

MANCHESTER LOW-LEVEL ROUTE AND CLASS D VISUAL METEOROLOGY CONDITIONS (VISUAL FLIGHT RULES MINIMA)

- 1 Through the Aviation Safety (Amendment) Regulations 2021, with effect from **0001 hours on 20 May 2021** the UK will implement an amendment to SERA.5001 Table S5-1 that modifies the VMC visibility and distance from cloud minima in Class D airspace.
- 2 The Manchester Low Level Route is a 4 NM wide corridor of Class D airspace within which aircraft may fly without individual ATC clearance subject to certain conditions. To cater for the changes to the Class D VMC minima, with effect from **20 May 2021**, UK AIP EGCC AD 2.22 paragraphs 7 and 8 are amended as follows:

EGCC AD 2.22 FLIGHT PROCEDURES

7 MANCHESTER LOW LEVEL ROUTE

- a) The Manchester Low Level Route is that part of the Manchester CTR bounded by the following co-ordinates: 533124N 0023102W - 531411N 0023105W - 531050N 0022814W - 531050N 0023224W - 531130N 0023744W - 532708N 0023744W - 533011N 0024123W - 533124N 0023102W to an upper limit of 1300 FT AMSL Manchester QNH (Manchester QNH available from Manchester ATIS, frequency 128.180 MHz).
- b) The Manchester Low Level Route is not aligned on the M6 Motorway, or on any railway line, and these should not therefore be used as navigational line features to be followed when flying along the route. However, to the northwest and southeast of the route, stubs are aligned on the M6 and the Crewe-Winsford railway line to enable pilots to access the route accurately.
- c) Aircraft operating VFR in accordance with the procedures notified for the operation of the Manchester Low Level Route are exempt from the provisions of an air traffic control service (ORS4 No. 1489). As such, within the Manchester Low Level Route, aircraft may be flown by day or night, without individual ATC clearance, subject to the aircraft being flown:
 - i. in accordance with SERA.5005 (Visual Flight Rules) (VFR);
 - ii. at a speed which according to its airspeed indicator is 140 KT or less, to give adequate opportunity to observe other aircraft and any obstacles in time to avoid a collision;
 - iii. in a flight visibility of at least 5 KM; and
 - iv. in accordance with the radiocommunications and secondary surveillance radar transponder operation procedures applicable to the Manchester Low Level Route.
- d) Suitably equipped aircraft are to be flown in the Manchester Low Level Route with SSR code 7366 selected (unless displaying a special purpose code or code allocated/agreed by Manchester ATC) and listening out on Manchester Radar frequency 118.580 MHz, to enable the use of an alerting service if necessary, or to facilitate the early resolution of an airspace infringement.
- e) Pilots of non-transponder equipped aircraft operating within the Manchester Low Level Route are to monitor Manchester Radar, frequency 118.580 MHz to enable the use of an alerting service if necessary, or to facilitate the early resolution of an airspace infringement.
- f) Pilots of aircraft flown within the Manchester Low Level Route in accordance with the conditions in paragraph c) are responsible at all times for their own separation from all other flights, however Manchester Radar will endeavor to pass traffic information as far as practicable.
- g) In circumstances where pilots are unable to comply with paragraph c):
 - i. for VFR flights wishing to transit the Manchester Control Zone, a clearance shall be requested from Manchester Radar, frequency 118.580 MHz. For VFR flights wishing to transit the Liverpool Control Zone, a clearance shall be requested from Liverpool Radar, frequency 119.855 MHz.
 - ii. for all Special VFR flights wishing to transit the Manchester Control Zone, a clearance shall be requested routing to the east of the Manchester Low Level Route from Manchester Radar, frequency 118.580 MHz, or to the west within the Liverpool Control Zone from Liverpool Radar, frequency 119.855 MHz.
 - iii. aircraft wishing to land or depart from an aerodrome inside the Manchester Low Level Route, or transit across the route, may request a VFR or Special VFR clearance from Manchester Radar frequency 118.580MHz. Aircraft are responsible for their own separation at all times from all other flights within the Manchester Low Level Route.

- h) For the purposes of SERA.5005(c)(5) and SERA.5005(f), aircraft flying within the Manchester Low Level Route are permitted (ORS4 No. 1479) to fly below 1000 FT above the highest obstacle within a radius of 600 M from the aircraft if:
 - i. it is operating in accordance with the procedures notified for the route;
 - ii. it is flown no closer than 500 FT to any person, vessel, vehicle or structure;
 - iii. it is flown at a height that will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface.
- i) Pilots should be aware of the possibility of wake turbulence at all times, particularly when flying in the vicinity of the Liverpool and Manchester extended runway centrelines. Pilots operating in accordance with paragraph c) above will not be passed wake turbulence warnings.
- j) See AD 2-EGCC-4-1 CONTROL ZONE AND CONTROL AREA CHART - ENTRY/EXIT LANES AND VRPs.

8 FREQUENCY MONITORING CODE (FMC)

- a) Pilots of transponder-equipped aircraft flying under VFR within the Manchester Low Level Route are to select SSR code 7366 (unless displaying a special purpose code or code allocated/agreed by Manchester ATC) and maintain a listening watch on Manchester Radar, frequency 118.580 MHz.
- b) Elsewhere, pilots operating outside the Manchester CTR/CTA within the airspace bounded by the following co-ordinates:

533723N 0023744W - 534459N 0020433W –
 533650N 0015216W - 532510N 0014456W –
 530412N 0015647W - 530253N 0023751W –
 533723N 0023744W

are encouraged to select SSR code 7366 and maintain a listening watch on Manchester Radar, frequency 118.580 MHz.
- c) Whilst squawking 7366, pilots should be aware that Manchester Radar may make blind transmissions in order to ascertain a particular aircraft's intentions/route.
- d) Selection of 7366 does not imply the provision of an ATC service. Pilots of aircraft displaying the code are not expected to contact ATC under normal circumstances; they are to remain responsible for their own navigation, separation, terrain clearance and (other than operating in accordance with the conditions of the Manchester Low Level Route) are expected to remain clear of the Manchester CTR/CTA and Liverpool CTR at all times.
- e) When a pilot ceases to maintain a listening watch, code 7366 shall be deselected.

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The changes will be incorporated into the UK AIP at the next available AIRAC but are notified via this supplement and NOTAM. Enquiries concerning the above should be sent to ats.enquiries@caa.co.uk.