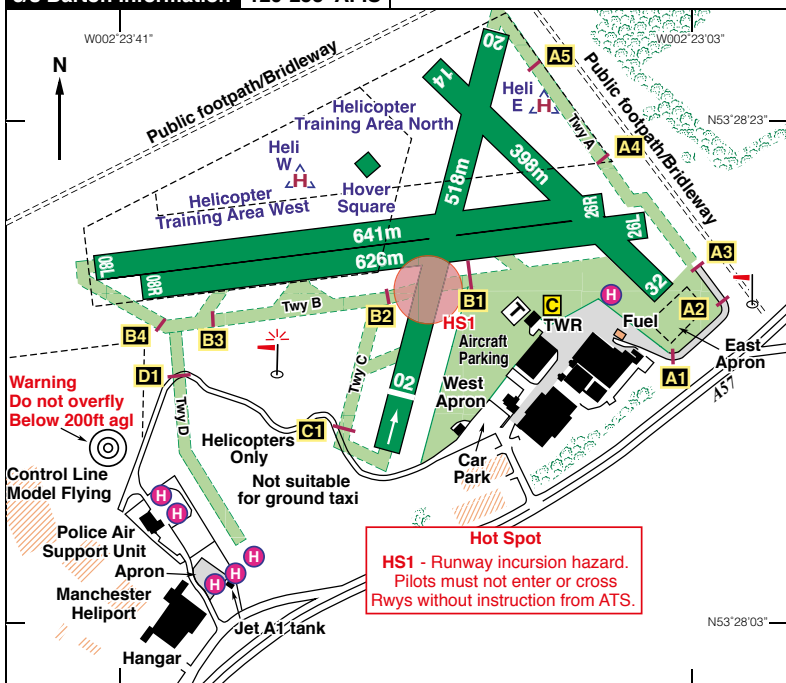


EGCB

N53 28.30 W002 23.38 **MANCHESTER/Barton** 73ft AMSL

5 nm W of Manchester. POL 112·10 212 19·3

c/s Barton Information 120-255 AFIS



Hot Spot
HS1 - Runway incursion hazard.
 Pilots must not enter or cross
 Rwy's without instruction from ATS.

Rwy	Dim(m)	Surface	TORA(m)	LDA(m)	Lighting
02/20	518x32	Grass	02-518 20-518	02-449 20-518	Nil Nil
08L/26R	641x30	Grass	08/26-641	08/26-641	Nil
08R/26L	626x32	Grass	08/26-626	08/26-626	Nil
14/32	398x32	Grass	14/32-398	14/32-398	Nil

Op hrs: PPR. Sun-Thu 0900-SS; (Summer 0800-1700 or SS whichever earlier), Fri-Sat 0900-SS; (Summer 0800-1900 or SS whichever earlier), & by arrangement.

Landing Fee: On application. See website. **Customs:** 24 hrs PNR.

Hangarage: Contact 0161 789 1362. By prior arrangement.
Maintenance: Contact 0161 787 8811 for information.

Remarks: Operated by Manchester Barton Aerodrome, Barton Aerodrome, Liverpool Road, Eccles, Manchester M30 7SA. (Helicopter M30 7RU).
 All aircraft should PPR via online form www.egcbatis.co.uk.
 Manchester CTR/CTA Chart is at page 483.
 East apron is situated within the safeguarding for RWY 14/32.
 Runway not available when East apron in use.

continued

Remarks (continued):

Fixed Wing and Helicopter Flight Procedures/Manchester Heliport - Pages 486-487

Noise Abatement:

Pilots are to avoid overflying the cemetery to the NE of the aerodrome. Turns after take-off should not be made below 500ft agl except when departing from Rwy 20 and when safe to do so, upon reaching the Manchester Ship Canal commence, a right turn onto crosswind to avoid overflying residential areas of Flixton and Irlam.

Pilots must not carry out 'run and break' manoeuvres within the circuit. Helicopters should avoid overflying the built up areas South and East of the airfield.

VISUAL REFERENCE POINTS (VRPs)

VRP	Co-ordinates
Hulton Industrial Estate	N53 32.10 W002 27.08
Irlam Bridge	N53 26.33 W002 27.08
Leigh Flash	N53 29.38 W002 33.58
M60/M62/M66 Heaton Interchange	N53 33.00 W002 15.67
Middlebrook Stadium	N53 34.83 W002 32.13
Swinton Interchange	N53 31.40 W002 21.60
Thelwall Viaduct	N53 23.43 W002 30.35
Winter Hill Mast	N53 37.53 W002 30.89

Caution: Bird hazard including Herons which transit up to 500ft.

Warnings: Power cables 1 nm to W. 35ft high lamp standards on road SE of A/D.

