Manchester Airport Aerodrome Manual

Part C – Particulars of the Aerodrome Site

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Version Control

Date	Amendment	Page(s)	New Version
23/10/26	Publication	All	V1.0
03/08/26	Removal of declared/RESA distances and added to Part D		V0.2
15/07/26	Creation of Part C	All	V0.1

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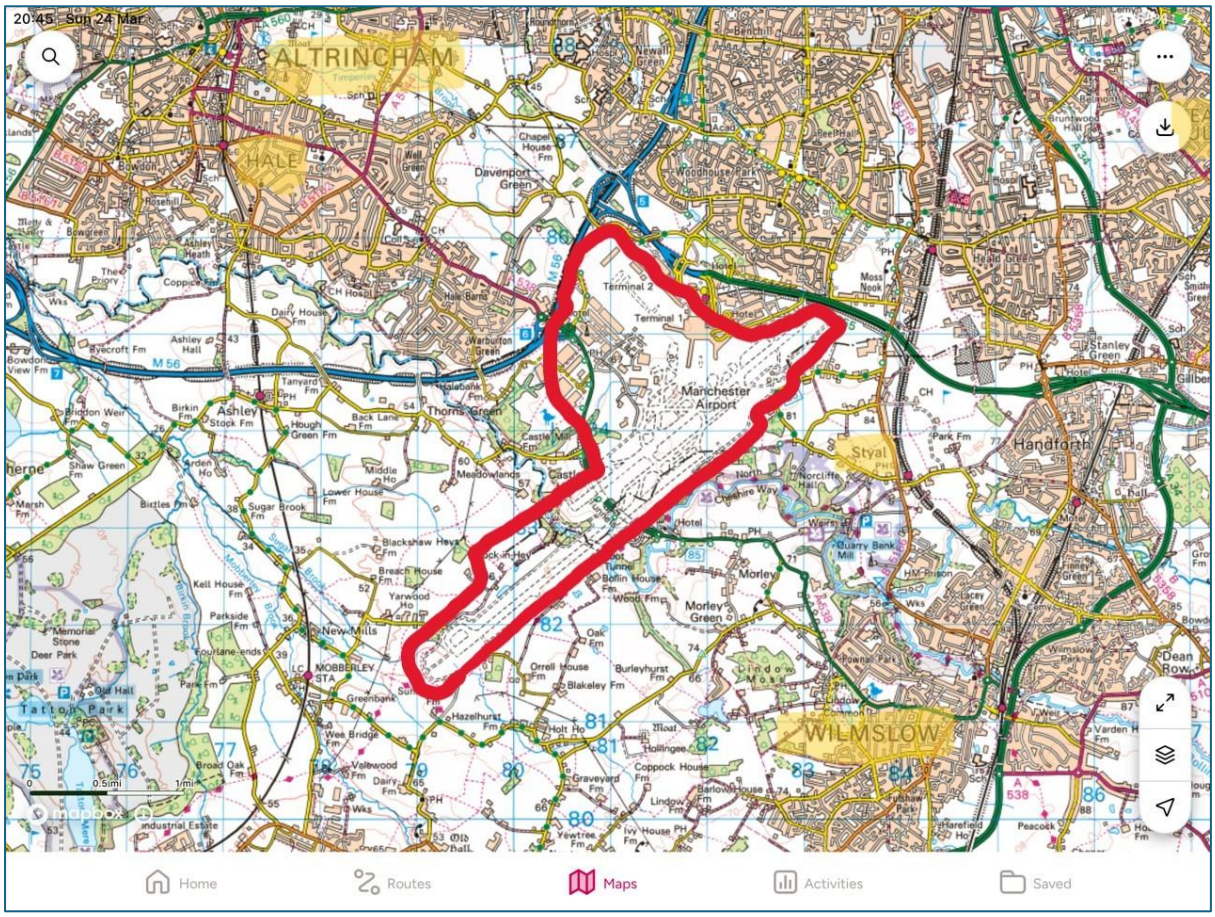
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4. A description of the aerodrome site including the following information

4.1 Distance of the aerodrome from the nearest city, town, or other populated area

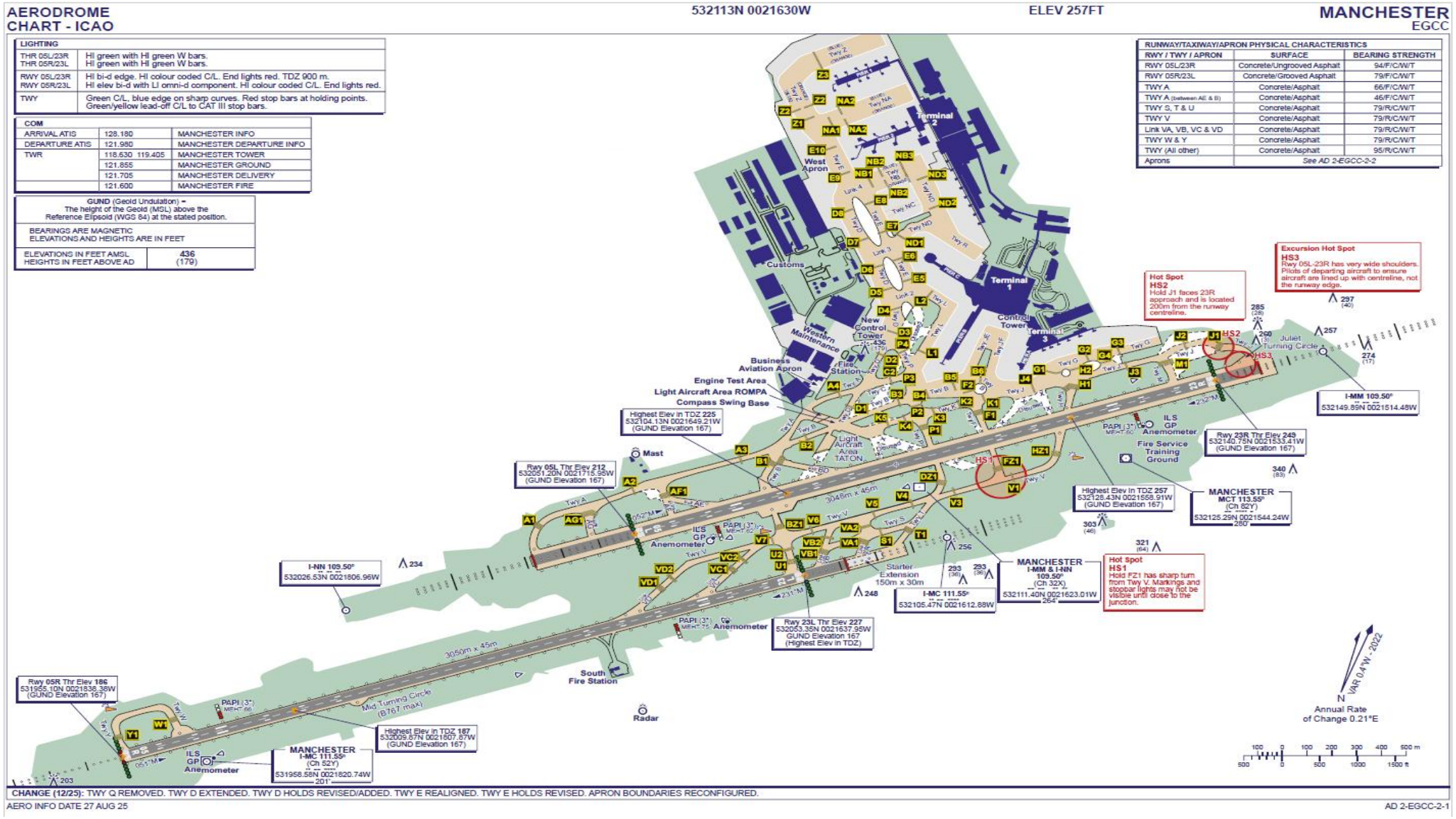


Distance and bearing from aerodrome reference point:

