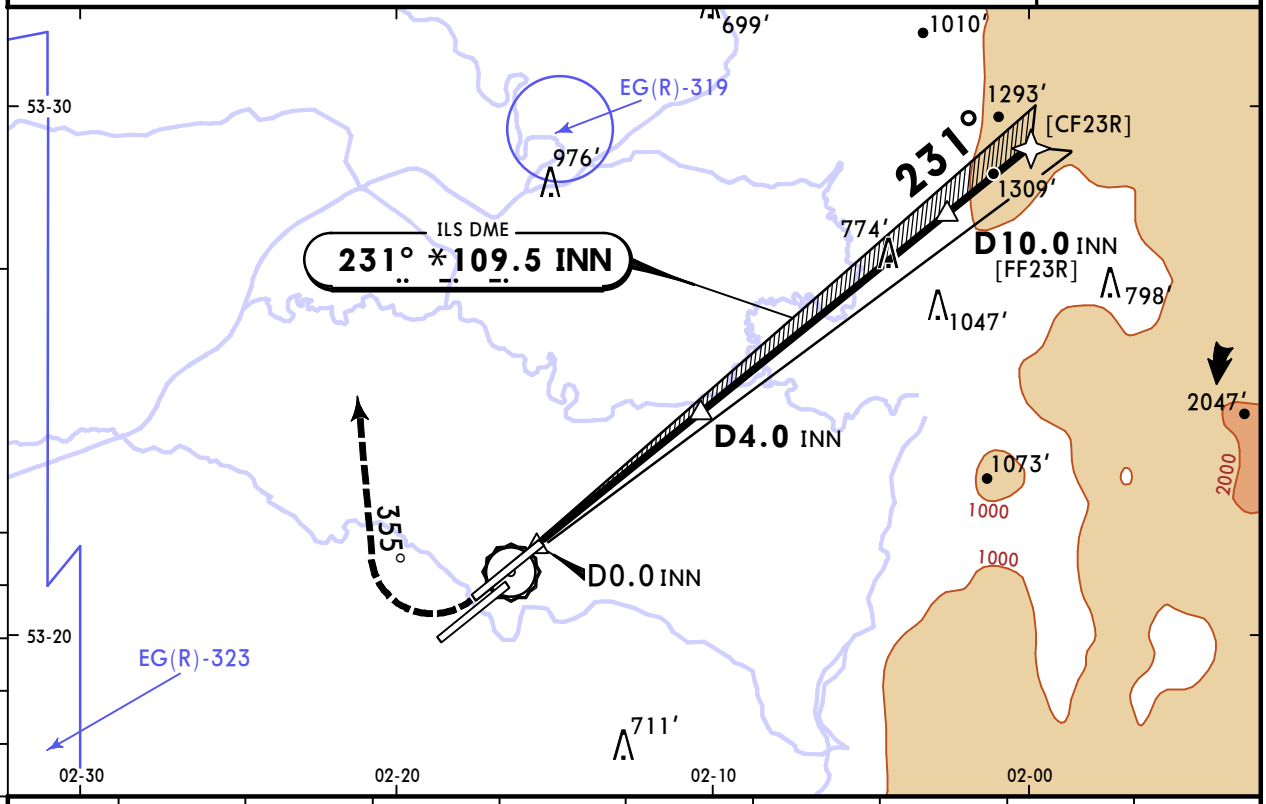
MISSED APCH: Climb to 3500′. STRAIGHT AHEAD until passing 750′ or D0.0 INN inbound, whichever is later, then turn RIGHT onto track 355°, then as directed. MAX 230 KT. For separation from departing traffic expedite climb through 750′ before commencing RIGHT turn onto 355°.
In case of radio communication failure see Airport Briefing Pages.



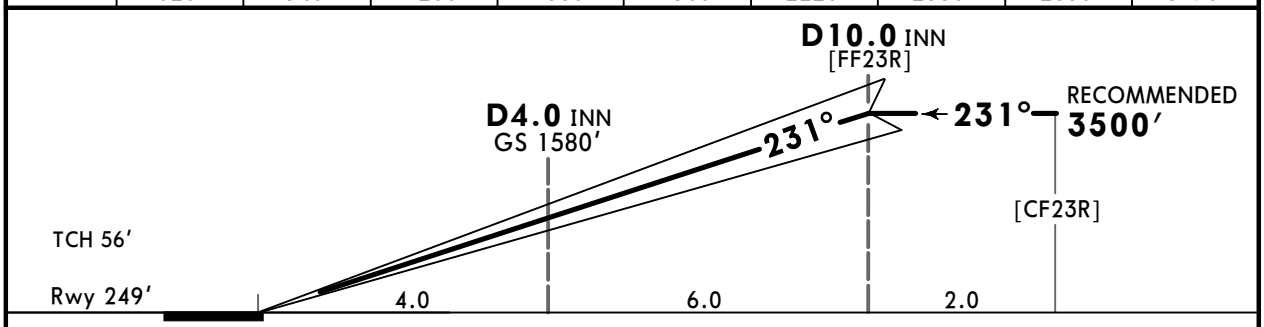
MSA ARP

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 5000′

1. Special Aircrew & Acft Certification Required. 2. ILS DME reads zero at Rwy 23R threshold. 3. Procedure not available without DME INN. 4. False localiser capture may be experienced when approaching Rwy 23R from the North and South.



INN DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	620′	940′	1260′	1580′	1900′	2220′	2530′	2850′	3170′



Gnd speed-KT		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849

HIALS-II
PAPI

750′ whichever later
D0.0 INN

Std/State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS ABC	CAT II ILS D
	RA 103′ DA(H) 349′ (100′)	RA 115′ DA(H) 361′ (112′)
R75m	1R300m	

1 CAT D requires autoland or HUDLS, otherwise R350m.

PANS OPS

CHANGES: Communication, MSA, procedure revised, minimums, new EASA.

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EGCC/MAN MANCHESTER

JEPPESEN

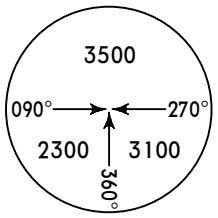
10 APR 26 (12-1) **Eff 16 Apr**

MANCHESTER, UK RNP Rwy 23L

BRIEFING STRIP™

D-ATIS Arrival	MANCHESTER Radar (APP)	MANCHESTER Director (APP)	MANCHESTER Tower		Ground
128.180	118.580	121.355 (by ATC)	118.630	119.405 (by ATC)	121.855

RNAV	Final Apch Crs **231°**	**C23LF** RECOMMENDED **2500′** (2273′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 257′ Rwy 227′

