

AERONAUTICAL INFORMATION CIRCULAR Y 004/2025

UNITED KINGDOM



UK Aeronautical Information Services
NATS Swanwick
Sopwith Way
Southampton
SO31 7AY
aissupervisor@nats.co.uk
http://www.nats.aero/ais
Gareth.Shaw@caa.co.uk
(Content - CAA - Airspace Modernisation Delivery)

Date Of Publication

9 Jan 2025

Subject

Operational



REMOVAL OF MANCHESTER LOW LEVEL ROUTE PROCEDURES AND INTRODUCTION OF RESTRICTED AREA EGR323

1 Introduction

- 1.1 The purpose of this AIC is to inform of the approval of ACP CRA-1991-2023-002 which will both cease operation of Manchester Low Level Route (MLLR) procedures and see the introduction of Restricted Area EGR323 North West Transit Corridor (NWTC) in its place.
- 1.2 EGR323 will provide a replicated level of (MLLR) access to GA aircraft wishing to transit the airspace between Liverpool and Manchester Airports.
- 1.3 The MLLR will cease to exist **at 0001 hours on Thursday 20 February 2025** at which time the NWTC will become effective.
- 1.4 ORS4 No.1596 will also be withdrawn coincidentally with this change.

2 EGR323 North West Transit Corridor

- 2.1 An area of the Class D Manchester Control Zone (CTR) with an upper limit of 1500 FT AMSL and bounded by straight lines joining successively the following points will no longer be part of the CTR and will instead be re-classified as **Class G** airspace and **defined as Restricted Area EGR323 NWTC**:
 - a) 533011N 0024123W;
 - b) 533124N 0023102W;
 - c) 532056N 0023103W;
 - d) 532141N 0023000W;
 - e) 531254N 0023000W;
 - f) 531050N 0022814W;
 - g) 531050N 0023224W;
 - h) 531130N 0023744W;
 - i) 532708N 0023744W;
 - j) 533011N 0024123W.
- 2.2 Within the lateral confines of this defined area, at and above 1500 FT AMSL, the current Class D CTR will **REMAIN as Class D** airspace and be redesignated as Manchester Control Area 6 (CTA-6), The CTA will have an upper limit of 3500 FT AMSL. **ATC clearance is required to enter the CTA.**
- 2.3 The UK AIP ENR 2.1 will notify the airspace as follows:

MANCHESTER CTA 6 533124N 0023102W - 532056N 0023103W - 532141N 0023000W - 531255N 0023000W - 531050N 0022814W following the line of latitude to - 531050N 0023224W - 531130N 0023744W - 532708N 0023744W - 533011N 0024123W - 533124N 0023102W Upper limit: 3500 FT ALT Lower limit: 1500 FT ALT Class: D	MANCHESTER APP	MANCHESTER RADAR English H24	118.580 DOC 40 NM/15,000 FT. 135.005 DOC 40 NM/15,000 FT.	To operate UAS within this area, UAS operators are required to notify NATS via the NATS Non-Standard Flight (NSF) Portal. UAS operators are required to notify NATS at least 14 days before the date of each activity. CTA Chart published in AD-2 Section.
		MANCHESTER DIRECTOR English As directed by ATC.	121.355 DOC 25 NM/10,000 FT.	

