EGCB — MANCHESTER BARTON

EGCB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

EGCB — MANCHESTER BARTON

EGCB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat: 532818N Long: 0022323W Mid-point of Runway 08R/26L
2	Direction and distance from city	5 nm W of Manchester.
3	Elevation / Reference temperature	73 ft / 18 C
4	Geoid undulation at AD ELEV PSN	168 FT
5	Magnetic Variation/ Annual Change	1.58°W (2017) / 0.16°
6	AD Administration, address, telephone, telefax, AFS, e-mail address, website address	CITY AIRPORT LTD. Post: City Airport , Liverpool Road, Eccles, Manchester, M30 7SA. Post: City Heliport, Liverpool Road, Eccles, Manchester, M30 7RU. Phone: 0161-789 1362 (Administration and Operations) Email: info@cityairportltd.com URL: http://www.cityairportandheliport.com
7	Type of Traffic permitted (IFR/VFR)	VFR
8	Remarks	VFR (See AD 2.22).

EGCB AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	Winter: 0900-SS and by arrangement. Summer: 0715-1900 or SS (whichever is earlier) and by arrangement.
2	Customs and Immigration	By arrangement. Customs: 4 hours notice required inbound/24 hours outbound. Immigration: 24 hours inbound/outbound. CTU (Special Branch): 24 hours inbound/outbound
3	Health and sanitation	
4	AIS Briefing Office	As AD hours. Self-brief computer.
5	ATS Reporting Office (ARO)	
6	MET Briefing Office	As AD hours. Self-brief computer.
7	Air Traffic Service	As AD hours.
8	Fuelling	Winter: 0845 until 15 minutes before SS and by arrangement. Summer: 0700 until 1845 or 15 minutes before SS (whichever is earlier) and by arrangement.
9	Handling	By arrangement for helicopters using City Heliport facility.
10	Security	
11	De-icing	
12	Remarks	This aerodrome is **PPR**.

EGCB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	
2	Fuel and oil types	AVTUR JET A-1(does not contain anti-icing additive) AVGAS 100LL AVGAS UL-91 Oil: 15/50, 80, Multigrade (W)80, 100, (W)100
3	Fuelling facilities/capacity	Airport Fixed Bowser AVGAS 100LL 28500 lt, Airport Fixed Bowser AVTUR JET-A1 22000 lt, Airport Fixed Bowser AVGAS UL-91 13000 lt. Heliport Fixed Bowser AVTUR JET-A1 18000 lt.
4	De-icing facilities	
5	Hangar space for visiting aircraft	Limited by prior arrangement.
6	Repair facilities for visiting aircraft	Westair Aircraft Maintenance,Tel: 0161-787 8811.
7	Remarks	

EGCB AD 2.5 PASSENGER FACILITIES

1	Hotels	In vicinity.
2	Restaurants	Cafe/Bar.
3	Transportation	Taxis, Buses. Nearest Railway Station: Eccles: 2.8 miles.
4	Medical facilities	Limited First Aid.
5	Bank and Post Office	Bank within 2.0 miles. Post Office within 1.5 miles.
6	Tourist Office	Local information available from reception.
7	Remarks	Transport arrangements can be made via aerodrome operations.

EGCB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	RFF Category A1
2	Rescue equipment	
3	Capability for removal of disabled aircraft	Limited
4	Remarks	

EGCB AD 2.7 SEASONAL AVAILABILITY - CLEARING

EGCB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Apron surface and strength	
2	Taxiway width, surface and strength	
3	Altimeter checkpoint location and elevation	
4	VOR checkpoints	
5	INS checkpoints	
6	Remarks	

EGCB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	
2	Runway and taxiway markings and lighting	
3	Stop bars	
4	Remarks	

EGCB AD 2.10 AERODROME OBSTACLES

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGCB4899) 02/APPROACH 20/TAKE-OFF	Tree	532801.26N 0022329.73W	116.60 ft	51 ft	No	
(EGCB4961) 08L/APPROACH 26R/TAKE-OFF	Tree	532817.28N 0022355.96W	108.83 ft	33 ft	No	
(EGCB4945) 08L/APPROACH 26R/TAKE-OFF	Tree	532817.15N 0022358.63W	114.93 ft	39 ft	No	
(EGCB4402) 08L/APPROACH 26R/TAKE-OFF	Tree	532816.99N 0022357.01W	112.96 ft	44 ft	No	

