

Manchester Airport Operators' Briefing Pack

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Introduction

This document is intended to supplement the UK AIP and should be read in conjunction with that document. Included is information about the way in which the various ATC functions at Manchester Airport are managed and integrated as well as describing general handling of traffic.

Manchester Airport has evolved into a dual runway airport capable of handling high air traffic volumes over sustained periods; in the summer months the conventional segregated arrival/departure mode allows the Airport to handle over eight hundred movements each day, it also means that during less busy times (usually to permit maintenance during the hours of darkness) operators may encounter some more unusual operating modes. These are described in this guide.

Runways and Operations Modes

Manchester airport has two runways, both aligned 23/05, hence designated as left and right. The runway thresholds are staggered by 1850 metres and the centre lines are separated by 390 metres. Dual Runway operations commence from 0630L to 1030L, with a mid morning to mid afternoon closure every weekday and recommence at 1600L to 2000L. At weekends dual runway ops terminate at 1030L Saturday and recommence at 1600L Sunday. Single runway operations can be anticipated at all other times. The usual dual runway modes of operation are:

Westerlies: Arrivals on runway 23R, departures from runway 23L.

Easterlies: Arrivals on runway 05R, departures from runway 05L.

Under normal dual runway operating conditions the departure and arrival runway operate segregated from each other. Unusual operating conditions are accommodated with special ATC procedures.

When maintenance work is required, runway 23L/05R single runway operations can be accommodated at a reduced movement rate. This will generally entail the grouping of three arriving aircraft and three or four departing aircraft. ATC will create larger than normal gaps between successive arriving aircraft to permit backtracking of the runway. Crews should anticipate both the requirement for air holding and extended taxi times to and from the runway, delays can easily reach 20-30 minutes if five or six aircraft arrive simultaneously.



ATC Control Positions

Manchester Airport has four dedicated ATC functions in the Tower and three for Approach Radar. Departure radar services are provided by the en route air traffic control centre.

The table below summarizes each function (the ATC shorthand for each position is in brackets):

Call Sign	Frequency	Function
Manchester Tower (Air 1)	118.625	Control of all aircraft and vehicle traffic using 23R/05L (and its access points) as well as over flying aircraft affecting that runway.
Manchester Tower (Air 2)	119.400	Control of all aircraft and vehicle traffic using 23L/05R (and its access points) as well as over lying aircraft affecting that runway.
Manchester Ground (GMC)	121.850	Control of all aircraft and vehicle traffic (including aircraft under tow) on the manoeuvring area (except for those areas under the jurisdiction of the Air Controllers) and control of aircraft starting and push backs. Note: certain vehicles are allowed to "free range" and are not under the direct control of GMC but must maintain a listening watch on the frequency.
Manchester Delivery (GMP)	121.700	Passing aircraft departure clearances, ATFM co-ordination and sequencing of aircraft start-up.
Manchester Radar (Approach South)	118.575	Initial stacking and vectoring of arriving aircraft (In busy traffic this function is split, with Approach North managing traffic arriving through the MIRSI and ROSUN holds and Approach South managing traffic arriving through DAYNE]) all VFR/SVFR zone traffic and Services to aircraft outside controlled airspace.
Manchester Radar (Approach North)	135.000	During busy periods, stacking and initial vectoring of traffic arriving through MIRSI and ROSUN.
Manchester Director (Final Director)	121.350	Sequencing of IFR arrivals to achieve the required final approach spacing

Arriving Aircraft

Transfer of control of arriving aircraft to Manchester Approach Radar usually takes place around thirty miles from the airfield. On first call to Manchester Radar, pilots are required to report their cleared level, aircraft type and ATIS letter received.

Pilots should also bear in mind the potential for confusion when their approach is being made near the opening and closing times for 23L/05R, particularly for easterly arrivals when there will be a change of landing runway. Crews subject to a runway change will be made aware during initial approach. The arrival ATIS will also broadcast the time at which a runway change will occur. If in any doubt about which runway is in use, seek clarification from ATC.

Arriving aircraft will approach one of the three holds, DAYNE, ROSUN or MIRSI depending on arrival route. During periods of heavy traffic, control of these holds is split between "Approach North" and "Approach South" (see table on page 4). Following initial sequencing, aircraft will be handed over to Final Director for vectoring onto the ILS. All arriving IFR flights can expect a radar vectored ILS/DME approach unless advised otherwise.