Windshear and turbulence can be expected on all approaches.

Police and Air Ambulance helicopter activity H24.

Paramotors operate non-radio from a site approximately 2.5 nm west of the aerodrome during daylight hours.

Pilots should exercise caution as runway and taxiway surfaces undulate in places and may not be suitable for all acft types. Surface may become soft during prolonged periods of wet weather. Contact Ops for details.

Restaurant: VG Bar & Grill, www.vgbarandgrill.co.uk

Pilot Handbook available on request and on the aerodrome website.

Fuel: 100LL, Jet A1 F-35.
As AD hrs (-15 mins)

Tel: 0161 789 1362 (All departments)
Email: ops@bartonaerodrome.co.uk
Website: www.bartonaerodrome.co.uk

Fixed Winged:

Standard overhead join is at 1700ft Barton QFE. Advise ATS if performing a non-standard join prior to entering the ATZ.

Circuits at 1000ft Barton QFE.

Direction: RH on Rwy 14, 20, 26L & 26R. LH on Rwy 02, 08L, 08R & 32.

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

Aircraft should not continue approach below 300ft AAL if the runway is occupied.

Go-Around Procedure (at or above 300ft AAL):

- a. Manoeuvre the aircraft to the dead side of the runway, climb parallel to the runway in use, and climb to circuit height (1000ft AAL) before turning crosswind.
- b. Do not climb initially above 600ft AAL until you have passed the upwind end of the runway in use. This ensures separation between you and the aircraft joining overhead, flying crosswind at circuit height.
- c. Exercise caution when low flying in the go-around over aircraft on the ground, including helicopters, personnel, vehicles and control line model flying.
- d. Ensure aircraft ahead are kept in sight.
- e. Caution, helicopter operations up to a maximum of 500ft AAL are permitted on both the live and dead side.
- f. Pilots must not carry out 'run and break' manoeuvres within the circuit.
- g. As part of the noise abatement and bird avoidance procedures, long low, or fast intentional go-arounds/fly-bys along the rwy must not be carried out. Pilots having to go-around because of runway occupation must not fly low over landing aircraft.

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

Helicopter Operations:

Helicopter circuits at 500ft Barton QFE inside the fixed wing circuit remaining clear of runway in use.

Helicopters must not fly above 500ft as shown on page 488, unless practicing emergency procedures and only once ATS has been informed.

Helicopters are to arrive via the specific entry/exit point as displayed on page 488, reporting prior to reaching and at the appropriate point. Pilots must inform ATS if performing a non standard join prior to entering the ATZ.

Hover training takes place on the airfield. Helicopters must ensure that they give adequate safety clearance (minimum 50m) with consideration for downwash when operating in the hover close to the runways, taxi lanes and parked acft.

Helicopter hover training must obtain PPR via telephone from ATS prior to flight.

Manchester Heliport

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

The Heliport is not available for flights that require the use of a licensed aerodrome.

The heliport apron is floodlit at night.

Use of the heliport is subject to PPR.

JET A1 Heliport facility - A landing apron with two marked pads and a remote third pad are adjacent to the fuel facility.

The hose length allows for the fuelling of helicopters parked on all three pads.

MANCHESTER/Barton Flight Procedures (*continued*)

Helicopter Arrival Procedures: Also see chart at page 488.

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

Irlam Bridge VRP: Pilots should route along the Ship Canal (not above 500ft agl within 1 nm of AD) and follow the published procedure on page 488 or as requested by ATS.

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

M60/J9: Pilots should route from M60/Junc 9 (not above 500ft agl once within 1 mile of the aerodrome), and then proceed to Rwys 02, 26 or 32 threshold as requested by ATS.

Pilots must not enter the ATZ without first establishing two way communication with Barton Information

Helicopter Departure Procedures:

Helicopters must request rotor start from ATS.

Helicopters must not lift until positive clearance has been obtained.

Helicopters should conform to the published helicopter circuit on departure.

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

Helicopters must not overfly the southwest corner of the airfield below 200ft due to Model Flying.

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•255 until 1 mile SE of the airfield (not above 500ft agl).

Helicopter Hover Training:

Two Helicopter Training Areas (HTA North & HTA West) are established for the purpose of helicopter hover training.

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

Helicopter Aiming Points:

Two Helicopter aiming points, 'Heli West', 'Heli East'. These points are marked by a white triangle and are intended for helicopters conducting hover training.

A hover square is established for specific hover training and is not to be used as an aiming point.

Approaches to Rwy 32 threshold not permitted whilst aircraft are parked on East Apron.

MANCHESTER/Barton ATZ, Helicopter Entry/Exit Points and Circuits