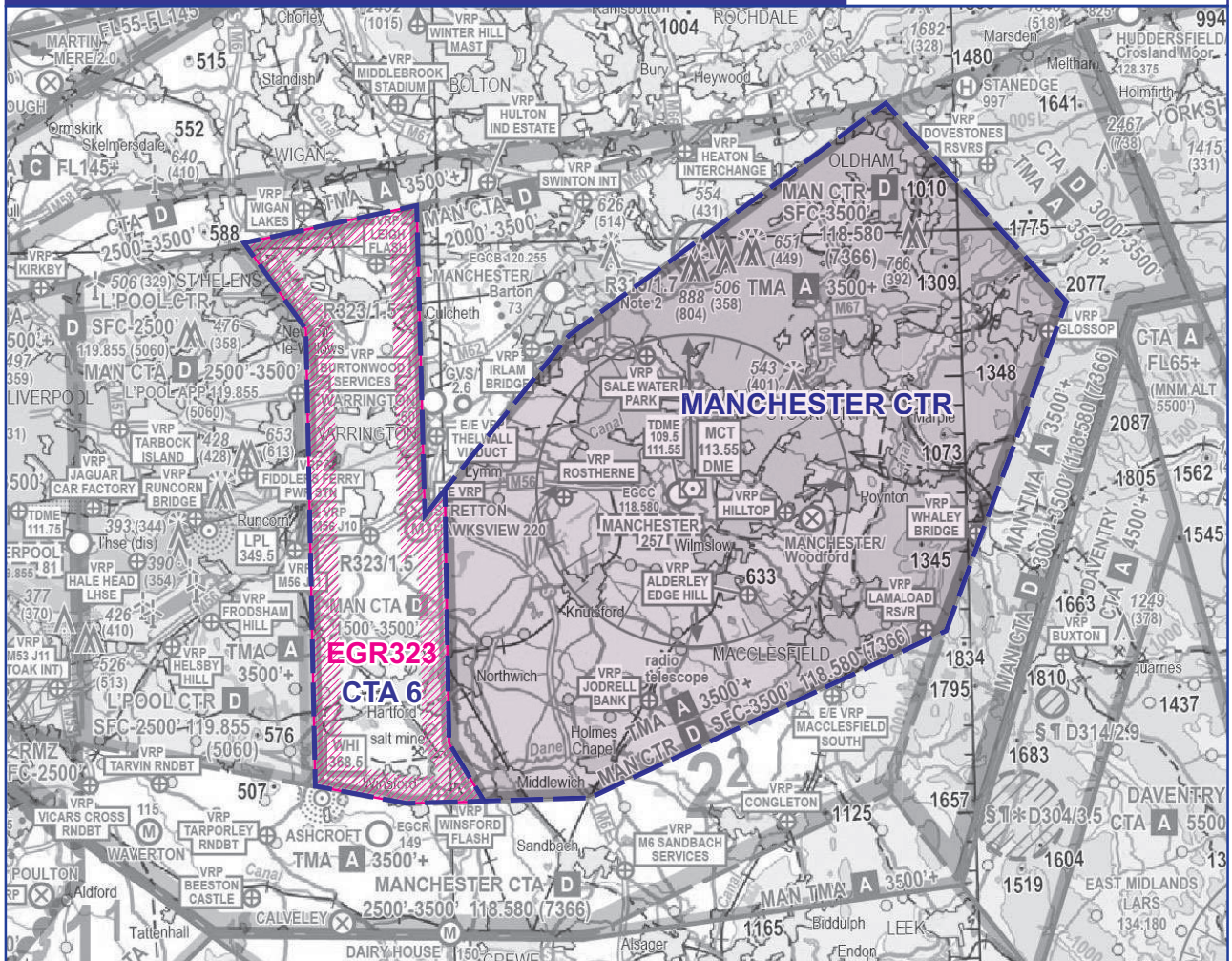
- 2.4 EGR323 NWTC prohibits any aircraft flying below 1500 FT AMSL within the area defined above. This restriction will not apply to aircraft operating under all of the following conditions:
- Maximum indicated airspeed 140 KTS;
 - Minimum in flight visibility of 5 KM;
 - Maximum Certified Take-Off Mass (MCTOM) 40,000 KG; and
 - Operating with reference to either the Manchester or Liverpool QNH.
- 2.5 Visibility restrictions shall not apply to aircraft operating on behalf of:
- Police Air Support Unit;
 - An Emergency Medical Service;
 - The Kings Helicopter Flight; or
 - The Maritime and Coastguard agency for the purpose of search and rescue only.
- 2.6 Subject to paragraph 2.5, aircraft operated in accordance with the conditions in paragraph 2.4 shall be permitted to enter the airspace without ATC clearance or contact.
- 2.7 Aircraft unable to comply with the conditions listed in paragraph 2.4 may apply for an exemption using the process detailed within UK AIP ENR 5.1, PROHIBITED, RESTRICTED AND DANGER AREAS, EGR323 NORTH WEST TRANSIT CORRIDOR.
- 2.8 Frequency monitoring is not mandated within EGR323, however the use of Frequency Monitoring Codes (FMC) is highly recommended. Their use provides Air Traffic Service Units with an awareness of which aircraft are monitoring a certain frequency, enabling them to quickly contact pilots of aircraft and rapidly resolve an actual or potential infringement efficiently and before it becomes a more serious incident. Subject to workload, ATC will often endeavour to provide a timely warning if an aircraft looks like it may infringe, however, there is no guarantee that pilots will always be warned if controlling capacity does not permit. See UK AIP ENR 6-80 FREQUENCY MONITORING CODE (FMC) AREAS for more information.
- Manchester FMC 7366 - Monitor channel 118.580.
 - Liverpool FMC 5060 - Monitor channel 119.855.

3 Images

- 3.1 The following is an image displaying EGR323 North West Transit Corridor as will be displayed on 1:500,000 VFR Chart. The image also displays the revised Manchester CTR dimensions.