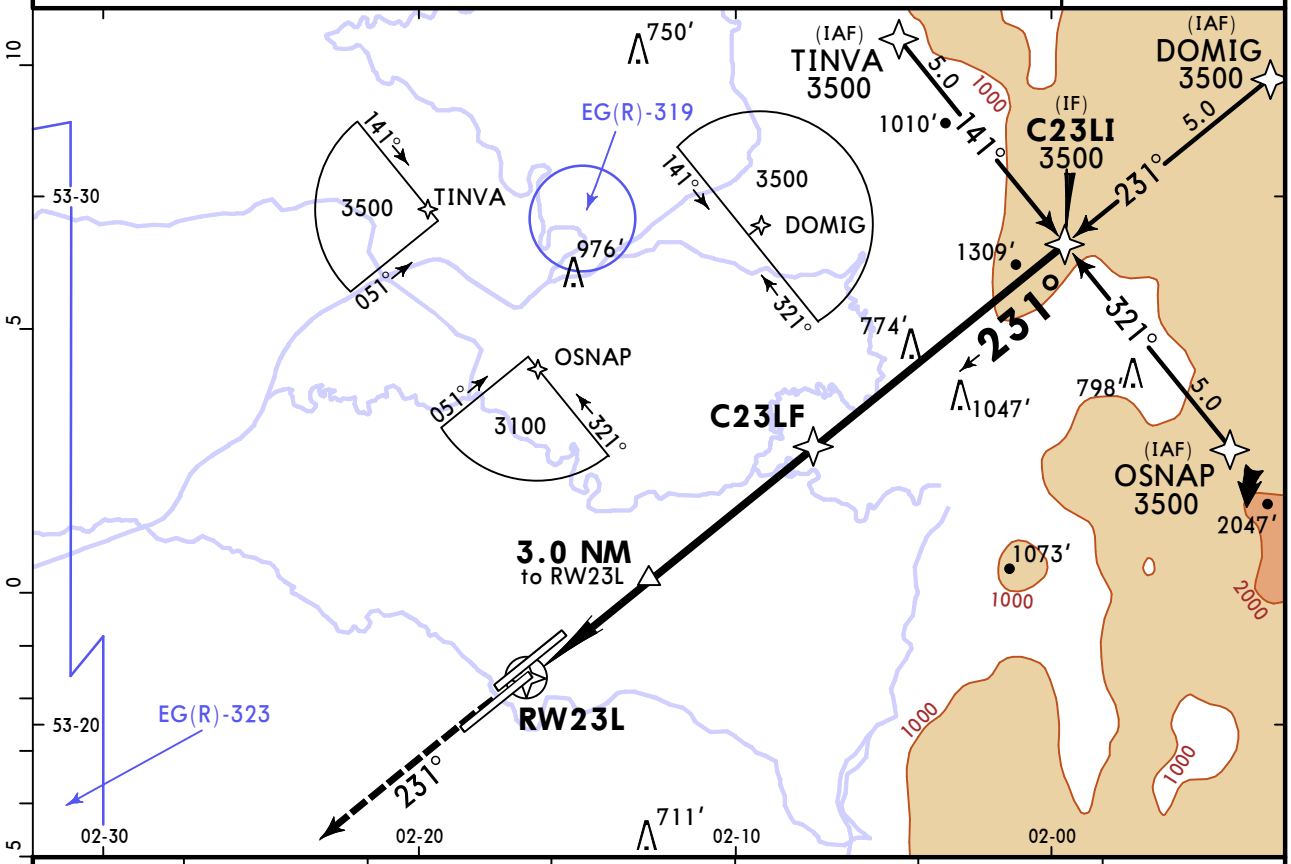


MSA ARP

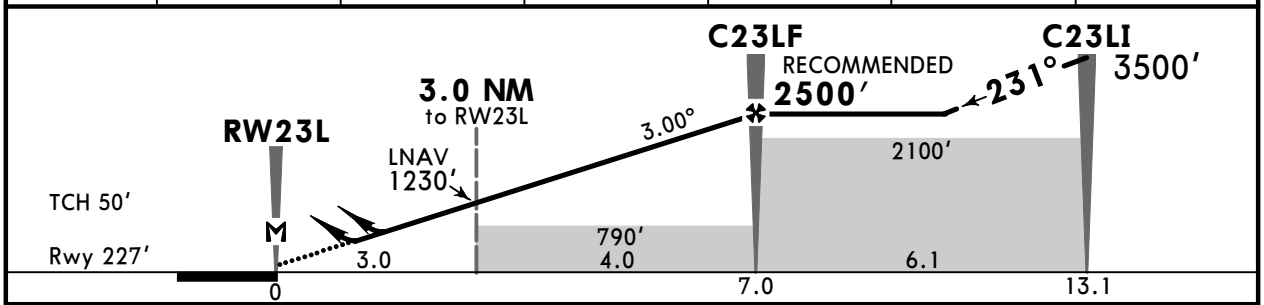
MISSED APCH: Climb STRAIGHT AHEAD to 3500′, then as directed.
In case of radio communication failure see Airport Briefing Pages.

RNP Apch	Alt Set: hPa	Rwy Elev: 8 hPa	Trans level: By ATC	Trans alt: 5000′

1. Pilots should request RNP approach on first contact with Radar.
2. Procedure MAX 185 KT. 3. Baro-VNAV not authorized below -15°C.



DIST to RW23L	2.0	3.0	4.0	5.0	6.0	7.0
ALTITUDE	910′	1230′	1550′	1870′	2190′	2500′



Gnd speed-KT		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW23L							

3500′

PANS OPS

Std/State STRAIGHT-IN LANDING

	LNAV/VNAV DA(H)		LNAV CDFA		CIRCLE-TO-LAND Max KT	MDA(H)
		ALS out		ALS out		
A	A: **570′** (343′) C: **590′** (363′)	R900m	R1400m	R1500m	100	**740′** (483′) V1500m
B	B: **580′** (353′) D: **600′** (373′)	R1500m			135	**800′** (543′) V1600m
C		R1000m		R2100m	180	**1110′** (853′) V2400m
D		R1700m			205	**1110′** (853′) V3600m

[1] VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Communication, MSA, procedure revised, minimums, new EASA.