Name	Bearing	Distance
Styal	110˚	1.0NM
Hale Barns	300˚	1.8NM
Wilmslow	140˚	2.4NM
Altrincham	310˚	3.25NM
Stockport	050˚	5.25NM

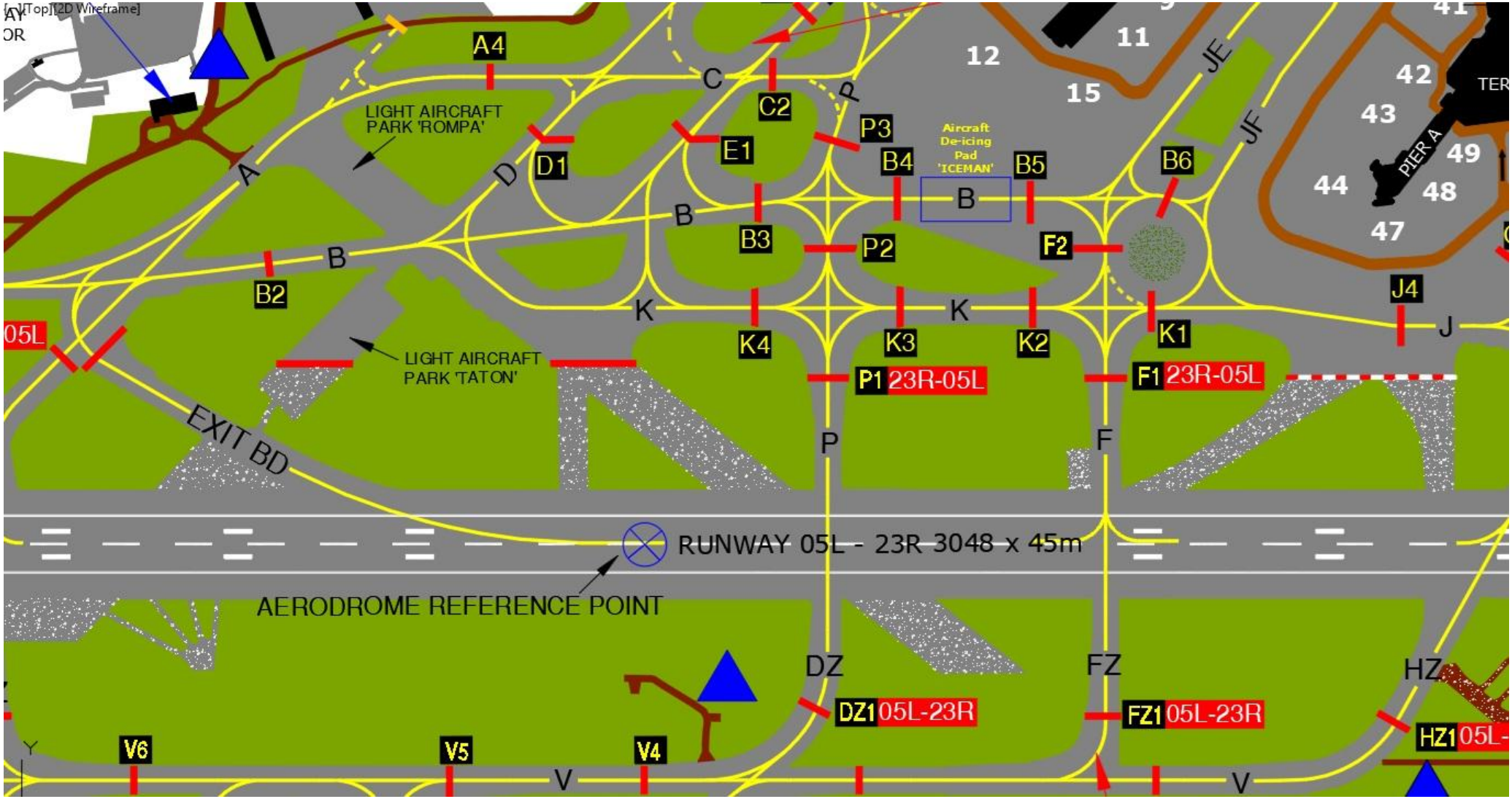
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4.2 Aerodrome Map



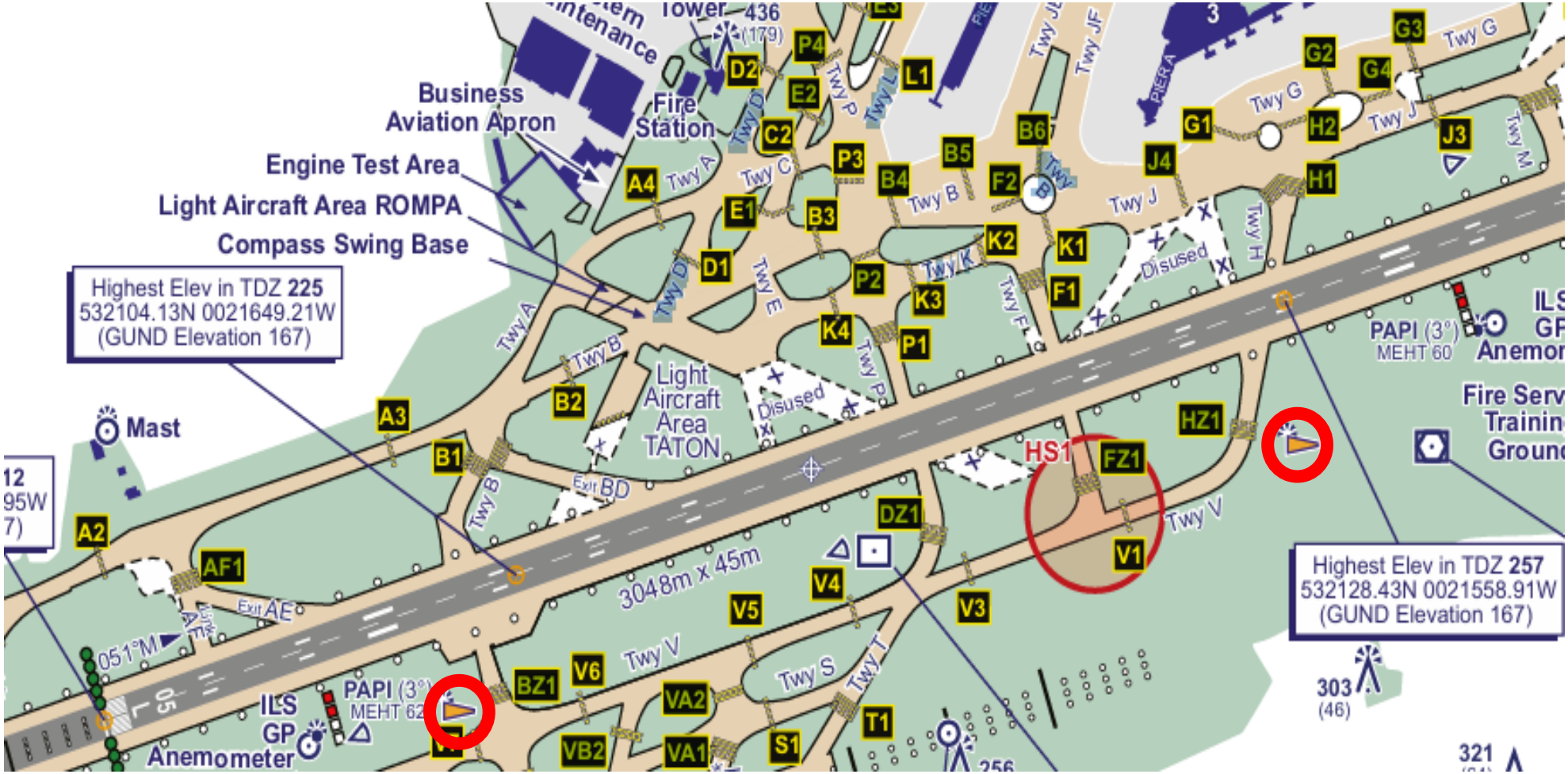
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4.2.1 Aerodrome Reference Point