Visual approaches will generally be permitted when requested between 0600L and 2300L and in light traffic conditions. Radar vectored straight in VOR/DME approaches are usually accommodated for crew training purposes, so long as they do not delay other traffic. Crews wishing to carry out practice CAT II & III auto lands should advise at the earliest opportunity. It is very unlikely there will be protection of the localiser sensitivity area (LSA) for practise CAT II & III approaches.



Pilots flying either visual or VOR/DME approaches should refer to the noise abatement requirements detailed at UK AIP AD 2-EGCC-1-11.

Aircraft will generally be routed for a wide radar circuit from the holding fix to base leg or final. This allows outbound aircraft under the control of Area radar to turn inside and climb through the inbounds. Due to airspace constraints at Manchester, aircraft are not usually vectored on extended patterns when traffic is heavy, instead pilots should expect to remain in the holding stack. Even with good weather, heavy traffic can involve inbound holding of up to twenty minutes. This is particularly true for traffic arriving from the South; due to the short track distance from DAYNE to final (on either runway) there is little room for vectoring and only two or three arrivals will normally be brought off this hold at any one time. When the anticipated holding time exceeds twenty minutes, an expected approach time (EAT) will be issued.

When runways 23L/R are in use for arrivals, the proximity of the high ground to the east of Manchester restricts descent below 4000 feet QNH until aircraft are on base leg. Descent below 3000 feet QNH is not normally given until aircraft are on a closing heading; this is to reduce the number of false GPWS alerts experienced near final approach



Speed Control

Speed control is tactically applied to all inbound aircraft. Pilots should plan to be at standard speeds:

Speed limiting point to holding fix	Not greater than 250kts
Downwind	220kts
Base Leg	180kts
Final to 4dme	160kts

Crews that are unable to comply with the above speeds should inform the radar controller as soon as possible. Small differences can usually be accommodated. It is very important that speed control instructions are complied with promptly. During busy periods, the airspace is close to its capacity limits and every mile counts. Once established on final, the approach spacing becomes critical, both for turbulent wake spacing requirements and to allow the tower controller to accurately assess gaps – remember, in dual runway operations, all departing or arriving traffic have to cross the other runway at some point. The tower controller will be anticipating gaps and deciding when to cross aircraft (bear in mind at certain times of the day there can be a significant number of “heavies” which take longer to cross runways particularly from a standing start).

Once established on the ILS arriving aircraft are usually handed over to the tower at about eight miles from touchdown. Inside 4dme arriving aircraft are tracked by an Approach Monitoring Aid, which allows controllers to warn pilots of any track deviation. Typically, pilots will be warned of any track deviation at 2dme – if the track of the aircraft is not corrected, go-around instructions will be issued at 1dme.

In the event of a go-around, aircraft should follow the published Standard Missed Approach procedure unless otherwise instructed. A go-around from short final on 23R is not visible to the Tower controllers; they are aware that this is a time of high workload on the flight deck, but be prepared for a “report in the right turn” call. The standard missed approach is separated from the normal SID’s, however should a northbound departure be airborne on an early turn (usually HDG 330° at 500 feet AGL); ATC will tactically resolve the conflict by issuing a heading instruction to the departure rather than the go-around.

Following a missed approach, visual circuits are not generally available to IFR aircraft and pilots should expect to be radar vectored.

Preferential Runway

To reduce noise disturbance to residents in the most densely populated areas to the north-east of the airport, runway 23R (during single runway operations) and runways 23L/R (during dual runway operations) are used when there is a headwind and when there is a tailwind component of up to five knots.

Arrivals on Runway 05R

There is a considerable distance from the touchdown point on runway 05R to the first exit at VD (circa 1950m). In order to maximize runway utilization, pilots should endeavour to keep best speed to this exit. The design of runway 05R means that the paved surface beyond exit VB1 is inside the localizer critical area for CAT1 approaches. Aircraft are not normally allowed to use this area on roll out due to the possibility of localiser fluctuations for following aircraft.

As arriving aircraft approach the departure runway (05L), they will be cleared to hold at the CAT II/III holding points BZ1, DZ1, FZ1 or HZ1. Pilots should taxi defensively in these areas. The runway crossing holding points are equipped with runway incursion sensors.

Approaches to Non-Duty Runway

In order to reduce disturbance to local residents, approaches to non-duty runways by arriving aircraft are not available except for urgent operational reasons or emergencies.

Landing Clearance Procedures

Due to the high traffic loadings that can be encountered at Manchester, pilots can expect later landing clearances than may be considered normal. Landing clearance will be issued if possible by 2dme, but may often not be issued until later when outbound traffic is crossing the landing runway.