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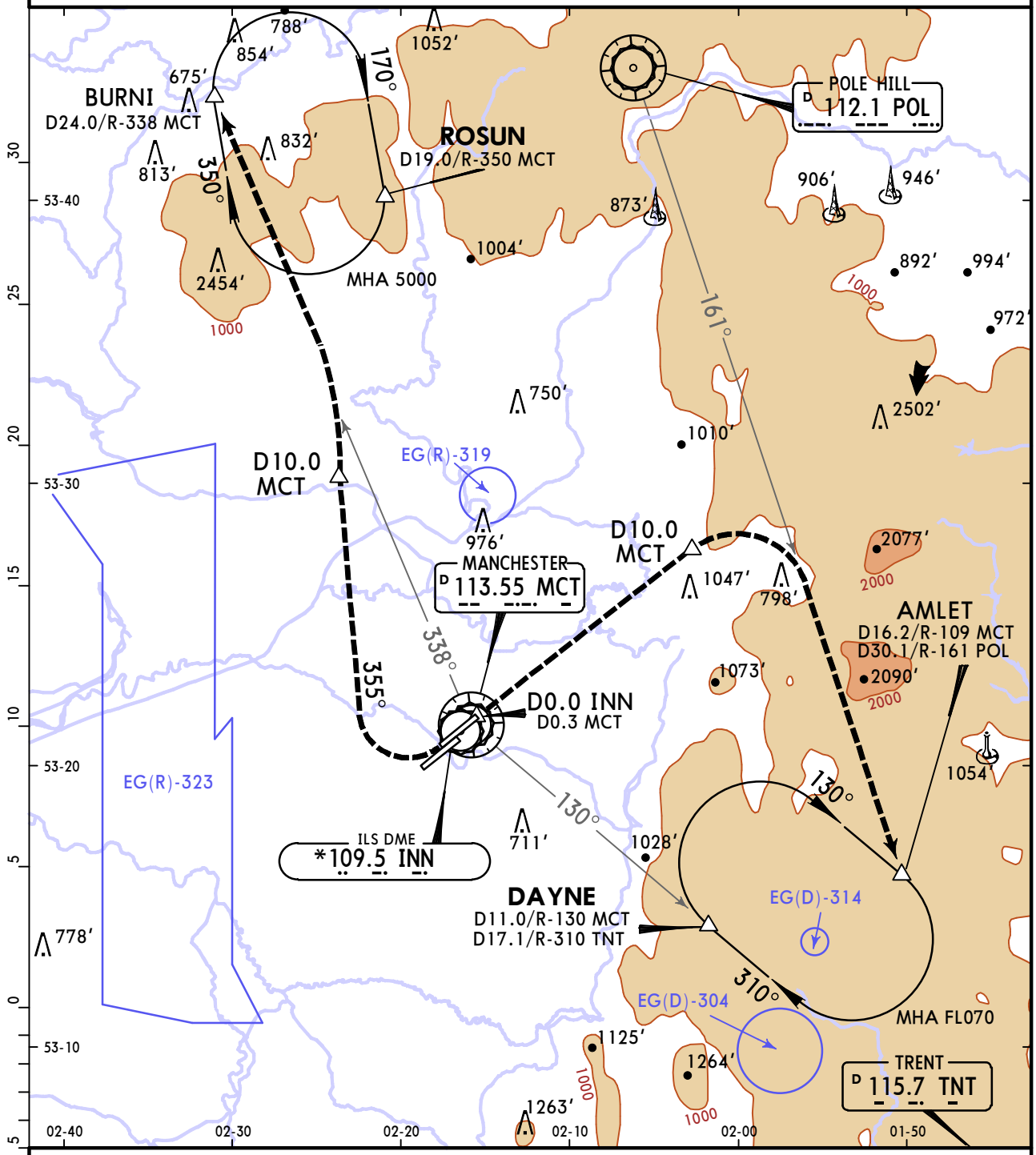
PROCEDURES TO BE USED IN THE EVENT OF RADIO FAILURE FOLLOWING A MISSED APPROACH



MISSED APCH:

Rwy 05L: Climb STRAIGHT AHEAD to 3500′. At D10.0 MCT turn RIGHT climbing to FL070 to intercept and follow R-161 POL to AMLET to enter DAYNE holding.

Aircraft 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.

Rwy 23R: 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 355°. At D10.0 MCT turn direct to BURNI (D24.0/R-338 MCT) climbing to 5000′ to enter ROSUN holding.

Aircraft 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.

PANS OPS

CHANGES: Chart reindexed.

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EGCC/MAN MANCHESTER

JEPPESEN

10 APR 26 (13-1) Eff 16 Apr

MANCHESTER, UK VOR DME Rwy 05L

D-ATIS Arrival	MANCHESTER Radar (APP)	MANCHESTER Director (APP)	MANCHESTER Tower		Ground
128.180	118.580	121.355 (by ATC)	118.630	119.405 (by ATC)	121.855

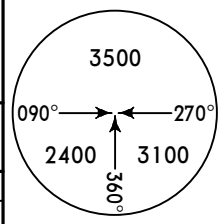
BRIEFING STRIP™

VOR MCT	Final Apch Crs	D9.7 MCT	DA/MDA(H)	Apt Elev 257′
113.55	055°	3000′ (2788′)	690′ (478′)	Rwy 212′

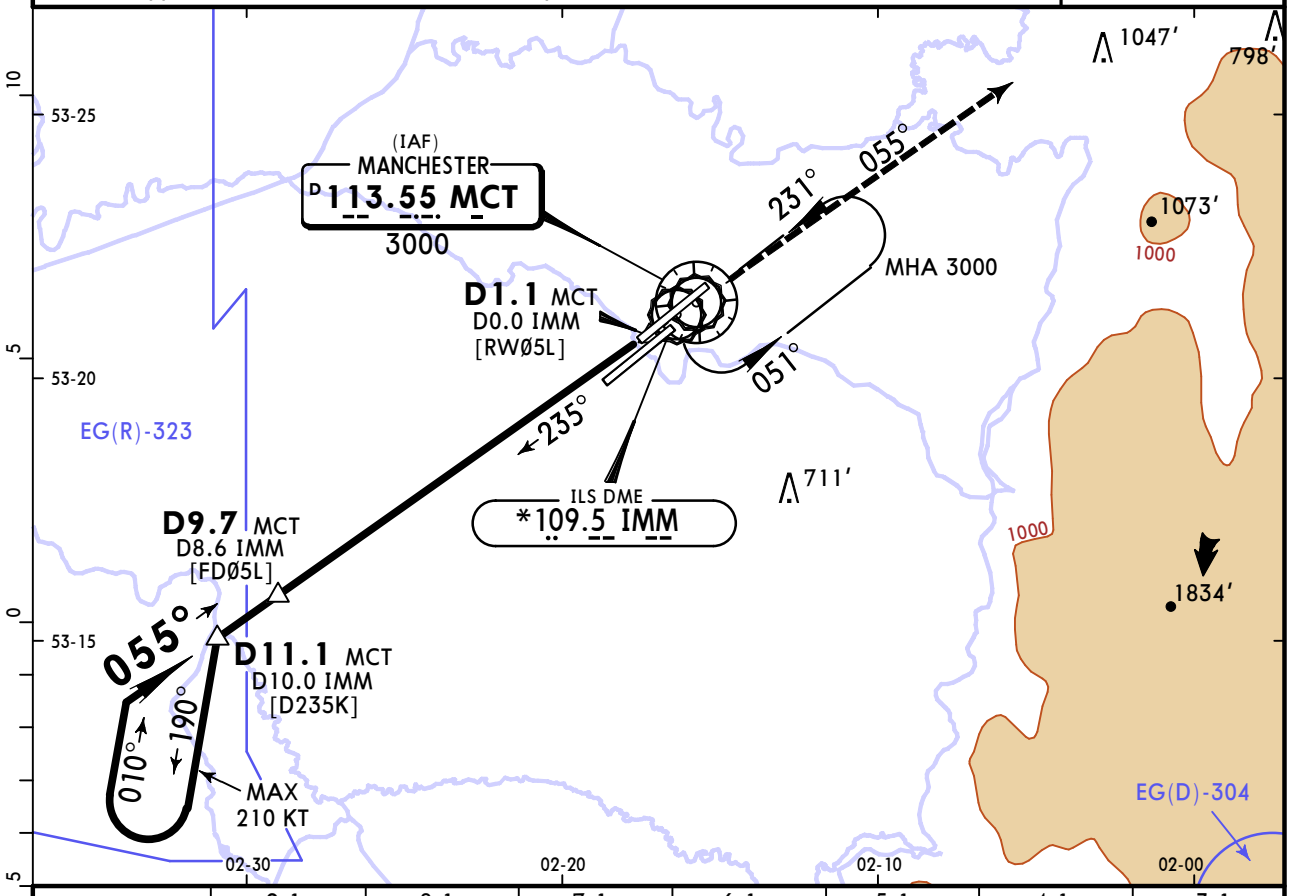
MISSED APCH: Climb STRAIGHT AHEAD to 3500′, then as directed.
In case of complete radio failure see 13-01.