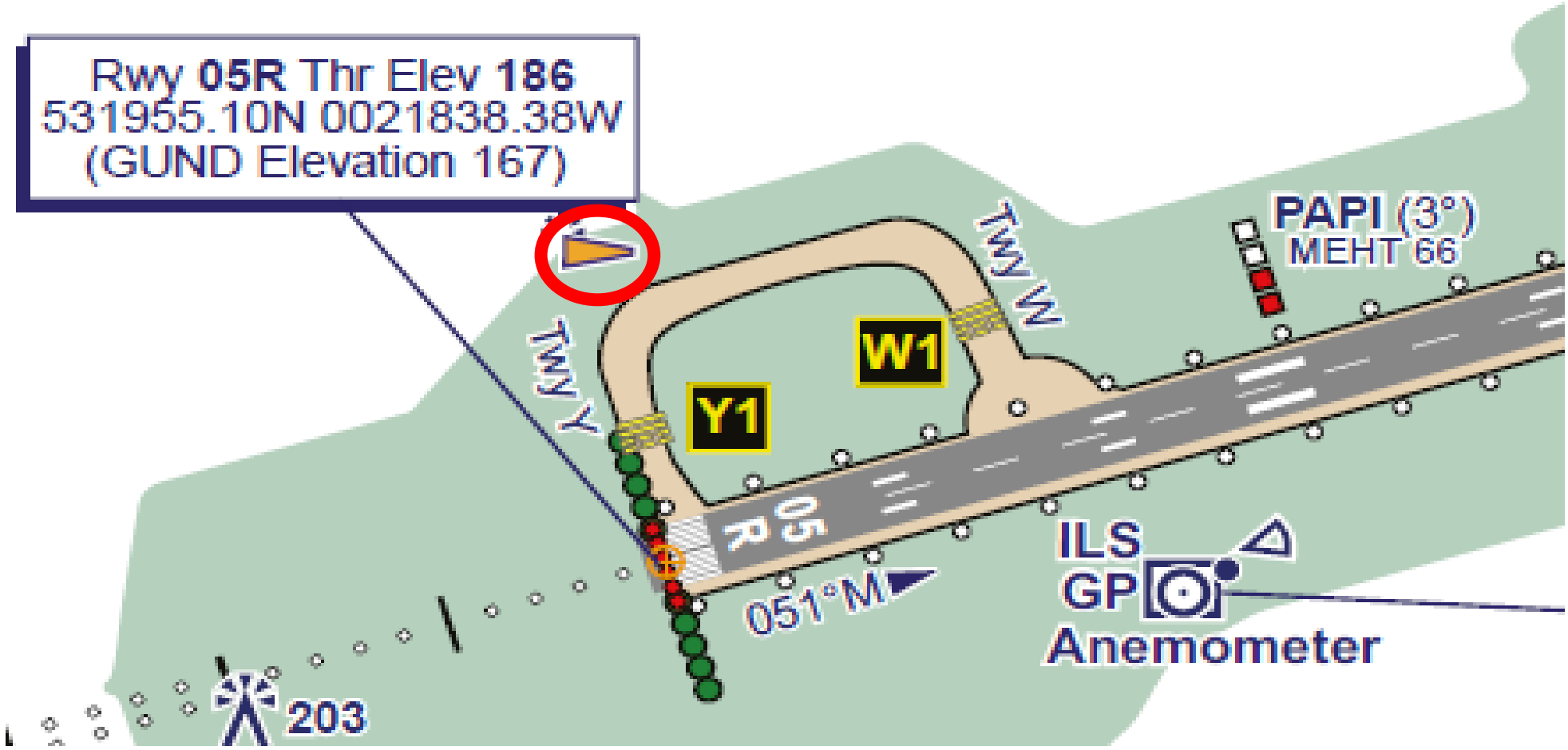
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4.2.2 Wind Direction Indicators – 05L/23R and 23L



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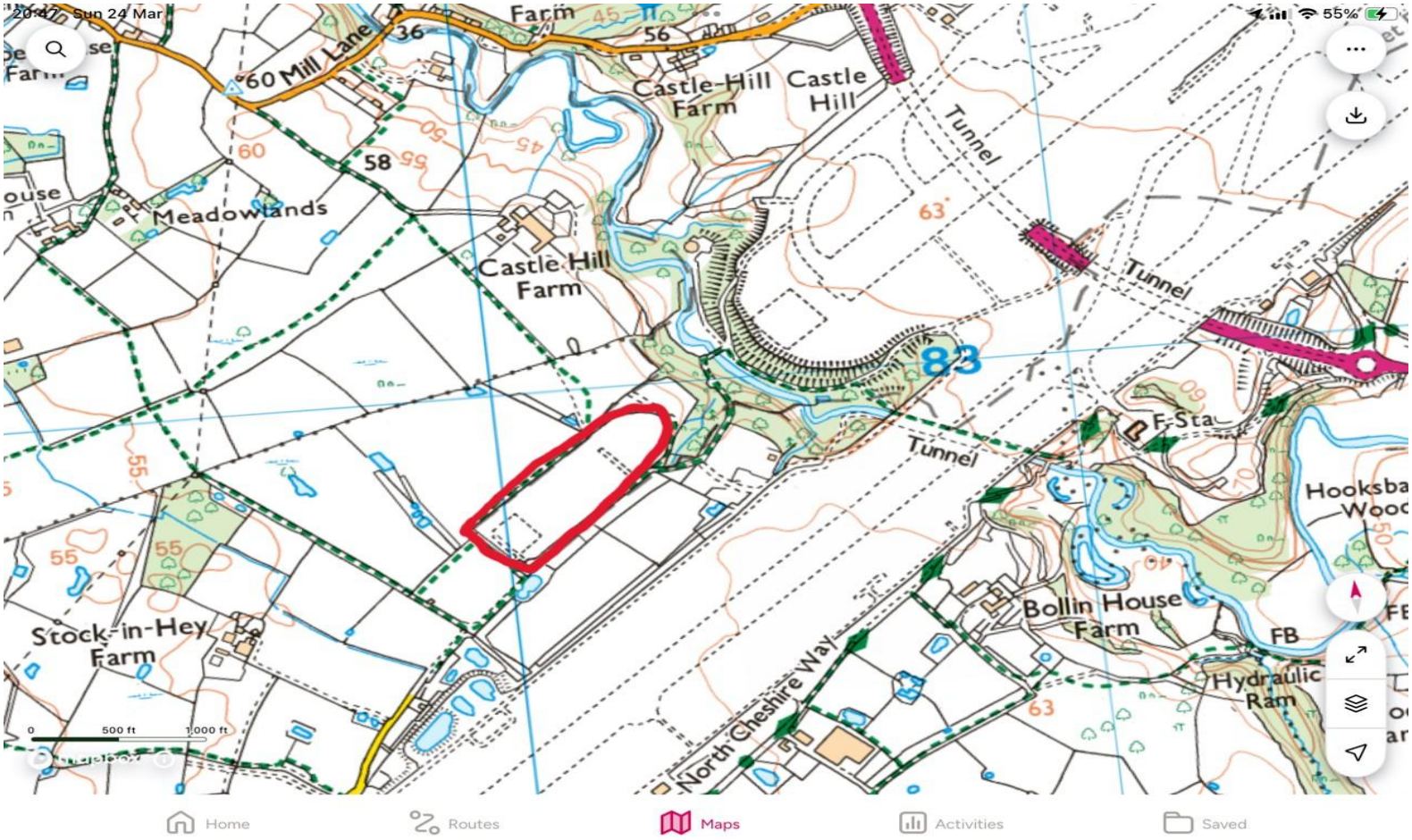
4.2.3 Wind Direction Indicators 05R



