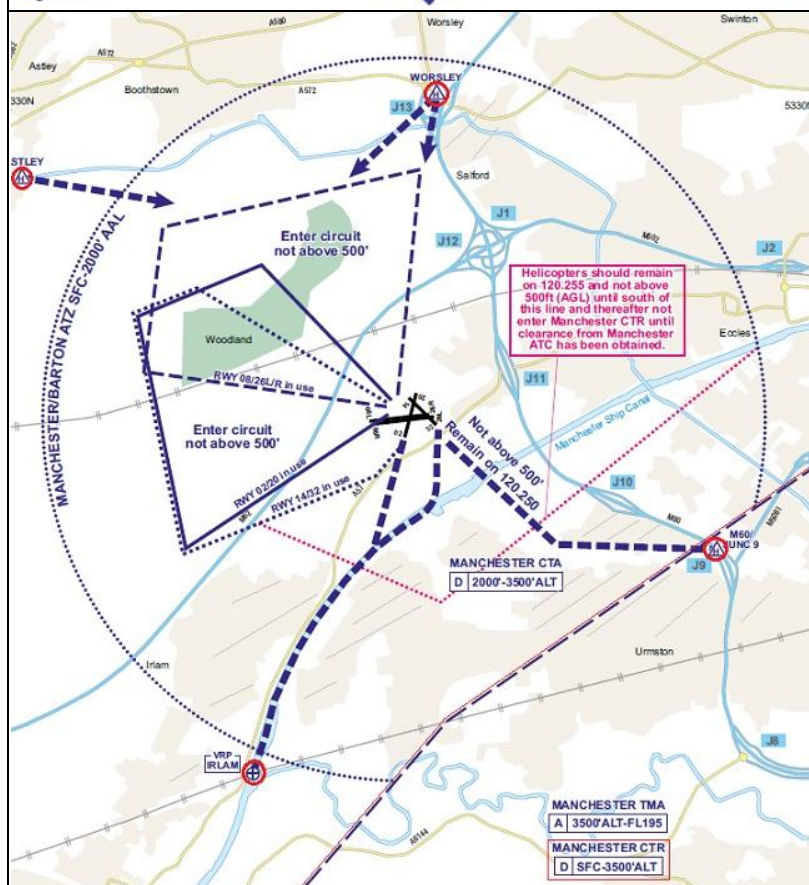


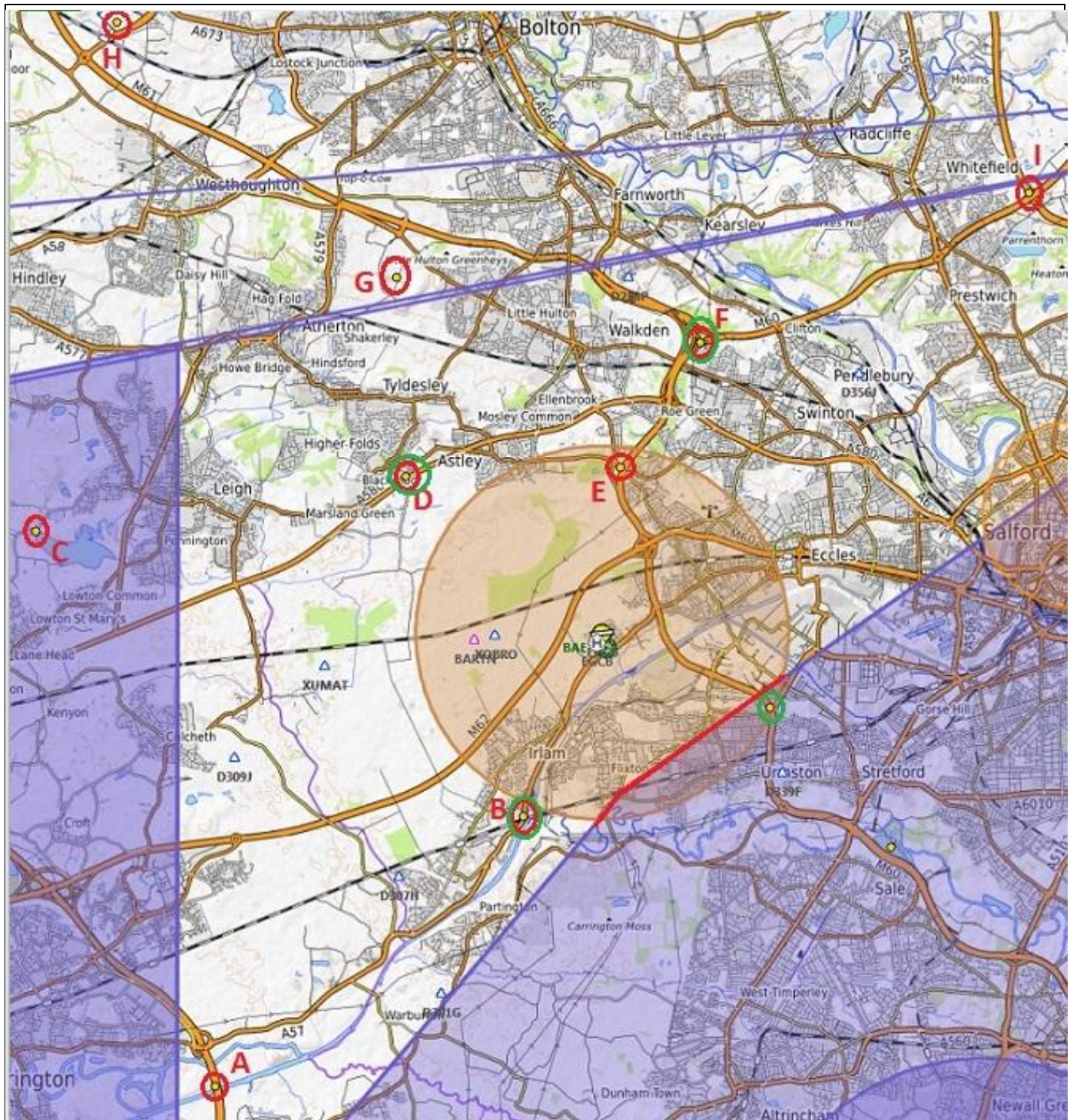
AIRFIELD NAME AND ICAO		September 25	Manchester Barton		EGCB	North
CALLSIGN (A/C RADIO)		Barton Information			120.255	
CALLSIGN (ES/VATSIM)		EGCB_I_TWR			Elev. 73ft	
LOCATION		Lat N053.28. 18.000	Long W002.23.23.000		VFR Conspicuity 7365	
LOCATION GEOGRAPHIC		5nm West of Manchester City			When with EGCB_I_TWR	
CHART SOURCE	NATS	EGCC listening code within 5nm; 7366 ; NO SERVICE . Monitor, EGCC_RDR 118.580				
METAR A/P	Manchester EGCC 121.980			My QFE= QNH(METAR) -2 HPscs		
NAV AIDS	NDB; BAE. 325kHz; 37.5nm		NON_STANDARD GO-AROUND- see below			
RUNWAYS	Headings	Dimension	Surface	NOTES		
	02/20	533m x 32m	Grass	Due to its location, many procedures at this Airfield are non-standard and require special care. Due mainly to being under the EGCC CTA. Normally closed – A/C parking area. Use only as advised		
	08L/26R	522m x 30m	Grass			
	08R/26L	625m x 32m	Grass			
	14/32	398m x 32m	Grass			
AIRSPACE	CLASS G	Transition level 5000ft		Airspace above Class D A2000 Manchester CTR		
CIRCUITS	1000ft QFE	14, 20, 26R, 26L – RH: 02, 32, 08L, 08R - LH. OHJs at 1800ft QFE				
