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**1. GENERAL**

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**1.1. ATIS**

D-ATIS Arrival 128.17 113.55  
D-ATIS Departure 121.97

**1.2. NOISE ABATEMENT PROCEDURES****1.2.1. GENERAL**

The following procedures may at any time be departed from to the extent necessary for avoiding immediate danger. Every operator of ACFT using the APT shall ensure at all times that ACFT are operated in a manner calculated to cause the least disturbance practicable in areas surrounding the APT.

**1.2.2. PREFERENTIAL RWY**

RWY 23R/L shall be used for all movements when tailwind component is not greater than 5 KT on RWY or at 2000'.

**1.2.3. NIGHTTIME RESTRICTIONS**

Restrictions are imposed on jets, details to be obtained from the Airfield Duty Manager.

RWYs 23L/05R will not normally be used between 2200-0600LT, except when RWYs 23R/05L closed for maintenance.

Between 2330-0559LT ACFT in group QC 4 will not be scheduled to depart.

**OPERATIONAL RESTRICTIONS:**

Between 2300-0659LT ACFT in groups QC 8 and QC 16 will not be scheduled to take-off and land except in emergency or if exempt.

Jet and turbo-prop ACFT approaching Manchester APT are expected to minimize noise disturbance by use of low power, low drag and between 2200-0559LT continuous descent approach procedures.

**1.2.4. RUN-UP TESTS**

ATC will approve idle ground engine runs. A safety man must be positioned behind the ACFT to warn road traffic.

Permission for ground testing in excess of idle must be requested through the Airfield Duty Manager, Ext 3331. Engine test above idle must commence in the Engine Test Bay.

Times of operation are 0600-2300LT.

Engine testing on the open airfield will only be allowed for Chapter 2 ACFT between 0900-1700LT and for Chapter 3 ACFT between 0600-2300LT.

Propeller driven ACFT are to be classified as Chapter 3.

**1.2.5. AUXILIARY POWER UNITS (APUs)**

Fixed Electrical Ground Power Units (GPUs) must be used where available, use of GPUs and APUs should be limited.

**1.3. LOW VISIBILITY PROCEDURES (LVP) DURING CAT II/III OPERATIONS****1.3.1. GENERAL**

APT operates two stages of LVP in CAT II/III operations:

ATC LVP and ATC LVP due ceiling.

**1.3.1.1. ATC LVP (RVR less than 600m)**

- Reversion to a single RWY operation 23R or 05L. For any residual departures from 23L/05R, the centerline lights are spaced at 30m intervals which requires that, except where an AOC (air operator certificate) holder has less restrictive state authorised take-off minima, departures in RVR of less than 400m are not permitted.

- Departing ACFT: ATC will require departing ACFT to use the following CAT III holding points:

RWY 23R: J1.

RWY 05L: A1.