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4.3 Location of any aerodrome facilities and equipment outside the boundaries of the aerodrome

4.3.1 Runway 23R Localiser Area



4.4 Physical characteristics of the aerodrome, elevations, visual and non-visual aids, as well as the information regarding the aerodrome reference temperature, strength of pavements, rescue and firefighting level of protection, ground aids and main obstacles

4.4.1 Location and Elevation

Mid-Point of Runway 05L/23R	
Latitude	532114N 0021630W
Elevation	257ft
Geoid Undulation	167ft

4.4.2 INS Checkpoints

All INS checkpoints have been surveyed in compliance with WGS84 specifications, comprehensive details can be found in the UK AIP.

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4.4.3 Obstacles infringing standard protected surfaces

Obstacle	Location	Co-Ordinates and Height	Surface Penetrated and Height	Where Promulgated
Air Traffic Control Tower	Next to North side fire station	53.21.27.89N 002.16.46.33W Height 434 Feet AMSL	Inner Horizontal Surface	To be included in UKAIP/NOTAM
Chimney	On 'Airport Hotel' public house abeam link Juliet	53.21.50.28N 002.15.28.83W 285 feet	23R Approach 24 feet	UK AIP Aerodrome Chart
Chimney	On terraced house Ringway Road	53.21.52.94N 002.15.02.63W 281 feet	05L Take-Off Climb 13 feet	Type A chart
SMR Antenna	On roof of ATC tower	53.20.27.30N 002.16.59.53W 316 feet	Transitional 4 feet	UK AIP Aerodrome Chart
Tree (3553)	South of airfield	53.20.56.86N, 002.16.21.94W 255.35 feet	23L Approach 13 feet	UK AIP AD 2.10
Tree (3203)	South of airfield	53.21.05.47N, 002.13.54.38W 344.85 feet	Inner Horizontal 11 feet	UK AIP AD 2.10
National Grid Pylon	South of airfield	531905.19N 0021705.85W 397 feet	Inner Horizontal	UK AIP AD 2.10

4.4.4 Aeronautical Ground Lighting (AGL)

a) General

AGL is a vital part of the airport's operational infrastructure, enabling the continued safe operations of public transport flights at night and during adverse weather conditions.

Manchester Airport is certified to operate in the following:

Runway 05L	Runway 23R	Runway 05R	Runway 23L
CAT IIIB	CAT IIIB	CAT I	RNAV / RMP

b) Provision of lighting - Runways

	Runway 05L	Runway 23R	Runway 05R	Runway 23L
H I App.	Coded centreline 908m Five cross bars	Coded centreline 914m Five cross bars	Coded centreline 900m Five cross bars	Coded centreline 900m Five cross bars
Supplementary App.	Inner 300m	Inner 300m	None	None
Touchdown Zone	900m LED	900m LED	None	None
PAPIs	RHS 3º 325m from displaced threshold	LHS 3º 357m from displaced threshold	LHS 3º 437m from threshold	LHS 3º 561m from displaced threshold
Threshold	HI **green** with wing bars	HI **green** with wing bars	HI **green** with wing bars	HI **green** with wing bars
Runway Edge	Bi-directional flush fitted 60m spacing LED	Bi-directional flush fitted 60m spacing LED	Bi-directional flush fitted 61m spacing	Bi-directional flush fitted 61m spacing
Runway Centreline	Coded 15m spacing LED	Coded 15m spacing LED	Coded 30m spacing	Coded 30m spacing
End Lights	HI **red**	HI **red**	HI **red** wing bars	HI **red**

c) Provision of lighting – Taxiways/Aprons

Taxiway and apron lighting conform to the requirements of UK Reg (EU) 139/2014 CS ADR-DSN.M.710

d) Provision of lighting – Obstructions

Engineering maintain a comprehensive oversight of obstacle lighting locations. Obstacles off the airfield that require red obstacle lighting are the responsibility of the owner of the obstacle.

Engineering are responsible for the provision of obstacle lighting on the airfield, including temporary portable lights.

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e) AGL Serviceability

Survey results to be analysed, any lamps which have fallen below 50% intensity or any adjacent lamp failures should be replaced/repaired. If this cannot be actioned, then all relevant stakeholders should be informed (Airfield Operations/Engineering Operations Management Team).

4.4.5 Manoeuvring Area Surfaces

a) Runways

	Runway 05L	Runway 23R	Runway 05R	Runway 23L
True Heading	051°	231°	051°	231°
Length (m)	3048	3048	3050	3050
Width (m)	45	45	45	45
Starter Extension	None	None	None	150m x 30m
Surface	Un-grooved asphalt (Bentons Bitumineaux Aeronautiques)		Grooved Marshall Asphalt/Concrete	
Slope overall	0.49% up	0.49% down	0.46% up	0.48% down
Longitudinal Slopes	Locally less than 0.25% Change between consecutive slopes less than 1.5% Maximum rate of change of gradient over 30m is 0.41%.		Local slopes less than 1.25%. Change between consecutive slopes less than 1.5%. Maximum rate of change of gradient over 30m is 0.1%.	
Sightlines	Owing to the humpbacked profile the full length of the runway may not be visible from the flight deck of an aircraft lined up at the end of the runway. The high point of the runway is abeam Link Golf.		Full length of the runway is visible from any point.	
Runway PCR	1178/F/C/X/U	1178/F/C/X/U	1200/R/C/W/T	1200/R/C/W/T
Shoulders	23m each side		7.5m inner each side (paved), plus 7.5 outer each side (stabilised grass)	
Shoulder PCR	25% of runway strength		42/R/C/W/T	
Stop-way	None declared		None declared	
Threshold Elevation	212 feet	249 feet	186 feet	227 feet

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b) Runway End Safety Areas (RESA)

	Runway 05L	Runway 23R	Runway 05R	Runway 23L
Undershoot RESA distance	517m	390m	242m	534m
Overrun RESA distance	240m	240m	351m	242m
Runway Slope - first quarter	Less than 0.8%	0.88%	Less than 0.8%	Less than 0.8%
RESA Slopes	Less than 5%	Less than 5%	Less than 5%	Less than 5%
Navaids in RESA	No	Small frangible monitor aerial.	Small frangible monitor aerial.	No
De-lethalisation	Yes	Yes	Yes	Yes
De-lethalisation of full RESA	Yes	Yes	Yes	Yes
Notes	Frangible ILS monitor aerial and plinth within declared RESA.			
Clearway	215m	300m	300m	300m
Strip Dimensions	280m wide 60m beyond pavement ends.		280m wide 60m beyond pavement ends **Note** - Strip narrows to 56m on south Side of starter extension.	

