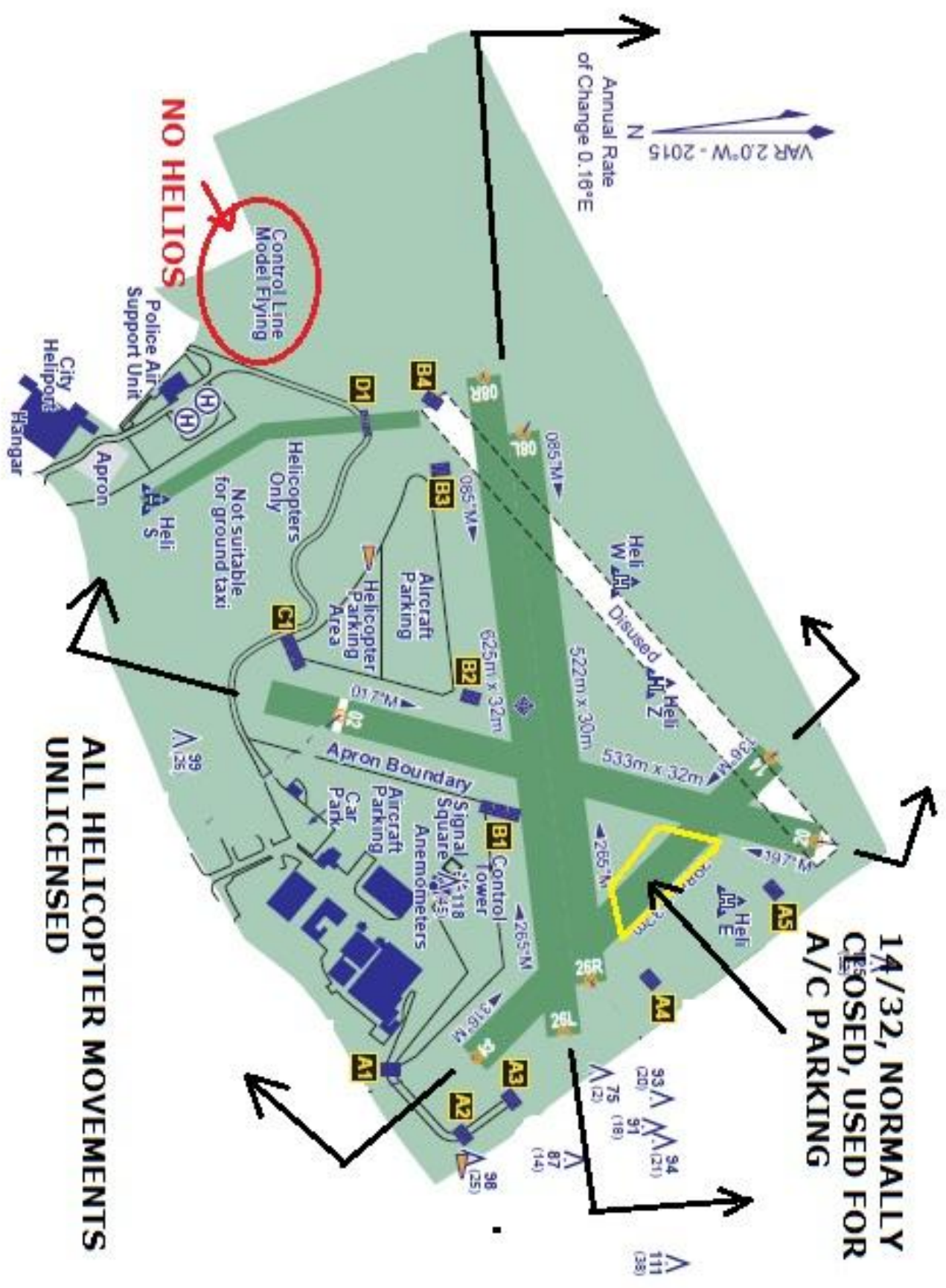


AIRFIELD NAME AND ICAO		<b>Manchester Barton</b>		<b>EGCB</b>
CALLSIGN (RADIO)		Barton Information		120.250
CALLSIGN (ES/VATSIM)		EGCB_I_TWR		Ground. ----
LOCATION		Lat N053.28. 18.000	Long W002.23.23.000	Elev. 73ft
LOCATION GEOGRAPHIC		5nm West of Manchester City		VFR Conspicuity ----
CHART SOURCE	NATS	EGCC listening code within 5nm; 7366; NO SERVICE		App.----
METAR AIRPORT		Manchester EGCC 121.970	My QFE= QNH(METAR) -2 HPscIs	
NAV AIDS (FSX / PLANG3)		NDB/ BAE	325kHz; 37.5nm	DME/ --- ---MHz
RUNWAYS	Headings	Dimension		Surface & notes
	02/20	533m x 32m		Grass
	08L/26R	522m x 30m		Grass
	08R/26L	625m x 32m		Grass
	14/32	398m x 32m		Grass Normally closed – A/C parking area
AIRSPACE/TRANS ALT QNH		CLASS D Manchester CTA	Transition level 5000ft	Airspace above is Class A Base Alt 3500 Manchester TMA
CIRCUITS HGT QFE / DIRS		1000ft QFE	14, 20, 26R, 26L – RH: 02, 32, 08L, 08R - LH	
NO FLY AREAS		IRLAM & Flixton 1.5nm S; the Cemetery NE of A/F		
LOCAL HAZARDS		57ft lamp standards on A57; Multiple other hazards.		
HELICOPTER OPERATIONS	<p><b>THIS AIRFIELD IS UNLICENSED FOR HELICOPTER OPERATIONS</b>  <b>DO NOT OVERFLY/APPROACH Model A/C flying area, SW corner of A/F</b>  <b>Request; Start/rotor start; Lift; Hover taxi and route;</b> departure point and method/dir. May be requested, but will depend upon traffic. Circuit height 500ft  Helicopters <b>MUST</b> arrive via the Entry/Exit points published on the chart (EGCB 4-1), Reporting before and on reaching those points.  AFISO may request variation to standard routings, due other traffic.  Departing helicopters <b>MUST NOT</b> Start, Lift or move without clearance from AFISO. They may be given departure from pad or from specific runway.</p>			
