

SIDs	23L	23R	05L	05R	Handoff	Notes
ASMIM			1S	1Z	West	Route to 23s SIDs: EKLAD Y53 WAL / KUXEM P17 BEPHE
DESIG			1S	1Z	Northeast	Route to 23s SID: SONEX L975 DESIG
EKLAD	1Y	1R			West	Route to 05s SID : ASMIM L975 WAL
KUXEM	1Y	1R			West	Route to 05s SID: ASMIM DCT NOKIN
LISTO	2Y	2R	2S	2Z	Southeast	On 23s: non-jet aircraft or jet aircraft up to 35,000kg MTOW are permitted, plus some exceptions (see vMATS for full rule). Re-route for SANBA: SANBA N859 HON
POL	1Y	5R	4S	1Z	Northeast	
SANBA	1Y	1R			Southeast	Jet aircraft only, otherwise must fly LISTO. On 05s re-route LISTO. Re-route for LISTO: LISTO L612 HON
SONEX	1Y	1R			Northeast	Route to 05s SID: DESIG

The initial altitude for all SIDs is 5000 ft

	INT S	West	Northeast	Southeast
Handoff / Release Orders	INT S	PC W	PC NE	PC SE
	PC SE	PC	PC E	PC E
	PC E	LNW	PC	PC
	PC	LN	LNE	LNW
	LNW	L	LN	LN
	LN	INT N	L	L
	L	INT S	INT N	INT S
			INT S	

Frequency List				
AREA CONTROL			MANCHESTER	
PC NE	"PC Northeast"	135.715	ATIS	121.980
PC SE	"PC Southeast"	134.430	GMP	121.705
PC E	"PC East"	133.800	PLN	128.180
PC W	"PC West"	128.055	GMC	121.855
PC	"PC Bandbox"	133.200	AIR 1	118.630
LNE	"North Sea"	128.130	AIR 2	119.405
LNW	"Lakes"	135.580	FIN	121.355
LN	"AC North"	133.705	INT S	118.580
L	"AC Bandbox"	127.430	INT N	135.005

PC (MAN) callsign "Scottish Control"; AC (LON) callsign "London Control"

Departure	Clearance (GMP)	Coord (GMP)	Release (AIR)
Non-ATS Route IFR, VFR and SVFR departures, unable to fly SID	INT S	AIR	INT S
Departures from the non-departure runway			
Following runway change / go-around / any above departures			
IFR to EGGP (23L/R—coordinated 3000ft with INT South)	INT S	PC West	PC West
IFR to EGNR, EGNH, EGNO, EGGP (other than above)			
IFR to EGNM		PC Northeast	PC Northeast
IFR to EGBB or EGNX		PC Southeast	PC Southeast
Aircraft not on Speed Table + subsequent departure			Receiving PC

Runway 23L/R Route Separation					
↓ Follow	Lead →	SANBA	LISTO	Northeast	West
SANBA		2	Note	1	2
LISTO		Note	2	1	1
Northeast		1	1	2	1
West		2	1	1	2

**Note:** AIR must wait until the leading departure has vacated 5000 ft or passed LISTO/SANBA, else they must request release from PC SE.

Runway 05L/R Route Separation				
↓ Follow	Lead →	LISTO	Northeast	West
LISTO		2	1	1
Northeast		1	2	1
West		1	1	2

Southern Runway Opening Restrictions	
A dual runway config is to be used during events, periods of heavy traffic to minimise delay (busy evenings, weekends), and during published times:	
- <b>Summer:</b> Mon-Fri (0615-2000L); Sat (0615-1600L); Sun (0615-0930L and 1300-2000L)	
- <b>Winter:</b> Mon-Fri (0630-1100L and 1600-2000L); Sat (0630-1100L); Sun (1600-2000L)	
RWY 05R/23L is not used between 2200-0600L in real life due to planning constraints.	

Speed Separation Groups			
Manchester uses the VATSIM UK harmonised speed table			
4	3	2	1
All jet aircraft <b>except:</b>	Bae 146 / Avro RJ variants	ATR variants	BN2P/T
- Those in group 3	CL35/CL60	DH8A/B/C	C208
- Concorde	CRJ1/2/7/9/X	F50	DA62
- Military fast jets	D328/J328	JS31/32/41	DHC6
	DH8D	King Air variants	E110
	E135/145	PC12	
	E50P/55P	SF34	
	P180	SW3/4	
	SB20	TBM7/8/9	
	Citations <b>except:</b>		
	C56X/680/68A/700/750		

Squawks	APC	7350-7363, 7370-7373
	Listening (INT S)	7366/7367
	Listening (EGCB)	7365
	Listening (EGGP)	5060/5067, 5050 consp.