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 5000′

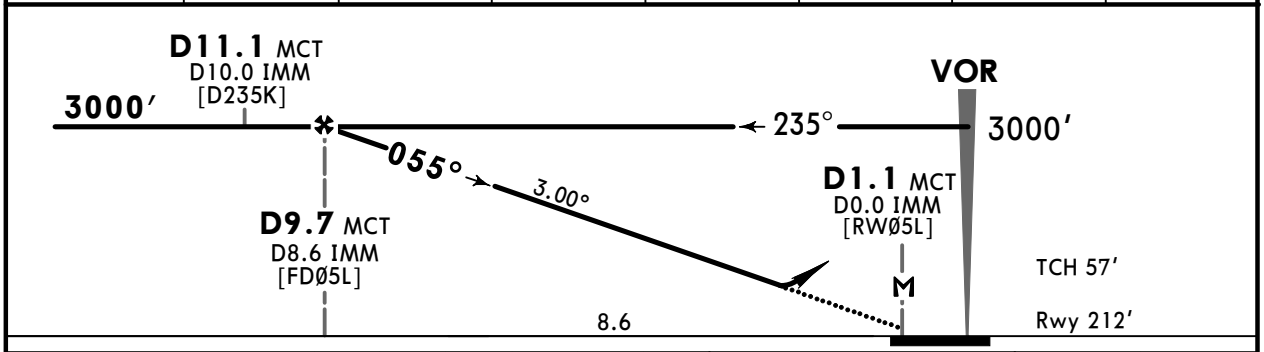
1. ILS DME reads zero at rwy 05L threshold.
2. Final approach track offset 4° from runway centerline.



MSA MCT VOR



MCT DME	9.1	8.1	7.1	6.1	5.1	4.1	3.1
IMM DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2810′	2490′	2170′	1860′	1540′	1220′	900′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.1 MCT/D0.0 IMM							

HIALS-II PAPI

3500′

PANS OPS

Std/State STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 690′ (478′)

	TDZ or CL out	ALS out
A	R1500m	R1500m
B		
C		R2200m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	790′ (533′)	V1500m
135	820′ (563′)	V1600m
180	1110′ (853′)	V2400m
205	1110′ (853′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: D-ATIS, Tower and Ground frequencies, new EASA.

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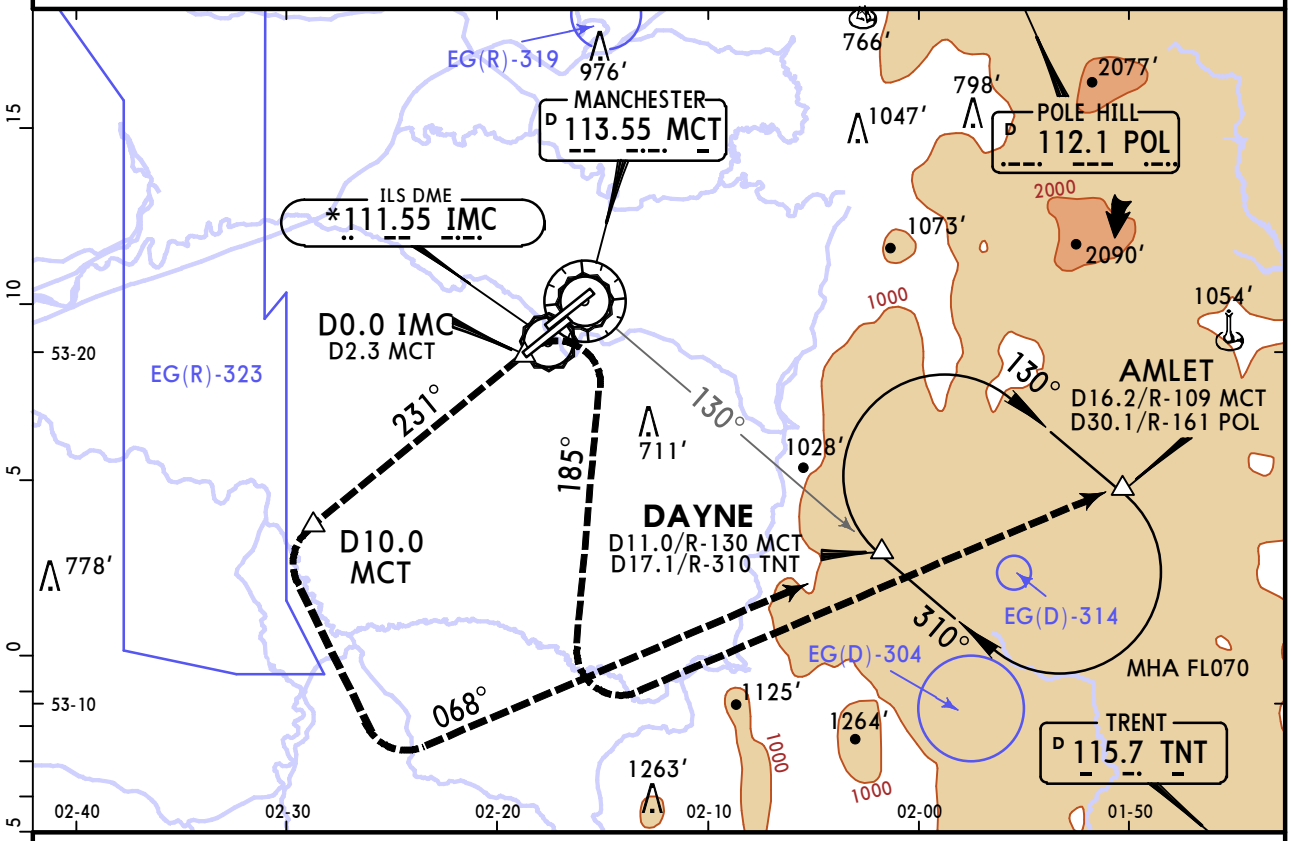
PROCEDURES TO BE USED IN THE EVENT OF RADIO FAILURE FOLLOWING A MISSED APPROACH



MISSED APCH:

Rwy 05R: Climb to 3500'. STRAIGHT AHEAD to 700', then turn RIGHT onto track 185° climbing to FL070. When established on track 185° and above 3500' turn LEFT direct to AMLET to join DAYNE holding.