EGCB AD 2.10 AERODROME OBSTACLES (continued)

In Approach/Take-off areas						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGCB4936) 08L/TAKE-OFF 26R/AP-PROACH	Tree	532821.93N 0022252.68W	116.05 ft	47 ft	No	
(EGCB4666) 08L/TAKE-OFF 26R/AP-PROACH	Tree	532821.65N 0022300.71W	94.14 ft	28 ft	No	
(EGCB5038) 08R/TAKE-OFF 26L/AP-PROACH	Tree	532821.68N 0022250.55W	116.62 ft	41 ft	No	
(EGCB4153) 08R/TAKE-OFF 26L/AP-PROACH	Hedge	532819.73N 0022304.18W	75.00 ft	4.72 ft	No	
(EGCB5017) 08R/TAKE-OFF 26L/AP-PROACH	Tree	532818.96N 0022259.75W	88.69 ft	13 ft	No	
(EGCB4922) 20/APPROACH 02/TAKE-OFF	Tree	532835.62N 0022313.08W	114.63 ft	33 ft	No	

In circling area and at aerodrome						
Obstacle ID/Designation	**Obstacle Type**	**Obstacle Position**	**Elevation/Height**		**Obstruction Lighting Type/Colour**	**Remarks**
1	**2**	**3**	**4**		**5**	**6**
(EGCB1215)	Pylon	532920.03N 0022332.46W	241.37 ft	172 ft	No	
(EGCB1008)	Pylon	532842.37N 0022438.84W	256.04 ft	79 ft	No	
(EGCB3575)	Phone Mast	532837.10N 0022120.22W	205.05 ft	125 ft	No	
(EGCB5033)	Tree	532831.64N 0022252.89W	168.1 ft	101.7 ft	No	
(EGCB4596)	Tree	532828.27N 0022309.87W	124.5 ft	36 ft	No	
(EGCB1001)	Windsock	532815.83N 0022259.79W	98.1 ft	30 ft	No	
(EGCB1009)	ATC Aerial	532815.06N 0022314.00W	118.41 ft	51 ft	Yes	
(EGCB1191)	Lamppost	532810.64N 0022210.20W	192.81 ft	66 ft	No	
(EGCB3632)	Building	532758.81N 0022139.94W	223.1 ft	157 ft	Yes	
(EGCB3576)	Building	532757.45N 0022053.05W	251.08 ft	179 ft	No	
(EGCB1144)	Mast	532746.07N 0022308.53W	171.33 ft	40 ft	No	
(EGCB1347)	Pylon	532740.04N 0022203.77W	167.72 ft	102 ft	No	
(EGCB1217)	Pylon	532721.32N 0022405.41W	259.45 ft	210 ft	No	

EGCB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	
2	Hours of service MET Office outside hours	
3	Office responsible for TAF preparation Periods of validity	
4	Trend forecast Interval of issuance	
5	Briefing/consultation provided	Self-brief computer.
6	Flight documentation Language(s) used	
7	Charts and other information available for briefing or consultation	Internet access.
8	Supplementary equipment available for providing information	
9	ATS units provided with information	
10	Additional information (limitation of service, etc.)	Unofficial meteorological observations provided by FIS during AD hours.

EGCB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY Number	True bearing	Dimensions of RWY	Surface of RWY/ SWY/ Strength (PCN)	THR co-ordinates/ THR Geoid undulation	THR elevation/ Highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
08R	082.84°	625 x 32 m	RWY surface: Grass.	532816.40N 0022339.81W 168 ft	THR 68.18 ft
26L	262.84°	625 x 32 m	RWY surface: Grass.	532818.92N 0022306.16W 168 ft	THR 70.28 ft
08L	082.81°	641 x 30 m	RWY surface: Grass.	532817.13N 0022343.35W 168 ft	THR 68.83 ft
26R	262.81°	641 x 30 m	RWY surface: Grass.	532819.73N 0022308.86W 168 ft	THR 69.36 ft
02	014.61°	533 x 32 m	RWY surface: Grass.	532812.07N 0022322.47W 168 ft	THR 68.01 ft
20	194.62°	533 x 32 m	RWY surface: Grass.	532826.60N 0022316.12W 168 ft	THR 71.59 ft
14	134.18°	398 x 32 m	RWY surface: Grass.	532825.19N 0022320.42W 168 ft	THR 72.64 ft
32	314.18°	398 x 32 m	RWY surface: Grass.	532816.22N 0022304.95W 168 ft	THR 68.44 ft