Runway Profiles

Neither runway at Manchester has a level profile. 05R/23L falls approximately 50 feet in elevation from northeast to southwest. Runway 05L/23R more significantly, has a complex profile. From NE to SW it first rises by 7 feet to a crown, where after it falls quite sharply a total of 57 feet to the SW. The crown is located approximately 700 metres from the NE end of the runway. This profile raises two safety significant implications.

- From the flight deck of an aircraft on the ground at one end of the runway another aircraft or vehicle at the far end of the runway may be out of sight 'over the hump'.
- When landing on Runway 23R, should the touchdown aiming point be missed and the aircraft remain in the flare beyond the crown, the runway will begin to fall away at a significant rate, leading to an increased risk of late touchdown and rapidly reducing distance in which to stop. The crown is located approximately 700 metres from the threshold and only becomes visually detectable at about 2 miles from touchdown.



Runway Occupancy After Landing

Runway occupancy must be kept to a minimum, both for arriving and departing aircraft. After landing, arriving aircraft should take the first available rapid exit taxiway. If pilots suspect that they may miss the “usual” exit for their aircraft type, they should inform the tower controller on first contact.

For planning, the distances from the 23R threshold to the Rapid Exit Taxiways are:

BD – 1380m

AE – 1909m

Note: These figures (sourced from the Aerodrome Manual) are a guide only and do not constitute any form of declared distance.



Runway Occupancy Before Departure

Departing aircraft, when cleared for take off, are expected to roll straight away. Aircraft that will need longer than a few seconds to commence their take off roll should inform the tower controller before lining up. This includes crews that require increased turbulent spacing.

Inbound Aircraft and Ground Movement Control

At night, pilots should ensure that they **only vacate the runway on an illuminated runway exit**. Under normal Weather conditions a "Sea of Green" is displayed, that is all taxiways will be illuminated. It is critical that aircraft do not enter unlit taxiways without a "follow me" service and **red stop bars must be observed**.

There is only one access taxiway to the Terminal 2 apron. Taxi times to and from T2 in busy periods can be longer than might be expected; pilots should allow for this. Likewise, when runway 05L is in use for departures, ATC has little flexibility to change the departure order; traffic may queue for departure for upwards of ten minutes. Pilots should bear this mind where there flight has been allocated a CTOT (see below).

During 23L/05R single runway operations, pilots should be aware that delays may be possible even in light traffic.

When runway 05R is in use for arrivals, aircraft will be transferred to Air 1 for clearance to cross 05L; it is important that pilots do not pre select the GMC frequency. Aircraft will only be transferred to GMC once clear of both runways.

GMC will issue a route to the parking stand along with instructions to resolve any conflicts on the ground. By day, all taxiways have yellow centrelines, by night there are green centreline lights, with blue edge lights in some areas. In good weather, the north side taxiways will be lit as a "sea of green" and do not provide any individual route guidance.

Red stop bars are provided at most holding points for night use. Aircraft must not proceed past illuminated red stop bars. If a conditional clearance is issued an illuminated stop bar should not be crossed until it has been deselected by ATC; the stop bar will be deselected when the subject traffic has passed.

Considerations for the Ground Movement of Aircraft

Illuminated Red stop bars must **never** be crossed. This applies to all stop bars, both at runway holding points and at intermediate points on taxiways.

The majority of taxiways have centreline lighting. Where centreline lighting is not provided, blue edge lighting is installed. Taxiways and runway exits that are not illuminated during the hours of darkness or during LVP's are not intended for use by aircraft unless a "follow me" vehicle is being provided.

Stand Allocation

Like most UK airports, NATS Manchester ATC is not responsible for stand allocation. The Airport operator has its own Apron control section that will allocate parking stands in consultation with the operator or handling agent. Queries regarding stand allocation should be directed to handling agents and not to GMC. Likewise, stand guidance is the responsibility of Apron control; should guidance not be illuminated, crews should contact their handling agent. If this results in a delay parking on stand, advise GMC. Some parking stands at the airport are capable of accommodating large aircraft but may also be configured to accept two or more smaller aircraft; pilots should be aware that they may be given a stand designated as left, right or centre.

Airside Works in Progress

During WIP some taxiway lighting may be disabled and/or taxiway routes may be diverted from the permanent alignment to provide suitable wing tip clearance. To ensure obstacle clearance pilots must follow the diverted centreline accurately. In such circumstances during the hours of darkness pilots should not proceed into unlit sections without guidance from a "follow me" vehicle. Follow me vehicles will always display an illuminated sign with the words "follow me". There will not normally be any direct RTF exchange between the vehicle driver and the pilot, ATC will ensure the link-up. Termination of the follow me guidance will be indicated by extinguishing the sign and an abrupt break away to the left or right. Pilot should then follow the taxiway centreline lighting.



