

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						

Handoff / Release Orders	INT S	PC W	PC NE	PC SE	Frequency List				
	INT S	PC W	PC NE	PC SE	AREA CONTROL			MANCHESTER	
	PC SE	PC	PC E	PC E	PC NE	“PC Northeast”	135.715	ATIS	121.980
	PC E	LNW	PC	PC	PC SE	“PC Southeast”	134.430	GMP	121.705
	PC	LN	LNE	LNW	PC E	“PC East”	133.800	PLN	128.180
	LNW	L	LN	LN	PC W	“PC West”	128.055	GMC	121.855
	LN	INT N	L	L	PC	“PC Bandbox”	133.200	AIR 1	118.630
	L	INT S	INT N	INT S	LNE	“North Sea”	128.130	AIR 2	119.405
			INT S		LNW	“Lakes”	135.580	FIN	121.355
					LN	“AC North”	133.705	INT S	118.580
					L	“AC Bandbox”	127.830	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 W	PC W
IFR to EGNR, EGNH, EGNO, EGGP (other than above)			
IFR to EGNM			
IFR to EGBB, EGBE, EGNX		PC NE	PC NE
		PC SE	PC SE
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 passed 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 (0630-1030L and 1600-2000L); Sat (0630-1000L); 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> - Those in group 3 - Concorde - Military fast jets	Bae 146 / Avro RJ variants CL35/CL60 CRJ1/2/7/9/X D328/J328 DH8D E135/145 E50P/55P P180 SB20  Citations <b>except:</b> C56X/680/68A/700/750	ATR variants DH8A/B/C F50 JS31/32/41 King Air variants PC12 SF34 SW3/4 TBM7/8/9	BN2P/T C208 DA62 DHC6 E110

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

Elevation	QFE	Circuit Procedures	North West Transit Corridor (NWTCT)
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

Level Capping (not exhaustive)	
Destination	Max RFL
EGBB/BE/NX	90
London TMA	190
EGGD, EGFF, EGSY, EGTE	230
Belfast Group	240
Scottish Group	240
Paris Group	290
LFSD	350
Basel Group	330
EHAM/BK	350
Brussels FIR (EB**)	290
Dublin Group	280
See vMATS for full group definitions and capping list.	

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 1M	TILNI – GASKO – BEGAM – SETEL – ROSUN	FL250 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

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>

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

NOT FOR REAL WORLD USE

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, continue 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.