NO FLY	IRLAM & Flixton towns 1.5nm S; The Cemetery NE of A/F; EGCC CTA without authority from EGCC_APP					
HAZARDS	57ft lamp standards on A57; Multiple other hazards.					
HELICOPTER OPERATIONS	DO NOT OVERFLY/APPROACH Model A/C flying area, SW corner of A/F below 200ft QFE Request; Start/Rotor start; Lift; Hover taxi and route; departure point and method/dir. May be requested, but will depend upon traffic. Circuit height 500ft Helicopters MUST arrive via the Entry/Exit points published on the chart (EGCB 4-1), Reporting before and on reaching those points. See chart below. AFISO may request variation to standard routings, due other traffic. Departing helicopters MUST NOT Start, Lift or move without clearance from AFISO. They may be given departure from pad or from specific runway. Heli. Training area in use, dependant on Runway in use.					
SPECIAL RULES	ALL A/C; ON DEPARTURE MAX 500FT WITHIN A/F BOUNDARY. NON STANDARD JOIN FOR FIXED WING A/C is OVERHEAD JOIN AT 1800ft QFE. ALL OTHER JOINS should be notified to the AFISO BEFORE ENTERING THE ATZ. NO ORBITS WITHIN THE ATZ. NO LOW PASSES or run-in and break manoeuvres					