Arrival Turbulent Wake Spacing

The separation minima are defined according to groups of aircraft based on their maximum take off weight. ICAO classifies all aircraft into five categories, whilst in the UK the CAA operates a six group system.

Leading Aircraft	Following Aircraft	Min Spacing (Nm)
Super (A380)	Super	4
	Heavy	6
	Upper Medium	7
	Lower Medium	7
	Small	7
	Light	8
Heavy	Super	4
	Heavy	4
	Upper Medium	5
	Lower Medium	5
	Small	6
	Light	7
Upper Medium (including B757, IL62, B707, DC8 and other similar aircraft)	Super	None
	Heavy	None
	Upper Medium	3
	Lower Medium	4
	Small	4
	Light	6
Lower Medium	Super	None
	Heavy	None
	Upper Medium	None
	Lower Medium	None
	Small	3
	Light	5
Small	Super	None
	Heavy	None
	Upper Medium	None
	Lower Medium	None
	Small	None
	Light	3
Light	Any other aircraft	None

As can be seen, at Manchester, a Boeing 737 following a Boeing 757 would require a minimum spacing of four miles; the ICAO recommendation would be only three miles.

Noise Abatement

Aircraft are required to be operated in such a manner as to minimize their impact on the environment, especially in noise sensitive areas near the airport. The airport operates a noise and track monitoring system that plots the path of all arriving and departing aircraft to ensure compliance with noise abatement routings. Any aircraft departing from these routes for legitimate safety reasons (e.g. weather avoidance) are logged by ATC in order to account for any associated disturbance. The standard instrument departures from Manchester incorporate noise routings.

Guidance on noise routings and the locations of monitoring stations can be found at UK AIP AD 2-EGCC-1-11.

Outbound Aircraft and Delivery

Initial contact with delivery should be made not more than twenty minutes and not less than ten minutes before estimated off-blocks time (EOBT). To permit data transfer, aircraft which request start-up clearance without first obtaining ATC route clearance or within ten minutes of EOBT may be subject to delay.

Pilots should state the QNH, ATIS letter received, stand number and aircraft type in their initial call. There are separate ATIS frequencies for arrival and departure.

Pilots should also state if they require any non-standard procedures on start up or departure – for instance a cross-bleed start or utilizing the full runway length.

Aircraft will usually be cleared to their destination (except where this involves flight outside controlled airspace and/or an oceanic clearance), given an SSR code and be advised of any ATC flow restrictions applied to their flight. The information must be read back for confirmation.



Flow Control

Where aircraft are subject to ATFM restrictions (CTOT or "slots") there is a departure window of five minutes before to ten minutes after the CTOT. This is for tactical use by ATC and pilots should not assume that the full window is available. Pilots should plan to be at the holding point, ready for departure at CTOT. All European flow restrictions are co-ordinated from the CFMU in Brussels; local ATC often cannot negotiate changes. Be aware that when requesting a "ready" message there is potential for a CTOT to come forward to that exact time; do not ask ATC to send a ready message unless your aircraft is fully ready to push back, with the tug connected and ground crew ready to move.

Due to taxiway and apron congestion, pilots should always be ready to start at a minimum of twenty minutes before CTOT. At peak periods ATC will refuse start clearance if it is obvious that an aircraft cannot be airborne within the CTOT tolerance, this may result in a lengthy delay.

Once they have received their ATC clearance, pilots should maintain a listening watch on the delivery frequency in case there are any amendments, revisions or new restrictions. Aircraft whose operators have agreed push and park procedures should request this as soon as practical but should bear in mind that it may not always be available. When ready to push and park, pilots should ask the tug crew to call ATC for the reposition (this is treated as a tow) and then maintain a listening watch on the delivery frequency.

If for any reason pilots determine that they will be unable to make their CTOT, they should inform delivery at the earliest opportunity and agree a course of action to obtain a new slot. Should a crew miss their EBOT they should contact their handling agent or operations in order that an updated time is sent to CFMU in Brussels. The flight will not be allowed to start until the EBOT is up dated.

Once the aircraft is ready with the doors closed and tug attached, Delivery should be advised and when appropriate the flight will be transferred to the Ground Movement Controller for start clearance. Start-up clearance should be requested from GMC and will be issued to comply with any departure restrictions and to reduce the overall delay by ensuring the most efficient use of aprons and taxiways.