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
RWY 08R 1:978 RWY 26L -1:978			686 x 60 m		RWY 08R
RWY 08R 1:978 RWY 26L -1:978			686 x 60 m		RWY 26L
RWY 08L -1:4381 RWY 26R 1:4381			701 x 60 m		RWY 08L
RWY 08L -1:4381 RWY 26R 1:4381			701 x 60 m		RWY 26R
RWY 02 1:489 RWY 20 -1:489			593 x 60 m		RWY 02 Threshold displaced by 69 m.

EGCB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS (continued)

Slope of RWY/ SWY	SWY dimensions	Clearway dimensions	Strip Dimensions	OFZ	Remarks
7	8	9	10	11	12
RWY 02 1:489 RWY 20 -1:489			593 x 60 m		RWY 20
RWY 14 -1:311 RWY 32 1:311			458 x 60 m		RWY 14
RWY 14 -1:311 RWY 32 1:311			458 x 60 m		RWY 32

EGCB AD 2.13 DECLARED DISTANCES

Runway desig-nator	TORA	TODA	ASDA	LDA	Remarks
1	2	3	4	5	6
08R	625 m	625 m	625 m	625 m	
26L	625 m	625 m	625 m	625 m	
08L	641 m	641 m	641 m	641 m	
26R	641 m	641 m	641 m	641 m	
02	533 m	533 m	533 m	464 m	
20	533 m	533 m	533 m	533 m	
14	398 m	398 m	398 m	398 m	
32	398 m	398 m	398 m	398 m	

EGCB AD 2.14 APPROACH AND RUNWAY LIGHTING

INTENTIONALLY BLANK

EGCB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	
2	LDI location and lighting Anemometer location and lighting	Anemometer: 532814.95N 0022313.66W, 532814.92N 0022313.76W
3	TWY edge and centre line lighting	
4	Secondary power supply/switch-over time	
5	Remarks	

EGCB AD 2.16 HELICOPTER LANDING AREA

INTENTIONALLY BLANK

EGCB AD 2.17 AIR TRAFFIC SERVICES AIRSPACE

Designation and lateral limits	Vertical Limits	Airspace Class	ATS unit callsign/ language	Transition Altitude	Remarks
1	2	3	4	5	6
MANCHESTER/BARTON ATZ A circle, 2 nm radius centred at 532818N 0022323W on runway 08R/26L excluding that portion of the circle that lies within the Manchester CTR.	Upper limit: 2000 ft Lower limit: SFC	G	BARTON INFORMATION English	5000 ft	**Note:** Airspace Classification within Manchester CTA class D.

EGCB AD 2.18 AIR TRAFFIC SERVICES COMMUNICATION FACILITIES

Service Designation	Callsign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
AFIS	BARTON INFOR-MATION	120.250 MHz	Winter: 0900-SS and by arrangement Summer: 0715-1900 or SS whichever is earlier and by arrangement	ATZ hours coincident with AFIS hours, but not by arrangement.

EGCB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

INTENTIONALLY BLANK

EGCB AD 2.20 LOCAL TRAFFIC REGULATIONS

1 Airport Regulations

(a) Fixed wing twin engine aircraft and fixed wing aircraft over 1500 kg MTOW must obtain briefing via telephone with ATS prior to flight.

(b) During adverse weather conditions, the AD and associated services may be withdrawn, the aerodrome becoming unavailable during these times.

(c) High visibility jackets recommended whilst airside.

(d) Non-radio aircraft must obtain briefing via telephone with ATS prior to flight.

