

OPERATIONS NOTICE

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Manchester Low Level Route procedure changes

This notice is to advise all pilots that wish to fly within the Manchester Low Level Route (LLR) of important updates to procedures issued by Manchester ATC.

On 20th May 2021, the UK implemented an amendment that modifies the VMC visibility and distance from cloud minima in Class D airspace.

A new briefing document has been produced, updating the procedures relating to requirements when wishing to fly within the LLR, which is part of the Manchester CTR Class D airspace.

In Summary;

To fly within the LLR, aircraft may fly without individual ATC clearance subject to certain conditions. (*also see note below);

- In accordance with Visual Flight Rules (VFR);
- At or below 140KT airspeed;
- In a flight visibility of at least 5KM; **AND**
- Squawk SSR code 7366 (or other code issued by Manchester ATC)
AND listen on 118.580MHz

* Pilots of non-transponder equipped aircraft are to monitor 118.580MHz.





Please refer to full details of the LLR Procedures which can be found by visiting www.nats-uk.ead-it.com and look for EGCC LOW LEVEL ROUTE CHANGES within the News section.

Of particular importance: Please note, you cannot be within the confines of the LLR whilst on Barton Frequency and on squawk 7365; you must follow the above procedure. Operating within the LLR Class D airspace *may* be considered an airspace infringement of the CTR by Manchester ATC if the procedure is not complied with. *(Please ensure when leaving the LLR that you do not inadvertently enter the Barton ATZ until communication has been established with Barton Information.)*

If you have any queries regarding the LLR procedures, our team will be happy to help answer, please contact us ops@cityairportltd.co.uk

PILOTS GUIDE TO THE MANCHESTER LOW LEVEL ROUTE

Effective May 20th 2021

| In Flight Visibility - 5km or greater | | In Flight Visibility - Less than 5km | | |
|--|---|--|--|--|
| LLR flight without individual ATC clearance | | LLR flight requires individual ATC clearance | | |
| | VFR | | VFR | SVFR |
| <p>All Types</p>   | <p>YOU SHOULD USE THIS OPTION WHENEVER FLIGHT CONDITIONS PERMIT</p> <p>Fly in accordance with published rules. <u>No contact with ATC required.</u></p> <p>No ATC clearance required Fly at 140kts or less Select SSR code 7366 (if equipped) Monitor 118.580 (if equipped) No ATC service provided</p> <p>DO NOT 'SQUAWK' 7000</p> <p>YOU ARE RESPONSIBLE FOR SEPARATION FROM ALL OTHER AIRCRAFT AT ALL TIMES</p> | <p>Helicopters</p>  | <p>You MUST request a clearance to fly VFR within LLR when the in-flight visibility is below 5km.</p> <p>You will be provided with Radar Control Service.</p> <p>Be aware of potential VFR traffic unknown to ATC.</p> <p>YOU ARE RESPONSIBLE FOR SEPARATION FROM ALL OTHER AIRCRAFT AT ALL TIMES</p> | <p>You MUST request a clearance to fly SVFR within the LLR.</p> <p>A transponder is required, expect to be issued a discrete Manchester SSR code.</p> <p>You will be provided with Radar Control Service.</p> <p>Be highly aware of potential VFR traffic unknown to ATC.</p> <p>SEPARATION FROM VFR AIRCRAFT IS NOT PROVIDED BY ATC</p> |
| | | <p>Fixed Wing</p>  | <p>VFR flight is not permitted in such conditions.</p> | <p>Expect a delay as ATC must provide separation from IFR and other SVFR aircraft before your SVFR clearance can be issued.</p> <p>SVFR flights to land within, depart from or transit 'across' the LLR will be issued a routing to keep SVFR time in the LLR to a minimum. North to South transits (or vice versa) are unlikely to be possible.</p> |

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.

SEE NOTAMA1891/21. TO BE READ IN CONJUNCTION WITH ORS4 1489 and AIP BRIEFING SHEET ON UK AIS HOME PAGE: WWW.NATS-UK.EAD-IT.COM (NEWS). Incorporated into AIP EGCC AD 2.22 from 9th September 2021