Rwy 23L: Climb STRAIGHT AHEAD to 3500'. At D10.0 MCT turn LEFT onto track 068° continue climbing to FL070 to enter DAYNE holding.

Aircraft 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.

PANS OPS

CHANGES: Chart reindexed, Rwy 05R note.

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EGCC/MAN MANCHESTER

JEPPESEN

10 APR 26 (13-2) **Eff 16 Apr**

MANCHESTER, UK VOR DME Rwy 05R

D-ATIS Arrival	MANCHESTER Radar (APP)	MANCHESTER Director (APP)	MANCHESTER Tower		Ground
128.180	118.580	121.355 (by ATC)	118.630	119.405 (by ATC)	121.855

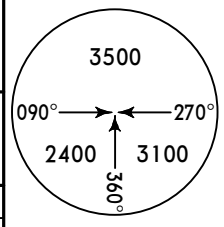
BRIEFING STRIP™

VOR MCT	Final Apch Crs	D11.0 MCT	DA/MDA(H)	Apt Elev 257′
113.55	050°	3000′ (2814′)	770′ (584′)	Rwy 186′

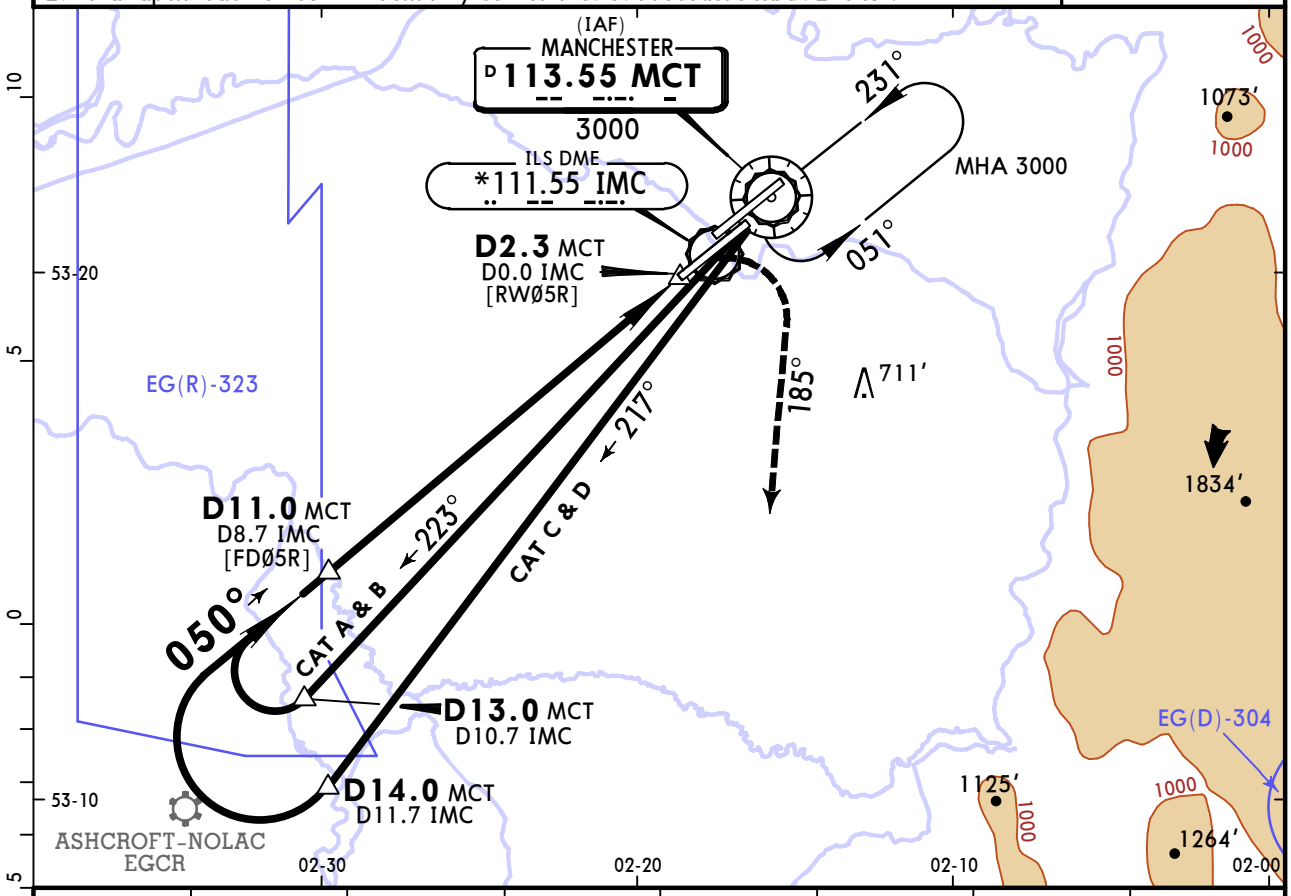
MISSED APCH: Climb to 3500′. STRAIGHT AHEAD to 700′, then turn RIGHT onto track 185°, then as directed.
In case of complete radio failure see 13-01A.

Alt Set: hPa	Rwy Elev: 7 hPa	Trans level: By ATC	Trans alt: 5000′

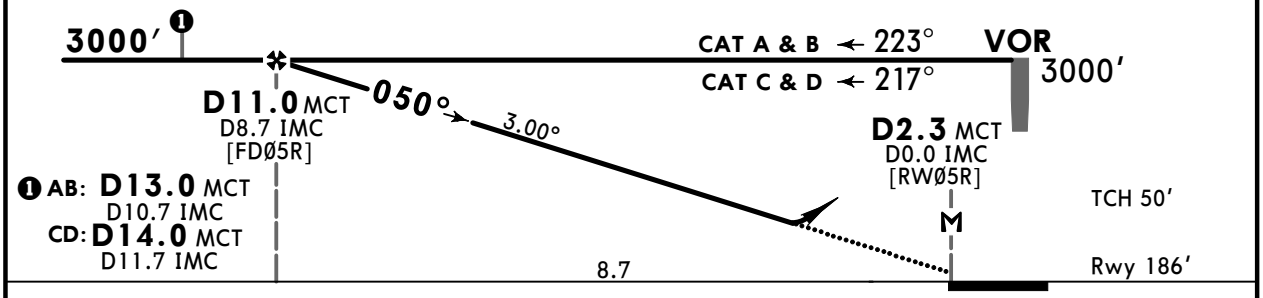
1. ILS DME reads zero at rwy 05R threshold.
2. Final apch track offset 1° from rwy centerline. 3. Procedure MAX 210 KT.