SPECIAL RULES	<p><b>ALL A/C; ON DEPARTURE MAX 500FT WITHIN A/F BOUNDARY.</b>  <b>STANDARD JOIN FOR FIXED WING A/C is OVERHEAD JOIN AT 1800ft QFE.</b>  <b>ALL OTHER JOINS should be notified to the AFISO BEFORE ENTERING THE ATZ.</b>  <b>NO ORBITS WITHIN THE ATZ.</b>  <b>GO-AROUNDS;</b> 1. Move to <b>DEAD SIDE</b>. (Due to Helio operations on live side)  2. <b>NOT ABOVE 500ft</b> until <b>CLEAR</b> of <b>UPWIND</b> end of <b>runway</b>,  3. <b>CLIMB STRAIGHT AHEAD TO CIRCUIT HEIGHT.</b>  4. <b>DO NOT CROSS C/L UNTIL AT CIRCUIT HEIGHT.</b>  <b>When departing Rnwy 20, turn cross wind before the Ship canal.</b>  <b>NO LOW PASSES or run-in and break manoeuvres</b></p>			
REMARKS	<p>SE corner of ATZ is inside Manchester CTR; <b>do not penetrate the CTR without clearance from Manchester.</b>  Barton's Manchester CTA 'Wedge' Sfc-3500'.  To the West; Nth/Sth low level corridor, Max 1300ft EGCC QNH.  NOTE; NATS special APPROACH ROUTES chart available.  When transiting the Low Level Corridor, Monitor EGCC_APP on 121.350</p>			
VRPs;	Irlam, N053.26.20 W002.24.47. Thelwall Viaduct, N053.23.26 W002.30.21 Reebok Stadium, N053.34.50 W002.32.08 M60/M62/M66 Heaton Interchange, N053.33.00, W002.15.40		Swinton Interchange, N053.31.24 W002.30.21 Leigh Flash, 053.29.23 W002.33.35 Haydock Park Racecourse, 053.28.42, W002.37.20	

**ALL PILOTS: VIA CIX TEAMSPEAK PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.**



**1A/32, NORMALLY  
CLOSED, USED FOR  
A/C PARKING**

**ALL HELICOPTER MOVEMENTS  
UNLICENSED**

**NO HELIOS**

Annual Rate  
of Change 0.10°E

VAR 2.0°W - 2015

