
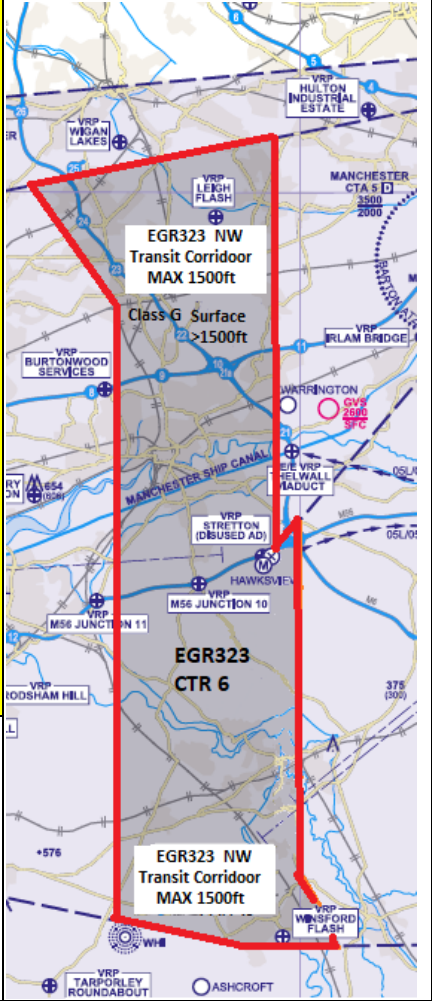


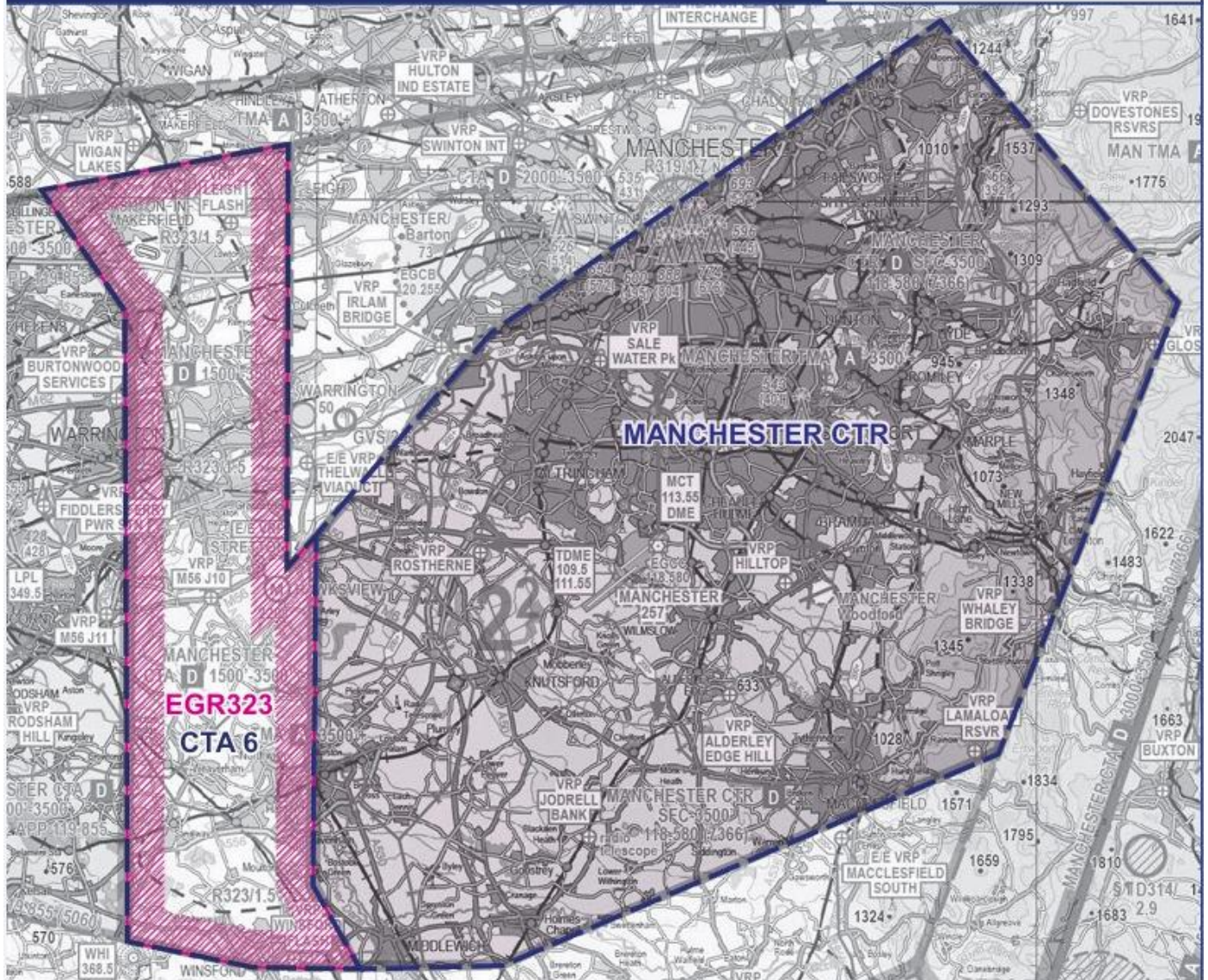
October 25	EGCC_EG323_NorthWest_Transit_Corridor	North
<b>WARNING: TRAFFIC IN THE NORTHWEST TRANSIT ROUTE, IS UNKNOWN TO EGCC_APP. TRAFFIC INFORMATION WILL NOT BE PASSED.</b>		FORMERLY EGCC L L R
	<p><b>EGR323</b>  <b>N W Transit Corridor.</b>  Class G; Uncontrolled a/s.  Surface to A1500ft;  Use EGCC or EGGP QNH;    Maximum speed 140 knots  Minimum 5 km Visibility;  Max T/O weight, 40,000KG;    EGCC_APP listen / squawk  Not required;  ATC entry not required.    No set S/N or N/S lanes.  Either side of EGR323 is  Class D,  EGCC CTR and EGGP CTR  See below for further notes</p> <p><b>CTA 6</b>  Class D A1500&gt;A3500  Transit for other A/C.  Same lateral space.  DO NOT bust either  Air Space.</p>	
<p><b>FURTHER POINTS TO NOTE / RECOMMENDATIONS.</b></p> <p><b>Transit at Maximum A1300ft.</b> – This gives you 200ft turbulence ‘bounce’ room.</p> <p><b>Monitor EGCC_APP118.580, if corridor/EGCC is busy,</b> You will know what is going on. {box 2}</p> <p><b>Use Advisory, 122.800, to listen to / announce to other transiting traffic.</b> Could avoid a panic! {Box 1}</p> <p><b>“GGATC EGR323 traffic, South to North. East side, EG323 Traffic”</b></p> <p><b>If inbound to BARTON, Squawk 7366, announce on Advisory BEFORE switching to Barton Information.