MSA MCT VOR



MCT DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0
IMC DME	7.7	6.7	5.7	4.7	3.7	2.7	1.7
ALTITUDE	2680′	2360′	2050′	1730′	1410′	1090′	780′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D2.3 MCT/D0.0 IMC							

HIALS PAPI | 700′ | 185° RT | 3500′

Std/State

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 770′ (584′)
ALS out

A	R1500m	
B		
C	R2000m	R2400m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	790′ (533′)	V1500m
135	820′ (563′)	V1600m
180	1110′ (853′)	V2400m
205	1110′ (853′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: D-ATIS, Tower and Ground frequencies, new EASA.

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EGCC/MAN MANCHESTER

JEPPESEN

10 APR 26 (13-3) Eff 16 Apr

MANCHESTER, UK VOR DME Rwy 23L

D-ATIS Arrival	MANCHESTER Radar (APP)	MANCHESTER Director (APP)	MANCHESTER Tower		Ground
128.180	118.580	121.355 (by ATC)	118.630	119.405 (by ATC)	121.855

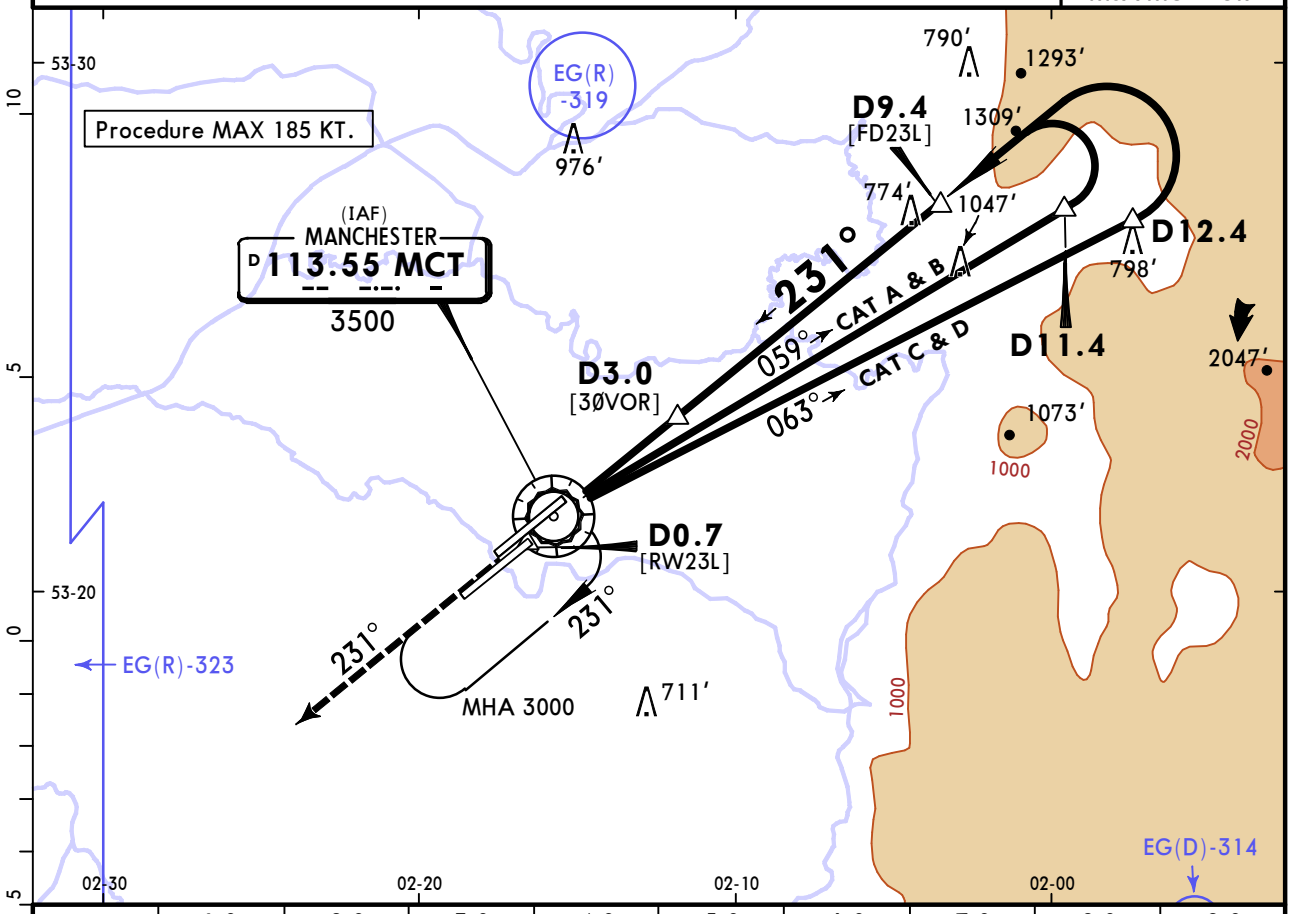
BRIEFING STRIP™

VOR MCT	Final Apch Crs	D9.4	DA/MDA(H)	Apt Elev 257′ / Rwy 227′
113.55	231°	3500′ (3273′)	690′ (463′)	

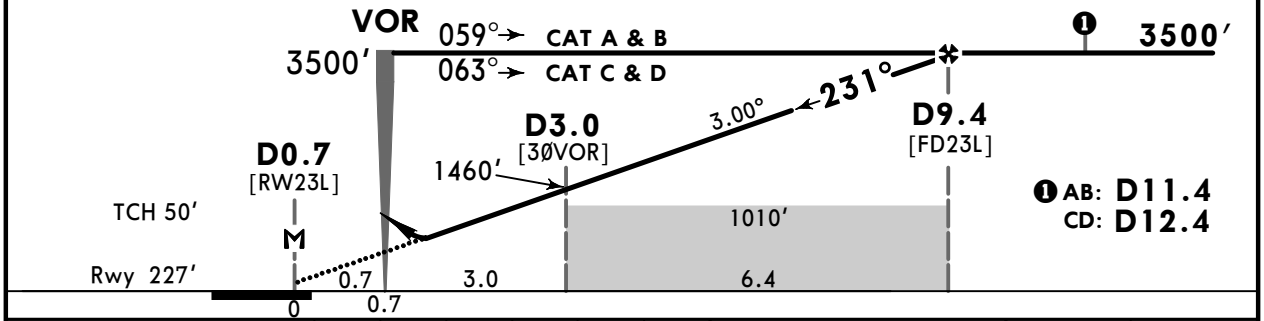
MISSED APCH: Climb STRAIGHT AHEAD to 3500′, then as directed. In case of complete radio failure see 13-01A.