4.4.6 Taxiway System, Runway Links and Rapid Exit Taxiway Strip Widths

Taxiway Designator	ICAO Code	Pavement Width	Strip Width	Comments
ALPHA	F	23m	51m (102)	Strip incorporates Apron Road System at Substation B.
ALPHA-ECHO	F	23m	51m (102)	
ALPHA-FOXTROT	F	23m	51m (102)	
ALPHA-GOLF	F	23m	51m (102)	
BRAVO (B1-B4)	F	23m	51m (102)	
BRAVO (B4-B6)	E	23m	43.5m (87)	
BRAVO-DELTA	E	23m	43.5m (87)	
BRAVO-ZULU	F	23m	51m (102)	
CHARLIE	F	23m	51m (102)	
DELTA (D1-D5)	F	23m	51m (102)	Strip incorporates Apron Road System between D1 and D3.
DELTA (D5-D8)	F (ASTL)	23m	47.5m (95)	
DELTA-ZULU	F	23m	49m (98)	
ECHO (E1-E5)	E	23m	43.5m (87)	
ECHO (E5-E10)	E (ASTL)	23m	40m (80)	
FOXTROT	F	23m	47.5m (95)	47.5m clearance to IHP K1.
FOXTROT-ZULU	F	23m	47.5m (95)	47.5m clearance to IHP V1.
GOLF (G1 to G3)	D (ASTL)	23m	33.5m (67)	Will accept Code E aircraft with max wingspan of 60m (A330/B787).
GOLF (G3 to Stand 58)	C (ASTL)	18m	22.5m (45)	
HOTEL	F	23m	51m (102)	
HOTEL-ZULU	F	23m	51m (102)	
JULIET	F	23m	49 (98)	49m clearance to Airport Hotel fence.
JULIET-ECHO	C (ASTL)	18m	22.5m (45)	
JULIET-FOXTROT	C (ASTL)	18m	22.5m (45)	
KILO	F	23m	51m (102)	
LIMA (L1 to Stand 4)	C (ASTL)	18m	22.5m (45)	
LIMA (Stand 4 - L2)	E (ASTL)	23m	40m (80)	Strip incorporates Apron Road System.
MIKE	F	23m	51m (102)	
NOVEMBER-ALPHA	E (ASTL)	23m	40 (80)	
NOVEMBER-ALPHA BLUE	C (ASTL)	18m	22.5m (45)	
NOVEMBER-ALPHA ORANGE	C (ASTL)	18m	22.5m (45)	
NOVEMBER-BRAVO	F(ASTL)	23m	47.5m (95)	
NOVEMBER-BRAVO BLUE	C (ASTL)	18m	22.5m (45)	
NOVEMBER-BRAVO ORANGE	C (ASTL)	18m	22.5m (45)	

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NOVEMBER-CHARLIE	E (ASTL)	23m	40m (80)	
NOVEMBER-DELTA (ND1 to Stand 307)	E (ASTL)	23m	40m (80)	
NOVEMBER-DELTA (Stand 307 to ND3)	F (ASTL)	23m	47.5m (95)	
PAPA	F	23m	51m (102)	
ROMEO	E (ASTL)	23m	40m (80)	Strip incorporates Apron Road System.
SIERRA	D	23m	37m (74)	
TANGO	F	23m	51m (102)	
UNIFORM	F	25m	51m (102)	
VICTOR	F	23m	51m (102)	
VICTOR-ALPHA	F	23m	51m (102)	
VICTOR-BRAVO	F	23m	51m (102)	
VICTOR-CHARLIE	F	23m	51m (102)	
VICTOR-DELTA	F	23m	51m (102)	
WHISKY	F	23m	51m (102)	
YANKEE	F	23m	51m (102)	
ZULU	E (ASTL)	23m	40m (80)	
ZULU BLUE	C (ASTL)	18m	22.5m (45)	
ZULU ORANGE	C (ASTL)	18m	22.5m (45)	

4.4.7 Airfield Pavement PCR Values

Taxiway Designator	PCR Value
Alpha	1178/R/C/W/U
Alpha-Echo	670/R/C/W/T
Alpha-Foxtrot	640/R/C/W/T
Alpha-Golf	740/R/C/W/T
Bravo	1178/R/C/W/U
Bravo-Delta	1830/R/C/W/T
Bravo-Zulu	1710/R/C/W/T
Charlie	2130/R/D/W/T
Delta (D1-D3)	1140/R/C/W/T
Delta (D3-D4)	860/R/C/W/T
Delta (D4-D8)	1178/R/C/W/U
Delta-Zulu	1178/R/C/W/U
Echo (E1-Link 4)	1520/R/C/W/T
Echo (Link 4-E10)	1178/R/C/W/U
Foxtrot	2240/R/C/W/T

Foxtrot-Zulu	1190/R/C/W/T
Golf	1410/R/C/W/T
Hotel	1450/F/C/X/T
Hotel-Zulu	1050/R/C/W/T
Juliet	1178/R/C/W/U
Juliet-Echo	270/R/C/W/T
Juliet-Foxtrot	686/R/C/W/U
Kilo	1178/R/C/W/U
Lima	830/R/C/W/T
Mike	1190/R/C/W/T
November-Alpha	1120/R/C/W/T
November-Bravo	1178/R/C/W/U
November- Charlie	1178/R/C/W/U
November-Delta	1178/R/C/W/U
Papa	1920/R/C/W/T
Romeo	830/R/C/W/T
Sierra	1710/R/C/W/T
Tango	1710/R/C/W/T
Uniform	1470/R/C/W/T
Victor	1710/R/C/W/T
Victor-Alpha	1710/R/C/W/T
Victor-Bravo	1710/R/C/W/T
Victor-Charlie	1470/R/C/W/T
Victor-Delta	1470/R/C/W/T
Whiskey	1960/R/C/W/T
Yankee	1960/R/C/W/T
Zulu	1140/R/C/W/T
Signature Apron	335/R/C/W/T

4.4.8 Runway and Taxiway Access Points

Vehicle holding points have been established on roadways leading directly onto runways and taxiways from points on the perimeter of the airfield. There are two types of holding position.

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4.4.9 Vehicle Runway Access Point (VRAP)

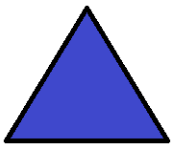
There are five of these, each with a unique designator relating to a nearby landmark such as a crash gate. They are depicted by a yellow triangle:



on the Manoeuvring Area Drivers Map. Signage at each of these points will show the unique designator in every case. The ground marking is a 'Pattern A' runway holding point marking, suitably reduced in scale for road use. There are road guard lights ('wig-wags') adjacent to the ground marking.

4.4.10 Vehicle Taxiway Access Point (VTAP)

There are seven of these, each with a unique designator relating to a nearby landmark such as a crash gate. They are depicted by a blue triangle:



on the Manoeuvring Area Drivers Map. Signage at each of these points will show the unique designator in every case. The ground marking is a double white line. Vehicles holding at the ground marking will be clear of the taxiway strip.

4.4.11 Visual Aids

- All visual aids will comply with the requirements of ICAO Annex 14, UK (EU) Regulation 139/2014 and CAP 637.
- Lighting will be operated in accordance with the requirements of using control systems that comply with CAP 670.
- All visual aids are subject to inspection for damage, deterioration and serviceability requirements as described in this Manual.
- All visual aids are maintained, repaired, and replaced in accordance with the requirements of UK Reg (EU) 139/2014.