(e) A full copy of the Aerodrome Rules and Procedures (Pilot Handbook) is available on request or can be downloaded from the aerodrome website.

2 Ground Movement

Not applicable

3 CAT II/III Operations

Not applicable

4 Warnings

(a) Pilots should exercise caution as runway and taxiway surfaces undulate in places and may not be suitable for all aircraft types/weights. Surface may become soft during prolonged periods of wet weather. Further information may be sought by contacting the Airport Duty Manager.

(b) There are 35 ft high lamp standards on the A57 road to the Southeast and Southwest of the aerodrome.

(c) Red/White Marker boards or non-standard markings (cones) may be used to indicate areas of soft ground. Pilots must exercise extreme caution as not all soft areas may be indicated.

(d) Bird Hazard: Herons regularly flying across the aerodrome at heights between 100 and 500 feet. Additionally, Bird activity (Gulls and Pigeons) increases during periods of wet weather and grass seeding. All Bird Strikes must be reported using a CAA Bird Strike Occurrence Report (Form CA1282).

(e) Windshear and Turbulence can be expected on approaches to all runways. In particular, conditions may be more prominent during the following conditions:

(i) Runway 26L/26R Approach and 08L/08R Climbout - Additional turbulence/windshear during strong winds (any direction) and/or high temperatures.

(ii) Runway 20 Approach - Additional turbulence/windshear particularly during southeast to south winds.

(iii) Runway 32 Approach - Additional turbulence /windshear during strong winds (any direction) and when crossing dual carriageway (A57) prior to the threshold.

(iv) Runway 02 Approach - Additional turbulence/windshear particularly when crossing dual carriageway (A57) prior to the threshold.

(f) Taxilane adjacent to AVGAS fuel installation has a reduced clearance of 10 m (from taxilane centre-line to fuel pumps).

(g) Parascending takes place on the aerodrome up to 1000 ft aal during the following periods: Sat, Sun and PH 0630-0900 (winter), 0530-0800 and close to SS (summer).

(h) Aerodrome is used unlicensed by helicopters H24.

EGCB AD 2.20 LOCAL TRAFFIC REGULATIONS (continued)

(i) Category A Police and Air Ambulance helicopter flights take place H24 from the Aerodrome. Pilots should afford these flights priority where possible, subject to rules of the air and safe operation.

(j) Paramotors operate non-radio from a site approximately 2.5 nm West of the airfield during daylight hours.

(k) Runway 08R/26L transitional surface is impinged by Control Tower building by 0.72 m.

5 Helicopter Operations

(a) Helicopter circuit height 500 ft.

(b) Helicopter circuit training is flown in accordance with the chart on page EGCB 4-1.

(c) Helicopters must not fly above 500 ft as shown on page EGCB-4-1 unless practicing emergency procedures and only once ATS has been informed. →

(d) Helicopters are to arrive via the specific entry/exit point as displayed on page EGCB 4-1, reporting prior to reaching and at the appropriate point. Pilots must inform ATS if performing a non-standard join prior to entering the ATZ.

(e) Helicopters must ensure that they give adequate safety clearance (minimum 50 m) with consideration for downwash when operating in the hover close to runways, taxilanes and parked aircraft. →

(f) Helicopter Fuelling

(i) JET A1 – Airport facility – A landing pad is provided adjacent to the fuel bund. White ‘H’s are marked around the bund tank. Please note:

(1) The marked ‘H’s act as a visual guide to ensure adequate hose reach only.

(2) The marked ‘H’s do not guarantee any clearance from helicopters parked adjacent. The pilot remains responsible for ensuring safe seperation from adjacent helicopters.

(ii) AVGAS – Helicopters should position on pads 1-4 as directed by ATS ensuring safe separation from adjacent helicopters. Caution is advised when manoeuvring in this area close to parked aircraft. →

(g) City Heliport

(i) A dedicated heliport facility is located on the SW corner of the Aerodrome.

(ii) The heliport is not available for flights that require the use of a licensed aerodrome.

(iii) The heliport apron is floodlit at night. →

(iv) Use of the heliport is subject to PPR. Terms and conditions available on request.