Outbound Aircraft and Ground Movement Control

Aircraft must receive Start and push clearance from GMC before pushing back from a parking stand. For safety reasons propeller driven aircraft will not be issued start clearance until it is known that push back can be given without delay. At night (and occasionally during quiet periods of the day) GMC and delivery may be combined; there is no change to procedures from the pilot's perspective.

Tug crews will comply with the standard push back for all stands. ATC will be basing instructions to other aircraft on a standard push back. Occasionally a non-standard push back clearance will be issued and it is important that pilots understand what is required and that the instructions are correctly relayed to the push back ground crew. Push back should not be requested until the aircraft is ready to move immediately; doing so may well involve delays to other company aircraft on adjacent stands.



ATC expect that pilots will treat the taxi phase as a critical phase of the flight and to have carried out a pre brief accordingly, with particular reference to expected taxi routes and an emphasis on runway safety. Crews should follow taxi instructions implicitly and should note that the route issued may not be the most direct and may require the aircraft to hold at an intermediate point prior to the runway holding point to ensure wing tip clearances at certain points on the aerodrome. It is essential that the full clearance is read back, particularly any runway hold short instruction. ATC will ask for this element of the read back as many times as it takes.

Outbound aircraft must not cross red stop bars when illuminated, even if their clearance is to a point beyond the stop bar. Pilots should stop their aircraft and seek clarification from ATC. A conditional clearance never includes crossing a stop bar; stop bars will be deselected when subject traffic has passed.

During the hours of darkness pilots are requested to switch on their logo/fin lights.

As aircraft approach the runway they will be instructed to contact tower. At this point pilots should check in on the specified tower frequency, stating their clearance limit.

Tower

There are two tower positions at Manchester (see table on page 4). Outbound aircraft will always talk to "Air 1" first; either to cross 23R/05L where 23L/05R is in use for departures, or for departure sequencing when runway 23R/05L is in use.



The use of Conditional line-up and crossing clearances is restricted at Manchester. Pilots should read back verbatim the clearance and always use their full call sign (note: this means the conditional part of the clearance is read back first). If for any reason their aircraft will be unable to take-off immediately or requires additional time on the runway, pilots must inform the tower controller prior to accepting a line-up clearance.

Pilots are requested to switch on aircraft strobes when crossing runways.

Departure Frequency Changes

In order to maintain separation in the event of a missed approach, departing aircraft will usually be retained on the tower frequency until passing 2500 feet QHN. In all cases, pilots must wait until instructed before changing frequency. ATC are aware that this means a frequency change at a busy time.

Non-Standard Departure Clearances

North and eastbound regional jet aircraft, turboprops and small business jets (excluding E170 & DH8D) are sometimes given early turns in order to expedite traffic. Such clearances must be read back in full. Due to the potential conflict between HONILEY and LISTO SIDs from runways 23L/R, aircraft will sometimes be given an alternative clearance on these routes as follows: For HONILEY aircraft; follow the SID until MCT 6dme, then fly HDG 180 and climb to altitude 5000 feet. Note: it is anticipated that aircraft will begin the standard left turn as usual at 5dme, and roll out onto the heading at 6dme.

Where possible these clearances will be given in good time before departure; they must be read back in full.

Runway Occupancy and Departure Wake Turbulence Spacing

It is essential that runway occupancy be kept to a minimum. Pilots should be ready to either depart or cross the runway as soon as cleared to do so. Manchester has a limited exemption from the requirement to provide three minutes wake vortex spacing for intersection departures as summarised in the table below. Where the previous departure falls into a heavier wake vortex category two minutes spacing will be provided, but pilots should bear in mind that there is no departure wake vortex spacing required in the UK for “small” aircraft departing behind “medium” aircraft. This means that where routes split immediately after departure a “small” may be cleared to depart immediately behind a “medium”; this includes such types as B757 and DC8 – pilots who require additional spacing for turbulent wake purposes should inform the tower before lining-up.

Runway	Same Departure Point for Vortex Purposes
23L	T & VA, T&VB, VA&VB, VA&U, VB&U
23R	J, M
05L	A, AG
05R	W, Y

Turbulent Wake minima on departure are applied by ATC by measuring airborne times between successive aircraft (specifically the time at which the departure’s nose wheel leaves the ground on rotation). Take-off clearance may be issued with an allowance for the anticipated take-off run. This may result in take-off clearance being issued at less than the prescribed time interval; however the airborne time will reflect the prescribed minima.

