

## Manchester Low Level Route

Due to the level of traffic at Manchester Airport, transit through the controlled airspace is highly unlikely. Pilots should plan on routing either:

1. East of the Manchester controlled zone (beware of the high ground to the east), or
2. Along the low level route.

### THE LOW LEVEL ROUTE (LLR)

- The LLR is 4nm wide.
- Within the LLR aircraft may fly without ATC clearance, subject to the following:
  - They remain clear of cloud and in sight of the ground.
  - Maximum altitude 1250ft on Manchester QNH (available on ATIS 128.175MHz or on the MCT VOR 113.55MHz).
  - Minimum flight visibility 4km.
- Carriage of a radio is not mandatory for transit of the LLR.
- Use of LLR during night hours is permitted subject to the meteorological minima specified above.
- Flights using the LLR are responsible for their own separation from all other flights within the LLR.

### NAVIGATING THE LLR

**The LLR is based on see and avoid, always maintain a good lookout**

The LLR is not aligned on the M6 motorway or on any railway line and these should not be used as a navigational line feature for transit through the route. However to the northwest and the southeast of the route, stubs are aligned on the M6 motorway and the Crewe to Winsford railway line to enable pilots to access the route accurately (see map).

The following geographical locations (see map) may be helpful in navigating along the route.

- |                             |  |
|-----------------------------|--|
| • Northern section of route | Leigh Flash VRP  |
| • Mid Point of route        | M56 Junction 11 VRP, M56 Junction 10 VRP, Stretton VRP.  |
|                             | These 3 locations provide a method to check accuracy of navigation at the mid point of the LLR |
| • Southern section of route | Winsford Flash VRP   |

### 7366 SQUAWK

To help Manchester ATC reduce zone infringements the above squawk is for use by pilots flying within 5 miles of the Manchester CTR boundary (outside it, of course!) and also monitoring Manchester Approach 118.575 MHz just as a "listening watch" - without talking to Manchester.

- You are asked to Squawk 7366 (Charlie if possible) to show you are listening in. Please do not talk to Manchester whilst Squawking 7366.
- You will not be in receipt of any ATC service.
- You cannot cross into controlled airspace.
- You can be 'addressed' by Manchester Approach 118.575 MHz if there is any reason to do so as Manchester ATC know which frequency you are listening out on!
- Remember to Squawk 7000 (Charlie if possible) as you move further away from the boundary, or if you change to a different frequency.

If you do require a service for any reason (e.g never navigated the route before, experiencing poor weather, etc) you can still call and receive a service from Manchester. If you become uncertain of your position at any time you should immediately call Manchester Approach or Liverpool Approach.

This card is a guide only and is not intended to be taken as an authoritative document. In the interests of safety and good airmanship always use a current CAA chart and check the AIP, NOTAMS and AICs.