</b></p> <p><b>If outbound from BARTON,</b> As soon as EGCB_I_TWR reports <b>“report leaving the frequency”</b>, Change to advisory and announce your entry and direction in the corridor.</p> <p>EDITOR NOTE, If you can think of any other usefull advice to pilots, please PM me.</p>		
<p><b>PILOTS: PLEASE PUT YOUR A/C CALLSIGN AFTER YOUR NAME.</b>  <b>NOT TO BE USED FOR REAL WORLD OPERATIONS</b></p>		



## VATSIM-UK PUBLICATION

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



### Key Changes: (thanks Jon.)

The NWTC will provide Class G airspace up to 1500 FT AMSL.

The airspace will be widened by 0.65 nautical miles along its eastern boundary.

Above 1500 FT AMSL, the airspace remains Class D and is renamed Manchester Control Area 6 (CTA-6) (extending up to 3500 FT AMSL).

Prohibited below 1500 FT AMSL unless specific conditions are met:

Max 140 KTS indicated airspeed

Min 5 KM in-flight visibility

Max Certified Take-Off Mass 40,000 KG

Use of Manchester or Liverpool QNH

ATC clearance is not required within EGR323 if the above conditions are met.

On Vatsim aircraft will **not** be required to wear a specific squawk, or monitor Manchester Radar.

**NOT TO BE USED FOR REAL WORLD OPERATIONS**