GO-AROUNDS; NON STANDARD	1. Move to DEAD SIDE . (Due to Helio operations on live side) 2. NOT ABOVE 500ft until CLEAR of UPWIND end of runway, 3. CLIMB STRAIGHT AHEAD TO CIRCUIT HEIGHT. 4. DO NOT CROSS C/L UNTIL AT CIRCUIT HEIGHT. When departing Rnwy 20, turn cross wind BEFORE THE SHIP CANAL.					
REMARKS	SE corner of ATZ is inside Manchester CTR; DO NOT PENETRATE THE EGCC CTR WITHOUT CLEARANCE FROM MANCHESTER. Barton's Manchester CTA 'Wedge' A1998 > 3497 Class D; A3947 > + Class A EGCC TMA. To the West; Nth/Sth low level corridor, Max 1300ft EGCC QNH. NOTE; NATS special APPROACH ROUTES chart available. In Low Level Corridor or listening area, Monitor EGCC_APP on 121.350/118.580, whichever is active. See chart below ALL A/C; Watch your height: EGCC CTR base- 2000ft. OHJ 1800ft. FW Circuit 1000ft. Heli circuit 500ft. Heli. Training area in use, dependant on Runway in use. DO NOT FORGET. Pilots may request any runway. which may be denied, especially 14 / 32					
If EGCB_I_TWR, Barton Information, is not on frequency, Squawk 7365 when inbound or in Barton's airspace. PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME. NOT TO BE USED FOR REAL WORLD OPERATIONS						