ATC do not have the discretion to reduce spacing minima if requested by pilots.

Aircraft Performance and Diversion Planning

It is recognised that some operators may require to use runway 23L or 05R for performance reasons during its notified closed period; in most this will be accommodated but requires the approval of the Aerodrome Duty Manager, who will take into consideration various factors such as noise abatement, impact on other airport activities such as WIP and the traffic situation. Crews and airline operations should take into consideration that it may take up to 30 minutes to re open a closed runway. Similarly airline operation should also take this in to account if a closed runway is to be used for diversion planning purposes.

ATC Low Visibility Procedures

Manchester Airport operates LVP, when the cloud ceiling is at two hundred feet or below and/or the visibility is less than six hundred metres. During LVP's, the localiser sensitivity area will be protected to allow CAT II & III approaches.

During LVP's pilots should anticipate significant delays. At busy times, such delays can easily reach hours rather than minutes for departing aircraft and air holding will exceed 30 minutes. The airfield will revert to single runway operations with the consequent reduction in capacity. Where the IRVR is below two hundred metres, crews should expect "block to block" clearances when taxiing. Surface movement radar will generally be available to assist pilots during LVP's.



Emergency Procedures

Manchester ATC will initiate emergency procedures when information is received indicating that such action is necessary from either the pilot of the aircraft involved or from another agency.

In order to provide a standardised response all emergency action is categorised and published in the Airport's Emergency Orders.

Airport Fire Service

The Airport Fire Service is operated by Manchester airport and is available H24. The Rescue and Fire Fighting (RFF) Category is 10. There are occasions, after an emergency has been declared, where it is necessary for the Captain of an aircraft to consult directly with the fire Officer in charge or where the fire Officer has requested to speak to the captain. A discrete frequency is provided for this purpose: Call sign: MANCHESTER FIRE Frequency: 121.6 MHz This frequency must only be used once the aircraft is on the ground and when directed by ATC. A listening watch should be kept on the appropriate ATC frequency.

The category of emergency will be determined by ATC based upon the available information. The level of response is determined by the Senior Fire Officer.

Fuel Emergency

In the UK, no action will be taken if a pilot states that he requires "priority handling" because the aircraft is low on fuel. The term "fuel emergency" has no status in the UK. To obtain priority status the pilot must declare an emergency (pan or mayday) and report that the reason is a low fuel state.

Sick Passengers

Once ATC has become aware that an aircraft is in an emergency situation (Pan or Mayday) due to a sick passenger or crew member the aircraft will be given priority handling. Pilots who do not formally declare an emergency or indicate that the passenger on board is seriously ill will be asked by ATC to confirm that they are declaring an emergency. Pilots can make requests for medical assistance direct with ATC or through their handling agent. Where such assistance has been requested, the Emergency Paramedic will determine what level of response is required. At Manchester airport the paramedics are based landside and it will inevitably take upwards of 10 minutes from callout to attendance at an airside stand. The ambulance service is usually only contacted to convey a casualty to hospital after the paramedics have assessed the situation. Each callout is assessed based on the information available from the flight deck.

Inbound Emergency Aircraft

In some Emergency situations and providing the crew are able to accept it, it may expedient to land the Emergency aircraft on Rwy 23L (this would require a VOR/DME approach) or Rwy 05R. This allows the Airport to remain operational should the runway need to be closed for an extended period.

Following an Emergency landing or any abandoned take off there will be a full runway inspection prior to any further aircraft movements. This usually takes just a few minutes.



Runway Inspections

Manchester Airport PLC has a policy of running runway inspections at regular intervals throughout the 24hr day whether a runway is in use or closed.

When an inspection becomes due, coordination takes place between the Aerodrome Duty Manager and the ATC watch manager to determine a suitable time to accommodate the inspection vehicle. The runway inspection is anticipated to take some five to six minutes to complete and once started the runway is in effect kept sterile until completion. This may entail arriving aircraft taking a short air holding delay but in exceptional circumstances can lead to knock on delays of ten minutes holding for some twenty to thirty minutes after the inspection is complete. Both MA and NATS are aware of the cost of air holding and resultant delays to traffic and are reviewing procedures to reduce the impact of the runway inspections.

Crews should also be aware that a runway inspection is carried out after virtually all abandoned take offs, bird strikes and emergency landings. Again these events will inevitably lead to some delays to both arriving and departing aircraft.



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www.magworld.co.uk/airfieldoperations