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- The failure of any visual aid will be promulgated by NOTAM, ATIS, RTF as appropriate. CAA approved temporary visual aids may be used if required.

4.4.12 Signals

- There are no signal areas.
- There are 3 illuminated wind sleeves, visible from all runway thresholds.
- Marshalling signals provided will comply with Rule 62 of the Rules of the Air Regulations with the following exception: the signal given to a pilot of a taxiing aircraft by a marshaller, indicating that there is sufficient wing tip clearance will be 'both arms outstretched horizontally'.

4.4.13 Signs

- Illuminated Runway Mandatory Holding Position signs are located at each runway link.
- Illuminated Taxiway information and Mandatory signs are provided at taxiway intersections and holding positions along taxiways.
- Illuminated stand identification signs are provided for most aircraft stands whether pier-served or remote, apart from Stands 70-73, 80 and 231.

4.4.14 Stand Design & Layout

a) Stand Allocation

Stand Allocation is undertaken by Airfield Control using an automated stand and gate system. The software database contains information about the capacity and interdependencies of the stand. The schedule of flights is then applied, and stands are allocated according to defined parameters:

The principal parameters are:

- The capacity of the stand to accommodate the aircraft type.
- The availability of a stand at the expected arrival and /or departure time of a flight.

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The secondary parameters are:

- The terminal allocated to the airline operator.
- Any special border control and security considerations.
- Agreed policy on remote vs. contact stands.
- Any other parameters included in the Stand Allocation Policy, which is a service–driven agreement between MA and its airline customers.

The allocation may be manually overridden to tactically manage capacity. The application will however warn the user of any potential safety conflict.

Aircraft subject to an emergency response involving the MARFFS will be allocated a remote stand by Airfield Control. The MARFFS will instruct pilots to keep anti-collision lights illuminated until such time they are satisfied the aircraft is safe to be approached by ground personnel. This policy does not apply to aircraft reporting a medical emergency.

b) Aircraft Parking & Docking

Docking guidance of aircraft by Marshalling signals is the sole responsibility of MA Airfield Operations.

Docking guidance of aircraft by AVDGS is the responsibility of Handling Agents.

Docking of an aircraft under tow is the responsibility of the aircraft operator or the party contracted to tow the aircraft.

c) Advanced Visual Docking Guidance Systems (AVDGS)

AVDGS is currently employed to guide aircraft to the correct parking position on most contact stands and some remote stands. This is a fully automated system which recognises the aircraft type and provides precision docking guidance once activated by ground handling agent staff.

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d) Safety Instructions for Pilots

"PILOTS MUST NOT ENTER ANY PART OF A STAND UNLESS THE A-VDGS HAS BEEN ILLUMINATED OR A MARSHALLER IS PRESENT AT THE HEAD OF THE STAND."

e) Isolated Aircraft Parking Position

The decision-making process to determine the isolated aircraft parking position (in certain circumstances) is undertaken between ATC, Airfield Operations and Greater Manchester Police.

4.4.15 Table of FEGP Facilities

Stand	Manufacturer	Installation	Rated Power Output (kVA)	Single/ Dual	28vdc Convertor Available
1	AXA	Pantograph	90	Single	Yes
2	POWERVAMP	Pantograph	90	Single	No
4	POWERVAMP	Pantograph	90	Single	No
5	POWERVAMP	Pantograph	90	Single	Yes
6	POWERVAMP	Pantograph	90	Single	No
7	AXA	Pantograph	90	Single	Yes
8	POWERVAMP	Pantograph	90	Single	No
9	POWERVAMP	Pantograph	90	Single	Yes
10	POWERVAMP	Pantograph	90	Single	No
11	AXA	Pantograph	90	Single	Yes
12	POWERVAMP	Pantograph	4 x 90	Quad	No
12L	NONE				
12R	NONE				
15	AXA	Pantograph	90	Single	No
16	POWERVAMP	Pantograph	90	Single	Yes
17	POWERVAMP	Pantograph	90	Single	Yes
22	POWERVAMP	Pantograph	90	Single	No
23	POWERVAMP	Pantograph	2 x 90	Dual	No
24	POWERVAMP	Pantograph	90	Single	No
25	POWERVAMP	Pantograph	90	Single	No
26	POWERVAMP	Pantograph	2 x 90	Dual	No
27	POWERVAMP	Pantograph	2 x 90	Dual	No
28	POWERVAMP	Pantograph	90	Single	No

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29	POWERVAMP	Pantograph	90	Single	No
31	POWERVAMP	Pantograph	90	Single	No
32	POWERVAMP	Pantograph	2 x 90	Dual	No
41	POWERVAMP	Pantograph	90	Single	No
42	AXA	Pantograph	90	Single	No
43	POWERVAMP	Pantograph	2 x 90	Dual	Yes
44	AXA	Airbridge	90	Single	No
44L	None				
44R	None				
47	POWERVAMP	Pantograph	90	Single	No
48	POWERVAMP	Pantograph	90	Single	No
49	POWERVAMP	Airbridge	90	Single	No
50	AXA	Pantograph	90	Single	No
51	POWERVAMP	Pantograph	90	Single	No
52	POWERVAMP	Pantograph	90	Single	No
53	POWERVAMP	Pantograph	90	Single	No
54	POWERVAMP	Pantograph	90	Single	No
55	AXA	Airbridge	2 x 90	Dual	No
55L	AXA	Airbridge	2 x 90	Dual	No
55R	None				
57	None				
58	None				
70	None				
71	None				
72	None				
73	None				
74	None				
80	None				
81	POWERVAMP	Pantograph	2 x 90	Dual	No
101	POWERVAMP	Pantograph	90	Single	No
103	POWERVAMP	Pantograph	90	Single	No
104	POWERVAMP	Pantograph	2 x 90	Dual	No
105	POWERVAMP	Pantograph	90	Single	No
106	POWERVAMP	Pantograph	2 x 90	Dual	No
106R	POWERVAMP	Pantograph	2 x 90	Dual	No
107	POWERVAMP	Pantograph	90	Single	No
108	POWERVAMP	Pantograph	90	Single	No
109	POWERVAMP	Pantograph	90	Single	No
110L	POWERVAMP	Pantograph	2 x 90	Dual	No
110	POWERVAMP	Pantograph	2 x 90	Dual	No
111	POWERVAMP	Pantograph	90	Single	No
112R	POWERVAMP	Pantograph	2 x 90	Dual	No
112	POWERVAMP	Pantograph	2 x 90	Dual	No
113L	POWERVAMP	Pantograph	90	Single	No
113	POWERVAMP	Pantograph	2 x 90	Dual	No
113R	POWERVAMP	Pantograph	90	Single	No