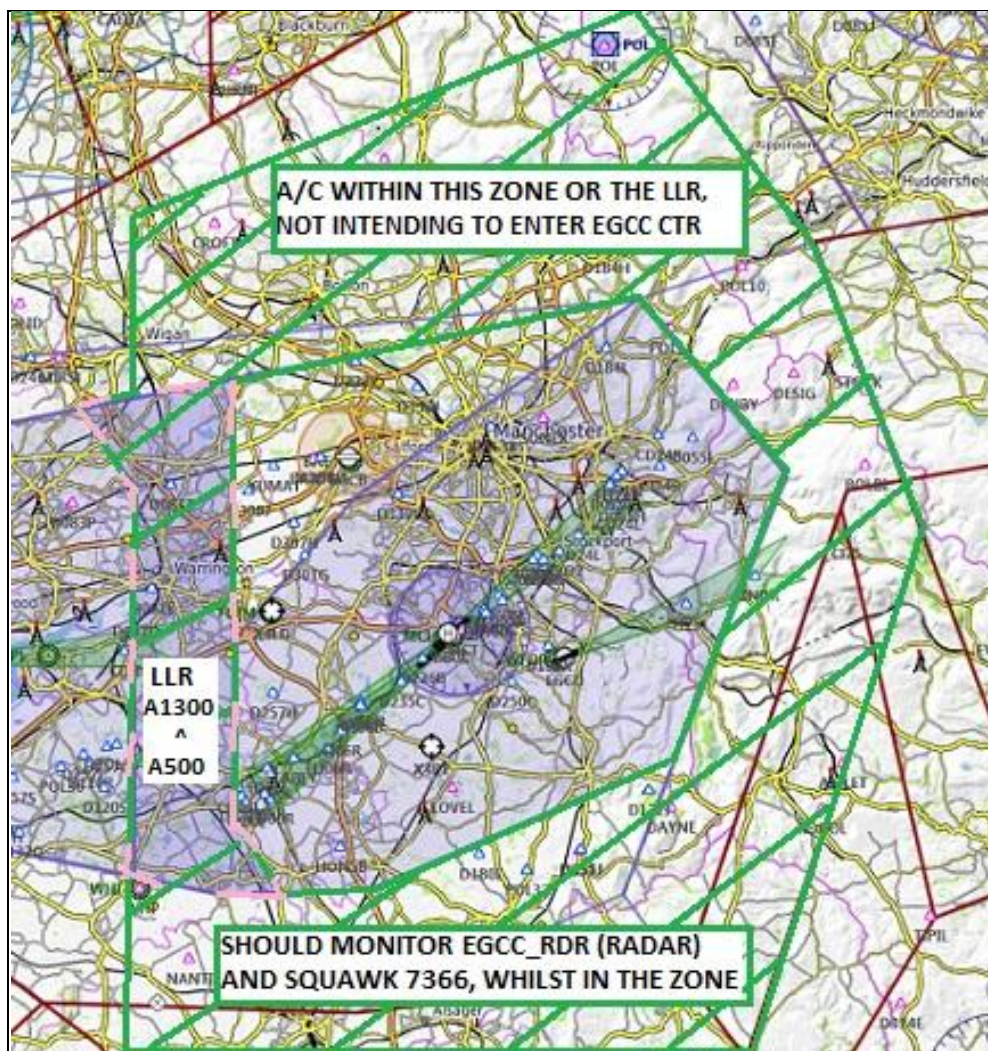
**RUNWAY 14 / 32 MAY BE CLOSED IF A/C ARE PARKED ON EAST APRON.
EAST APRON WILL BE CLOSED IF RUNWAY 14/32 REQUIRED, DUE WIND
NON STANDARD HELICOPTER PROCEDURES.
POLICE AND AIR AMBULANCE OPERATIONS
HAVE PRIORITY AT ALL TIMES.
ALL A/C. DO NOT CROSS RUNWAYS
WITHOUT AUTHORITY
FROM AFISO.**



Helicopter approach routes

1. Helicopter arrival departures are via Worsley VRP; Astley VRP or Irlam VRP. M60/Jctn 9 VRP is for Helicopter entering or leaving the Manchester CTR.
2. INBOUND (Except in EGCC CTR). Approach your entry VRP to be Not Above 500ft QFE, on reaching.
3. Contact Barton information BEFORE reaching your VRP. DO NOT PROCEED PAST YOUR VRP unless contact has been acknowledged with A/F and traffic information.
4. Pilots must ensure they follow the circuit patterns as shown opposite and set down as advised.
5. Pilots inbound from the CTR should NOT PROCEED BEYOND the RED DOTS until contact with Barton Radio is achieved. Note outbound rule.
6. Pilots inbound/outbound via IRLAM VRP, ensure you keep the canal ON YOUR LEFT.





Manchester Listening Area

If flying within the **green hatched area (4-5nm of EGCC CTR)**, including the **Low Level Corridor**, and **NOT INTENDING** to enter the Manchester CTR, Pilots are encouraged to Monitor EGCC_RDR/APP And Squawk 7366.

If inbound to BARTON, you may Squawk 7365.

BUT ONLY WHEN INSTRUCTED or REQUESTED by Manchester or Barton