(v) JET A1 Heliport facility – A landing apron with two marked pads is provided adjacent to the fuel facility. The hose length allows for the fuelling of helicopters parked on these pads.

(1) The marked pads act as a visual guide to ensure adequate hose reach only.

(2) The marked pads do not guarantee any clearance from helicopters parked adjacent. The pilot remains responsible for ensuring safe operation from adjacent helicopters.

6 Use of Runways

(a) Computer ATIS.

(i) A Computer ATIS Display is provided for departing aircraft. This Provides the following information:

Runway in use — QFE / QNH — Unofficial Weather — Runway State.

(ii) Prior to departure, pilots should obtain the current airfield information from the Computer ATIS Display.

(iii) On initial RTF call, pilots should advise the information received the appropriate pressure (QFE/QNH) and the flight detail (ie circuits, local or the destination).

(b) Runway availability subject to suitable surface conditions as determined by Airfield Duty Manager. Information available from AFISO.

7 Training

Not applicable

EGCB AD 2.21 NOISE ABATEMENT PROCEDURES

(a) Pilots are to avoid overflying the cemetery to the Northeast of the aerodrome.

(b) Helicopters must avoid overflying the built up areas South and East of the airfield, indicated at AD 2.24.

EGCB AD 2.21 NOISE ABATEMENT PROCEDURES (continued)

(c) Climbing turns after take off should not normally be commenced below a height of 500 ft agl except as indicated at c(i). Should pilots wish to make an early turn below 500 ft agl on take-off, this may be permitted for safety reasons only. In this case, the ATS must be informed prior to commencement of the take-off roll.

(i) To minimise local noise disturbance when departing from Runway 20 and when safe to do so, upon reaching the Manchester Ship Canal aircraft should commence a right turn onto crosswind to avoid overflying the residential areas of Flixton and Irlam.

EGCB AD 2.22 FLIGHT PROCEDURES

1 Communications and SSR

(a) Aircraft in communication with Barton ATS may be allocated a conspicuity squawk of 7365. Aircraft **must not** select this squawk unless instructed to do so by ATS.

(b) Allocation of this conspicuity squawk does not constitute any radar service.

2 Fixed Winged

(a) Fixed winged circuit height is 1000 ft (Barton QFE).

(b) Fixed winged standard join is overhead at 1800 ft Barton QFE. Pilots must inform ATS if performing a non-standard join prior to entering the ATZ.

(c) Variations on circuit direction are permitted for training, weather or operational requirements providing the ATS is informed of the pilots intentions.

(d) Circuit directions: Runways 14, 20, 26L, 26R - RH; Runways 02, 08L, 08R and 32 - LH.

(e) Orbits within the circuit are not permitted unless required for safety reasons.

(f) Go-Arounds

(i) Approaches to runways must not be continued below 200 ft aal if:

(1) The approach ahead or runway is occupied or obstructed by aircraft, vehicles or personnel.

(2) The PIC feels that the approach or landing is becoming unstable or unsafe.

(g) Go-Around Procedure

(i) To initiate the go-around, manoeuvre the aircraft to the deadside of the runway climbing parallel to the runway in use climbing to circuit height (1000 ft aal) before turning crosswind.

(ii) Exercise caution when low flying in the go-around over aircraft on the ground including helicopters air taxiing, ground instructions, personnel and vehicles.

(iii) Ensure aircraft ahead are kept in sight.

(iv) Do not manoeuvre onto the live side as this may conflict with helicopter operations.

(v) Do not climb initially above 500 ft aal until you have passed the upwind end of the runway in use, which ensures maximim separation between you and aircraft joining overhead, flying crosswind at circuit height.

(h) Pilots must not carry out 'run and break' manoeuvres within the circuit.

(i) IFR Procedures

(i) The aerodrome does not have any instrument or approach/navigational aids. All arrivals and departures must operate under VFR /VMC only.

(ii) Pilots flying IFR should plan routings that avoid controlled airspace and for arrivals must plan a suitable alternative in the event that flight conditions preclude flight in VMC on arrival.

3 Helicopter Procedures

(a) **Helicopter Arrival Procedures** - Refer to page EGCB-4-1

(i) Astley or Worsley: Pilots should enter the published helicopter circuit (not above 500 ft agl) or as requested by ATS.