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114	POWERVAMP	Pantograph	90	Single	No
116	POWERVAMP	Pantograph	2 x 90	Dual	No
116L	POWERVAMP	Pantograph	2 x 90	Dual	No
203L	POWERVAMP	Pantograph	90	Single	No
203	POWERVAMP	Pantograph	2 x 90	Dual	No
204	POWERVAMP	Pantograph	4 x 90	Quad	No
205	POWERVAMP	Pantograph	90	Single	No
206L	POWERVAMP	Pantograph	90	Single	No
206	POWERVAMP	Pantograph	4 x 90	Quad	No
207	POWERVAMP	Pantograph	2 x 90	Dual	No
207R	POWERVAMP	Pantograph	2 x 90	Dual	No
208	POWERVAMP	Pantograph	4 x 90	Quad	No
209L	POWERVAMP	Pantograph	90	Single	No
209	POWERVAMP	Pantograph	2 x 90	Dual	No
210	POWERVAMP	Pantograph	4 x 90	Quad	No
210L	POWERVAMP	Pantograph	90	Single	No
211	POWERVAMP	Pantograph	90	Single	No
212	POWERVAMP	Pantograph	4 x 90	Quad	No
213	POWERVAMP	Pantograph	2 x 90	Dual	No
213R	POWERVAMP	Pantograph	2 x 90	Dual	No
214	POWERVAMP	Pantograph	4 x 90	Quad	No
301	AXA	Pantograph	90	Single	No
302	AXA	Pantograph	2 x 90	Dual	No
303	POWERVAMP	Pantograph	90	Single	No
304	AXA	Pantograph	2 x 90	Dual	No
306	AXA	Pantograph	2 x 90	Dual	No
307	AXA	Pantograph	90	Single	No
308	AXA	Pantograph	2 x 90	Dual	No
309	AXA	Pantograph	90	Single	No
231	None				
233	POWERVAMP	Pantograph	90	Single	No
901	POWERVAMP	Pantograph	90	Single	No
903	POWERVAMP	Pantograph	90	Single	No
905	POWERVAMP	Pantograph	90	Single	No
907	POWERVAMP	Pantograph	90	Single	No
909	POWERVAMP	Pantograph	90	Single	No
911	POWERVAMP	Pantograph	90	Single	No
913	POWERVAMP	Pantograph	90	Single	No
915	POWERVAMP	Pantograph	90	Single	No
917	POWERVAMP	Pantograph	90	Single	No
919	POWERVAMP	Pantograph	90	Single	No
925	POWERVAMP	Pantograph	90	Single	No
927	POWERVAMP	Pantograph	90	Single	No
929	POWERVAMP	Pantograph	90	Single	No

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4.4.16 Surface Markings

- Painted surface markings are provided on the runway and taxiways in accordance with UK REG (EU) 139/2014 CS-ADR-DSN.
- Runway Designation markings are provided at all runway entrance points.
- Surface markings for stand entry guidance include a yellow painted stand number with arrow indicating the extended stand centreline. The stand centreline itself is painted yellow and runs only within the stand area and not the taxiway strip.
- Temporary marking of closed aircraft movement areas is achieved using 5m long mobile barriers painted white with red panels which are lit with red obstacle portable lights at night and in LVP conditions.

4.4.17 Marking of Airfield Work in Progress

- Inside the Localiser Sensitive Areas demarcation of work-in progress will consist of non-metallic and frangible fencing.
- All other work in progress utilises fencing of a more substantial construction (generally 2m high Heras type fencing), with high visibility base and steady red obstruction lighting.

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4.4.18 Taxiway Manoeuvring Restrictions

Taxiway	Point	Restriction	Notes
A	AF	Max Code E (except AN124 & B748 for **entrance** only)	
	AG	Aircraft cannot pass behind another holding at AG1.	
	A3 - B1	Route not available	
	A3 - A4	Route not available to Code F	
	A4 - A3	Route not available to Code F	
	A4 - D1	Max GLEX, GLF5, FK70	Blue edge lights only. Route not available in LVP VIS
B	BD	Max Code E (except AN124 & B748 as **exit** only)	
	B1 - A3	Route not available	
	B2 - B3	Code F not separated when aircraft is between K4 and B2	There is no size restriction between aircraft holding at C2 and B3 at the same time.
	B3 – B2	Code F not separated when aircraft is between K4 and B2	There is no size restriction between aircraft holding at C2 and B3 at the same time.
	B3 - D1	Max Code E	Unlit
	B3 – K5	Route not available	
	B4 – B6	Max Code E	
	B6 - B4	Max Code E	
C	C2		C2 westbound is not separated from Taxiway E
	C2 – E1	Max Code C	
D	Fairey's Apron	Aircraft under tow only	Visual confirmation from the VCR that inbound aircraft tail is clear of TWY D is required. If unable to obtain visual confirmation an OPS vehicle will be required to confirm
	D1 - A4	Max GLEX, GLF5, FK70	Blue edge lights only. Route not available in LVP VIS
	D1 - B3	Max Code E	Unlit
	D2 - P4	Max B752	
	D2 – E2	Max Code D	Via Taxiway C
	D3 – E3	Max Code D	Via Link 1

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E	E1 – C2	Max Code C	
	E1 – P3	Max Code D	Via B3
	E2 – D2	Max Code D	Via Taxiway C
	E3 – D3	Max Code D	Via Link 1
	E4 – L2	Max Code C	
G	Between Stands 48-55	Max Code D	Can accept aircraft with 60m wingspan (A330-200/300 or B787)
	Between G3-Stand 58	Max Code C	
		Code E for Stand 55 must enter and exit via G4. Code E must perform standard published pushback.	
		G not separated from Code F between J2 - J4	
J		Code F between J2 - J4 not separated from G	
JE		Max Code C	
JF		Max Code C	
K	K2 - K3	Code F separated from Code E between B4-B5	
	K3 - K2	Code F separated from Code E between B4-B5	
	K4 - B2	Code F not separated when aircraft is between B2 and B3.	There is no size restriction between aircraft holding at C2 and B3 at the same time.
L		Max Code C south of Stand 6	No through-route for aircraft larger than Code C.
NC		Max Code E	Unlit
ND	South of ND3	Max Code E	
P	P3 - C2 (left turn)	Max B753	Blue edge lights only. Route not available in LVP VIS
	P4 - D2	Max B752	
	P4	Aircraft taxiing via P4 limited to max Code C with aircraft holding at E2	P4 southbound is not separated from Taxiway E

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4.5 Exemptions or derogations from equivalent level of safety, special conditions, and operating limitations

4.5.1 Items recorded as special conditions on the Aerodrome Certificate

Date	Relevant Certification Specification (CS)	Description Of SC	Reference to supporting documentation
25/02/2015	A.005	Aerodrome Reference Code number (code element one) is determined by the greater value of TODA or ASDA not Aeroplane reference field length.	This is standard practice in the UK, allowed by UK CAA
25/02/2015	CS ADR-DSN B.045	Runway 23L TORA includes a Starter Extension 150m long and 30m wide.	The TODA and TORA can be extended using a Runway Starter Extension, allowed by UK CAA
25/02/2015	CS ADR-DSN.B.060 (c) (2)	Longitudinal slope slightly out of tolerance at SW end of 05L-23R.	Risk Assessment SC-02
25/02/2015	CS ADR-DSN.B.065 (c) (1)	Radius of slope transition slightly out of tolerance in places on 05L-23R.	Risk Assessment SC-02
25/02/2015	CS ADR-DSN.B.070 (b) (1)	Sight distance slightly out of tolerance.	Risk Assessment SC-02
25/02/2015	CS ADR-DSN.B.075 (a) (1)	Distance between slope changes slightly out of tolerance on 05L-23R.	Risk Assessment SC-02
25/02/2015	CS ADR-DSN.D.260	The separation distance between the centreline of Runway 05L-23R and the centreline of Taxiway Juliet reduces to 171.5m between J3 and J4.	Risk Assessment SC-03
25/02/2015	CS ADR-DSN D.265 (b) (1)	The longitudinal slopes on Taxiways P & F exceed 1.5% where they intersect with Runway 05L-23R. This is due to local topography.	Risk Assessment RO-05A
25/02/2015	CS ADR-DSN.L.600	Road-holding position marking is Pattern A	Risk Assessment RO-05A
25/02/2015	CS ADR-DSN.M.770	EGCC uses amber lamps for consistency with RHPs.	Risk Assessment RO-05A
06/06/2025	CS ADR-DSN.B.095(f)	Nose wheel steering angle will exceed 45 degrees when used by larger aircraft types	Risk Assessment SC-11
06/06/2025	CS ADR-DSN.L.565(5)(b)	The marked guidance line will result in the nose gear steering angle exceeding 45 degrees for certain large aircraft types.	Risk Assessment SC-11