EGR323 CLASS G SFC - 1500' AMSL
MANCHESTER CTA 6 CLASS D 1500' - 3500' AMSL
MANCHESTER CTR CLASS D SFC - 3500' AMSL

Background Chart
1:500,000 VFR Northern England

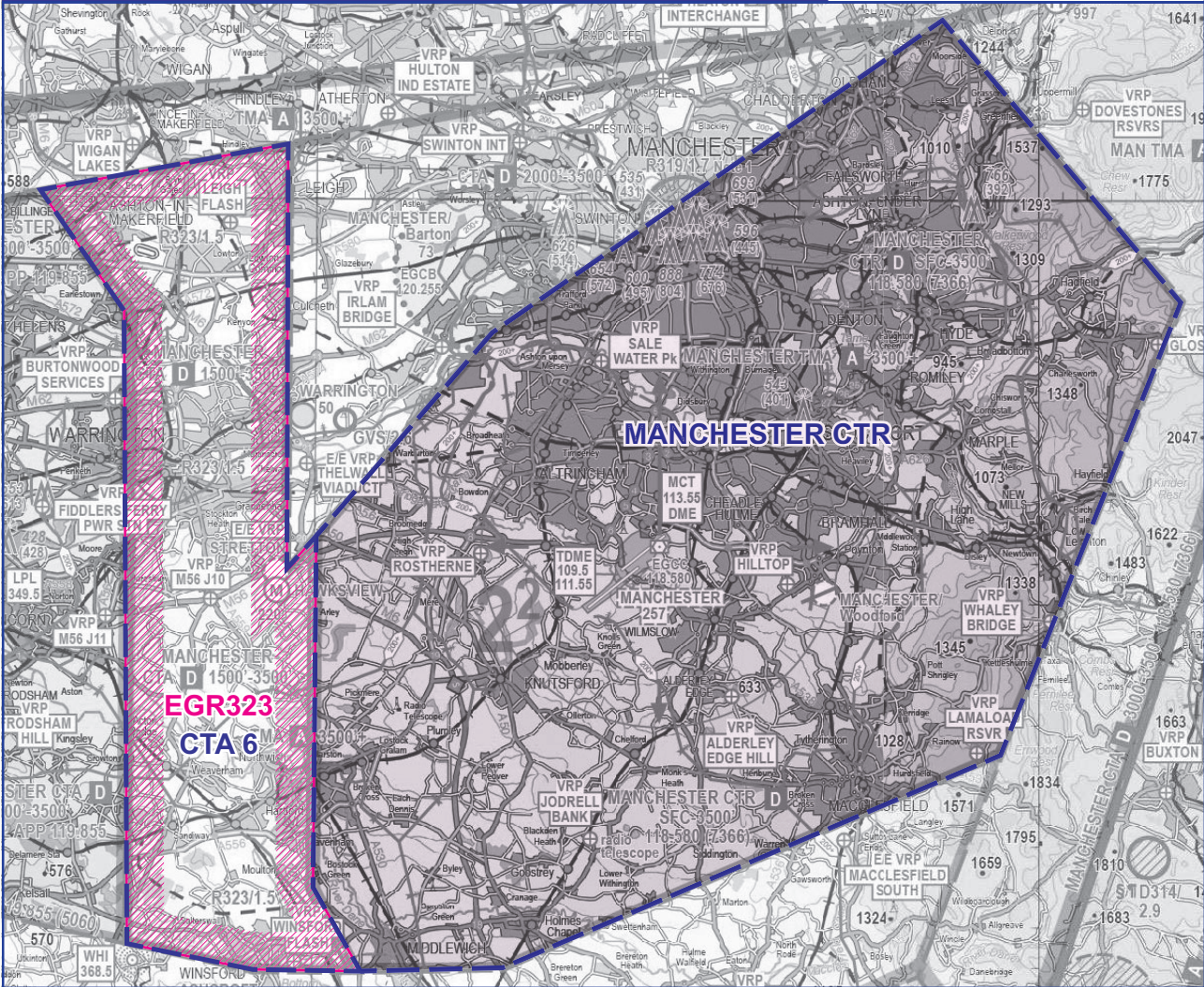


2024_121_CR09420_GRAPHIC DRAWN 02 Dec 24

3.2 Image displaying these same changes on the 1:250,000 VFR chart.

EGR323 **CLASS G** **SFC - 1500' AMSL**
MANCHESTER CTA 6 **CLASS D** **1500' - 3500' AMSL**
MANCHESTER CTR **CLASS D** **SFC - 3500' AMSL**

Background Chart
1:250,000 VFR
Sheet 5 Central England and Wales



2024_121_CR09420_GRAPHIC DRAWN 02 Dec 24