(ii) Irlam: Pilots should route along the Manchester Ship Canal (not above 500 ft agl within 1 nm of the aerodrome) and follow the published procedure on page EGCB-4-1 or as requested by ATS.

Note: *Subject to circuit traffic and to aid traffic separation ATS may request an alternative routing.*

(iii) M60/Junc 9: Pilots should route from M60/Junc 9 (not above 500 ft agl once within 1 mile of the aerodrome), and then proceed to Runway 02, 32 or 26 threshold as requested by ATS.

(b) **Helicopter Departure Procedures** (Refer to page EGCB-4-1)

(i) Helicopters must request rotor start from ATS.

EGCB AD 2.22 FLIGHT PROCEDURES (continued)

(ii) Helicopters must not lift until positive instruction has been obtained.

(iii) Helicopters should conform to the published helicopter circuit on departure.

(iv) Subject to traffic, helicopters may be requested to depart direct or via a specified runway.

(v) Helicopters must not overfly the Southwest corner of the airfield below 200 ft due to Control Line Model Flying which takes place.

(vi) South East Departures via M60/Junc 9: Pilots should request clearance to enter the Manchester CTR from ATS prior to departure. Pilots should remain on 120.250 MHz until 1 mile South East of the aerodrome (not above 500 ft agl).

(c) **Helicopter Hover Training**

(i) Two Helicopter Training Areas (HTA N and HTA S) are established for the purposes of helicopter hover training. Refer to EGCB-2-1.

(ii) HTA S is established solely for the purposes of hover training and must not be used as an aiming point or to conduct circuit training.

(iii) HTA N is established for the purposes of hover training and circuit training.

(iv) Helicopters must not leave the confines of any HTA or cross any runway without approval from ATS.

(d) **Helicopter Aiming Points**

(i) Two helicopter aiming points are established named 'Heli West' and Heli East'. These points are marked by a white triangle and are intended for use by helicopters conducting hover training and/or transition manoeuvres to aid separation between multiple helicopters conducting similar exercises.

(ii) A hover square is established for specific hover training. This point is not to be used as an aiming point.

(iii) Helicopters shall announce their intention to ATS to operate at one of the helicopter aiming points and must only leave the aiming point when in receipt of a positive taxi instruction.

(iv) Helicopters engaged in auto-rotations should conduct the manoeuvre into a vacant aiming point, advising ATS on each occasion prior to climbing and prior to commencement.

(v) Approaches to Runway 32 threshold are not permitted whilst the threshold of Runway 32 is used for aircraft parking.

(e) **Arrivals and Departures**

(i) All arrivals and departures should be made using procedures outlined in paragraphs a and b above.

(ii) Helicopters positioning to/from the Heliport Apron should route via D1 Hold, following the Air-Taxiway to the Heliport. The Air-Taxiway is marked by green/yellow linlaners and is not suitable for ground taxi.

4 Visual Reference Points (VRP)

(a) Visual Reference Points are established for use by aerodrome and en-route traffic as follows:

VRP	VOR/DME FIX
Irlam 532620N 0022447W	MCT 314°/7.4 nm
Swinton Interchange 533124N 0022136W	MCT 343°/11 nm
Thelwall Viaduct 532326N 0023021W	MCT 285°/9 nm
Leigh Flash 532923N 0023335W	MCT 309°/13 nm
Haydock Park Racecourse 532842N 0023720W	MCT 302°/15 nm WAL 076°/23 nm
Hulton Industrial Estate 533206.28N 0022704.56W	MCT 330°/12.7 nm
Reebok Stadium 533450N 0023208W	MCT 326°/17 nm
M60/M62/M66 Heaton Interchange 533300N 0021540W	MCT 002°/11.6 nm

EGCB AD 2.23 ADDITIONAL INFORMATION

Not applicable

EGCB AD 2.24 CHARTS RELATED TO AN AERODROME

Figure: AERODROME CHART – ICAO

AD 2-EGCB-2-1

Figure: MANCHESTER BARTON ATZ, HELICOPTER ENTRY/EXIT POINTS AND CIRCUITS

AD 2-EGCB-4-1