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4.5.2 Special Condition requests in progress

Date	Relevant Certification Specification (CS)	Description of Special Condition	Reference to supporting documentation
25/02/15	CS ADR-DSN.D.250	In certain locations along the taxiways the main wheel to pavement edge clearance may be less than that specified at CS ADR-DSN.D.240 (a)	AW-02 – Works in Progress (WIP) SC-14 Reduction in wingtip obstacle clearance. Reviewed 10/06/25
25/02/15	CS ADR-DSN.D.320	Taxiway centreline to object clearances: Airside roadways are located entirely or partially within the strips of certain Apron Stand Taxi Lanes A380 Uses some taxiways with slightly reduced centreline to object clearances.	SC-14 Reduction in wingtip obstacle clearance. Reviewed 10/06/25 Minor non-compliance (-2m against revised standard)

4.5.3 Aircraft Stand Provision

Manchester Airport has a complex aircraft parking stand arrangement spread across two terminals, with contact and remote stands.

There are 106 numbered parking stands at Manchester Airport. There are a mixture of Multi-Choice Apron (MCA) and Multi Aircraft Ramp System (MARS) stands that can be found across the airfield.

There are a variety of stand dimensions and configurations, with complex interdependencies between adjacent stands according to the size of aircraft parked. The stands can accommodate a total of 106 narrow bodied aircraft, reducing to a lower figure, when wide-bodied aircraft are parked. The airport has a total of 27 wide bodied aircraft stands.

Stands 1, 2, 5, 7, 9, 47, 50 and 51 do not have the capability to park all ICAO Code C aircraft due to restrictions in stand length.

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Stand	Contact/ Remote	Stand Entry Guidance Provided	Notes
1	3 - Remote	AVDGS	
2	2 - Remote	AVDGS	
4	2 - Remote	AVDGS	
5	3 - Remote	AVDGS	
6	2 - Remote	AVDGS	
7	3 - Remote	AVDGS	
8	2 - Remote	AVDGS	
9	3 - Remote	AVDGS	
10	2 - Remote	AVDGS	
11	3 - Remote	AVDGS	
12	2 - Remote	AVDGS	
12L	2 - Remote	MARSHALLER	
12R	2 - Remote	AVDGS	
15	3 - Remote	AVDGS	
22	2 - Remote	AVDGS	
23	2 - Remote	AVDGS	
24	2 - Remote	AVDGS	
25	2 - Remote	AVDGS	
26	2 - Remote	AVDGS	
27	2 - Remote	AVDGS	
28	2 - Remote	AVDGS	
29	2 - Remote	AVDGS	
31	2 - Remote	AVDGS	
32	2 - Remote	AVDGS	
61L	2 - Remote	MARSHALLER	
61	2 - Remote	MARSHALLER	
61R	2 - Remote	MARSHALLER	
62	2 - Remote	MARSHALLER	
70	2 - Remote	MARSHALLER	
71	2 - Remote	MARSHALLER	
72	2 - Remote	MARSHALLER	
73	2 - Remote	MARSHALLER	
74L	2 - Remote	MARSHALLER	
74	2 - Remote	MARSHALLER	
74R	2 - Remote	MARSHALLER	
80L	2 - Remote	MARSHALLER	Situated on Taxiway November-Charlie

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80R	2 - Remote	MARSHALLER	
80	2 - Remote	MARSHALLER	
81	2 - Remote	MARSHALLER	
231L	2 - Remote	MARSHALLER	Situated on Taxiway November-Charlie
231R	2 - Remote	MARSHALLER	
231	2 - Remote	MARSHALLER	
233	2 - Remote	MARSHALLER	
901	2 - Remote	AVDGS	
903	2 - Remote	AVDGS	
905	2 - Remote	AVDGS	
907	2 - Remote	AVDGS	
909	2 - Remote	AVDGS	
911	2 - Remote	AVDGS	
913	2 - Remote	AVDGS	
915	2 - Remote	AVDGS	
917	2 - Remote	AVDGS	
919	2 - Remote	AVDGS	
925	2 - Remote	AVDGS	
927	2 - Remote	AVDGS	
929	2 - Remote	AVDGS	
113L	2 - Remote	AVDGS	
113	2 - Remote	AVDGS	
113R	2 - Remote	AVDGS	
114	2 - Remote	AVDGS	
116	2 - Remote	AVDGS	
116L	2 - Remote	AVDGS	
16	3 - Contact	AVDGS	
17	3 - Contact	AVDGS	
41	3 - Contact	AVDGS	
42	3 - Contact	AVDGS	
43	3 - Contact	AVDGS	
44	3 - Contact	MARSHALLER	
44L	3 - Contact	AVDGS	
44R	3 - Contact	MARSHALLER	
47	3 - Contact	AVDGS	
49	3 - Contact	AVDGS	
50	3 - Contact	AVDGS	
51	3 - Contact	AVDGS	

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52	3 - Contact	AVDGS	
53	3 - Contact	AVDGS	
54	3 - Contact	AVDGS	
55	3 - Contact	AVDGS	
55L	3 - Contact	AVDGS	
55R	3 - Contact	AVDGS	
57	3 - Remote	MARSHALLER	
58	3 - Remote	MARSHALLER	
101	2 - Contact	AVDGS	
103	2 - Contact	AVDGS	
104	2 - Contact	AVDGS	
105	2 - Contact	AVDGS	
106	2 - Contact	AVDGS	
106R	2 - Contact	AVDGS	
107	2 - Contact	AVDGS	
108	2 - Contact	AVDGS	
109	2 - Contact	AVDGS	
110	2 - Contact	AVDGS	
110L	2 - Contact	AVDGS	
111	2 - Contact	AVDGS	
112	2 - Contact	AVDGS	
112R	2 - Contact	AVDGS	
203L	2 - Contact	AVDGS	
203	2 - Contact	AVDGS	
205	2 - Contact	AVDGS	
207	2 - Contact	AVDGS	
207R	2 - Contact	AVDGS	
209L	2 - Contact	AVDGS	
209	2 - Contact	AVDGS	
211	2 - Contact	AVDGS	
213	2 - Contact	AVDGS	
213R	2 - Contact	AVDGS	
215	2 - Contact	AVDGS	
204	2 - Contact	AVDGS	
206	2 - Contact	AVDGS	
206L	2 - Contact	AVDGS	
208	2 - Contact	AVDGS	
210	2 - Contact	AVDGS	

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210L	2 - Contact	AVDGS	
214L	2 - Contact	AVDGS	
214	2 - Contact	AVDGS	
212	2 - Contact	AVDGS	
301	2 - Contact	AVDGS	
302	2 - Contact	AVDGS	
303	2 - Contact	AVDGS	
304	2 - Contact	AVDGS	
304L	2 - Contact	AVDGS	
305	2 - Contact	AVDGS	
306	2 - Contact	AVDGS	
306L	2 - Contact	AVDGS	
307	2 - Contact	AVDGS	
308	2 - Contact	AVDGS	
308L	2 - Contact	AVDGS	

4.6 Description of the types of operations that the aerodrome is approved to conduct

Instrument and visual flying operations of the following types

- Air transport – passenger and cargo
- Training flights for normal air transport operations
- Positioning flights
- Commercial helicopter flights
- General aviation flights
- The largest aircraft type certified to use the airport is Airbus A380.

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