Transition Level & MSL		
EGCC QNH	TL	MSL
1050 - 1060	FL50	FL60
1032 - 1049	FL55	FL60
1013 - 1031	FL60	FL60
995 - 1012	FL65	FL70
977 - 994	FL70	FL70
959 - 976	FL75	FL80
940 - 958	FL80	FL80

Manchester Holds		
Fix	Details	Levels
DAYNE	310° R	FL70 – FL140
ROSUN	171° R	FL60 – FL140
MIRSI	060° R	FL70 – FL140
MCT	051° R (05) / 231° L (23)	3500 ft

RNP Approach		
23L	IAF	IF
	TINVA	C23LI
	DOMIG	
	OSNAP	

STARs			
DAYNE	Routing	Descent Planning	SLP
ELVOS 1M	ELVOS – TNT – QUSHI – DAYNE	FL200 by ELVOS   FL80 by DAYNE	QUSHI
LESTA 1M	LESTA – TNT – QUSHI – DAYNE	FL200 by LESTA   FL80 by DAYNE	QUSHI
ROSUN	Routing	Descent Planning	SLP
LAKEY 1M	LAKEY – DIZZE – ROSUN	FL200 by LAKEY   FL70 by ROSUN	DIZZE
LIBSO 1M	LIBSO – FIZED – GOLES – POL – BURNI – ROSUN	FL290 by LIBSO   FL170 by GOLES   FL70 by ROSUN	POL
OTBED 1M	OTBED – GOLES – POL – BURNI – ROSUN	FL290 by OTBED   FL170 by GOLES   FL70 by ROSUN	POL
TILNI 2M	TILNI – GASKO – BEGAM – SETEL – ROSUN	FL260 by TILNI   FL70 by ROSUN	SETEL
MIRSI	Routing	Descent Planning	SLP
AXCIS 1M	AXCIS – MONTY – REXAM – WAL – MIRSI	FL200 by AXCIS   FL70 by MIRSI	WAL
MAKUX 1M	MAKUX – SOSIM – GIGTO – IBRAR – WAL – MIRSI	FL270 by MAKUX   FL170 by IBRAR   FL70 by MIRSI	WAL
MALUD 1M	MALUD – WAL – MIRSI	FL170 by MALUD   FL70 by MIRSI	WAL
PENIL 1M	PENIL – WAL – MIRSI	FL170 by PENIL   FL70 by MIRSI	WAL

Elevation	QFE	Circuit Procedures	North West Transit Corridor (NWTCC)
257 ft	QNH – 9	1500 ft QFE 1800 ft QNH South-side	Max. 140 kts IAS MCTOM ≤ 40,000 kg Max. 1500 ft CC/GP QNH Monitor CC INT S / GP RAD 1 Listening squawks advised

Low Visibility Procedures	
<p>LVP are broadcast via ATIS or notified via R/T.</p> <p>“LVP Cloud” are initiated when IRVR remains above 600m, but cloud ceiling of 200 ft or less.</p> <ul style="list-style-type: none"> <li>- Single Runway operations only if easterly configuration.</li> <li>- Holding point and taxiway restrictions enforced.</li> </ul> <p>“LVP Visibility” are initiated when the IRVR is less than 600m.</p> <ul style="list-style-type: none"> <li>- Single Runway operations only.</li> <li>- Traffic that has already crossed 23R/05L when LVP Visibility is declared may depart 23L.</li> <li>- Holding point and taxiway restrictions enforced.</li> </ul>	<p><b>05L departure holding points:</b> A1, AG1, AF1</p> <p><b>23R departure holding points:</b> J1, M1</p>

Level Capping (not exhaustive)	
Destination	Max RFL
EGBB/NX	90
London TMA	190
EGGD/FF/SY/TE	230
Belfast Group	240
Scottish Group	240
Paris Group	290
LFSO	350
Basel Group	330
EHAM/BK	350
Brussels FIR (EB**)	290
Dublin Group	280

Minimum Sector Altitude			
N	3500 ft		
SW	2300 ft	SE	3100 ft

Wake Vortex Arrival Separation (in NM)					
Lead →	J	H	UM	LM	S
J	-	-	-	-	-
H	5	4	-	-	-
UM	7	5	3	-	-
LM	7	5	4	-	-
S	7	6	4	3	3
L	8	7	6	5	4

Missed Approaches	
05L	Climb straight ahead to 3500 ft, then as directed.
05R	Climb to 3500 ft, straight ahead to 700 ft or I-MC DME 0.0 (MCT DME 2.3), whichever is later, then turn right onto track 185°, then as directed.
23L	Climb straight ahead to 3500 ft, then as directed.
23R	Climb to 3500 ft, straight ahead until passing 750 ft or I-NN DME 0.0 (MCT DME 0.3), whichever is later, then turn right onto track 355°, then as directed.

See vMATS for full group definitions and capping list.

NOT FOR REAL WORLD USE