3500
090° 270°
2400 3100
360°
MSA MCT VOR

Alt Set: hPa | Rwy Elev: 8 hPa | Trans level: By ATC | Trans alt: 5000′



MCT DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	820′	1140′	1460′	1780′	2100′	2420′	2730′	3050′	3370′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.7							

HIALS
PAPI

3500′

Std/State

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 690′ (463′)

	ALS out	Max Kts	MDA(H)	
A	R1500m	100	790′ (533′)	V1500m
B		135	820′ (563′)	V1600m
C	R1500m	180	1110′ (853′)	V2400m
D	R2200m	205	1110′ (853′)	V3600m

CIRCLE-TO-LAND

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: D-ATIS, Tower and Ground frequencies, new EASA.

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EGCC/MAN MANCHESTER

JEPPESEN

10 APR 26 (13-4) Eff 16 Apr

MANCHESTER, UK VOR DME Rwy 23R

BRIEFING STRIP

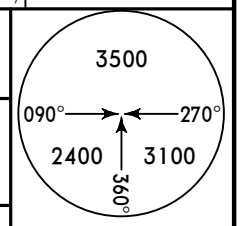
D-ATIS Arrival	MANCHESTER Radar (APP)	MANCHESTER Director (APP)	MANCHESTER Tower		Ground
128.180	118.580	121.355 (by ATC)	118.630	119.405 (by ATC)	121.855

VOR MCT	Final Apch Crs	D10.3 MCT	DA/MDA(H)	Apt Elev 257′
113.55	226°	3500′ (3251′)	690′ (441′)	Rwy 249′

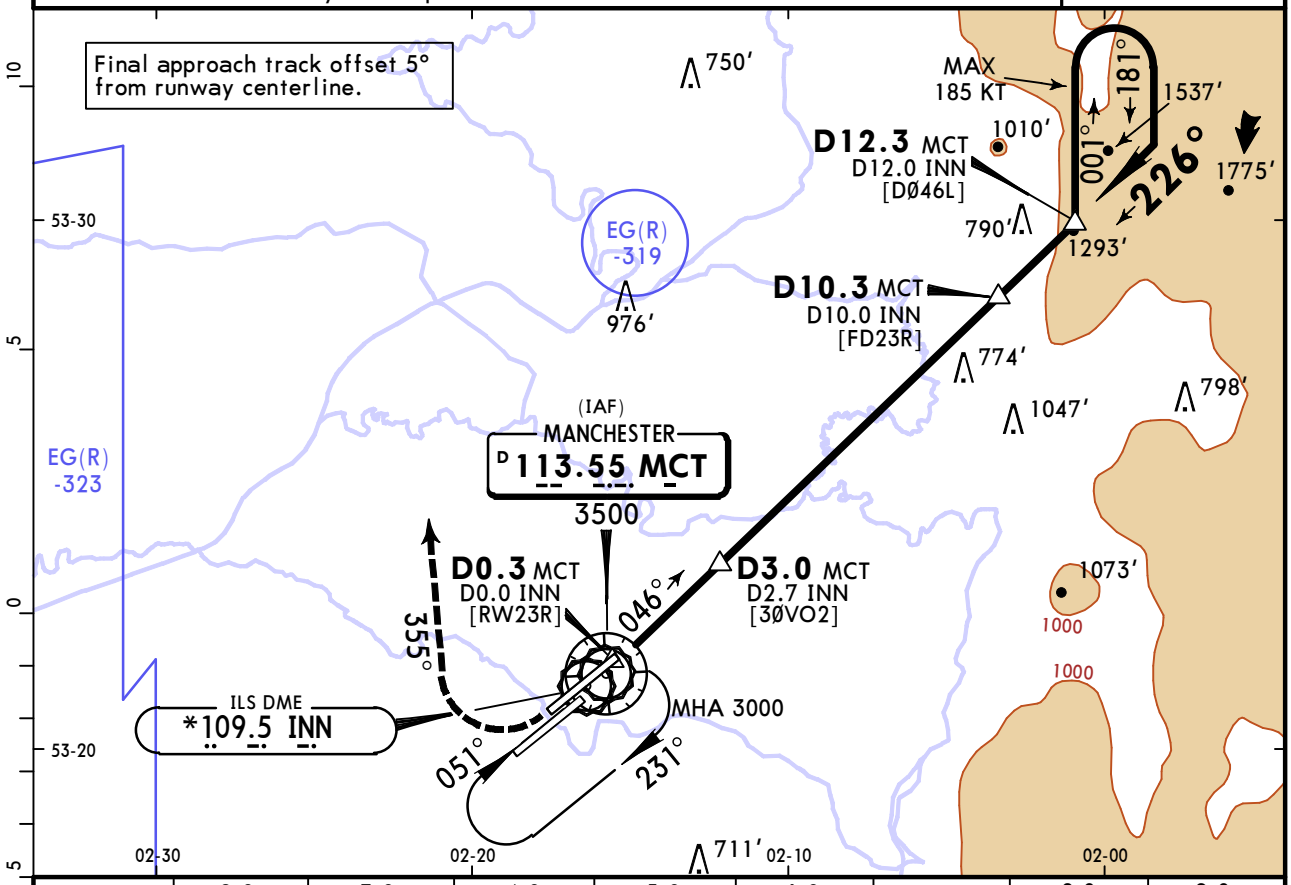
MISSED APCH: Climb to 3500′. STRAIGHT AHEAD until passing 750′ or D0.3 MCT (D0.0 INN) inbound, whichever is the later, then turn RIGHT onto track 355°, then as directed. In case of complete radio failure see 13-01.

Alt Set: hPa | Rwy Elev: 9 hPa | Trans level: By ATC | Trans alt: 5000′

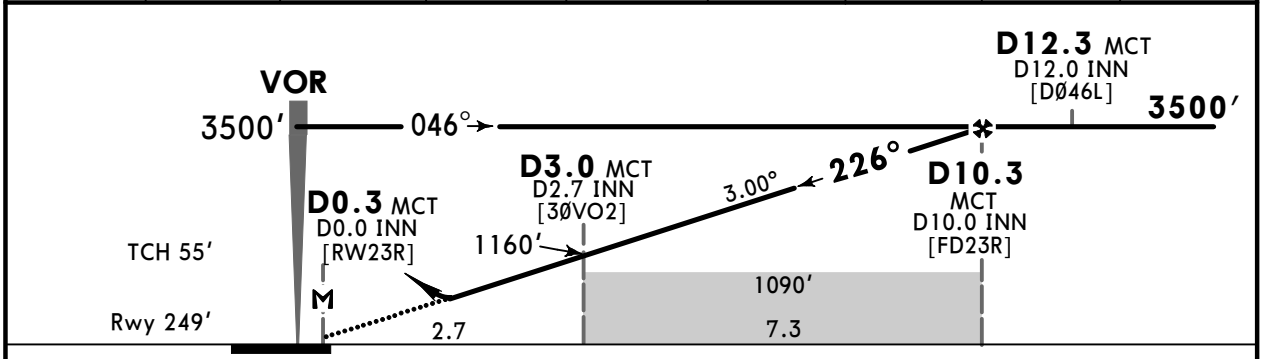
ILS DME reads zero at rwy 23R displaced threshold.



MSA MCT VOR



MCT DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
INN DME	1.7	2.7	3.7	4.7	5.7	6.7	7.7	8.7
ALTITUDE	840′	1160′	1480′	1800′	2120′	2440′	2760′	3080′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.3 MCT/D0.0 INN							

HIALS-II PAPI

750′ whichever later D0.3 MCT

PANS OPS

Std/State STRAIGHT-IN LANDING CDFA

1 DA/MDA(H) 690′ (441′)

	TDZ or CL out	ALS out
A	R1400m	R1500m
B		
C	R1400m	R2100m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	
100	790′ (533′)	V1500m
135	820′ (563′)	V1600m
180	1110′ (853′)	V2400m
205	1110′ (853′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: D-ATIS, Tower and Ground frequencies, new EASA.

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Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
MANCHESTER, (MANCHESTER - EGCC)				
REV	AIRPORT BRIEFING (GEN)	10-1P	10 Apr 2026	16 Apr 2026
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	10 Apr 2026	16 Apr 2026
REV	AIRPORT BRIEFING (GEN CON...	10-1P2	10 Apr 2026	16 Apr 2026
REV	AIRPORT BRIEFING (ARR)	10-1P3	10 Apr 2026	16 Apr 2026
REV	AIRPORT BRIEFING (ARR CON...	10-1P4	10 Apr 2026	16 Apr 2026
ADD	AIRPORT BRIEFING (ARR CON...	10-1P5	10 Apr 2026	16 Apr 2026
DEL	AIRPORT BRIEFING (DEP)	10-1P5	10 Apr 2026	16 Apr 2026
REV	AIRPORT BRIEFING (DEP CON...	10-1P6	10 Apr 2026	16 Apr 2026
REV	AIRPORT BRIEFING (DEP CON...	10-1P7	10 Apr 2026	16 Apr 2026
REV	RADAR MNM ALTS	10-1R	10 Apr 2026	16 Apr 2026
REV	ELVOS & LESTA 1M RNAV ARR...	10-2	10 Apr 2026	16 Apr 2026
REV	LAKEY & SETEL 1M, TILNI 2...	10-2A	10 Apr 2026	16 Apr 2026
REV	LIBSO & OTBED 1M RNAV ARR...	10-2B	10 Apr 2026	16 Apr 2026
REV	AXCIS, MAKUX, MALUD & PEN...	10-2C	10 Apr 2026	16 Apr 2026
REV	ASMIM 1S & 1Z DEPS	10-3	10 Apr 2026	16 Apr 2026
REV	DESIG 1S & 1Z DEPS	10-3A	10 Apr 2026	16 Apr 2026
REV	EKLAD 1R & 1Y DEPS	10-3B	10 Apr 2026	16 Apr 2026
REV	KUXEM 1R & 1Y DEPS	10-3C	10 Apr 2026	16 Apr 2026
REV	LISTO 2R & 2Y DEPS	10-3D	10 Apr 2026	16 Apr 2026
REV	LISTO 2S & 2Z DEPS	10-3E	10 Apr 2026	16 Apr 2026
REV	POL 5R & 1Y DEPS	10-3H	10 Apr 2026	16 Apr 2026
REV	POL 4S & 1Z DEPS	10-3J	10 Apr 2026	16 Apr 2026
REV	SANBA 1R & 1Y DEPS	10-3K	10 Apr 2026	16 Apr 2026
REV	SONEX 1R & 1Y DEPS	10-3L	10 Apr 2026	16 Apr 2026
REV	AIRPORT	10-9	10 Apr 2026	16 Apr 2026
REV	PARKING STANDS & COORDS	10-9A	10 Apr 2026	16 Apr 2026
REV	EASA AIR OPS COPTER MNMS	10-9Y	10 Apr 2026	16 Apr 2026
DEL	RADIO FAIL FOLLOWING MISS...	11-01	10 Apr 2026	16 Apr 2026
DEL	RADIO FAIL FOLLOWING MISS...	11-01A	10 Apr 2026	16 Apr 2026
REV	ILS DME OR LOC DME RWY 05...	11-1	10 Apr 2026	16 Apr 2026
REV	CAT II/III ILS DME RWY 05...	11-1A	10 Apr 2026	16 Apr 2026
REV	ILS DME OR LOC DME RWY 05...	11-2	10 Apr 2026	16 Apr 2026
REV	ILS DME OR LOC DME RWY 23...	11-3	10 Apr 2026	16 Apr 2026
REV	CAT II/III ILS DME RWY 23...	11-3A	10 Apr 2026	16 Apr 2026
REV	RNP RWY 23L	12-1	10 Apr 2026	16 Apr 2026
ADD	RADIO FAIL FOLLOWING MISS...	13-01	10 Apr 2026	16 Apr 2026
ADD	RADIO FAIL FOLLOWING MISS...	13-01A	10 Apr 2026	16 Apr 2026
REV	VOR DME RWY 05L	13-1	10 Apr 2026	16 Apr 2026
REV	VOR DME RWY 05R	13-2	10 Apr 2026	16 Apr 2026
REV	VOR DME RWY 23L	13-3	10 Apr 2026	16 Apr 2026
REV	VOR DME RWY 23R	13-4	10 Apr 2026	16 Apr 2026

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport EGCC

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Based on AIP SUP 017/2026: Between 2300-0659 (2200-0559) QC16, QC8 and QC4 ACFT will not be allowed to arrive or depart, except in case of emergency or where exempt. AD has strict limits on the numbers of QC points for each operational season between the hours of 2330-0600 (2230-0500). From 28 March 2026, an additional QC point limit will be introduced for the 8-hour night period 2300-0700 (2200-0600). Due to AD capacity and to maintain compliance with the night noise limits, any arriving ACFT with a scheduled time of 0615 (0515) or later will not be allowed to land until after 0600 (0500), and as such will be subject to airborne holding until a landing time can be achieved of after 0600 (0500). Departing ACFT with a scheduled time of 0555 (0455) will not be permitted to take-off before 0600 (0500).

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

RWY 05L and RWY 23R are approved for CAT III operations according to current UK Regulation (EU) No. 965/2012 with an RVR not below 75m. The CAT IIIB and CAT IIIA classification and related minimums as depicted on current Jeppesen chart shall be ignored.

Chart Change Notices for Country GBR

Type: Gen Tmnl
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(STARs) Do not commence descent without ATC clearance. STAR level restrictions are for descent planning purposes only. Based on SUP 045-22.